

Public Involvement

Appendix 2 to SFY 2021-2024 MORPC TIP

- Approved on May 14, 2020, by MORPC Resolution T-7-20

Mid-Ohio Regional Planning Commission
111 Liberty Street, Suite 100
Columbus, Ohio 43215
614-228-2663
www.morpc.org

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Public Participation Exhibits

| | |
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| Exhibit A | MORPC Sub-Allocated Funds: Resolution T-4-20 <ul style="list-style-type: none">• CAC Attendance, Agenda & Minutes – March 2, 2020• TAC Attendance, Agenda & Minutes – March 4, 2020• Transportation Policy Attendance, Agenda & Minutes – March 12, 2020• Press Release – December 19, 2019• Resolution T-4-20 “Adopting Policies for Managing MORPC Attributable Funds”• Social Media Posts |
| Exhibit B | MORPC Attributable Funds Updates <ul style="list-style-type: none">• CAC Attendance, Agenda & Minutes – February 26, 2018• TAC Attendance, Agenda & Minutes – February 28, 2018• Transportation Policy Attendance, Agenda & Minutes - March 8, 2018• CAC Attendance, Agenda & Minutes – April 2, 2018• TAC Attendance, Agenda & Minutes – April 4, 2018• Transportation Policy Attendance, Agenda & Minutes – April 12, 2018 |
| Exhibit C | MORPC Attributable Funding Draft List of Projects <ul style="list-style-type: none">• Press Release – MORPC Proposes over \$21 million for new Transportation Projects – December 18, 2018• Attributable Funds Public Comments• Resolution: T-2-19: “Adopting MORPC-Attributable Funding Commitments”• CAC Attendance, Agenda & Minutes – March 4, 2019• TAC Attendance, Agenda & Minutes – March 6, 2019• Policy Attendance, Agenda & Minutes – March 14, 2019• Resolution: T-9-19: “Modifying MORPC-Attributable Funding Commitments”• CAC Attendance, Agenda & Minutes – June 3, 2019• TAC Attendance, Agenda & Minutes – June 5, 2019• Policy Attendance, Agenda & Minutes – June 13, 2019 |
| Exhibit D | TIP Update <ul style="list-style-type: none">• Legal Notice – January 18, 2020 |
| Exhibit E | Final Draft SFY 2021 – 2024 Transportation Improvement Program (TIP) |

- Final TIP Available for Public Review/Open House Press Release – March 27, 2020
- TAC Attendance, Agenda & Minutes – April 1, 2020
- Policy Attendance, Agenda & Minutes – April 9, 2020
- Post Card Notice of Draft TIP & Open House

Exhibit F Draft TIP Open House – March 31, 2020

- Virtual Open House Attendance
- Exhibits & Displays – Presentation
- Open House Comments
- Social Media Posts
- Public Comments

Exhibit G Resolution T-7-20: “ADOPTION OF THE FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)”

Introduction

Moving Ahead for Progress in the 21st Century (MAP-21) requires that the Metropolitan Planning Organization (MPO) develop and utilize a “Participation Plan” that provides reasonable opportunities for interested parties to comment on the Transportation Improvement Program (TIP). This “Plan” must be developed “in consultation with all interested parties” and include visualization techniques and publication on the web. The planning regulations stipulate that the metropolitan transportation planning process includes a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and the TIP.

In the current Fixing America's Surface Transportation Act or "FAST Act", additions were made to the public involvement process. Section 450.316(b) provides that MPOs should consult with officials responsible for tourism and natural disaster risk reduction when developing MTPs and TIPs.

Recognizing that the impacts of federal programs and activities may raise questions of fairness to affected groups, President Clinton, on February 11, 1994 signed Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. MORPC has extended this protected population to also include people with disabilities and zero car households.

The U.S. EPA's Office of Environmental Justice defines environmental justice as follows:

“The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations and policies. Fair treatment means that no group of people, including racial, ethnic, or socio-economic group should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies.”

Environmental Justice strengthens Title VI of the Civil Rights Act of 1964 by requiring federal agencies to make achieving Environmental Justice part of their mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations. Environmental Justice also ensures the involvement of the targeted population in major transportation investments. In response to this requirement, Environmental Justice has been separated into two parts. This appendix discusses the participation of the targeted populations in the plan. Appendix 3 analyzes the benefits and burdens of the TIP investments.

Recognizing the importance of involving the public in planning for the future of a region, MORPC continues a proactive and interactive planning process and provides the opportunity for the community, including the protected populations, to play an integral role in transportation planning and provide input into major decisions. MORPC prepares and submits the Transportation Improvement Program every two years.

The continuous review and update of projects for the TIP involved the coordination and collaboration of ODOT and MORPC members. This process, which parallels the public review process, involved meetings with local governments and ODOT districts to review current and new projects on the TIP. Staff met with consultants, implementing agencies and ODOT to update costs and schedules for

local projects.

Policies for MORPC-Attributable Funding Programs

Local governments in Central Ohio have identified a need for more financial assistance for transportation projects than MORPC has federal funds available. Consequently, this demand requires MORPC to prioritize projects seeking funding. In order to make and keep the decision open, transparent and comprehensive, MORPC convened the Attributable Funds Committee (AFC) to review and update its Policies for Managing MORPC-Attributable Funds.

The AFC, consisting of representatives from the MORPC Transportation Advisory Committee (TAC), the Community Advisory Committee (CAC), the Transportation Policy Committee, Franklin County Metro Parks, The Ohio State University, Rails-to-Trails, Clean Fuels Ohio, ODOT and Federal Highway Administration reviewed the Policies for applicability. The document included a schedule, eligibility requirements, application requirements, evaluation criteria, procedures for ranking and selecting projects for funding, requirements for sponsors receiving a funding commitment, and other policies for managing the funding program.

In late December 2019 the draft Policies for selecting MORPC-funded projects underwent a 30-day public review and comment period. The draft Policies were presented to the CAC and TAC and approved by the Transportation Policy Committee in March 2020. See Exhibit A.

Project Selection for MORPC-Attributable Federal Funds

Project solicitation began in May 2018. Notices to apply for MORPC-attributable federal funds and to attend the May funding workshop were sent to potential applicants and funded agencies. From August through December 2018, staff along with the AFC reviewed, scored and ranked submitted projects. A requirement of the application process included local communities submitting a resolution authorizing submittal of the application for funding. During this time frame, MORPC received 35 applications for funding.

In December 2018, the draft list of eight new projects was made available for a 45-day public review and comment period. During the review and comment period of the draft listing of MORPC-attributable federal funds, 28 comments were received from the public. See Exhibit C.

In March 2019, MORPC's CAC, TAC and Transportation Policy Committee reviewed, modified and approved project selections. In June 2019, MORPC's CAC, TAC, and Transportation policy Committee approved one additional project selection. See Exhibit C.

Transportation Improvement Program

The draft TIP was available through various settings: online at public libraries, MORPC's website, www.morpc.org/tip, transportation-related open houses, and at the MORPC office. The public was notified through the media, direct mail, through social media and MORPC's website that the draft TIP was available for review online or at MORPC offices. A virtual open house provided the public the opportunity to view the draft TIP, attend a presentation and ask questions of staff. In each instance, the public was asked to provide comments, preferably in writing, during the comment period.

A post card notice was distributed advertising the TIP open house and comment period. The availability of the draft TIP was announced in notices to members, advertised through legal notices, electronic newsletters, and press releases and placed on Facebook and Twitter. In each notice the

dates for the review and comment period were given and the public invited to review the draft plan on MORPC's website, at the scheduled virtual TIP open house or at the MORPC office.

The draft TIP was presented before MORPC's Transportation Advisory and Community Advisory committees. The meetings of the two committees were open to the public and the media duly notified.

Draft TIP

A legal notice announcing the initiation of the biennial TIP update process for SFY 2021-2024 was electronically distributed in January 2020 to the Columbus Dispatch, Delaware Gazette, Lancaster Eagle Gazette, Newark Advocate and the Columbus Post and distributed through a Sunshine mailing. Announcements were also made at the CAC and TAC meetings. See Exhibit D.

In February 2020 an e-mail was sent to local agencies to identify any significant project funded entirely by local and/or private sources for inclusion in the SFY 2021-2024 TIP.

A notice announcing the availability of the draft TIP was forwarded to local implementing agencies within the planning area, including incorporated villages and cities, counties, the transit authority and the Ohio Department of Transportation.

The draft TIP was presented to the CAC and TAC in March 2020. The TIP schedules, as well as funding types, MORPC's TIP fiscal responsibilities under FAST Act, regional project priorities, fiscal balance, update of the TIP every two years and the timely development of projects were reviewed and discussed with the committees.

During the review and comment period of the draft TIP, no comments were received from the public. See Exhibit F.

Final Draft TIP

The final draft TIP was made available to the public for comment and review through distribution to Central Ohio public libraries in the planning area and on MORPC's website, www.morpc.org/tip. A press release was electronically distributed to the previously stated newspapers announcing the public review periods. The availability of the final draft TIP and information regarding the public information/open house were mailed through a Sunshine mailing and distributed through social media. Invitations to attend the April public open house were mailed to over 2300 businesses, neighborhood civic and community groups and public agencies in the transportation planning area.

A public information/open house was held virtually on Tuesday, March 31, 2020 from 3:30-6:30 p.m. Over 100 people attended the open house. During the review and comment period of the final draft TIP, 11 public comments were received. See Exhibit F.

A formal presentation was made to the TAC on April 1 and the Transportation Policy Committee on April 9, 2020. Proposed Resolution T-7-20: "Adoption of the FY 2021-2024 Transportation Improvement Program (TIP)" will be recommended for approval by all committees. See Exhibit G.

PUBLIC PARTICIPATION EXHIBITS

ADDITIONAL INFORMATION

The following information on public participation in the development of the TIP is available upon request.

List of Central Ohio Public Libraries

Letters to Member Governments

Sunshine Mailing List

EXHIBIT A



MID-OHIO REGIONAL
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NOTICE OF A MEETING

COMMUNITY ADVISORY COMMITTEE
Mid-Ohio Regional Planning Commission
111 Liberty Street, Suite 100
Columbus, Ohio 43215
Scioto Conference Room

Monday, March 2, 2020
5:30 p.m.

AGENDA

- I. **5:30 p.m. Welcome & Introductions** – Catherine Girves, Chair
- II. **5:35 p.m. Approval of [February 4, Meeting Minutes](#)** (enclosed)
- III. **5:40 p.m. Community Engagement Discussion** – Thea J Walsh, MORPC & Niel Jurist, MORPC
- IV. **5:50 p.m. Metropolitan Planning Organization (MPO) Report** (enclosed) – Thea Walsh, MORPC
 - Monthly Report – Data & Mapping – Aaron Schill, MORPC
 - Planning & Sustainability – Stephen Patchan, MORPC
 - DCTB Update – Denny Schooley, DCTB
 - COTA Update – Doug Arseneault, COTA
- V. **6:05 p.m. 6:10 p.m. Proposed Resolutions**
 - **Proposed Resolutions T-2-2020** – Amending the State Fiscal Year (SFY) 2018-2021 Transportation Improvement Program – Thomas Graham, MORPC
 - **Proposed Resolutions T-3-2020** – Amending the SFY 2020 PWP to add a Work Element – Thea J Walsh, MORPC
 - **Proposed Resolutions T-4-2020** – Adopting Policies for Managing MORPC - Attributable Funds – Nathaniel Vogt, MORPC
- VI. **6:30 p.m. 2020-2050 Metropolitan Transportation Plan (MTP)**
 - Draft Document – Maria Schaper, MORPC

VII. 6:35 p.m. Informational Items

- Draft SFY- 2021-2024 Transportation Improvement Program – Nathaniel Vogt, MORPC

VIII. 6:45 p.m. Other Business

IX. 7:00 p.m. Adjourn

PLEASE NOTIFY MELISSA SHARP AT 614-233-4180 OR EMAIL AT msharp@morpc.org TO CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR IF YOU REQUIRE SPECIAL ASSISTANCE.

The next CAC Meeting is
May 2020 @ 9:00 a.m.
111 Liberty Street, Suite 100
Columbus, OH 43215

PARKING AND TRANSIT: When parking in MORPC's parking lot, please be sure to park in a MORPC visitor space or in a space marked with a yellow "M". Handicapped parking is available at the side of MORPC's building. Three electric vehicle charging stations are available for MORPC guests.

MORPC is accessible by CBUS. The closest bus stop to MORPC is S. Front Street & W. Blenkner St. Buses that accommodate this stop are the Number 61 - Grove City, the Number 5 - West 5th Ave. /Refugee, and the Number 8 - Karl/S. High/Parsons.

MEETING ROOM ACCESS: When you arrive in MORPC's lobby, a video screen will display the day's meetings. Each meeting will list a phone extension. Use the phone in the lobby to call the extension and someone will come escort you to the meeting.

**Mid-Ohio Regional Planning Commission
Community Advisory Committee Meeting Minutes**



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

Date: **March 2, 2020**
Time: **5:30 p.m.**
Location: **MORPC**

Members Present

William Allman
William Curlis
Dana Dorsey
Len Fisher

Catherine Girves
David Paul
Larry Robertson
Bob Roehm

Joel Spokas
Ira Weiss

MORPC Staff Present

Marta Crispin
Mary Ann Frantz
Thomas Graham
Niel Jurist

Stephen Patchan
Maria Schaper
Bevan Schneck
Aaron Schill

Melissa Sharp
Nathaniel Vogt
Thea Walsh

I. Welcome & Introductions

- Chair Catherine Girves called the meeting to order at 5:30 p.m. and reminded those in attendance to sign in prior to leaving.
- Chair Girves welcomed the committee's newest member, Dana Dorsey, from Columbus Public Health.

II. Approval of February 3, 2020 Meeting Minutes

- Chair Catherine Girves asked for a motion to approve the minutes; Ira Weiss moved; Len Fisher seconded; and the motion carried.

III. Community Engagement Discussions – Thea Walsh / Niel Jurist, MORPC

- Thea Walsh and Niel Jurist worked with William Murdock and Catherine Girves regarding the committee's bylaws, attendance, representation, etc. William has sent out letters notifying members of next steps. There are approximately 12-14 seats on the committee.
- Mr. Murdock and Chair Girves will discuss new members of the committee for the May meeting.
- Ms. Jurist reviewed the new format regarding the Regional Community Collaborative and the Community Advisory Committee. The current structure vs the proposed structure and the proposed meeting schedule were presented. Discussion ensued and this topic was tabled for later discussion.
- [Committee Organization Presentation](#)

IV. Metropolitan Planning Organization (MPO) Report - Thea Walsh, MORPC

- Northwest Corridor – (Olentangy Corridor) – the consultants will be producing a process of how the corridor planning process will go as well as a foundation report. There will be a public involvement meeting in May to present the framework and foundation reports. This is important because the framework will be a guide for how others will be planned. Thea will be sending out the invitation soon.
- Ohio House Bill 285 to address distracted driving was introduced by State Senator Stephanie Kunze. COTA is part of a statewide coalition in support of the bill, dubbed Hands Free Ohio. Governor DeWine rolled out a recommendation for this. There were several questions, all answered.

Monthly Report – Data & Mapping – Aaron Schill, MORPC

- Census invitations will be mailed within the coming weeks and should be in mail boxes by mid-March. Individuals can participate digitally, by phone or by mail.
- More than \$880 billion in federal funding is allocated annually based on the census counts – including \$33 billion to Ohio each year.
- Funding examples include: (1) Infrastructures; (2) Health Care; and (3) Education
- April 1 is Census Day
- There were several questions, all answered.

V. Metropolitan Transportation Plan (MTP) – Maria Schaper – MORPC

- Ms. Schaper thanked everyone who came to the MTP open house and pointed out several boards that were on display during the open house.
- Projects identified in the plan must be cost feasible based on forecasted revenue and cost estimates. The plan is completed every four years and submitted to ODOT and USDOT.
- The plan includes only communities within the official MPO boundary – this includes all of Franklin and Delaware counties and parts of Union, Licking and Fairfield counties.
- There are 70 draft strategies available for public comment and review with two main categories – systems management and systems development. They are available on the website (www.morpc.org/mtp2050).
- The plan will be presented to MORPC's committees for adoption in May 2020.
- [2020-2050 Metropolitan Transportation Plan Update](#)

VI. Presentation to Len Fisher

- William Murdock and Catherine Girves presented Len Fisher with a MORPC gift bag, as he is stepping down from the committee.

VII. Monthly Report - Planning & Sustainability – Stephen Patchan, MORPC

- Three Sustainable2050 members received platinum-level certification (City of Delaware, City of Bexley, and MORPC).
- Summit on Sustainability – October 15, 2020
 - Currently seeking suggestions for keynote speaker. Keith Benjamin was mentioned as a possible keynote.

- Bevan Schneck answered a question about MORPC's Energy Academy. There will be four sessions in which individuals will become experts about energy and energy champions for their individual communities.

VIII. Proposed Resolution T-2-2020 – Amending the State Fiscal Year (SFY) 2018-2021 Transportation Improvement Program – Thomas Graham, MORPC

- The proposed resolution is to modify five projects and add three projects, with commitments totaling over \$95 million.
- Mr. Graham pointed out the changes:
 - Addition of a 2020 Diesel Emission Reduction Grant program award for SFY 2020 for the purchase of nine electric buses.
 - MORPC has requested the addition of the FTA's Section 5310 Enhanced Mobility for Seniors and Persons with Disabilities program to the TIP.
- The Chairman asked for a motion to approve; Dr. Larry Robertson moved to approve; Ira Weiss seconded; and the motion carried.

IX. Proposed Resolution T-3-2020 – Amending the SFY 2020 PWP to add a Work Element – Mary Ann Frantz, MORPC

- Proposed resolution amends the SFY 2020 Planning Work Program (PWP) to add Work Element 67420-3000 for MORPC Mobility Management.
- The chairman asked a motion to approve; William Curlis moved; David Paul seconded; and the motion carried.

X. Proposed Resolution T-4-2020 – Adopting Policies for Managing MORPC – Attributable Funds – Nathaniel Vogt, MORPC

- The resolution is for adapting policies for managing MORPC's attributable funds.
- A workshop will be conducted on June 3, 2020 at 2:30 p.m.
- The chairman asked for a motion to approve; Dr. Robertson moved; Ira Weiss seconded; and the motion carried.

XI. Information Items

Draft SFY (State Fiscal Year) 2021-2024 Transportation Improvement Program (TIP) – Nathaniel Vogt, MORPC

- The TIP will become effective July 1, 2020.
- Mr. Vogt explained the Transportation Improvement Program (TIP) compared to the Metropolitan Transportation Plan (MTP).
- Public comment period closes April 20; the State TIP comment period is through April 10.
- Resolution to be adopted at the May meeting.
- [2021-2024 Transportation Improvement Program Update](#)

XII. Other Business - Tabled item – Discussions

- Three choices for times: 9 - 11:30 a.m.; 11:30 a.m. - 1 p.m.; or 5:30 - 7 p.m.
- The chairman asked for a motion to select a time; William Curlis moved for 5:30 p.m. – 7:00 p.m.; William Allman seconded; and the motion carried.

- Two choices for what day of the month the committees meetings should be held – the first Monday or first Tuesday.
 - The chairman asked a motion on which day meetings should be; William Curlis moved for the first Monday; Ira Weiss seconded; and the motion carried.
 - If the meeting date falls on a holiday Monday, the meeting will be moved to the following Tuesday or Wednesday.
- The next CAC meeting will be the First Monday in May at 5:30 p.m. - 7 p.m.
- A request was made for Letters of Appreciation for Warren King, a long-serving member of this committee.
- It was pointed out by a member that April 22, 2020 is the 50th Anniversary of Earth Day.

Commented [TW1]: Niel – the meeting must be at 5:30 on Monday 😊

XIII. Adjourn

Chair Girves asked for a motion to adjourn; Ira Weiss moved; David Paul seconded; and the motion carried.

Bevan Schneck

Bevan Schneck, Secretary
Community Advisory Committee



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NOTICE OF A MEETING

TRANSPORTATION ADVISORY COMMITTEE

Mid-Ohio Regional Planning Commission
111 Liberty Street, Suite 100
Columbus, Ohio 43215
Scioto Conference Room

Wednesday, March 4, 2020
9:00 a.m.

AGENDA

- I. **9:00 a.m. Welcome & Introductions** – Cindy Fitzpatrick, Chair
- II. **9:05 a.m. Approval of [February 5, Meeting Minutes](#)** (enclosed)
- III. **9:10 a.m. Metropolitan Planning Organization (MPO) Report** (enclosed) – Thea Walsh, MORPC
 - Monthly Report – Data & Mapping – Aaron Schill, MORPC
 - Planning & Sustainability – Stephen Patchan, MORPC
- IV. **9:25 a.m. Funding Programs**
 - Attributable Funds Projects Status Update – Thomas Graham, MORPC
 - **Proposed Resolution T-2-2020** – Amending the State Fiscal Year (SFY)2018-2021 Transportation Improvement Program – Thomas Graham, MORPC
 - **Proposed Resolution T-4-2020** – Adopting Policies for Managing MORPC - Attributable Funds – Nathaniel Vogt, MORPC
 - **Draft SFY 21-24 Transportation Improvement Program** – Nathaniel Vogt, MORPC
- V. **9:40 a.m. Proposed Resolutions**
 - **Proposed Resolutions T-3-2020** – Amending the SFY 2020 PWP to add a Work Element – Thea J Walsh, MORPC
- VI. **9:45 a.m. 2020-2050 Metropolitan Transportation Plan (MTP)**
 - Draft Document – Maria Schaper, MORPC
- VII. **9:50 a.m. Informational Items**
- VIII. **10:00 a.m. Other Business**

IX. 7:00 p.m. Adjourn

PLEASE NOTIFY MELISSA SHARP AT 614-233-4180 OR EMAIL AT msharp@morpc.org TO CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR IF YOU REQUIRE SPECIAL ASSISTANCE.

The next TAC Meeting is
Wednesday April 1, 2020 @ 9:00 a.m.
111 Liberty Street, Suite 100
Columbus, OH 43215

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Mid-Ohio Regional Planning Commission

Transportation Advisory Committee Meeting Minutes



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

Date: **March 4, 2020**
Time: **9:00 a.m.**
Location: **MORPC**

Members Present

Ted Beidler
Brian Davidson
William Ferrigno
Cindi Fitzpatrick
Tiffany Jenkins

Ryan Lowe
Tim Nittle
Mathew Peoples
Scott Sanders
Dan Sowry

Jacolyn Thiel
James Young
Kevin Weaver

Guests Present

Layla Abraham
Mike Avellano
James Hise
Rob James

Chantil Milam
Mark Metzger
Andrew Schneider
Kristin Studabaker

Kelsey Vandia
James Young

MORPC Staff Present

Marta Crispin
Mary Ann Frantz
Thomas Graham

Stephen Patchan
Maria Schaper
Aaron Schill

Thea Walsh
Nathaniel Vogt

I. Welcome & Introductions

Chair Cindi Fitzpatrick called the meeting to order at 9:00 a.m.

II. Approval of December 4, 2019 Meeting Minutes

Chair Fitzpatrick asked for a motion to approve the minutes; Ted Beidler moved; Bill Ferrigno seconded; none opposed and the motion carried.

III. Metropolitan Planning Organization (MPO) Report – Thea Walsh, MORPC

- Virgin Hyperloop Certification Center proposal – seventeen proposals submitted; they are current reviewing under 10 including central Ohio's proposal for the center to be at the Transportation Research Center.
- Two proposals for U.S. DOT's INFRA program were submitted for central Ohio projects– Columbus Crossroads (\$40M, Phase IV); 36/37 Delaware County
- House Bill 285 – Distracted Driving – “Hands Free Bill”.

Data & Mapping Monthly Report – Aaron Schill, MORPC

- Census 2020 postcards to be mailed within the next week or so; the website and access code are provided.
- National Census Day – April 1, 2020

Planning & Sustainability Monthly Report – Stephen Patchan

- Sustainability 2050 – City of Delaware, City of Bexley, and MORPC were Platinum Level Award winners.
- October 15, 2020 – Summit on Sustainability.

IV. Funding Programs

Attributable Funds Project Status Update (handout) – Thomas Graham, MORPC

- Reviewed the Attributable Funding Commitments for SFY 2020
- Highlighted two sections:
 - COTA 2019 Bus Replacement, Transit Replacement Capital (amount encumbered \$4,527,394;
 - COTA Micro-Transit Pilot, Transit Activity (amount encumbered \$948,000)

[More information can be found by clicking here.](#)

Proposed Resolution T-2-2020 – Amending the State Fiscal Year (SFY) 2018-2021 Transportation Improvement Program (TIP) – Thomas Graham, MORPC

- Will modify five projects and add three projects to the SFY 2018-2021 TIP with commitments totaling over \$95 million.
- Proposed changes to the TIP:
 - Central Ohio Transit Authority (COTA)
 - ODOT District 6
 - MORPC
- Chairman asked a motion to approve; Kevin Weaver moved; Jacolyn Thiel seconded; and the motion carried.

Proposed Resolution T-4-2020 – Adopting Policies for Managing MORPC – Attributable Funds – Nathaniel Vogt – MORPC

- Adapting policies for managing MORPC's attributable funds.
- A workshop will be conducted on June 3, 2020 at 2:30 p.m.
- Chairman asked a motion to approve; Ted Beidler moved; Matt Peoples seconded; and the motion carried.

Draft SFY 21-24 Transportation Improvement Program – Nathaniel Vogt – MORPC

- Starts July 1, 2020.
- Explained the Transportation Improvement Program (TIP) compared to the Metropolitan Transportation Plan (MTP).
- Open House at MORPC on March 31, 2020 at 6:30 p.m.

- Public comment period closes April 20; the State Transportation Improvement Program comment period (STIP) is March 30 to April 10.
- Resolution to be adopted at the May meeting.

[More information can be found by clicking here.](#)

V. Proposed Resolutions

Proposed Resolution T-3-2020 – Amending the SFY 2020 PWP to add a Work Element – Thea Walsh – MORPC

- Proposed resolution amends the SFY 2020 Planning Work Program (PWP) to add Work Element 67420-3000 for MORPC Mobility Management.
- Chairman asked a motion to approve; Ted Beidler moved; James Young seconded; and the motion carried.

VI. 2020-2050 Metropolitan Transportation Plan (MTP) – Maria Schaper, MORPC

- Thanked everyone who came out to the open house last week and pointed out several boards that were on display during the open house as well as in the lobby for your viewing as you are leaving.
- Projects identified in the Plan must be cost feasible based on forecasted revenue and cost estimates. The Plan is completed every four years and submitted to ODOT and USDOT.
- The plan includes only communities within the official MPO boundary – this includes all of Franklin and Delaware counties and part of Union, Licking and Fairfield.
- There are six regional goals:
 - Attracting and retaining economic opportunity
 - Using public investments to benefit the health, safety and welfare of people
 - Creating sustainable neighborhoods
 - Increasing regional collaboration
 - Reducing energy consumption
 - Protecting natural resources
- 70 draft strategies available for public comment and review with two main categories – systems management and systems development - and available on our website (www.morpc.org/mtp2050).
- Public comment period closes April 3, 2020.
- The plan will be presented to MORPC's Committees for adoption in May 2020.

[More information can be found by clicking here.](#)

VII. Informational Items

- None

VIII. Other Business

- None

IX. Adjourn

- Chair Fitzpatrick entertained a motion to adjourn at 9:55 a.m. The meeting was adjourned.



Thea J. Walsh, Secretary
Transportation Advisory Committee



MID-OHIO REGIONAL
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NOTICE OF A MEETING

COMMISSION MEETING
MID-OHIO REGIONAL PLANNING COMMISSION
111 LIBERTY STREET, SUITE 100
COLUMBUS, OH 43215
SCIOTO CONFERENCE ROOM

Thursday, March 12, 2020
1:30 p.m.

AGENDA - UPDATED

- 1:30 p.m.
- 1. Pledge of Allegiance**
 - 2. Welcome and Introductions** – Rory McGuiness (City of Columbus), MORPC Chair
 - a. Nominating Committee Report** – Erik Janas (Franklin County), Nominating Committee Chair
 - 3. Executive Director's Report** – William Murdock, MORPC Executive Director

2:00 p.m.

Committees

- 4. Regional Data Advisory Committee** – Aaron Schill, MORPC Data & Mapping Director
- 5. Transportation Policy Committee (MPO)** – Rory McGuiness (City of Columbus), MORPC Chair
 - a. Call to Order** – Rory McGuiness (City of Columbus), MORPC Chair
 - b. Metropolitan Planning Organization Report**
 - Transportation & Infrastructure Development – Thea Walsh, Director
 - c. Transportation Policy Committee Consent Agenda**

William Murdock, AICP
Executive Director

Rory McGuiness
Chair

Karen J. Angelou
Vice Chair

Erik J. Janas
Secretary

- 1) Approval of **February 13, 2020 Transportation Policy Committee Meeting Minutes**
 - 2) **Proposed Resolution T-2-20: “Amending the State Fiscal Year (SFY) 2018-2021 Transportation Improvement Program”**
 - 3) **Proposed Resolution T-3-20: “Amending the SFY 2020 PWP to add a work element”**
 - 4) **Proposed Resolution T-4-20: “Adopting policies for managing MORPC Attributable Funds”**
- d. **2020-2050 Metropolitan Transportation Plan Update** – Thea Walsh, MORPC Transportation & Infrastructure Development Director
 - e. **Draft SFY 21-24 Transportation Improvement Program** – Thea Walsh, MORPC Transportation & Infrastructure Development Director
 - f. **Adjourn Transportation Policy Committee (MPO)** – Rory McGuiness (City of Columbus), MORPC Chair
- 6. Commission Consent Agenda**
- a. Approval of **February 13, 2020 Commission Meeting Minutes**
 - b. **Proposed Resolution 03-20: “Authorizing the executive director to enter into and administer contracts for approximately \$2.2 million with subrecipients receiving Federal Transit Administration (FTA) Section 5310 funding”**
 - c. Approval of Actions of the Transportation Policy Committee
- 7. Other Business**
- 3:00 p.m. **8. Adjourn** – Rory McGuiness (City of Columbus), MORPC Chair

PLEASE NOTIFY SHARI SAUNDERS AT 614-233-4169 OR ssaunders@morpc.org IF YOU REQUIRE SPECIAL ASSISTANCE.

The next Commission Meeting is
Thursday, April 9, 2020, 1:30 p.m.
111 Liberty Street, Suite 100
Columbus, Ohio 43215

PARKING AND TRANSIT: When parking in MORPC's parking lot, please be sure to park in a MORPC visitor space or in a space marked with a yellow “M”. Handicapped parking is available at the side of MORPC's building. On Commission meeting days only, additional parking is available in numbered spaces toward the west end of the parking lot. Three electric vehicle charging stations are available for MORPC guests.

Indoor bike parking is available for MORPC guests.

MORPC is accessible by CBUS. The closest bus stop to MORPC is S. Front Street & W. Blenkner St. Buses that accommodate this stop are the Number 61 - Grove City, the Number 5 - West 5th Ave. /Refugee, and the Number 8 - Karl/S. High/Parsons.



Mid-Ohio Regional Planning Commission Transportation Policy Committee Meeting Minutes

Date: March 12, 2020
Time: 1:58 p.m.
Location: Scioto Conference Room/Remote Option

Members Present in Person

| | | |
|---------------|----------------|------------------|
| Mike Anderson | Karl Craven | Jim Schimmer |
| Karen Angelou | Erik Janas | Kim Sharp for |
| Herb Asher | Steve Kennedy | Joanna Pinkerton |
| Pat Blayney | Rory McGuiness | |
| Julie Colley | Eric Richter | |

Commission Members in Person

| | |
|-------------|--------------|
| Jeff Fix | Loudan Klein |
| Dave Levacy | Steve Stolte |

Members via Remote

| | | |
|-------------------|----------------------|---------------|
| Jon Bennehoof | Pamela Hykes O'Grady | Steve Schoeny |
| Stacey Boumis | Benjamin King | Kent Shafer |
| Andrew Bowsher | Bill LaFayette | Thom Slack |
| Michaela Burris | Glenn Marzluf | Joe Stefanov |
| Ben Collins | Jason Nicodemus | Andy Teater |
| Michelle Crandall | Megan O'Callaghan | Christie Ward |
| Brad Ebersole | Robert Peters | Nancy White |
| Tom Homan | Elissa Schneider | Carrie Woody |

Commission Members via Remote

| | | |
|--------------------|-----------------|------------|
| Ben Carpenter | David Henry | Tony Vogel |
| Franklin Christman | David Scheffler | RC Wise |
| Bill Habig | Ben Stahler | |

MORPC Staff Present

| | | |
|------------------|-------------------|-----------------|
| Kerstin Carr | Eileen Leuby | Bevan Schneck |
| Joe Garrity | Amanda McEldowney | Brian Shang |
| Shawn Hufstедler | William Murdock | Susan Tsen |
| Alex Jokerst | Shari Saunders | Thea Walsh |
| Ciel Klein | Aaron Schill | Robert Williams |

MORPC Staff via Remote

| | | |
|-------------------|------------------|-------------|
| Jon-Paul d'Aversa | Natalie Hurst | Steve White |
| Nick Gill | Brandi Whetstone | |

Guests Present

Steve Tugend, Kegler Brown + Hill Ritter

Guests via Remote

Cathy Youtkus, Knox County

Meeting Called to Order

Chair Rory McGuiness called the Transportation Policy Committee Meeting to order at 1:58 p.m.

Metropolitan Planning Organization Report

- **Transportation & Infrastructure Development – Thea Walsh, MORPC
Transportation & Infrastructure Development Director**

Thea Walsh reported two INFRA proposals from Central Ohio were submitted: Columbus Crossroads and 36/37 in Delaware County.

Proposed Resolution T-2-20 on the consent agenda allows the awarding of FTA Section 5310 funds to various providers in the region. It also provides mobility management services for Franklin County.

Transportation Policy Committee Consent Agenda

Pat Blayney made a motion to approve the Transportation Policy Committee Consent Agenda, second by Jim Schimmer; motion passed.

**2020-2050 Metropolitan Transportation Plan (MTP) Update – Thea Walsh, MORPC
Transportation & Infrastructure Director**

Thea Walsh shared the [2020-2050 MTP Draft Strategies & Projects](#). In order to receive federal funds, projects need to be listed on the MTP. Preferences are changing. Research indicates that people of all ages want options. They want to live near places accessible by foot, bike, or transit. They also want, or need, more transit and other shared mobility services.

The regional strategies focus on two points: maintaining what we have and developing/adding infrastructure when needed. The draft projects are available for review on MORPC's [web map](#). MORPC Team Members have presented the draft MTP to almost 60 neighborhoods/member communities since last December. The public comment period ends April 3. The plan will be presented for approval in May 2020. Maria Schaper is the MORPC Project Lead.

**Draft SFY 21-24 Transportation Improvement Program (TIP) – Thea Walsh, MORPC
Transportation & Infrastructure Development Director**

Thea Walsh gave an update on the [Draft SFY 21-24 Transportation Improvement Program](#). It is not usual to work on the TIP and MTP in the same year. The TIP identifies funding sources for near-term priorities from the MTP. MORPC's TIP is included in the Statewide TIP (STIP). MORPC is also developing the TIP for the Central Ohio Regional Planning Organization (CORPO). MORPC is hosting an Open House for the MORPC and CORPO TIPs. The Statewide TIP will also be available for review. The project map is available [online](#). The SFY 21-24 Transportation Improvement Program will be presented for approval in May. Nathaniel Vogt is the MORPC Project Lead.

The Planning Work Program (PWP) is a list of all the things MORPC will be doing in-house for the year. That will be brought forward for approval in May. Funding for what is happening in the PWP must be approved in the TIP.

The Transportation Policy Committee Meeting adjourned at 2:17 p.m.



Erik J. Janas, Secretary
Mid-Ohio Regional Planning Commission



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION



DRAFT STRATEGIES & PROJECTS

MARCH 2020

2020-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

WHAT IS THE METROPOLITAN TRANSPORTATION PLAN (MTP)?

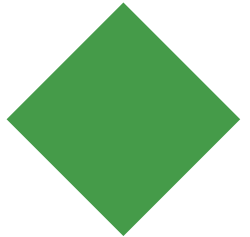
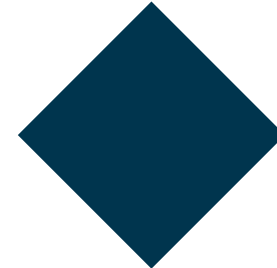
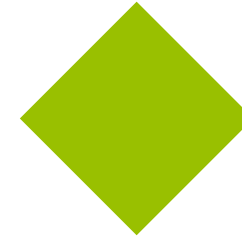
- Identifies regional transportation strategies and projects
- Long-range (20+ years)
- Fiscally constrained
- Formal document submitted to ODOT and USDOT every 4 years



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WHY IS IT IMPORTANT?

- Central Ohio is growing
 - Demographics are changing
 - Preferences are changing
 - Demands on the transportation system are changing
- *Transportation projects must be on MTP to be eligible for federal funding*

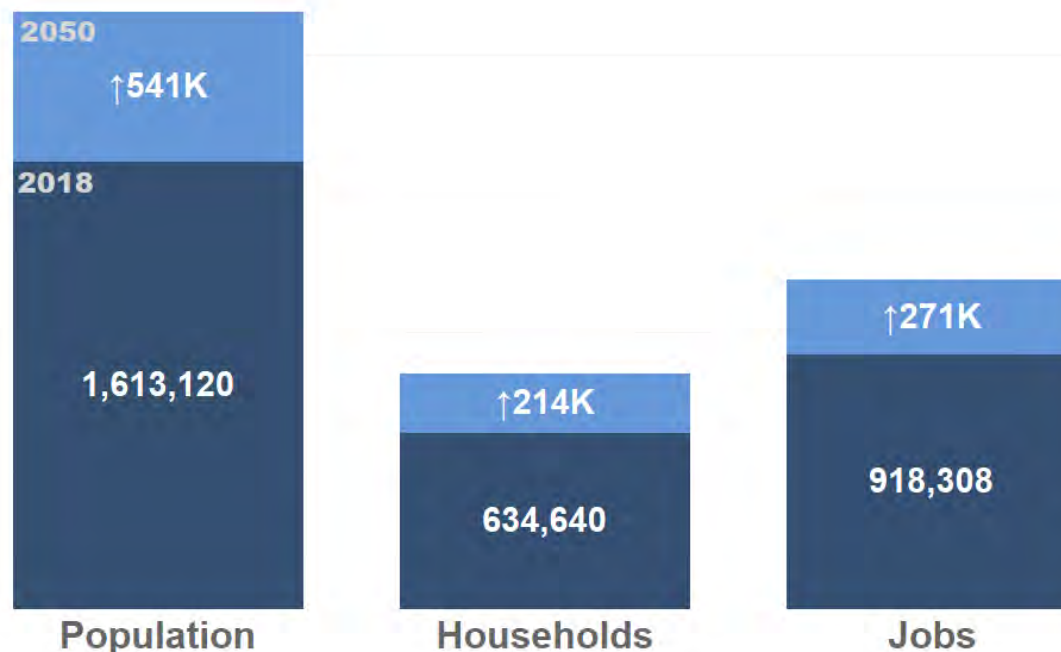




POPULATION & EMPLOYMENT FORECASTS

Projected Growth

Metropolitan Planning Organization Area





PREFERENCES ARE CHANGING

We want options.



Smaller Homes



Walkability



Amenities



More Mobility

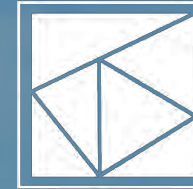


Green Space



OUR TRANSPORTATION SYSTEM

- 5,600 lane miles of roadways, 2,300 bridges
- More than 19 million fixed-route passenger trips annually
 - COTA
 - Delaware County Transit Board (DCTB)
 - Licking County Transit Board (LCTB)
 - Lancaster Public Transit System (LPTS)
 - Union County Area Transit Service (UCATS)
- 700 miles of existing bikeways
- 40% of arterials and collectors have sidewalk coverage
- 11.5 million Central Ohio Greenways bike/pedestrian miles traveled annually
- 5 intermodal lifts/railyards





REGIONAL GOALS

THROUGH TRANSPORTATION:

POSITION CENTRAL OHIO TO ATTRACT AND RETAIN **ECONOMIC OPPORTUNITY** TO PROSPER AS A REGION AND COMPETE GLOBALLY



USE PUBLIC INVESTMENTS TO BENEFIT THE **HEALTH, SAFETY, AND WELFARE** OF PEOPLE



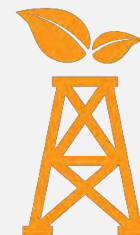
CREATE **SUSTAINABLE NEIGHBORHOODS** TO IMPROVE RESIDENTS' QUALITY OF LIFE



INCREASE **REGIONAL COLLABORATION** AND EMPLOY INNOVATIVE TRANSPORTATION SOLUTIONS TO MAXIMIZE THE RETURN ON PUBLIC EXPENDITURES



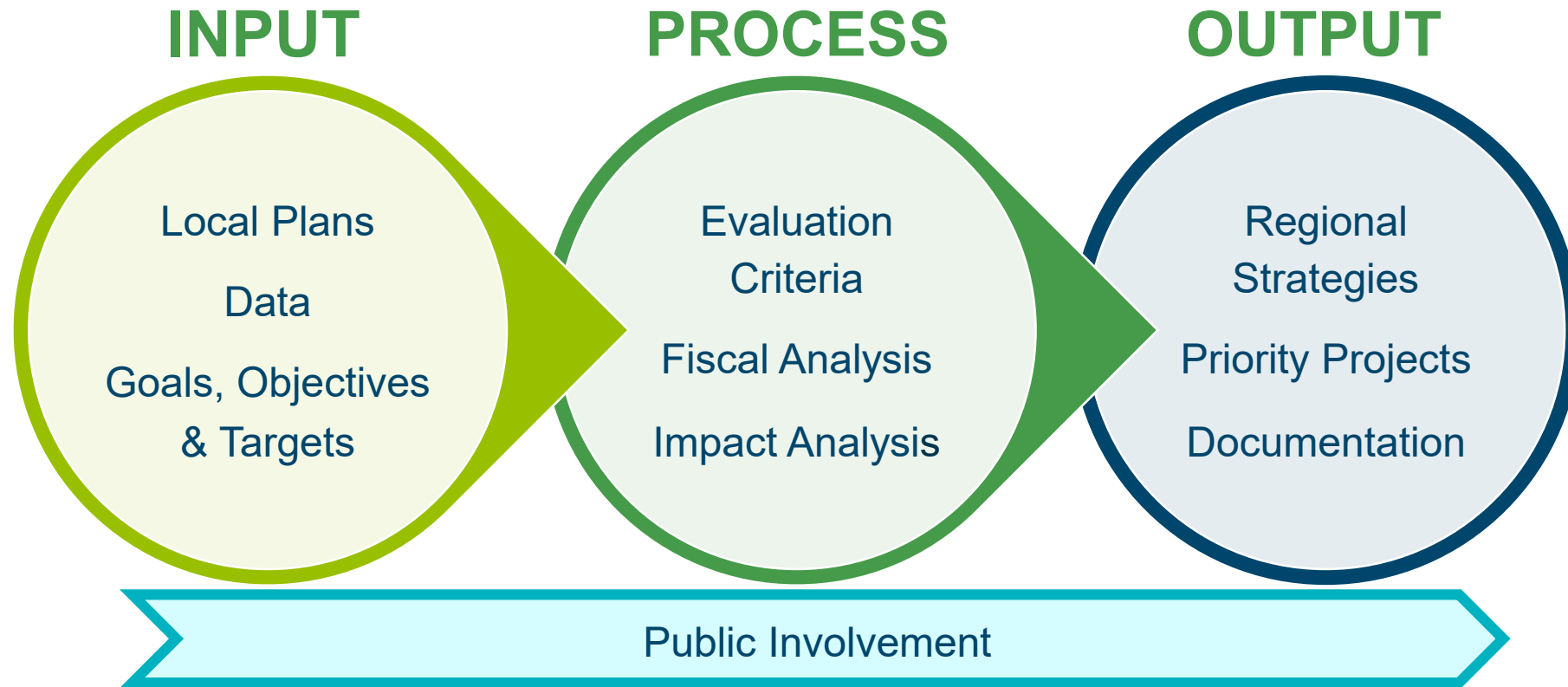
REDUCE PER CAPITA **ENERGY** CONSUMPTION AND PROMOTE ALTERNATIVE FUEL RESOURCES TO INCREASE AFFORDABILITY AND RESILIENCE OF REGIONAL ENERGY SUPPLIES



PROTECT **NATURAL RESOURCES** AND MITIGATE INFRASTRUCTURE VULNERABILITIES TO MAINTAIN A HEALTHY ECOSYSTEM AND COMMUNITY

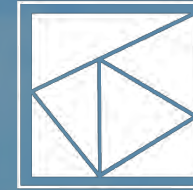






REGIONAL STRATEGIES

- System Management
 - Physical Preservation
 - Operations
 - Safety & Security
 - Demand Management
 - *Monitored through Performance Measures & Targets*
- System Development
 - Bike & Pedestrian Infrastructure
 - Transit Infrastructure
 - Freight Rail Infrastructure
 - Multimodal Infrastructure Connections
 - Roadway Infrastructure



SYSTEM DEVELOPMENT

- **Transit - \$12.9 billion**

- Five high-capacity transit projects covering 36 miles
- Maintain and expand COTA and DCT service
- Replacement vehicles and other capital expenses

- **Bicycle & Pedestrian - \$830 million**

- 415 miles of stand-alone bike and/or pedestrian facilities

- **Freeways - \$3.6 billion**

- 26 miles of freeways widened
- 17 miles of four-lane divided roadways converted to freeways
- 42 miles with lane management along freeways
- 25 interchange modifications
- 6 new interchanges

- **Non-Freeway Roadways - \$4 billion**

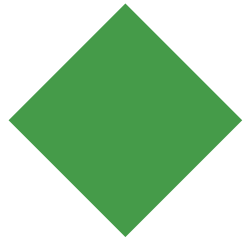
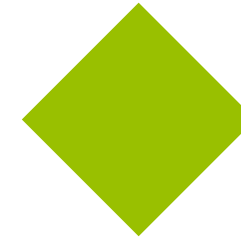
- 100 miles of new roadway connections
- 86 miles with through lane additions
- 119 miles with minor widening/safety improvements
- 152 intersections modifications



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MTP WEBMAP

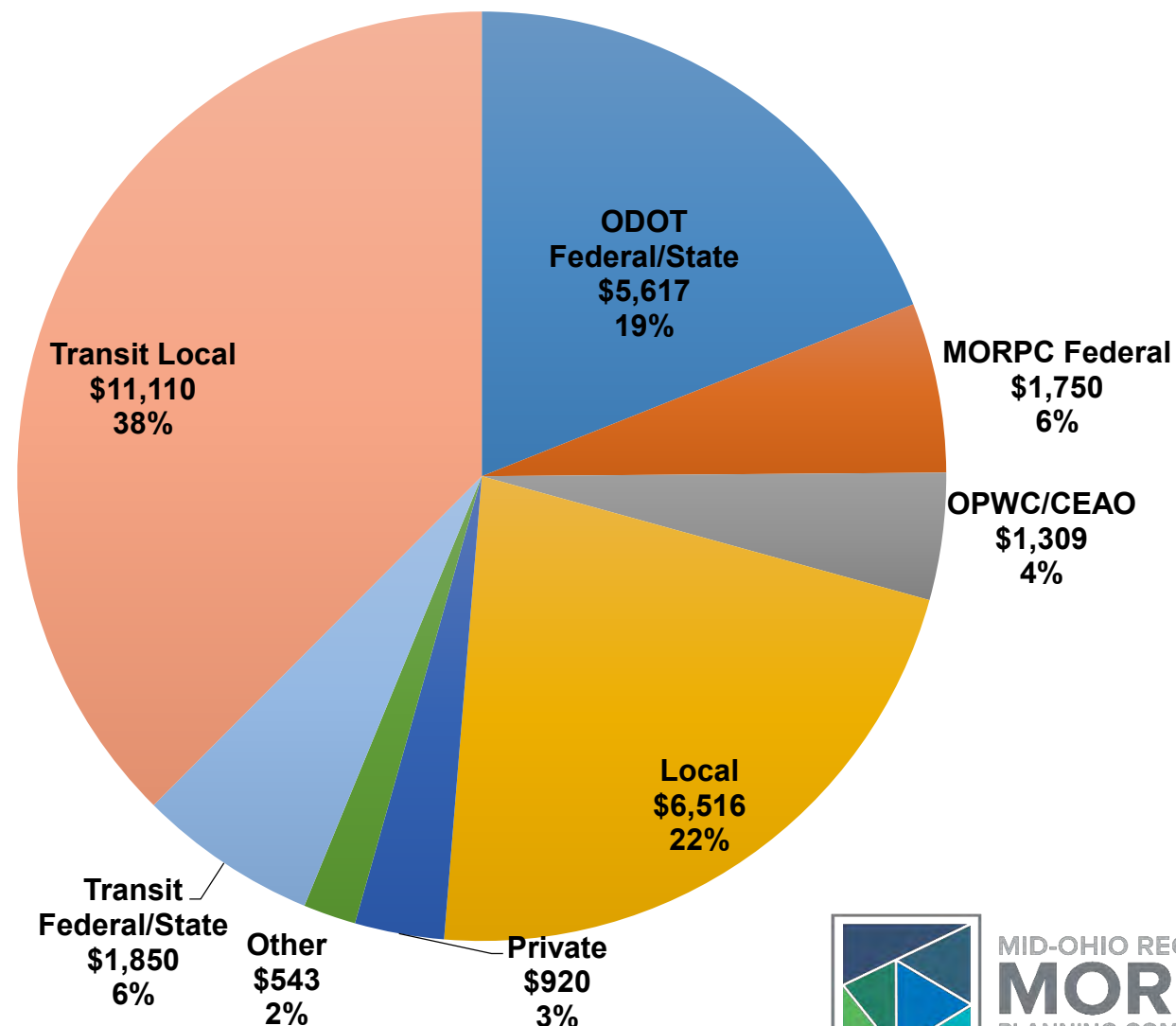
- Draft projects viewable on interactive webmap
 - Zoom
 - Pan
 - Click for project info
- www.morpc.org/mtp2050





DRAFT FISCAL ANALYSIS – RESOURCES

- Federal – generally controlled through ODOT or MORPC program
- State – ODOT programs, Ohio Public Works Commission, or County Engineers Association of Ohio
- Local agency or private
- Assumes modest growth of current funding levels with some new funding in the region

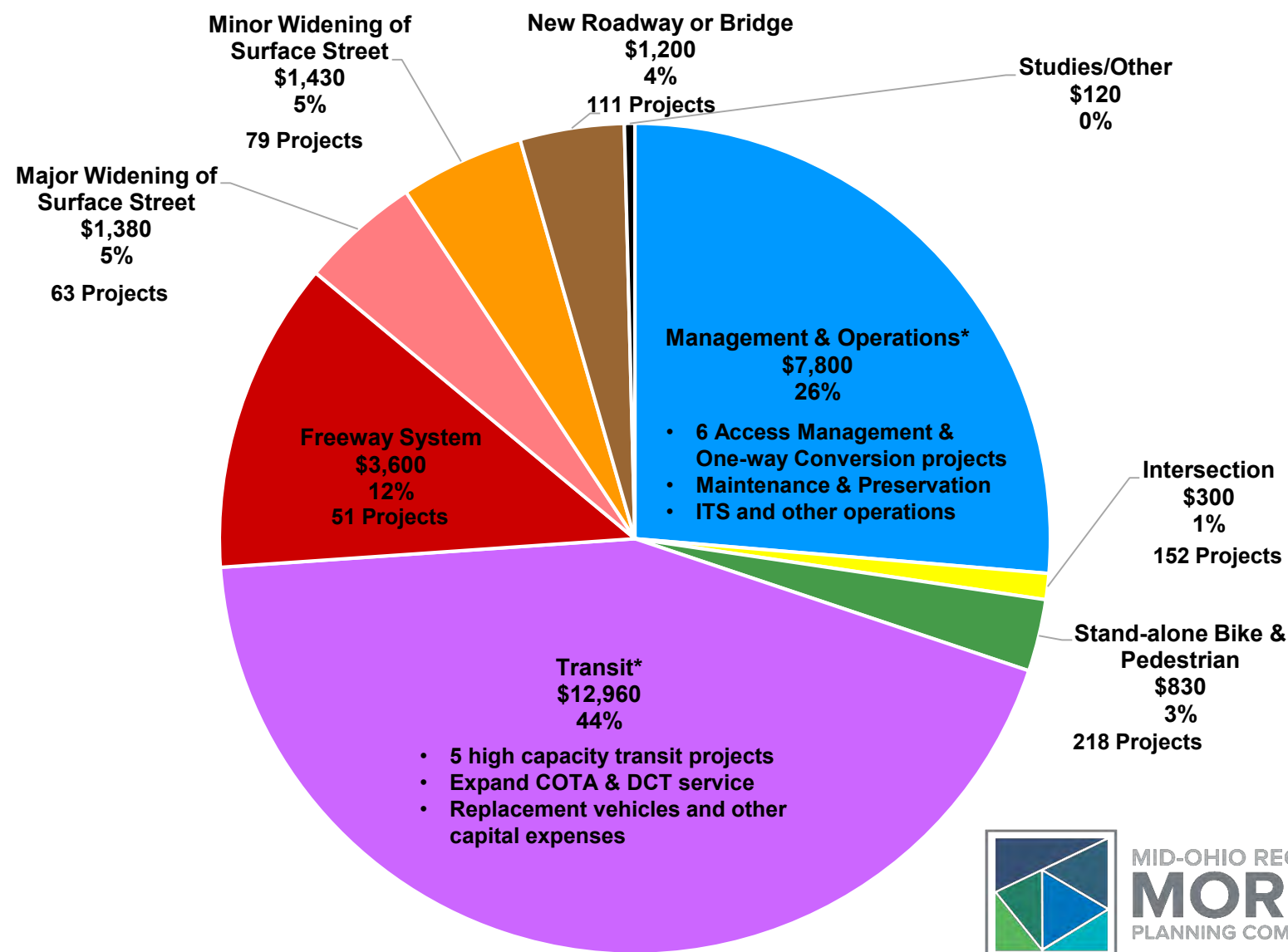




DRAFT FISCAL ANALYSIS – EXPENDITURES

- Maintain and manage existing system
- Expand the system

Total: \$29.6 billion



*cost includes activities in addition to specific projects



PLAN MONITORING & IMPLEMENTATION



- Measurable Objectives and Targets reported in annual Report Card



NEXT STEPS

- December 2019 – March 2020
 - Community presentations
 - Draft document available in March
- April 3, 2020 – Public comment period closes
- May 2020 – Plan Adoption



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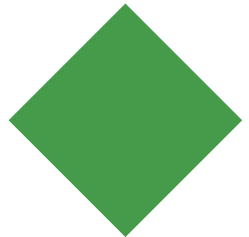
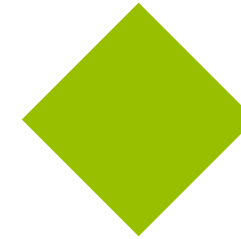


PUBLIC OUTREACH

- Newsletters
- Interactive Webmap - over 800 comments, and counting!
- 60+ presentations to community and neighborhood groups
- February 26, 2020 - Public Open House at MORPC – over 60 in attendance
- Calls, emails, letters
- Regular updates to MORPC Community Advisory Committee, Transportation Advisory Committee, Policy Committees

WHAT ARE WE ASKING OF YOU?

- Review & Comment
 - Draft plan
 - Comment period ends April 3, 2020
- Contact
 - mtp@morpc.org
 - For hard copies or translated materials:
 - bschneck@morpc.org
 - 614-233-4130
- Information
 - www.morpc.org/mtp



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Maria Schaper, AICP

TRANSPORTATION PLANNING MANAGER

MSCHAPER@morpc.org

P. 614.233.4153

111 Liberty Street, Suite 100
Columbus, OH 43215

www.morpc.org



DRAFT SFY 21-24 TRANSPORTATION IMPROVEMENT PROGRAM

Transportation Advisory Committee
March 4, 2020



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

WHAT'S A TIP?



MORPC

- Transportation Improvement Program
- Product of the Metropolitan Planning Organization (MPO)
- 4-year program of projects & strategies
- Fiscally balanced
- Near-term priorities in the 2020-2050 Metropolitan Transportation Plan (MTP)



MTP VS. TIP

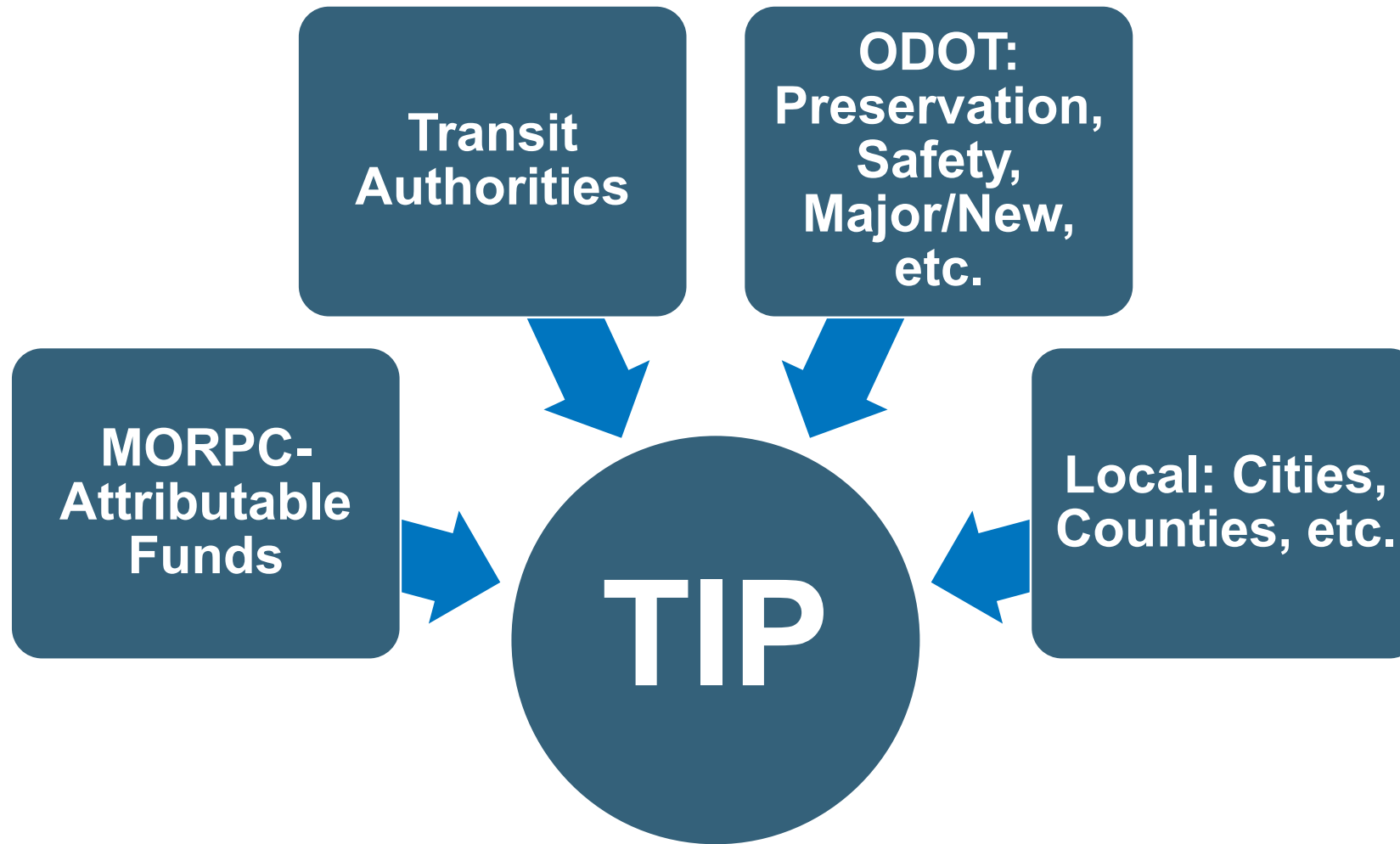


| MTP | vs. | TIP |
|---|-----|--|
| Both part of the continuing, cooperative & comprehensive (3-C) planning process | | |
| Sets transportation goals & policies through 2050 | | Identifies specific projects & activities in each year through 2024 |
| Estimates available resources through 2050 | | Identifies specific funding sources committed to each project & activity |
| Identifies desired changes to the system (projects) within available resources | | Projects <u>must</u> be in the MTP |
| Updated entirely every 4 years, rarely amended | | Updated entirely every 2 years, amended quarterly or more often |

WHERE DO PROJECTS COME FROM?



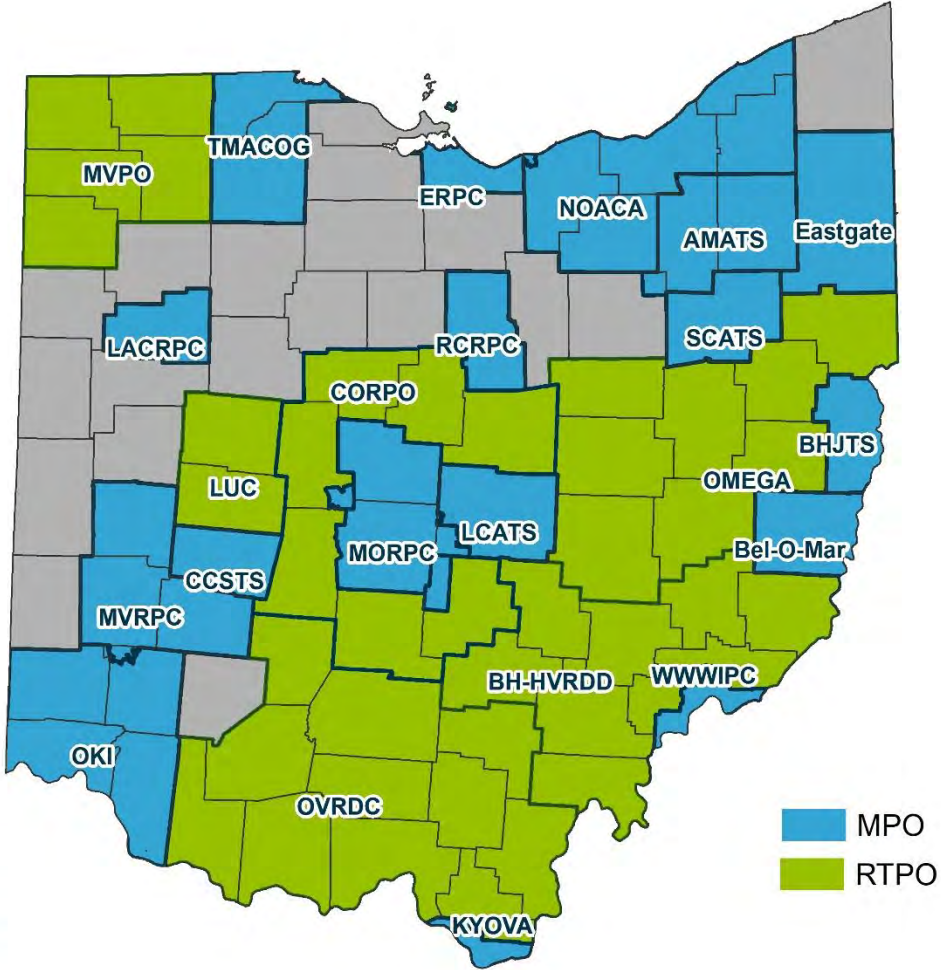
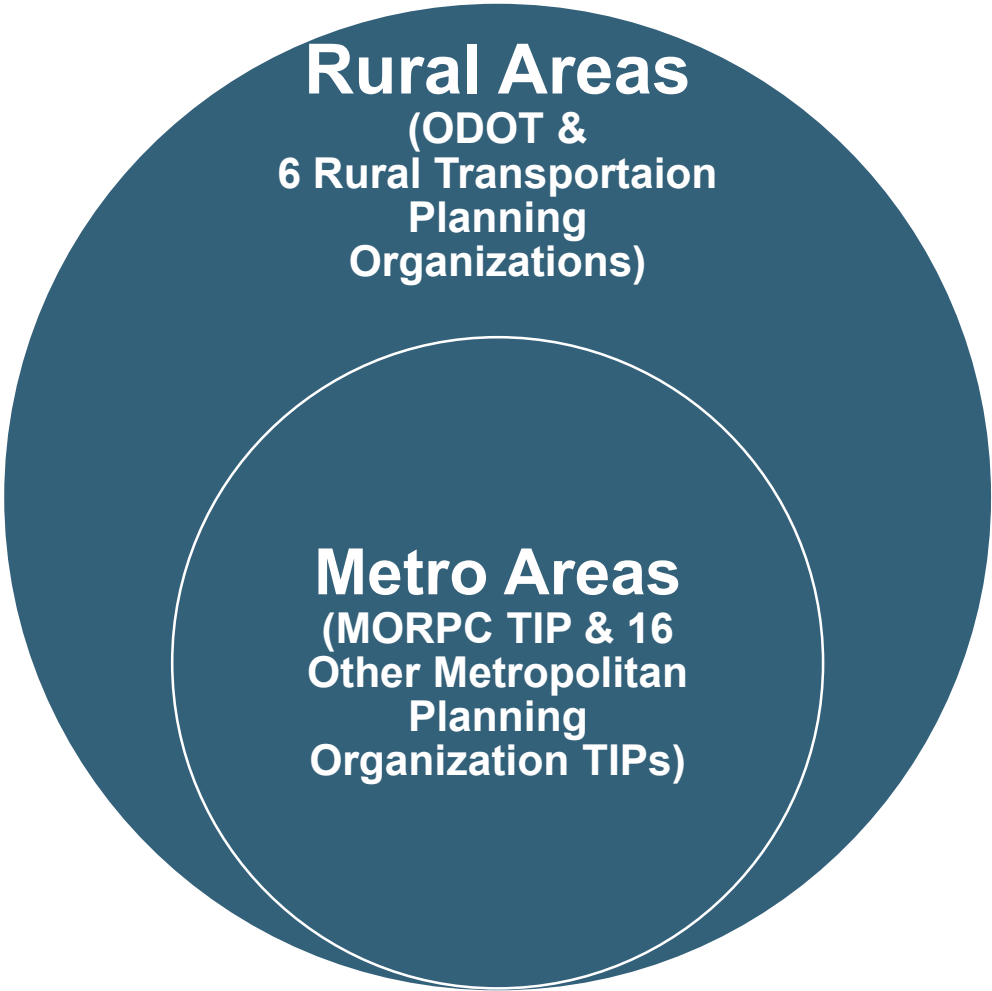
MORPC



STATEWIDE TIP (STIP)



MORPC





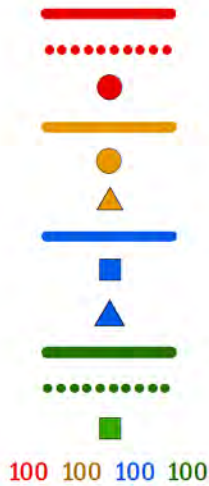
TIP CONTENTS

- Description of TIP process & public participation
- Project selection process
- Progress toward performance targets
- Analysis of impacts
 - Air quality
 - Disadvantaged populations
- Detailed listing of projects
 - Individual projects
 - Grouped projects
- Status of projects from previous TIP

PROJECT MAP

LEGEND

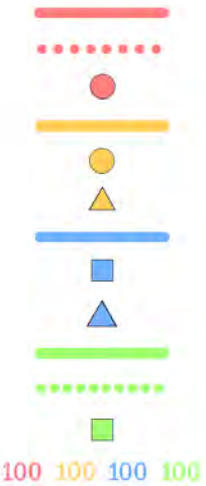
Construction Phase
FY 2021 - 2024



Major Widening
New Road
New Interchange
Minor Widening/Safety Improvement
Interchange Modification
Intersection Modification
Maintenance/Resurfacing
Bridge Repair/Replacement
Traffic Signal Upgrade
Noise Barrier/Study/Other
Bikeway/Sidewalk/Transit
Transit/Study/Other
MORPC Project Identification

Planning Area

Construction Phase
after FY 2024
(Construction not part of TIP)



MORPC Project Identification

DOWNTOWN COLUMBUS



TRANSPORTATION IMPROVEMENT PROGRAM PROJECT LOCATION MAP

Fiscal Years 2021 - 2024
February 7, 2020

DRAFT

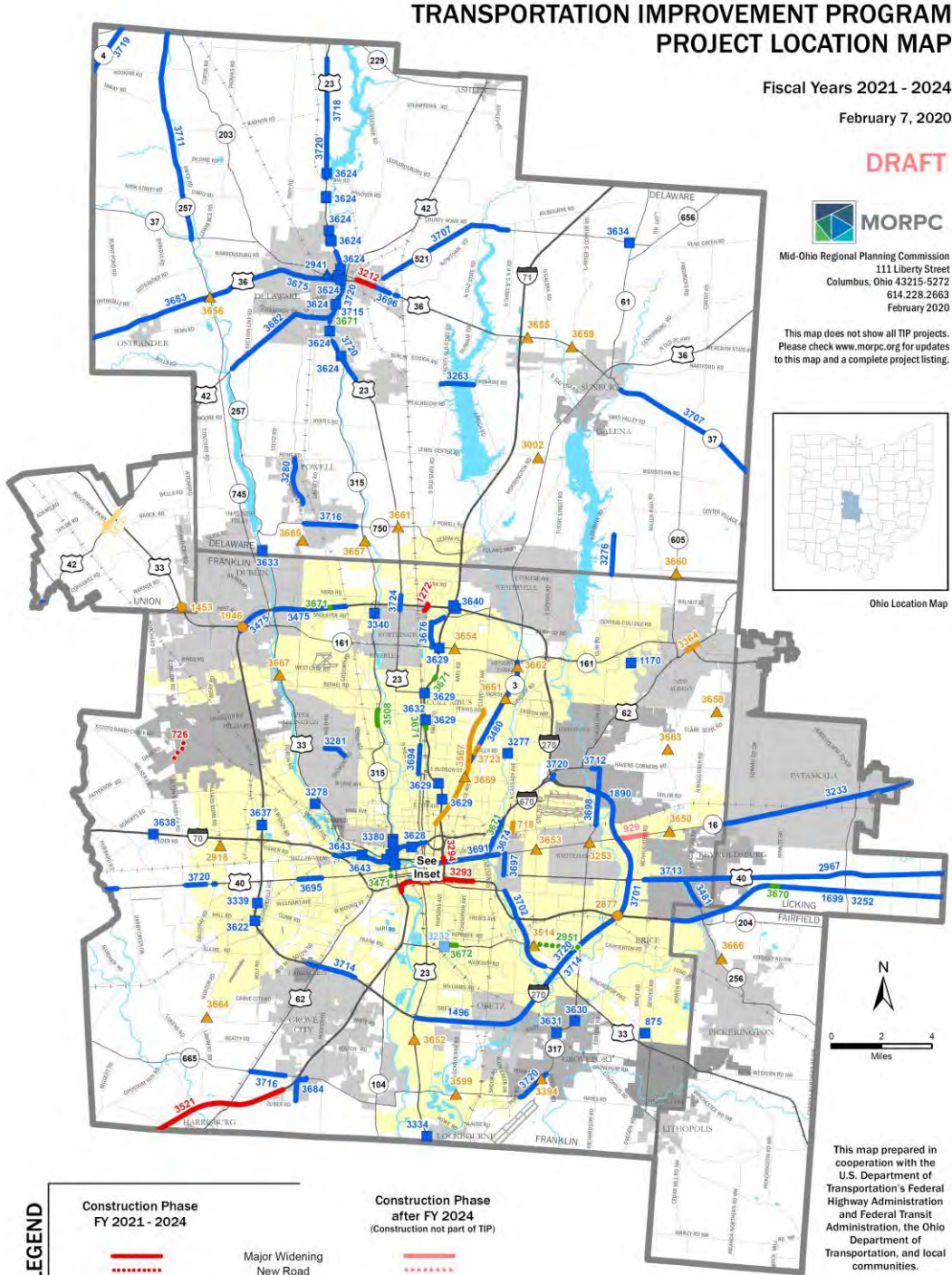


Mid-Ohio Regional Planning Commission
111 Liberty Street
Columbus, Ohio 43215-5272
614.228.2663
February 2020

This map does not show all TIP projects.
Please check www.morpc.org for updates
to this map and a complete project listing.



Ohio Location Map



This map prepared in
cooperation with the
U.S. Department of
Transportation's Federal
Highway Administration
and Federal Transit
Administration, the Ohio
Department of
Transportation, and local
communities.



REVISING THE TIP

- Applies to individual projects
- Amendments
 - Major changes to scope or funding amount
 - Add or delete projects
 - Affects fiscal balance or air quality analysis
 - Approved by resolution
- Administrative Modifications
 - Minor changes to scope or funding amount
 - Split or combine projects
 - Change of fiscal year
 - Approved by MORPC staff

SCHEDULE



| | |
|----------------------------|---|
| February 28 | First Draft TIP Available for Review |
| March 27 | Final Draft TIP Available Public Comment Period Begins |
| March 31, 3:30 – 6:30 p.m. | Open House at MORPC |
| April 9 | Draft TIP Presented to Transportation Policy Committee |
| April 26 | Public Comment Period Closes |
| May 14 | Final TIP Approval by Transportation Policy Committee |

- STIP Public Comment Period: March 30 to April 10

NATHANIEL VOGT, P.E., AICP

Infrastructure Development Manager

Mid-Ohio Regional Planning Commission

T: 614.233.4183

nvogt@morpc.org

111 Liberty Street, Suite 100

Columbus, OH 43215



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NEWS

FOR IMMEDIATE RELEASE

Media Contact:

Bevan Schneck

Tel.: 614.233.4130

Mobile: 614.273.4015

Email: bschneck@morpc.org

Draft Policies for Allocating MORPC-Attributable Transportation Funding Available for Review and Comment

Public comment period ends Jan. 21, 2020

[COLUMBUS, OH, December 19, 2019] – Today, the Mid-Ohio Regional Planning Commission (MORPC) announced it is seeking comments on its policies that determine how MORPC-attributable federal transportation funding is committed to projects.

Approximately \$60 million is awarded to projects every two years in MORPC's transportation planning area that consists of: Delaware and Franklin counties; Bloom and Violet townships in Fairfield County; Pataskala, New Albany and Etna Township in Licking County; and Jerome Township in Union County.

Prior to requesting funding applications, MORPC reviews, revises as necessary, and readopts the Policies for Managing MORPC-Attributable Funds. The document describes the process for local governments to apply for MORPC-attributable transportation funds and for MORPC to select projects to receive a commitment of funds.

During the past several months, MORPC convened the Attributable Funds Committee to review and update the policies. The policy document includes a schedule, eligibility requirements, application requirements, evaluation criteria, procedures for ranking and selecting projects for funding, requirements for sponsors receiving a funding commitment and other policies for managing the funding program.

"One change from the current policy is that several data items that projects are scored on will be available as applicants are putting their applications together," said MORPC Assistant Director of Transportation & Infrastructure Development Nick Gill. "The committee requested this to better understand how their projects are likely to score ahead of the final submittal."

The submission deadlines are pushed back a couple months from previous cycles. Screening applications will be due in July with final applications due in October.

The draft Policies for Managing MORPC-Attributable Funds are available for public review and comment on the MORPC website by clicking [here](#).

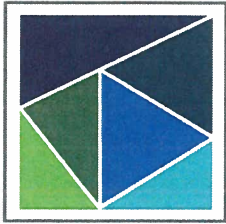
MORPC will be accepting public comments on the policies from Dec. 20, 2019 through Jan. 21, 2020.

Comments may be submitted via email to tip@morpc.org or in writing to Thea J. Walsh, Director of Transportation & Infrastructure Development, 111 Liberty Street, Suite 100, Columbus, OH, 43215-5222.

The Transportation Policy Committee is scheduled to consider adopting the policies on March 12, 2020. For more information, contact Nick Gill at 614.233.4151, or via email at ngill@morpc.org.

###

The Mid-Ohio Regional Planning Commission (MORPC) is Central Ohio's regional council with more than 70 members comprised of counties, cities, villages, townships, and regional organizations. We take pride in bringing communities of all sizes and interests together to collaborate on best practices and plan for the future of our growing region.



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

111 Liberty Street, Suite 100
Columbus, Ohio 43215
morpc.org

T. 614. 228.2663
TTY. 1.800.750.0750
info@morpc.org

Memorandum

TO: Transportation Policy Committee
Community Advisory Committee
Transportation Advisory Committee

FROM: Nick Gill, Assistant Director
Transportation & Infrastructure Development

DATE: March 6, 2020

SUBJECT: **Proposed Resolution T-4-20:** "Adopting 'Policies for Managing MORPC-Attributable Funds'"

Every two years, MORPC solicits applications for MORPC-attributable federal transportation funding. Approximately \$37 million is available annually to be allocated to projects in MORPC's transportation planning area. MORPC establishes *Policies for Managing MORPC-Attributable Funds* (*Policies*) to guide the selection of projects to use these funds. Resolution T-4-20 adopts the *Policies* to be used in the upcoming project solicitation cycle.

Prior to formal project solicitation, MORPC reviews, revises as necessary and readopts the *Policies*. Over the last several months, the Attributable Funds Committee (AFC) met to review and update the *Policies*. The drafts of the revised *Policies* were available on the MORPC website at <https://www.morpc.org/program-service/morpc-attributable-funding-for-transportation/> for public review and comment. MORPC accepted public comments on the *Policies* from December 20, 2019 through January 21, 2020. No significant comments were received.

Major changes from the 2018 version include:

- Adjusting the schedule for the applications
- Providing additional data for which the evaluation of projects will be based on prior to the screening applications being due
- Incorporating language with regard to the new Smarts Streets Policy
- Clarifying language on who pays interest on SIB loans

MORPC staff will conduct a workshop on June 3 at 2:30 p.m. for potential applicants and agencies that need to submit updates for their outstanding funding commitments. The Screening Applications for new funding will be due on July 17, 2020. Commitment Updates for outstanding commitments will be due on July 10.

Attachment: Proposed Resolution T-4-20

William Murdock, AICP
Executive Director

Rory McGuinness
Chair

Karen J. Angelou
Vice Chair

Erik J. Janas
Secretary

RESOLUTION T-4-20

“Adopting ‘Policies for Managing MORPC-Attributable Funds’”

WHEREAS, the Transportation Policy Committee of the Mid-Ohio Regional Planning Commission is designated as the Metropolitan Planning Organization (MPO) for the Columbus Metropolitan Area; and

WHEREAS, the Ohio Department of Transportation (ODOT) sub-allocates part of its Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Transportation Alternatives Program (TAP) funding to MORPC and other MPOs; and

WHEREAS, the MPO is responsible for allocating these federal transportation funds that are sub-allocated to it; and

WHEREAS, the Transportation Policy Committee, to fairly allocate these funds in conformance with federal and state laws and regulations, adopted by Resolution T-9-97: “Principles For Allocation Of MORPC-Attributable Federal Funding,” which was subsequently expanded and revised by Resolutions T-15-02, T-15-04, T-12-06, T-10-08, T-8-10, T-3-12, T-3-14, T-4-16 and T-5-18; and

WHEREAS, Resolution T-5-18 included the stipulation that these policies be evaluated prior to each update of the Transportation Improvement Program (TIP); and

WHEREAS, staff and the Attributable Funds Committee, composed of members of the Transportation Advisory Committee and representatives of the Community Advisory Committee, the Transportation Policy Committee and other interests, completed the review and update including a public comment period; and

WHEREAS, the Community Advisory Committee, at its meeting on March 2, 2020, and the Transportation Advisory Committee, at its meeting on March 4, 2020, recommended approval of these policies to the Transportation Policy Committee; now therefore

BE IT RESOLVED BY THE TRANSPORTATION POLICY COMMITTEE OF THE MID-OHIO REGIONAL PLANNING COMMISSION:

- Section 1. That the Policies for Managing MORPC-Attributable Funds, dated March 2020, are hereby approved to be used and applied in allocating MORPC-attributable federal funding.
- Section 2. That the policies be evaluated and updated as necessary after the completion of upcoming solicitation and selection cycle.

Section 3. That the Transportation Policy Committee finds and determines that all formal deliberations and actions of this committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.



Rory McGuinness, Chair
Mid-Ohio Regional Planning Commission

3/12/20
Date

Prepared by: Transportation Staff

Attachment: Policies for Managing MORPC-Attributable Funds



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

Policies for Managing MORPC-Attributable Funds

March 2020

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The Policies for Managing MORPC-Attributable Funds was prepared by the Mid-Ohio Regional Planning Commission (MORPC), 111 Liberty St., Suite 100, Columbus, OH 43215, 614-228-2663, with funding from the Federal Highway Administration, Federal Transit Administration, Ohio Department of Transportation, local communities, and Delaware, Fairfield, Franklin, Licking, and Union counties. The contents of this report reflect the views of MORPC, which is solely responsible for the information presented herein.

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1. Introduction

The federal transportation program in the United States was authorized in 2015 by the Fixing America's Surface Transportation Act, or FAST Act. Three of the many funding programs that this law reauthorized are the Surface Transportation Block Grant (STBG) program, the Congestion Mitigation & Air Quality Improvement Program (CMAQ), and the Transportation Alternatives Program (TAP). The Ohio Department of Transportation (ODOT) sub-allocates a portion of these funds to the state's metropolitan planning organizations (MPOs), including the Mid-Ohio Regional Planning Commission (MORPC). MORPC's program depends upon the continuation of federal funding programs and ODOT's policy. Each MPO is charged with attributing the funds to projects and activities sponsored by local public transportation agencies located within the MPO. MORPC's allocations are about \$37 million annually:

| Federal Transportation Program | MORPC's Annual Allocation |
|---|---------------------------|
| Surface Transportation Block Grant Program (STBG) ¹ | \$23 million |
| Congestion Mitigation & Air Quality Improvement Program (CMAQ) ² | \$12 million |
| Transportation Alternatives Program (TAP) | \$2 million |
| Total | \$37 million |

MORPC has established a competitive evaluation process to help determine which of the requests will be granted. The Attributable Funds Committee and Staff evaluate information from applicants based on established criteria in order to make recommendations for awards. A public involvement process follows, and the MORPC Transportation Policy Committee (TPC) makes awards based on the recommendations and public comments.

The TPC has adopted this document to establish the policies to guide the allocation and management of these MORPC-attributable federal funds. If warranted by circumstances, the TPC may suspend any of these policies at its discretion.

2. Attributable Funds Committee

MORPC convened the Attributable Funds Committee (AFC) to review the policies and procedures for managing these funding programs and to recommend modifications to them. The purpose of the committee is to advise MORPC's TPC, Transportation Advisory Committee (TAC), and Community Advisory Committee (CAC) on the development and execution of the processes used to allocate MORPC-attributable federal funds. To accomplish this, the AFC oversees the evaluation of applications, reviews the results of the evaluation, and recommends a program of funding commitments to the TPC.

¹ Formerly called the Surface Transportation Program, or STP.

² CMAQ funding is distributed through a process implemented by Ohio's eight large MPOs. The annual allocation is an estimate based on the MORPC's per capita proportion of the total available through the eight MPOs. See Section 10.3 for more information.

As established in the AFC's bylaws, membership includes representatives from the following entities:

- MORPC Committees:
 - *Transportation Policy Committee (TPC)*: 1 appointed by the Chair of the TPC
 - *Community Advisory Committee (CAC)*: 2 appointed by the Chair of the CAC
 - *Transportation Advisory Committee (TAC)*: All members as identified in the current TAC bylaws with the same voting rights as listed in the TAC bylaws
 - *MORPC Sustainability Advisory Committee (SAC)*: 2 appointed by the Chair of the SAC and representing transportation-related SAC Working Groups
- *Columbus and Franklin County Metropolitan Park District (Metro Parks)*: 1 as appointed by the Executive Director of Metro Parks (non-voting)
- *Sierra Club*: 1 as appointed by the Chair of the Central Ohio Group (non-voting)
- *Rails-to-Trails Conservancy*: 1 as appointed by Midwest Regional Office Director (non-voting)
- *Clean Fuels Ohio*: 1 as appointed by the Executive Director of CFO (non-voting)
- *MORPC staff*: 3 as appointed by the Executive Director (non-voting)
- Representatives of communities which have a future commitment of MORPC-attributable federal funding or which submitted final application(s) for MORPC-attributable federal funding on the most recent deadline date, except for those communities that already have representation through Permanent Member seats: 1 per community applicant appointed by the chief executive of that community.

The chairs of the CAC, TAC, and TPC will ensure that various fields have balanced representation on the AFC.

3. Process Milestones and Schedule

In even-numbered years, staff will request applications for new funding commitments and updated information for all outstanding funding commitments. The process is outlined below:

1. Ask sponsors of outstanding funding commitments to complete the Commitment Update Form.
2. Request Screening Applications for new funding commitments.
3. Review the requests to modify outstanding commitments on the Commitment Update Forms and recommend changes.
4. Estimate the amount of funding available for new funding commitments based on recommended changes to outstanding commitments.
5. Review the Screening Applications and discuss with the applicants the competitiveness of their requests in comparison to others submitted by the same sponsoring agency and the amount of funding available.
6. Request Final Applications for new funding commitments in order to complete the evaluation process.

Below is the schedule for the 2020-2021 application and selection process:

| Date | Milestone |
|--------------|--|
| MAY 1 | Solicitation of funding applications announced. |
| JUNE 3 | MORPC hosts an Applicant Workshop from 2:30 p.m. to 4:30 p.m.; select MORPC-generated datasets made available for applicant use. |
| JULY 10 | The Commitment Update Form must be completed online by 5 p.m. |
| JULY 17 | Staff notifies sponsors of any errors and omissions on the Commitment Update Forms. Sponsors have one week to provide corrections. |
| JULY 17 | Screening Applications must be completed online by 5 p.m. |
| JULY 24 | Staff will notify applicants of any errors and omissions on the Screening Applications. Applicants will have one week to provide corrections. |
| JULY 31 | MORPC posts the summary of Updates and Screening Applications. |
| AUG. 4 | AFC meets at approximately 10 a.m. (following TAC). Staff presents changes requested on the Commitment Update Forms and recommendations for modifications to outstanding funding commitments. Staff presents an overview of Screening Applications received. |
| AUG. 12 | Staff revises the forecast of funding available for new commitments. |
| AUG. 19 | Staff sends feedback to Screening Applicants and guidance for completing the Final Application. |
| OCT. 9 | Final Applications must be completed online by 5 p.m., when staff downloads the data in the online form. |
| OCT. 16 | Staff notifies applicants of any errors and omissions on the Final Applications. Applicants have one week to provide corrections. Applications will be penalized if the applicants fail to respond. See Section 6.3. |
| NOV. 4 | AFC meets at approximately 10 a.m. (following TAC) to approve modifications to outstanding funding commitments. Staff presents a summary of each final application for new funding. |
| NOVEMBER | Staff applies scoring criteria to the applications for new funding commitments to develop a preliminary ranking of applications. |
| DEC. 2 | AFC meets at approximately 10 a.m. (following TAC) to review MORPC staff preliminary scoring and ranking of the applications. |
| DECEMBER | AFC provides feedback to staff on preliminary scoring. Staff revises scoring as needed. |
| JAN. 6, 2021 | Staff's revised ranking within each Activity Category and information relative to preparation for development draft recommendations provided to AFC members for review. |
| JAN. 20, '21 | AFC meets at 10:00 a.m. to develop a draft recommendation of new funding commitments. |
| FEB. 3, 2021 | AFC meets at approximately 10 a.m. (following TAC) to present member feedback on the draft recommendation and to consider final adjustments to the draft recommendation of funding commitments and approve it for the public review and comment period. |
| FEB. 8, '21 | Draft recommendation of funding commitments is announced and made available for public review and comment (30 days). |
| FEBRUARY | Sponsors of applications included in the draft recommendations will coordinate with ODOT to program the project (obtain a PID) and initiate project development. |
| MAR. 10, '21 | Close of public review and comment period. |
| MAR. 18, '21 | Staff to send to AFC public comments received and staff recommendations for any changes to the draft funding recommendations. |
| APR. 7 '21 | AFC meets at 10 a.m. to review public comments received and to complete discussion on changes to the draft recommendations. AFC approves final recommendations for updated and new commitments of MORPC-attributable funding. |
| APRIL 2021 | MORPC's CAC, TAC and TPC reviews, modifies and approves the awards of MORPC funding. |
| JULY 2021 | Partnering Agreements sent to sponsoring agencies. |
| AUGUST '21 | Signed Partnering Agreements are due from sponsoring agencies. |

4. Eligibility and Requirements

4.1 Eligible Sponsors

The sponsor submitting an application must be a public agency that is legally eligible to enter into a contract with ODOT. Citizen groups, other private organizations, public school districts, or government agencies ineligible to contract with ODOT may indirectly sponsor an application by coordinating with a sponsoring agency. The sponsoring agency assumes responsibility for executing the project. The sponsoring agency must own the proposed project facility and/or must own the property on which the proposed project will be located upon completion of the project.

The sponsoring agency's legislative body (e.g., city council) must approve a resolution or legislation committing the agency to maintain the facility, equipment, or other activity proposed in the application. Sponsoring agencies that have not adequately maintained prior projects that received MORPC-attributable funds are ineligible to apply for funding for additional projects.

4.2 Eligible Roadways: The Federal-Aid System

The federal-aid status of a roadway is largely determined by its functional classification. These classifications are determined by each state's department of transportation (in conjunction with MPOs such as MORPC and local officials) based on criteria established by the Federal Highway Administration (FHWA). Roads functionally classified as local streets are not part of the federal-aid highway system and are not normally eligible for federal transportation funds. Roads functionally classified as Minor Collectors that are located outside of the Urbanized Area also are not normally eligible for federal transportation funds. Minor Collectors within the Urbanized Area and all Major Collectors, Arterials, Freeways/Expressways, and Interstates are eligible for federal transportation funds. Note that although roads not on the federal-aid highway system are typically ineligible for federal funding, bridge, sidewalk, and multi-use path projects on local roads are typically eligible.

4.3 Eligible Activities: The Metropolitan Transportation Plan

To be eligible for funding, the proposed activity must be either individually identified on the MORPC Metropolitan Transportation Plan (MTP), consistent with it, or eligible to be included in it. The MTP identifies many individual roadway and bikeway projects. The proposed activity does not have to exactly match the MTP listing. For example, a project could have different limits or propose a different number of lanes than the MTP project. Some activities, such as transit, pedestrian facilities, maintenance and intermodal access, are listed as Unmapped Projects. Intersection modification projects that are not individually listed on the MTP are included as a single line item in the Unmapped Projects.

If a proposed activity is not included or consistent with the MTP, it is still eligible for a funding commitment. However, the application must include justification for its absence on the MTP, the application's score will be lower in the Collaboration and Funding goal, and it must be added to the MTP before it can be included with federal funding in the Transportation Improvement Program (TIP). Depending on the cost, the addition of a project to the MTP may require deletion of another to achieve fiscal balance. Also, the air quality conformity analysis may be affected. Because of the time necessary to revise the MTP and obtain approvals from state and federal agencies, projects that require an air quality conformity analysis and/or would violate the fiscal balance of the MTP will only be routinely added to the MTP during the four-year updates.

4.4 Eligible Costs

4.4.1 Non-Federal Matching Requirements

All of the programs generally limit federal funding to 80 percent of eligible costs and require a 20 percent match from non-federal sources; however, Toll Revenue Credit (TRC) may be used to raise the federal share up to 100 percent of eligible costs, subject to the policy on use of TRC (see Section 4.4.2). Matching funds must be provided in cash, as in-kind contributions are not permitted. Ridesharing and signals projects can be funded 100 percent with MORPC-attributable funds.

4.4.2 Toll Revenue Credit

Toll Revenue Credit (TRC) provides the opportunity for funding of project costs in excess of 80 percent. TRC is not additional federal dollars to the region; rather, it is a credit applied by FHWA for Ohio's use of state turnpike revenues on highway projects that are otherwise federally eligible. The credit, in turn, allows use of federal funds in excess of the 80 percent limit on any federally eligible project within the state. TRC is intended to provide additional flexibility to fund projects at a higher rate than the 80 percent limit; however, use of TRC takes away the ability to fund other eligible projects in the region.

MORPC's policy allows TRC to be applied to funding commitments in a variety of circumstances to facilitate program management, including, but not limited to:

- The AFC or staff may recommend uses of TRC that allow for the more efficient delivery of outstanding commitments or to minimize funds subject to recall by ODOT's Carry Forward Policy.
- Increasing federal share on an earlier phase of a project – typically preliminary engineering or right-of-way – by advancing funds committed to a later phase (construction) of the project, such that the total funds committed to the project do not exceed 80 percent of the eligible phases (typically right-of-way and construction).

This section does not apply to ridesharing and signal projects, which are eligible for up to 100 percent funding without use of TRC.

4.4.3 Eligibility of Preliminary Engineering

MORPC expects sponsors of construction projects to undertake preliminary development and detailed design activities without use of MORPC-attributable funds because it shows the sponsor's commitment to their project. It also avoids spending the additional time needed to procure engineering services when federal funds are used. In certain situations (e.g., a multi-jurisdictional project or severe financial hardship by the local agency), MORPC may commit funds for preliminary engineering. If MORPC funds are used for preliminary engineering, its total funding commitment to the project (preliminary engineering, right-of-way and construction) will not exceed the amount it would have been had MORPC funds only been used for the right-of-way and construction phases.

If MORPC-attributable funds are used for PE, the consultant must be selected through ODOT's federal procurement process. ODOT has to ensure that consultant selection complies with applicable USDOT requirements, whether FTA or FHWA. Consultants working on projects with a commitment of MORPC-attributable funds for any phase must be pre-qualified by ODOT.

4.4.4 Prior Federal Authorization

STBG, CMAQ, and TAP are not grant programs; they operate on a reimbursement basis as work progresses. **Costs for any activity that occurs prior to authorization of the project**

phase by the Federal Highway Administration (FHWA) are not eligible for reimbursement. The sponsoring agency will be responsible for those costs. In some cases, actions taken by the applicant that are inconsistent with the project development process (e.g., acquiring right-of-way before environmental clearance or through inappropriate means) can jeopardize the use of federal funds on the project.

4.5 Eligible Activities

The U.S. Department of Transportation has established eligibility requirements for the STBG, CMAQ and TAP programs, which are summarized below. Contact MORPC staff if you have a question on the eligibility of a proposed activity. Because of the difficulty in administering separate selection processes for each program and in applying for multiple programs for an eligible activity, MORPC has combined the funding programs into a single selection process and established funding targets for Activity Categories based on the eligibility provisions and allocations for the three programs. The funding targets are provided in Section 5.3.

4.5.1 STBG Eligibility Guidance

STBG is the most flexible of the MORPC-attributable funding programs. Generally, any capital project or program eligible for federal highway or transit funding is eligible for STBG funds. STBG funds may be used for construction, expansion, reconstruction or preservation projects on any federal-aid roadway (See Sec. 4.2) or a bridge on any public road, transit capital projects, bicycle and pedestrian projects, and intracity and intercity bus terminals and facilities. Guidance on the eligibility for STBG funds is available at:

<http://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>.

4.5.2 CMAQ Eligibility Guidance

The purpose of the CMAQ program is to fund transportation projects or programs that reduce congestion and/or contribute to air quality improvements. CMAQ activities must demonstrate reductions in emissions of pollutants that contribute to the non-attainment of air quality standards, such as ozone precursors (nitrogen oxides and volatile organic compounds) and particulate matter. Eligible activities include:

- Traditional traffic flow improvements, such as the construction of roundabouts, left-turn or other managed lanes.
- Intelligent Transportation Systems (ITS) projects, such as traffic signal synchronization projects, traffic management projects, and traveler information systems.
- Projects and programs targeting freight capital costs – rolling stock or ground infrastructure.
- Programs for the provision of all forms of high-occupancy, shared-ride services.
- Programs to control extended idling of vehicles.
- New transit vehicles to expand the fleet or replace existing vehicles.
- Bicycle and pedestrian facilities and programs.
- Alternative fuels infrastructure and vehicles.

The U.S. Department of Transportation released a guidance document for the CMAQ program that includes an overview of the program and additional eligibility provisions. The guidance document is available at:

https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm.

4.5.3 TAP Eligibility Guidance

TAP eligible activities include construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle

infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, transportation projects to achieve compliance with the Americans with Disabilities Act, and projects to provide safe routes for non-drivers. Each project or activity must demonstrate a relationship to surface transportation. FHWA provides general guidance on the TAP and additional eligible activities. The guidance is available at: https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm#EligibleProjects.

4.6 Guidance for Applicants

Applicants should consider the following points before applying:

- Scrutinize the cost versus benefit when applying for federal funds. The program requirements can be demanding, and what is believed to be a small, inexpensive project can spiral quickly into a complicated and expensive one. For example: a project once thought to have a total cost of \$85,000 with no right-of-way acquisition became a \$120,000 construction cost with an additional \$220,000 required for right-of-way acquisition.
- Federally funded projects are subjected to many requirements, including the National Environmental Policy Act (NEPA), the Uniform Relocation Assistance and Real Property Acquisition Act, and other ODOT regulations and standards. Most locally planned and funded projects are not subject to these requirements and may often be developed more quickly and at less expense than those that are federally funded.
- When developing a project schedule, keep in mind that the project will be subject to all of the ODOT Project Development Process (PDP). Many steps will take much longer than if they were performed in-house. Even the least complicated projects do not happen overnight. Remember that ODOT has thousands of projects being developed at any given time. ODOT cannot expedite one applicant's project at the expense of other projects.
- Before hiring a consultant, review the experience of the personnel to be assigned to the project have with federally funded projects. How many have they successfully advanced through the system? When, where, and what type of project(s)? Consultants working on projects with a commitment of MORPC-attributable funds for any phase must be pre-qualified by ODOT.

5. Activity Categories

5.1 Purpose

MORPC promotes a multi-modal transportation system. Realizing the difficulty in evaluating different types of projects, the applications will be evaluated by criteria developed for one of six Activity Categories. Each category will have the same or similar types of projects. Much of the evaluation criteria are the same across the categories, but some criteria may be different to better reflect the distinguishable aspects of projects within particular categories. The grouping into categories of projects and the criteria unique to each category allows for a better “apples-to-apples” comparison of projects.

5.2 Definitions

The six Activity Categories are:

- **System Preservation** – This category includes projects that are solely replacement or maintenance of existing roadway infrastructure without resulting in operational changes to motor vehicle traffic. Examples include bridge maintenance and replacements, and pavement preservation, resurfacing or rehabilitation. The maintenance or replacement of traffic signal infrastructure may be considered for this category only if it will not result in operational changes to motor vehicle traffic. For example, replacement of signal infrastructure with improved communications capabilities would likely be considered in the Minor category.
- **Minor Widening/Intersections/Signals** – Construction projects that result in operational changes to motor vehicle traffic comprise this category. Examples include intersection modifications, such as the addition of turn lanes and/or traffic signals or construction of a roundabout; the addition of a center left-turn lane to a corridor, modifications that reduce motor vehicle capacity (sometimes called road diets), intelligent transportation systems, and any traffic signal infrastructure modifications (including equipment upgrades) that will result in operational changes to motor vehicle traffic.
- **Major Widening/New Roadway** – Projects that increase the motor-vehicle capacity of the regional transportation system comprise this category. The addition of through lanes to a facility, new roadways, and new or expanded interchanges are in this category.
- **Bike and Pedestrian** – This category includes any activity that primarily benefits bicycle and pedestrian transportation. Examples include installing or modifying multi-use paths, bicycle lanes, sidewalks, provided that they are not part of a roadway modification project. It also includes funding requests for education, encouragement, enforcement and other activities to promote non-motorized modes of transportation.
- **Transit** – This category includes any activity that primarily benefits public transportation. Examples include transit vehicle replacements, park and rides, transit centers, enhanced bus stops, capital projects related to new or expanded service, streetcar, bus rapid transit, or rail transit.
- **Other** – If the funding request does not fit in any of the above categories, it falls into this category. These may be motor-vehicle education or enforcement activities, non-transit engine retrofits, refueling stations, etc.

For the vast majority of applications, it is clear which category it is. However, there are cases in which a roadway project has significant characteristics of multiple categories. In general the following hierarchy is used in the categorization of roadway projects:

1. Will a roadway project have motor vehicle operational changes (generally to improve traffic flow)? No = System Preservation
2. Does a roadway project add through motor vehicle lanes to a facility, is a new roadway, or is a new or expanded interchanges? Yes = Major Widening/New Roadway
3. If a roadway project is not System Preservation or Major Widening/New Roadway it will be categorized as Minor Widening/Intersection/Signal category.

During review of the screening applications, staff and the AFC will review the project category the applicant selected and provide feedback if it appears it should be in a different category for final application submittal.

5.3 Funding Target Ranges

MORPC has established the target ranges of funding below for different Activity Categories. The basis of the target percentages is the total amount of funding commitment from the present SFY through two SFYs beyond the next TIP update. For this cycle, that is SFYs 2021-2027. The purpose of the criteria is to identify the projects among the various categories that best advance the goals of the MTP. Once the most worthy projects are identified, the appropriate funding source(s) will be identified.

| | Major Widening | Minor/ Intersections | Transit | System Preservation | Bike & Pedestrian |
|------------------|-------------------|-------------------------|---------|------------------------|----------------------|
| Minimum % | 40 | 20 | 5 | 10 | 5 |
| Maximum % | 50 | 30 | 15 | 15 | 15 |

MORPC traditionally funds four programs from its attributable funding: Gohio Commute, Paving the Way, Air Quality Awareness and Supplemental Planning. These programs may use up to five percent of MORPC-attributable funding without submitting applications for the formal selection process. The AFC may still make recommendations to the TPC regarding funding for these programs.

6. Application Process for New Funding Commitments

There is a two-step process to apply for new funding commitments – a Screening Application and a Final Application. The process begins with an announcement of solicitation of applications and a workshop for potential applicants.

6.1 Applicant Workshop

In order to prepare applicants for the upcoming application process, MORPC staff will host an applicant workshop following announcement of solicitation of applications. The workshop will provide an overview of timelines, eligibility, activity categories, and the application, evaluation, and selection processes, in addition to other information relevant to applicants.

Additionally, staff will explain data sources derived or used by MORPC as part of project evaluation. On or before the date of the workshop, staff will ensure that certain datasets are available for applicants to review. These datasets are generally those that do not require a specific project to be coded into MORPC's Travel Demand Model, and include:

| | |
|---------------------------------------|-----------------------------|
| Jobs within one mile | Uncertainty index |
| Traffic composition | Sensitive lands |
| Funding available | Crash reduction (GCAT) |
| Facility condition | Transit line |
| Environmental justice (Bike/Ped only) | O/D density (Bike/Ped only) |

6.2 Screening Application

Screening Applications will be submitted through an online form and are due on July 17, 2020. The Screening Application gathers enough information to determine whether the project or program is eligible for funding, which Activity Category is most suitable for the project and for MORPC to gather information on the total funding expected to be requested. The construction phase of a project must be scheduled to begin, i.e. receive federal authorization, within two SFYs beyond the next TIP update. For this cycle, that is before the end of SFY 2027.

Applicants will be asked to provide the following information as applicable:

| | |
|---|---|
| Project Title | Project Scope |
| Sponsoring Local Public Agency | Project Type |
| ODOT PID (if assigned) | Activity Category |
| Metropolitan Transportation Plan Project ID or Status | Right-of-Way Authorization Date |
| Complete Streets / Smart Streets / NEPA Verification | Award Contract Date |
| Applicant Contact Information | Date Funds are Needed (if no construction proposed) |
| Name | Source, Amount, and Percent of Phase Subtotal: |
| Address | Preliminary Engineering |
| Phone Number | Right-of-Way |
| E-mail Address | Construction |
| Facility Name | Other Costs |
| Project Limits (From-To) | Total Cost |
| Project Length | |

After reviewing the Screening Applications for eligibility and completeness, MORPC staff will confirm the selected Activity Category. The AFC will consider the forecast of available funding and the new funding requests and direct the staff to advise each sponsor about the competitiveness of their applications and recommend which ones are good candidates to submit Final Applications. If a sponsor submits more than one Final Application, the sponsor will provide a priority ranking of the applications.

In mid-August, staff will provide feedback to the applicants on their Screening Applications. The AFC may recommend that sponsors limit the number of applications or amounts requested identify ways large funding requests can be split or reduced in scope, and identify applications that have little or no chance of success. However, sponsors may submit a Final Application for any request for which a Screening Application was received. The staff will provide guidance to the applicants about the specific information they will need to evaluate the application based on the Activity Category.

6.3 Final Application

The Final Application, which is due on October 9, 2020, will request the information shown in the Appendix A, as applicable, in addition to an authorized signature, a supporting resolution, a cost estimate certified by a professional engineer, architect, or other appropriate professional discipline, and the information needed to evaluate the application using the criteria in Section 7.1. The application will consist of an online form to be submitted electronically.

Applicants should use ODOT's preliminary cost estimating procedure or some similarly detailed procedure. Refer to ODOT's Office of Estimating website for guidance:

<http://www.dot.state.oh.us/Divisions/ConstructionMgt/Estimating/Pages/default.aspx>

Applicants will provide a schedule that is realistic and recognizes the processing and review times needed by ODOT and other state and federal agencies in the project development process. Unless the applicant can provide justification, the schedule should allow at least two years for preliminary development (between Consultant Authorization and Environmental Document Approval), one year for detailed design (between Environmental Document Approval and Final Plans/Bid Package Submittal) and one year for right-of-way activities (between RW Authorization and RW Acquisition Complete).

Applicants will be asked in the final application to acknowledge that all projects are subject to NEPA, the Complete Streets Policy, and the Smart Streets Policy (see Section 8).

For construction phases, the SFY requested for the commitment will be one year following the calendar year of the Final Plans and Bid Package Submittal to ODOT in the project's schedule. For example, if the bid package submittal date is in April 2026, the applicant is requesting funds for SFY 2027. This is done to minimize the risk of the award date slipping into the next SFY and the potential that the unspent funds could be recalled

If selected for funding, the sponsor and MORPC must agree on a schedule, in consultation with ODOT, when the partnering agreement is executed (see Section 9.1). The schedule may be revised between the Screening Application and Final Application and between the Final Application and the Partnering Agreement.

6.4 Penalties for Incomplete Applications

As described previously, MORPC staff will review the applications and updates for errors and omissions. If additional information is needed, staff will send a request to the Sponsor Project Manager identified on the application. The applicant must adequately respond by the date indicated in the request, which will be approximately one week after it is sent. A failure to adequately respond to the request will result in a reduction of 5 points from a new application's overall score. The penalty will increase by 5 points for each additional week that passes before the applicant adequately responds to a request. MORPC staff will determine whether a response to the request is adequate. The applicant may appeal any penalties to the AFC.

Applications lacking an authorized signature or supporting legislation will be subject to penalties as follows:

- **Authorized Signature:** If the signature area is incomplete (including printed name and title) a new project's evaluation score will be reduced by 10 points. The penalty will increase by 5 points for each additional week that passes before the applicant provides complete signature information.
- **Supporting Legislation:** If a copy of enacted supporting legislation is not received by October 29, 2020, a new project's evaluation score will be reduced by 10 points. The penalty will increase by 5 points for each additional week that passes before the applicant provides a copy of enacted supporting legislation.

7. Evaluation and Selection Process

Because of the high demand for MORPC-attributable federal funds, the AFC developed criteria and processes to identify the best candidates for funding. The criteria reflect current adopted MTP goals and objectives and satisfy the planning factors required by the federal Metropolitan Transportation Planning regulations.

The following generally describes the evaluation and selection process:

- a. Staff shall apply the scoring criteria to applications for new funding commitments and outstanding commitments forced to compete for the additional funding.
- b. Staff shall submit the collected information about each application and the scores for each application to the AFC for review and comment.
- c. The AFC shall select applications to recommend for new funding commitments.
- d. The recommended program of funding commitments (changes to outstanding funding commitments as well as new commitments) shall be provided to TAC, CAC, TPC, MORPC's members, and the public for review and comment.
- e. At the conclusion of public involvement, the applications, schedules and costs will be endorsed through the MORPC committee process and incorporated into the TIP to be adopted the following May.

7.1 Evaluation Criteria and Scoring Process

As part of the continuing metropolitan transportation planning process, MORPC adopted the 2016-2040 Metropolitan Transportation Plan in May 2016. The MTP established the following six goals for the region.

Through transportation:

- Reduce per capita **energy** consumption and promote alternative fuel resources to increase affordability and resilience of regional energy supplies.
- Protect **natural resources** and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community.
- Position Central Ohio to attract and retain **economic opportunity** to prosper as a region and compete globally.
- Create **sustainable neighborhoods** to improve residents' **quality of life**.
- Increase regional **collaboration** and employ innovative transportation solutions to maximize the return on **public expenditures**.
- Use public investments to benefit the **health, safety, and welfare** of people.

The criteria for evaluating applications for new funding commitments are used to measure how well they advance the six goals identified for the MTP. These criteria help assure consistency between the MTP goals and the funding commitments that result from this process. The criteria for evaluating applications follow and consist of qualitative information based on the information in the final application and well as quantitative data derived from GIS or travel demand model analysis.

Applications will be scored for each goal on a scale of 1 to 10. The score will be established subjectively based an overall consideration of the MORPC-derived data and qualitative

statements provided with regard to the criteria for each goal. Although there is no specific weighting of criteria within each goal, there are three levels of priority among the criteria for each goal. In the following criteria tables, the priority level for each applicable criterion is shown in the corresponding Activity Category column:

- A criteria are given the highest priority
- B criteria are given a priority level between A and C
- C criteria are given the lowest priority

The application will be scored for each goal relative to the other applications' data and statements for the goal. If the information associated with a particular goal does not provide a meaningful distinction between two applications, they will receive the same score for that goal. For minor differences, the scores between two applications will be close to each other. For applications that are clearly separated based on the goal criteria and their priority levels, the applications' scores will be significantly different. Included with the goal score will be a brief rationale for the score that highlights the most significant contributing factors.

MORPC staff will compile the data for each goal and develop the preliminary goal score and rationale to document how each scoring measure impacted each application score. The AFC will then review the scores and rationales and make modifications as necessary to reach agreement.

7.1.1 Economic Opportunity Goal Criteria

The evaluation for the economic opportunity goal criteria is based on information provided in the Final Application and MORPC-derived data from the regional travel demand model or GIS.

| Data Source | Economic Opportunity Goal Evaluation Criteria & Description | Priority Level by Category | | | | | |
|-------------------|---|----------------------------|-------|--------------|------------|---------|-------|
| | | Major | Minor | Preservation | Bike & Ped | Transit | Other |
| MORPC Derived*** | Congestion Relief: Applicant is to provide information on how congestion hampering economic development in the area. How will improvements to the transportation system as a result of this project improve economic development? MORPC will estimate the ability of the project to improve travel within a corridor so congested components of the transportation system are relieved. Measured using the regional model by the percentage reduction in 2040 VMT that experiences LOS E or worse within 1 mile of the project. | A | A | | | A | |
| MORPC Derived**** | Job Retention & Creation: The number of existing jobs of each type (manufacturing, office, warehousing, retail, institutional) within 1 mile of the project. The Applicant will provide the number of permanent jobs of each type (manufacturing, office, warehousing, retail, institutional) that will be <u>created in the region</u> as a result of the project. Provide a map showing the locations in relationship to the project. Provide documentation showing that these jobs are committed to being created in this area with the improvements to the area. | A | A | B | B | B | |
| | Development Readiness: Describe the presence and timing of all necessary economic development components in the project area, such as infrastructure (e.g., utilities, water and sewer, broadband), access to appropriately trained labor (skilled and unskilled), and other transportation options (e.g., rail, airports, transit or bicycle and pedestrian). This can include how much new private or public capital investment has been made in the project area or will be as a result of the project. This investment can be within the past three years or commitments between now and 5 years after completion of the transportation project. Provide a map showing the past and committed investments. Please specify the type of investment and the timeline for this investment. | B | B | | | B | |
| MORPC Derived* | Travel Time Uncertainty & Delay Reduction: Using existing travel time data, the existing travel time uncertainty index will be calculated for the area within 1 mile of the project. Projects in areas with higher uncertainty will score better. Travel delay reduction is the average 2040 travel time reduction per person for a complete trip using the facility during peak periods (including AM and PM peak hours) as a result of the project as estimated using the regional model. Projects with more delay reduction will score better. | B | B | | | C | |
| MORPC Derived* | Traffic Composition: Current and future Average Daily Traffic and percentage of truck traffic. Higher volume facilities and facilities serving a higher percentage of truck traffic will score higher. | B | B | A | | | |
| | Other Economic Considerations: Describe the type and amount of acreage of site(s) that will primarily benefit from the project's improvements (e.g., greenfields, developed, redeveloped, infill, brownfields, intermodal facilities). Please provide information with regard to the project's impact on economic development in the area. Is there anything unique about this project that has not been captured by the criteria? This could include how the project will impact a specific industry cluster, innovative business, or industry target as identified by One Columbus, formerly known as Columbus 2020. | C | C | C | A | A | A |

*Available prior to application submission.

***MORPC will estimate change in congested VMT. Applicant is to provide statement on how congestion is hampering economic development.

****The number of existing jobs is available prior to application submission. Applicant is to provide the number of new jobs.

7.1.2 Natural Resources Goal Criteria

The scores for the natural resources goal criteria are mostly based on information provided in the Final Application. The emission reductions are estimated using the regional travel demand model.

| Data Source | Natural Resources Goal Evaluation Criteria & Description | Priority Level by Category | | | | | |
|-----------------|--|----------------------------|-------|--------------|------------|---------|-------|
| | | Major | Minor | Preservation | Bike & Ped | Transit | Other |
| MORPC Derived | Emission Reduction: The vehicle emissions of PM2.5 (fine particulates), VOC (volatile organic compounds), and NOx (oxides of nitrogen) contribute to the region being recently in non-attainment of the ozone and PM 2.5 national air quality standards. The regional model will estimate the change in emissions resulting from the project, reported in kilograms per day. Projects with more emission reductions will score better. | A | A | | A | A | A |
| MORPC Provided* | Addressing Sensitive Land Issues: Based on project location information provided in the Screening Application, a listing of sensitive lands in the project vicinity will be provided to the applicant. In the Final Application, the applicant is to provide information addressing how the project impacts each of these. Projects that do not impact sensitive lands or will go beyond NEPA requirements* will score better. | B | B | B | B | B | |
| | Water Runoff Quality & Quantity: Describe a current significant water runoff quality or quantity problem in the project area that will be resolved as a result of the project and complying with NEPA requirements. If there is no current significant water runoff quality or quantity problem, describe aspects of the project that will improve water runoff quality or quantity that will go above and beyond NEPA requirements.* Projects which address problems or go beyond NEPA requirements will score better. | B | B | B | B | B | B |
| | Vegetation and Habitat Restoration: Describe a current significant vegetation or habitat problem in the project area that will be resolved as a result of the project and complying with NEPA requirements. If there is no current significant vegetation or habitat problem, describe aspects of the project that will improve vegetation or habitat restoration above and beyond NEPA requirements.* Projects that address problems or go beyond NEPA requirements will score better. | B | B | B | B | B | B |
| | Other Extraordinary Aspects Related to Natural Resources: A statement by the sponsor about any extra-ordinary aspects of the project's impact on the natural habitat. | B | B | B | B | B | B |

*Available prior to application submission.

7.1.3 Energy Goal Criteria

Two criteria for the energy goal are scored based on information provided in the Final Application, and one is scored using results from the regional travel demand model and GIS analysis.

| Data Source | Energy Goal Evaluation Criteria & Description | Priority Level by Category | | | | | |
|---------------|--|----------------------------|-------|--------------|------------|---------|-------|
| | | Major | Minor | Preservation | Bike & Ped | Transit | Other |
| MORPC Derived | Vehicle Miles of Travel: Projects that would reduce regional Vehicle Miles of Travel will score better. | A | A | | A | A | A |
| | Components that Save Energy: An assessment provided by the sponsor as to the potential project level technology components that save energy. | B | B | B | B | B | B |
| | Other Extraordinary Aspects: A statement by the sponsor about any extraordinary aspects of the project's impact on energy. This could include renewable energy production as part of the project. | B | B | B | B | B | B |

7.1.4 Collaboration and Funding Goal Criteria

The evaluation for the collaboration and funding goal criteria is exclusively based on information provided in the Final Application. A first consideration in the score for this goal will be inclusion in the MTP. **If the activity is not in the MTP, the maximum score for the goal is reduced to five (5).**

| Data Source | Collaboration and Funding Goal Evaluation Criteria & Description | Priority Level by Category | | | | | |
|------------------------|---|----------------------------|-------|--------------|------------|---------|-------|
| | | Major | Minor | Preservation | Bike & Ped | Transit | Other |
| MORPC Provided* | Percent and Amount of MORPC Funding Requested: The percentage will only be based on the total right-of-way and construction cost. If it is not a traditional construction project, the percent of the total program/activity will be used. Applications that provide non-federal match to MORPC funding of 30% or more will score better. Applications that request amounts greater than 50% of the midpoint of forecasted funds available for the category will not benefit in this criterion. Applications that request amounts less than 15% of the midpoint of forecasted funds available for the category will receive maximum benefit in this criterion. | A | A | A | A | A | A |
| | Documentation of Support and Collaboration: The applicant is to provide letters of support from neighboring government jurisdictions, community associations, business associations, or others. The sponsor is also to provide documentation on interagency and community collaboration (e.g., identification in MORPC's Competitive Advantage Projects initiative, utilized MORPC's Technical Assistance Program) that has occurred to date to advance the project. Additional funding partners are also a sign of support. This includes those entities funding any aspects of project development as well as the number contributing to right-of-way and construction. Projects that have more support will score better. | B | B | B | B | B | B |
| | Origin of Project/Project Readiness: The applicant is to provide the origin of the project including all planning studies recommending the project or activity and which ODOT Project Development Process (PDP) steps have been completed at time of final application submittal. Projects that are further through the planning and PDP process will score better. | B | B | B | B | B | B |
| | Percent and Amount of Private Sector Funding: The amount and percentage will only be based on the total right-of-way and construction cost. If it is not a traditional construction project the percent of the total program/activity will be used. The more private sector funding, the better the score. | B | B | B | B | B | B |
| | Applicant Priority Ranking: Applicants that submit more than one project must also submit a priority ranking of their projects. The applicant's top project within each category will benefit under this criterion. | C | C | C | C | C | C |
| | Small Agency Funding Capacity: For an agency with a small transportation budget, such that the local funding they are contributing to the project phases for which they are requesting assistance is approximately equal to or greater than the usual size of its annual transportation infrastructure expenditures, will benefit under this criterion. | C | C | C | C | C | C |

*Available prior to application submission.

7.1.5 Health, Safety & Welfare Goal Criteria

Some of the for the health, safety and welfare goal criteria are evaluated based on information provided in the Final Application, and others are evaluated based on MORPC-derived data using GIS analysis.

| Data Source | Health, Safety & Welfare Goal Evaluation Criteria & Description | Priority Level by Category | | | | | |
|-----------------|--|----------------------------|-------|--------------|------------|---------|-------|
| | | Major | Minor | Preservation | Bike & Ped | Transit | Other |
| MORPC Derived* | Crash Reduction: Using the ODOT crash data and tools, crash measures for the project will be calculated, including overall frequency, bike/ped frequency, crash rate, and severity index. Additionally, using Crash Modification Factors (CMF) and Highway Safety Manual (HSM) based analyses, project improvement(s) will be evaluated with respect to their estimated impact on expected crashes. Projects that show more projected improvements to safety will score higher. | A | A | B | A | A | |
| MORPC Derived* | Facility Condition: The average PCR of the existing roadway that would be improved as part of the project based on the most recent ODOT data will be calculated. The worst existing bridge component rating based on ODOT data that would be improved as part of the project. The sponsor should review the ODOT data and may provide supplemental data if desired. Projects that are on facilities with lower PCRs and/or bridge ratings will score higher. | A | A | A | | | |
| | New Transit Ridership: The sponsor provides an estimate of the increase in transit ridership. This is to include both the ridership on the specific project or activity as well as overall system ridership. Projects that have higher ridership will score better. | | | | | A | |
| MORPC Derived** | Environmental Justice: Of the estimated opening day users of the project, what is the minority percentage, what is the poverty percentage, what is the elder percentage, and what is the transportation handicapped percentage? The ratio of each of these relative to the regional average of each will be calculated. For the Bike and Pedestrian category, the population within 1 mile of the project will be estimated instead of the users. | B | B | B | B | B | |
| | System Life: The applicant is to provide information on the age and condition of the components being replaced. Also provide a statement, if applicable, as to the potential of the project to maximize life of transportation system. This is any extraordinary aspect that is likely to be part of the project. | C | C | C | C | A | |
| | Other Health, Safety & Welfare Considerations: Statement by the sponsor with rationale on how the project would further this goal. Reference should be made to as many of the above criteria as applicable in justifying the benefits of the program/activity/project relative to this goal. | C | C | C | C | C | A |

*Available prior to application submission.

**Available prior to application submission ONLY for Bike and Pedestrian projects.

7.1.6 Sustainable Neighborhoods and Quality of Life Goal Criteria

Some of the criteria for the sustainable neighborhoods goal are based on information provided in the Final Application. A few criteria are based on MORPC-derived data that uses GIS analysis and the travel demand model.

| Data Source | Sustainable Neighborhoods and Quality of Life Evaluation Criteria & Description | Priority Level by Category | | | | | |
|-----------------|--|----------------------------|-------|--------------|------------|---------|-------|
| | | Major | Minor | Preservation | Bike & Ped | Transit | Other |
| MORPC Derived** | Origin/Destination Density: The average density (population + jobs) of the project users' origins and destinations will be estimated based on existing densities & 2040 projections. The average densities will be calculated for both higher density ends of the trip and lower density ends of the trip. For the Bike and Pedestrian category, the density within 1 mile of the project will be used. Projects that serve travelers going to and from more dense areas will score higher. | A | A | A | B | A | |
| | Pedestrian System: The applicant will provide information on the relationship of the project to the existing pedestrian transportation system and/or how the project will include improvements to enhance or connect to the pedestrian system. Projects that facilitate the construction of pedestrian facilities along a regionally significant active transportation corridor will score higher. Projects that provide pedestrian facilities where none currently exist and/or provide connections among existing facilities will score higher. | B | B | B | A | A | |
| | Bikeway System: The applicant will provide information on the relationship of the project to the existing bikeway transportation system and/or how the project will include improvements to enhance or connect to the bikeway system. Projects that facilitate the construction of facilities along a regional active transportation corridor will score higher. Projects that provide bike facilities where none currently exist will score higher. | B | B | B | A | A | |
| | Displacements: The applicant will provide an estimate of the number of displacements (business and residential) as a result of the project. The information can be provided in terms of a range of likely displacements. | B | B | B | B | B | |
| MORPC Derived* | On Transit Line: The information will be simply "yes" or "no" with regard to if an existing transit route uses the project facilities. Projects along existing transit routes will need to provide appropriate transit related facilities and will score higher. | C | C | B | B | | |
| | Transit System: A statement by the applicant as to how the project enhances transit service. Beyond what transit related facilities may be part of the project if on existing transit line, projects that make additional improvement or that could enhance future transit service while not on a current transit line will score higher. | C | C | C | B | B | |
| | Other Sustainable Neighborhoods Considerations: Statement by the applicant with rationale on how the project would further quality of life and relationship of this project to furthering the community's quality of life goals. For projects in the Other Activity Category, also provide additional information especially in regard to any of criteria above criteria as applicable in justifying the benefits of the program/activity/project relative to this goal. | B | B | B | C | B | A |

*Available prior to application submission.

**Available prior to application submission ONLY for Bike and Pedestrian projects.

7.2 Scoring Phased Construction Projects

Large construction projects are often developed and constructed in phases, i.e. under separate contracts. Applicants have discretion in how to package the submittal to improve the competitiveness of the application. MORPC staff are available for consultation during the application process and may include such advice in its response to the Screening Application.

Generally, only the components that would be built as part of the project requesting the funding will be evaluated. Exceptions would be when other project components or phases are so intertwined that it was required that they all be in the same NEPA document. The NEPA process requires interrelated projects to be considered in one document, even when construction will occur in phases. In these cases, the criteria will be applied to the scope defined by the environmental document. If the document has not yet been developed to the point of defining the scope, then the scope anticipated for the environmental document will be evaluated rather than on the construction sections

7.3 Agency Prioritization of Multiple Applications

An agency which submits multiple funding applications may request, during the scoring and evaluation period, that the score for any project submitted by that agency be reduced and the project demoted in the list of highest scoring projects within a category in order to score lower than a higher priority project by the same agency. The request shall be made in writing.

7.4 Weighting Scores by Goal and Category

Once the goal scores are completed, they will be multiplied by the corresponding weight in the table below.

| Activity Category | Economy | Natural Resources | Energy | Collaboration | Health, Safety & Welfare | Sustainable Neighborhoods |
|--------------------------------------|---------|-------------------|--------|---------------|--------------------------|---------------------------|
| Major Widening/New Roadway | 30 | 10 | 5 | 15 | 30 | 10 |
| Minor Widening/Intersections/Signals | 20 | 10 | 10 | 15 | 30 | 15 |
| Bike and Pedestrian | 5 | 5 | 5 | 15 | 35 | 35 |
| Transit | 10 | 10 | 15 | 15 | 25 | 25 |
| System Preservation | 15 | 5 | 10 | 15 | 35 | 20 |
| Other | NA | NA | NA | NA | NA | NA |

The overall score for an application will be the sum of all of the weighted scores divided by 10, resulting in an overall score between 0 and 100.

7.5 Prioritizing and Recommending Applications for Funding

Once the overall score is established, the applications are ranked within each category. The AFC will review the ranking and make adjustments to the preliminary goal scores if necessary. During the ranking and prioritization process, sponsors may voluntarily reduce the amount of funding requested in an application by increasing the local match or reducing the scope. This

would increase the amount of funding available for other applications or make the reduced request more feasible within available funding.

Staff shall consider AFC comments on the application scores and then identify the high, moderate, and low scoring applications within each category along with the target funding range available within each category. Applications with higher scores will generally be selected before applications with lower scores. Once the AFC reaches agreement upon a program of funding commitments to recommend, MORPC staff would then use this recommendation, the application schedules, and funding availability by SFY to develop a draft program of funding commitments.

Commitments will fall into one of three categories: TIP (Years 1-4), Post-TIP (Years 5-6), and Long Range. The TIP years are the four SFYs of next TIP. MORPC will make commitments in specific SFYs to fully use the funding expected to be available in the TIP years. Most construction phases in the TIP will be continuations of commitments made in previous rounds. MORPC may make Post-TIP commitments with a total not to exceed 75 percent of available funds forecasted for the Post-TIP Years. The uncommitted portion of Post-TIP funds are intended to be available for the next round to fund fast-developing construction (e.g., system preservation or high priority projects), right-of-way phases for new construction commitments, and cost increases for previous commitments. Post-TIP commitments are not designated a specific SFY in the two-year period. The SFY will be designated when it advances into TIP years. Long Range commitments are primarily intended for any debt payments, both outstanding and planned new payments. Long Range commitments must not to exceed 25 percent of the total amount available in the first six years. Also, there cannot be more than 40 percent of the yearly average committed in a single year beyond the sixth year.

The table below summarizes the commitment categories and specifies which SFYs apply to each category for this round.

| Commitment Type | SFYs | Specific SFY? | Max % Funding Committed | Typical Uses |
|-----------------|-------|---------------|-------------------------|--|
| TIP | 22-25 | Yes | 100% | Prior Construction, New Right-of-Way, New Fast-Developing Construction |
| Post-TIP | 26-27 | No | 75% | New Construction, New Right-of-Way |
| Long Range | 28+ | NA | 25% of 22-27 | Debt Payment |

The AFC will not reject portions of an application for funding. If a significant portion of an application appears to be inconsistent with MORPC's goals and policies, the project will be down-rated and therefore be less likely to be funded.

This program would then be provided for a 30-day agency and public comment period. MORPC staff and the AFC would review any comments received and make adjustments, if necessary, before final action by the CAC, TAC and TPC.

7.6 Reservoir Commitments

Even in a well-managed program, there will be occasions when not all of the projects will be able to be obligated as scheduled. Consequently, it is desirable to create a "reservoir" of projects that are ready ahead of funding availability that could be obligated when necessary to effectively manage the program. MORPC will first develop a program based on expected funding per year, the applicants' schedules and the evaluation criteria results. Then, project

phases for which there are insufficient funds available in the requested SFY will receive a funding commitment in a later fiscal year. Sponsors with a delayed commitment should work to maintain the intended schedule and will be considered to be reservoir commitments. The following commitments will have priority in keeping their requested fiscal year:

1. Commitments made in previous cycles
2. Right-of-way phases of new construction commitments

If sufficient funds are not available when needed to proceed, the sponsor will need to arrange financing, such as loan through the State Infrastructure Bank (SIB), to be repaid with attributable funds (see Section 10.5).

8. Project Development Requirements

8.1 Federal and State Requirements

Federal law requires that federally funded projects conform to NEPA and the National Historic Preservation Act. To comply with these laws, projects must have an environmental review to assess and/or mitigate effects on social, economic, and environmental factors. Similarly, work involving sensitive historic structures or archaeological sites must conform to the U.S. Secretary of the Interior's standards and guidelines for archaeology and historic preservation.

If federal funds are used in the preliminary engineering phase, the consultant must be selected through ODOT's federal procurement process. Consultants working on projects with a commitment of MORPC-attributable funds for any phase must be pre-qualified by ODOT.

Any right-of-way or property acquisition must conform to the Uniform Relocation Assistance and Real Property Acquisition Act, as amended.

Engineering and architectural designs for all facilities must conform to current regulations resulting from the Americans with Disabilities Act (ADA).

To ensure these and other requirements are met, all activities using federal transportation funds must follow either ODOT's PDP or Local Public Agency (LPA) process. ODOT maintains a website with PDP information: <http://www.dot.state.oh.us/projects/pdp/Pages/default.aspx>. Projects normally advance through the "traditional" process where ODOT oversees and reviews environmental studies, right-of-way and construction plan preparation, bidding, and construction. With ODOT and MORPC concurrence, sponsors may elect to advance their projects through ODOT's LPA process (also called the "local-let" process) that allows the LPA more control of the project. The LPA process does not exempt the project from any NEPA, public involvement, or other requirements. Only applicants who have proficiently advanced their projects through ODOT's PDP in the past will be eligible for LPA consideration.

ODOT allows LPAs to administer construction projects on the LPA's system using federal funds if the LPA has completed all of the required LPA eLearning Qualification Modules, the LPA can prove it has properly licensed and experienced employees, all of the required written processes and policies are in place, and the LPA has enough internal support to complete the project properly.

For more information on Ohio's LPA Qualification Process, please review chapter one of the Locally Administered Transportation Projects Manual available at <http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalLetProcesses.aspx> or contact the District LPA Manager (list available at http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Documents/LPA_District_Managers.pdf

MORPC will include new and outstanding funding commitments in SFYs 2020-2023 in the updated Transportation Improvement Program (TIP). For a project or activity to be eligible to receive federal funds, it must be included in the TIP.

8.2 Complete Streets Policy

Projects are required to adhere to MORPC's Complete Streets Policy in the planning and design of all proposed transportation projects using MORPC-attributable federal funds. The main objective of the policy is to design and build roads that safely and comfortably accommodate all users of roadways, including motorists, cyclists, pedestrians, transit and school bus riders, people with disabilities, delivery and service personnel, freight haulers, and emergency responders. It includes people of all ages and abilities.

Sponsors are responsible for determining, within the context of the project, the most appropriate project approach to meet the Complete Street Policy's requirements. MORPC staff can assist in determining the most appropriate approach. The Complete Streets Policy and other resources are available on the MORPC website: <http://www.morpc.org/tool-resource/complete-streets/>

8.3 Smart Streets Policy

Projects are required to adhere to MORPC's Smart Streets Policy in the planning and design of all proposed transportation projects using MORPC-attributable federal funds. The main objective of the policy is to ensure investments in mobility are planned and constructed in a manner that advances a regional smart mobility system that is connected, inclusive, secure, and resilient across jurisdictions. The goals of this policy seek to improve connectivity of digital infrastructure and to create a mobility system that provides for flexibility, interoperability, and equity.

Sponsors are responsible for determining, within the context of the project, the most appropriate approach to meet the Smart Streets Policy's requirements. Projects approved for funding prior to 2020 should consider the Smart Streets Policy and are requested to provide related information during Commitment Updates (see Section 9.3). Projects approved for funding in or after 2020 are required to incorporate the Smart Streets Policy into the planning and design of funded projects.

The Smart Street Policy is available on the MORPC website: <http://bit.ly/smartstreetspolicy>. The information identified in the Smarts Streets Checklist have been incorporated in the application questions.

9. Maintaining Funding Commitments

It is the sponsor's responsibility, with ODOT and MORPC support, to develop the project on schedule in order to allow the funds to be authorized.

9.1 Partnering Agreements

To document the local commitment to each project, a partnering agreement will be developed in consultation with ODOT and executed among the sponsor and MORPC. The agreement will include the scope of the activity, its schedule prepared with mutually agreeable dates, a commitment on the parts of the sponsor to become suitably knowledgeable about the ODOT process, attending regular progress meetings with ODOT and MORPC and providing status update information necessary for monthly updates to the TAC, and commitment of all the partners to carry out their responsibilities to the project at a level of quality and in a time frame consistent with the best practices customary in Central Ohio. In certain circumstances, the partnering agreements may be revised as described in Section 9.5. A sample Partnering Agreement is provided in the Appendix. The amounts and SFYs in the Partnering Agreement will be consistent with the MORPC resolution adopting the funding commitments as approved by the TPC.

When funding sources other than attributable funds and local agency funds are committed to a phase, the Partnering Agreement will document the amount or percentage from these sources. The agreement will incorporate the expectation of how each source of funding will be adjusted as cost estimates are updated throughout project development.

MORPC and the sponsor can agree to make modest adjustments to the milestone dates dictated by the schedule in the application, provided the partnering agreement is executed prior to first incorporating the project into the TIP.

If funding is not available in the same SFY as the scheduled date, the date that will trigger a score reduction on future applications will be delayed to December 31 of the SFY to which MORPC has committed the funds. In practice, this means that penalties will begin to apply to a sponsor if the funds are not encumbered in the SFY to which the funding commitment was delayed. Otherwise, the scheduled dates in the partnering agreement can be changed only with the approval of the AFC during the commitment update cycle.

9.2 Project Monitoring

To assist in more timely delivery of MORPC-funded projects and to make the status of these projects more widely known, MORPC will closely monitor the status of projects. Steps MORPC will take to monitor will include:

- Maintain a list with contact information of project managers for the sponsor, ODOT and primary consultant.
- Maintain a list of milestone dates for the project, including at a minimum the milestones included in the application.
- Contact the sponsor, ODOT and consultant project managers at least monthly for status updates, which will be compiled into a report.

- Attend quarterly meetings and other project meetings. Sponsor attendance at quarterly project status meetings scheduled by ODOT will be mandatory unless the sponsor, ODOT, and MORPC agree to cancel the meeting.
- Report on the status of all projects at each TAC meeting. Managers of projects falling behind schedule may be requested to report on the project to TAC.
- Report a summary of the information to the sponsor CEO and chair of council (if such exists) at the beginning of each fiscal year at a minimum. These would be more often if a project begins to fall behind.
- Investigate additional means of monitoring and providing updates.

9.3 Commitment Update Form

After receiving a commitment, sponsors must submit a Commitment Update Form every two years, during the application period, until the funds have received federal authorization. If MORPC does not receive a Commitment Update Form, the commitment is considered to be cancelled (see Sec. 9.6). Exceptions will be made for funds expected to receive authorization for the final phase before SFY 2022. At the time MORPC requests Update Forms, sponsors of construction projects with a final plan package submittal date after December 31, 2020, are expected to submit an Update Form. Staff may grant exceptions at their discretion.

The purposes of the Update Form are to reaffirm or request adjustments to the committed amount and schedule; provide justification for requesting significant changes to the scope, schedule, or budget; reaffirm the sponsor's commitment to deliver the project; and provide an update on the project development requirements (see Sec 8).

Changes to the amount committed are significant if the total has changed by more than 10 percent (excluding inflation) since the previous application/update. Schedule changes are considered significant if any milestones have changed by more than six months since the previous application/update. Sponsors need to provide a resolution or legislation supporting the project that was approved within the year preceding the Update Form due date. **Funding commitments will be determined to be on schedule or behind schedule by comparing the revised schedule with the dates in the Partnering Agreement.**

Staff will present the requests to the AFC, which may consider the requests in aggregate and/or individually. The AFC has recommended approval of all updated requests when it has found the net change in total funds committed would be acceptable, notwithstanding significant changes in individual commitments or any sponsor's total commitments. When the total of all updated requests would result in a significant net increase, the AFC has asked sponsors of individual commitments requesting the largest percentage increases to submit a Final Application for the evaluation and scoring process to determine whether it will fulfill the request for additional funds. The AFC recommended approval of the other requests. Staff will use the recommendations as the basis of determining the availability of funds for new commitments.

If the AFC required a Final Application for a large increase, it considered its score and ranking with new applications in its category to inform its recommendation on the requested increase. Sponsors of unsuccessful applications for increases could either continue developing the same project (without significant alterations of the scope) without additional funding assistance or cancel the outstanding commitment.

9.4 Cost Overruns at Time of Authorization

The estimated cost of projects sometimes increases between the time the Partnering Agreement was signed and the final estimate prior to federal authorization. To provide some flexibility, MORPC will allow authorization amounts to exceed the committed funding according to the limits that follow.

Except as noted in the following paragraphs, MORPC's total participation in a project for Right-of-Way and Construction shall be fixed at no more than the commitments shown in the TIP at the time the project phase is authorized plus 10 percent or \$300,000, whichever is greater, as long as the total commitment does not increase more than 50 percent. Costs in excess of these amounts shall be the responsibility of the sponsor. Prior to authorization, sponsors have the right to withdraw projects and ask that they be reprioritized in a later year to obtain a higher MORPC commitment with the stipulation that if the withdrawal results in a loss of federal funds or obligation authority to the region, this funding commitment and others to the sponsoring agency may be delayed by MORPC indefinitely.

When funding sources other than attributable funds and local agency funds are committed to a phase, the authorization amount of the attributable funds may not exceed the amount shown on the TIP at the time the project phase is authorized. If the sponsor can document that the phase's final cost estimate has risen since the date of the estimate that formed the basis of the funding commitment (the estimate in the Partnering Agreement) and that the sponsor has made a good-faith effort to obtain a proportional increase in the amounts committed by other sources, then the attributable funding commitment will be subject to the limits in the preceding paragraph.

Commitments for non-construction activities, such as studies, preliminary engineering, MORPC programs, other programs, and purchases are fixed at the dollar amount shown on the TIP from which the project phase is obligated, i.e. there is no additional 10 percent MORPC participation. This also applies to construction projects that receive a commitment of a fixed dollar amount.

9.5 Delays and Penalties

Because, at times, sponsors have been unable to deliver their projects on the original schedule or within original budget, it is necessary to include penalties for delays and cost increases. The application of penalties will only take place after several notifications of the delayed or increased cost status of the project through the reports and letters generated through the monitoring system. Sponsors may appeal penalties by petitioning MORPC's Attributable Funds Committee (AFC) for relief.

- The partnering agreement between MORPC and the local agency shall document the milestone dates and funding commitment in determining dates when penalties take effect.
- If the sponsor has not authorized a consultant nor completed any additional project development tasks per the schedule by the time the first updated application is due, the project must re-compete.
- If a project's federal right-of-way authorization or final plan package submittal to ODOT is delayed more than one year, then the sponsor will be penalized on all new projects submitted for funding by reducing each new project's total score by 5 points. The penalty will be applied until the right-of-way is authorized or the final plan package is submitted to ODOT. If a sponsor has multiple existing projects with delays, the penalty will be applied for each delay up to a maximum of 15 penalty points.

- If a project's federal right-of-way authorization is delayed more than two years, then the sponsor is ineligible to apply for funding of additional projects until right-of-way is authorized.
- If a project's final plan package submittal to ODOT is delayed more than two years, then the sponsor is ineligible to apply for funding of additional projects until it has submitted the final plan package to ODOT.
- Projects which miss obligation dates that result in loss of funding to the region will have their federal share reduced by 10 percent (typically from 80 percent to 70 percent, but 100 percent projects would also drop to 70 percent), as well as have funding for this project and other projects sponsored by the agency delayed by MORPC indefinitely.
- During the formal commitment update cycle, with approval of the AFC and adopted through TPC resolution, the partnering agreement may be updated to reflect new funding commitment amounts.
- In extenuating circumstances, if agreed to by the AFC, the partnering agreement may be updated during the formal commitment update cycle to reflect new penalty trigger dates.

9.6 Cancelled Commitments

If a project sponsor decides not to proceed with a project or not to fulfill the requirements of the funding commitment, the commitment is cancelled and the funds are returned to the balance of uncommitted funds available for other uses. The sponsor is not permitted to transfer the funds to another unrelated project or activity.

10. Other Policies for Program Management

10.1 Out-of-Cycle Requests

When circumstances require MORPC to decide outside of its normal funding cycle about committing MORPC-attributable funds to a project to which it has not previously made any commitments, the sponsor shall:

1. Fill out the final application from the previous funding round including all information used to score it.
2. Provide a letter to the Executive Director and Transportation Director requesting the funding which answers the following questions:
 - Why is this request being made outside the normal funding cycle?
 - What is the urgency of the request that it cannot wait until the next normal funding cycle?
 - When did the applicant know the funds being request would be needed?

Once the applicant has provided the completed application and letter of request, staff will:

1. Assign the application to the appropriate Activity Category and determine whether committing the requested funds would cause the total funding for that category to be outside its targeted range.
2. Score the application relative to the applications in the Activity Category from the last round
3. Assess if the requested funding would impact other funding commitments.

Once staff has completed the above assessment, the request will be processed as described below:

- If the requested amount is under \$2,000,000, staff will prepare a recommendation to the CAC, TAC and TPC on whether to provide the requested funding. Staff has the discretion to recommend a more rigorous process if it determines that circumstances warrant it.
- If the requested amount is \$2,000,000 or over, staff will provide a summary of the request to the TPC chair who will consult with the other officers, the CAC chair and the TAC chair. This evaluation group would then determine the additional steps to be taken to assess this request before submitting the request to CAC, TAC, and TPC. The options include:
 - No additional assessment. Go directly to CAC, TAC and TPC with staff recommendation
 - Direct the request to the AFC for further discussion and recommendation. The AFC recommendation would then be submitted to CAC, TAC and TPC
 - In consultation with the evaluation group and consistent with the Bylaws governing the TPC, the chair of the TPC appoints a special sub-committee or work group to further discuss the request and make a recommendation. The recommendation would then be submitted to CAC, TAC and TPC
- MORPC may adjust the type of federal funding (i.e., STBG, CMAQ, and TAP) awarded in order to balance its program. This does not mean that funding will not be committed, but that MORPC may alter funding arrangements to make the funds available.

10.2 Trading Funds with Other MPOs

Staff is authorized to negotiate with other MPOs, ODOT, and the County Engineers Association of Ohio to exchange obligation authority so it may be used to the advantage of Central Ohio. At the time it is necessary to submit a SIB loan application per Section 7.6, the principal amount applied for may be reduced or eliminated if there is the ability to exchange obligation authority. The Transportation Systems and Funding Director is authorized to approve these exchanges.

10.3 Ohio Statewide Urban CMAQ Program

MORPC does not receive a direct allocation from ODOT of Congestion Mitigation and Air Quality (CMAQ) funds specifically for the MORPC MPO area. The funds are available to the eight largest MPOs in the state are pooled. The eight large MPOs, acting through the Ohio Statewide Urban CMAQ Committee (OSUCC), solicit, evaluate, and select applications to use the pooled CMAQ funding. As outlined below, MORPC will work within the guidelines of the OSUCC to secure CMAQ funding for MORPC MPO area commitments.

- MORPC will strive to ensure that the MORPC MPO area obtains a fair share of CMAQ funding.
- The OSUCC does not require ridesharing and air quality programs to go through the project selection process. MORPC may continue them per Section 5.3 up to the funding threshold established in the OSUCC program.
- The application and selection process as described in Section 7 will be used to identify applications to be submitted to the statewide process for CMAQ funding. The target percentages of funding by Activity Category in Section 5.3 will assume MORPC will receive its fair share of CMAQ funding.
- All applications will be evaluated according to the category criteria as specified in Section 7. CMAQ-eligible applications will also be scored according to the OSUCC scoring criteria.
- The results of the MORPC evaluation and the statewide scoring will be considered in identifying applications to submit to the statewide process. The AFC will rank the top four applications in accordance to the statewide program.
- For applications being submitted to the statewide process, MORPC may work with the applicants to adjust the project's scope, schedule or funding to allow it to be more competitive in the statewide process and maximize the CMAQ funding able to be brought into the region. This may include relaxing some requirements identified in this document.
- If necessary, some funding commitments resulting from MORPC's normal selection process may be identified as contingent upon receiving funding through the statewide CMAQ process.

10.4 Participation in ODOT Freeway Projects

MORPC roadway funding is focused on arterial and collector facilities to support local agency roadway needs. Freeway facilities and system interchanges are generally the responsibility of ODOT, and MORPC does not intend to participate in funding those types of projects. However, MORPC will consider funding participation in the following:

- New or modified interchanges that connect to an arterial or collector (service interchanges)
- Components of a freeway project that modify an arterial or a collector
- Actual freeway or system interchange components if participation is structured as a series of payments over 10 to 20 years such that it does not significantly impact the ability to support local agency roadway needs.

In all cases, a local agency or multiple local agencies must be the applicant and follow the application process.

10.5 State Infrastructure Bank Loans

The State Infrastructure Bank (SIB) provides loans to advance transportation projects, which can be repaid with federal transportation dollars such as MORPC-attributable funds. The SIB is administered by ODOT and requires a separate application process. As the SIB has limited funding that must support projects around the state, projects using this mechanism should be

minimized as much as possible. The SIB generally functions as program management tool used to keep a project on schedule after it has been awarded funding.

MORPC will pay loan fees and interest to the maximum extent possible, based on the situation:

- 1) Should a project sponsor with a funding commitment seek to advance project construction prior to the fiscal year commitment specified in the signed Partnering Agreement, MORPC will pay any loan fees and interest up to the dollar amount of the future year commitment.
- 2) Should MORPC be unable to fulfill a funding commitment in the fiscal year specified in the signed Partnering Agreement, MORPC will pay any loan fees and interest such that the contribution from the sponsor will not increase.

When a larger-scale project, such as an ODOT-related freeway project, is identified for a Long Range Funding Commitment during the evaluation process (see Section 7.5), MORPC staff may work with the project sponsor to arrange the commitment as a series of payments, not to exceed aggregate limits referenced in Section 7.5. Any such commitments will be documented in the Partnering Agreements.

Appendix A: Project Application Form

The following pages are the questions that will be included in the project application form. The application process will utilize an online form for project updates, screening application and final application. The format of the information requested may be modified slightly for the online system. Applicants will be required to register with MORPC to be provided access to the online system. The application form as presented in the following pages will be available for download as a Word document from the online system for the convenience of applicants. All submissions must be through the online system. Additional detail about the online system will be provided when project solicitation begins and during the applicant workshop on June 3, 2020.

**Application Form for
MORPC-Attributable Transportation Funding – 2018
State Fiscal Years 2020-2025**

Screening Application Deadline: July 17, 2020, at 5 p.m. (Highlighted items only)

Final Application Deadline: October 9, 2020 at 5 p.m. (All items)

For more information, please see Policies for Managing MORPC-Attributable Funds.

1. Authorized Signature: The undersigned certifies: (1) he/she is authorized to request and accept financial assistance from the Mid-Ohio Regional Planning Commission (MORPC); (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that the chief executive officer of the sponsoring agency is aware that he/she must enter into a partnering agreement with MORPC.

Signature

Date

Name (type/print)

Title

Reference Information

2. Primary Facility (Road or Path)
Name: _____

3. Project Limits – For a linear/segment project, provide the names of the beginning and ending points of the project, which will serve as logical termini. These will typically be intersecting roads or other transportation facilities.

From: _____ To: _____

4. Secondary Facility or Feature – For a point project, such as an intersection or bridge project, provide the name of the road, railroad, path, water feature, etc., that intersects or crosses the primary facility.

At/Over: _____

5. Project Length: _____ miles

6. Title (for non-roadway/pathway applications): _____

7. Metropolitan Transportation Plan (MTP) Project ID(s). List the MTP IDs even if the scope of the proposed project does not exactly match the plan listing; e.g., different limits, number of lanes, etc. Some activities, such as transit, pedestrian, maintenance, intermodal, etc., are listed as Unmapped Projects.

8. ODOT PID (if assigned): _____

Applicant Information

9. Sponsoring Local Public Agency: _____
See Policies Sec. 4.1 for sponsor eligibility.

10. Project Legislation – Effective Date: _____ Check if attached: ☐
Attach a copy of the most recent project legislation. The effective date of the most recent project legislation approved by the sponsoring agency's legislative body (e.g., city council) must be after June 30, 2019.
NOTE: If a copy of approved supporting legislation is not received by October 29, 2020, the application's evaluation score will be reduced by 10 points. The penalty will increase by 5 points for each additional week that passes before the applicant provides a copy of enacted supporting legislation.

| | | | | |
|---|--|-------|-----|--|
| 11. Sponsor Project Manager (responsible for all project communication): | Name | Title | | |
| | Street | | | |
| | City | State | ZIP | |
| | Phone: | | | |
| | E-mail: | | | |
| | Provide contact information for one person employed by the sponsoring agency who can assume responsibility for routing all project-related communications. The project manager may change as the project develops if the Sponsor notifies all other parties. NOTE: The application could be penalized if the sponsor does not respond within one week of a request for additional information. MORPC will send any requests to the Sponsor Project Manager. Therefore, it is very important that the Sponsor Project Manager is able to respond quickly to requests while MORPC is reviewing the applications in late August and September, or that this person delegates that responsibility. See Policies Sec. 6.3. | | | |

Project Information

Applications will be evaluated by criteria developed for one of six Activity Categories. Each category will have the same or similar types of projects. The six Activity Categories are:

- System Preservation
- Minor Widening/Intersections/Signals
- Major Widening/New Roadway
- Bike and Pedestrian
- Transit
- Other

12. Primary Activity. Choose only one activity that best describes the project. To determine the primary activity, consider what activity accounts for the largest portion of the costs or addresses the project's purpose and need most directly. This list is not exhaustive; many eligible activities are not listed.

| | Primary Activity | Activity Category |
|--------------------------|---|--------------------------------------|
| <input type="checkbox"/> | Alternative Fuels/Vehicles (Non-Transit) | Other |
| <input type="checkbox"/> | Bridge Maintenance | System Preservation |
| <input type="checkbox"/> | Bridge/Bridge Deck Replacement | System Preservation |
| <input type="checkbox"/> | Preventive Maintenance | System Preservation |
| <input type="checkbox"/> | Reconstruction | System Preservation |
| <input type="checkbox"/> | Resurfacing | System Preservation |
| <input type="checkbox"/> | Intersection Modification | Minor Widening/Intersections/Signals |
| <input type="checkbox"/> | Minor Widening (add turn lane(s)) | Minor Widening/Intersections/Signals |
| <input type="checkbox"/> | Traffic Signals | Minor Widening/Intersections/Signals |
| <input type="checkbox"/> | Interchange Modification | Major Widening/New Roadway |
| <input type="checkbox"/> | Major Widening (add through lane(s)) | Major Widening/New Roadway |
| <input type="checkbox"/> | New Roadway | Major Widening/New Roadway |
| <input type="checkbox"/> | Bicycle Lanes | Bike and Pedestrian |
| <input type="checkbox"/> | Multi-Use Path (Bicycle/Pedestrian) | Bike and Pedestrian |
| <input type="checkbox"/> | Sidewalk Installation/Modification | Bike and Pedestrian |
| <input type="checkbox"/> | Streetscape Improvement | Bike and Pedestrian |
| <input type="checkbox"/> | Transit Capital Expansion (Vehicle Addition) | Transit |
| <input type="checkbox"/> | Transit Service Expansion | Transit |
| <input type="checkbox"/> | Transit Capital Maintenance (Vehicle Replacement) | Transit |
| <input type="checkbox"/> | Planning Activity | Other |
| <input type="checkbox"/> | Program Administration | Other |
| <input type="checkbox"/> | Travel Demand Management | Other |
| <input type="checkbox"/> | Other | Category |

13. Briefly describe the scope of the project. When completed, what physical changes, products, and/or outcomes will result and who will have maintenance responsibility? Include important details not captured above, like any activities listed in the primary activities list above that are also part of the project, curbs/gutters, lighting or digital infrastructure. What, if any, transportation related mobility functions will be performed by the digital infrastructure elements of the project? If you think the Activity Category should be different from the one paired with the primary activity selected above, please tell us which category is more appropriate and why.

14. Attach schematic drawings of the typical cross sections of the existing and proposed facilities. The drawings should show the location and widths of the right-of-way, pavement, travel lanes, bicycle lanes, shoulders, buffer strips, sidewalks, and multi-use paths. Consider using tools such as Streetmix (<http://streetmix.net/>) or Sketchup.

☐ See Attachment

15. If there are any bridges located within the project limits, describe any work proposed for the bridges as part of the project.

16. If there are any railroad properties located within the project limits, describe any potential project impacts to that property.

17. ☐ The sponsor has read MORPC's Complete Streets Policy and understands that it applies to all projects that will use federal funds allocated through MORPC.

18. ☐ The sponsor has read MORPC's Smart Streets Policy and understands that it applies to all new projects that will use federal funds allocated through MORPC.

19. ☐ The sponsor is familiar with NEPA and understands that it applies to all projects that will use federal funds allocated through MORPC.

20. Describe the project area's current accommodations for pedestrians (including ADA compliance), bicyclists, transit users and digital infrastructure. Please describe the existing character of the project area, including estimated pedestrian and bicycle traffic, any unofficial walking paths, utilization of any on-street parking, density of development, street furniture/lighting, perceived safety issues, communication/digital infrastructure (e.g. coax, fiber, etc. including owners/capacity if known) along the project and/or to significant public facilities (e.g. recreation centers, schools, library, government offices, police & fire stations, etc.), existing signal coordination and other Intelligent Transportation System (ITS) components.

21. Which of the following items are planned to be part of the project? Please check all that will apply.

| Pedestrian Components of the Project | | | |
|--------------------------------------|----------------------------------|--------------|---|
| Included | Pedestrian Component | Length (mi.) | Comments (e.g., details, locations, quantities) |
| <input type="checkbox"/> | ADA curb ramps | | |
| <input type="checkbox"/> | Audible signals | | |
| <input type="checkbox"/> | Lighting | | |
| <input type="checkbox"/> | Maybe - To be determined | | |
| <input type="checkbox"/> | Modify existing facilities | | |
| <input type="checkbox"/> | Multi-use path | | |
| <input type="checkbox"/> | Multi-use path on 2 sides | | |
| <input type="checkbox"/> | No change to existing conditions | | |

| Pedestrian Components of the Project | | | |
|--------------------------------------|--|--------------|---|
| Included | Pedestrian Component | Length (mi.) | Comments (e.g., details, locations, quantities) |
| <input type="checkbox"/> | None | | |
| <input type="checkbox"/> | Not applicable | | |
| <input type="checkbox"/> | Other | | |
| <input type="checkbox"/> | Pedestrian detectors | | |
| <input type="checkbox"/> | Replace existing facilities | | |
| <input type="checkbox"/> | Sidewalk on 1 side | | |
| <input type="checkbox"/> | Sidewalk on 1 side, multi-use path on 1 side | | |
| <input type="checkbox"/> | Sidewalk on 2 sides | | |
| <input type="checkbox"/> | Signalized crosswalk | | |
| <input type="checkbox"/> | Transit shelters | | |
| <input type="checkbox"/> | Transit stop/ Paved waiting area | | |
| <input type="checkbox"/> | Unsignalized marked crosswalk | | |
| <input type="checkbox"/> | Widen shoulder | | |
| <input type="checkbox"/> | Yes - Type to be determined | | |

| Bicycle Components of the Project | | | |
|-----------------------------------|----------------------------------|--------------|---|
| Included | Bicycle Component | Length (mi.) | Comments (e.g., details, locations, quantities) |
| <input type="checkbox"/> | Bicycle detectors | | |
| <input type="checkbox"/> | Bicycle lanes | | |
| <input type="checkbox"/> | Bicycle parking | | |
| <input type="checkbox"/> | Bicycle signage | | |
| <input type="checkbox"/> | Bicycle signal faces | | |
| <input type="checkbox"/> | Maybe - To be determined | | |
| <input type="checkbox"/> | Modify existing facilities | | |
| <input type="checkbox"/> | Multi-use path | | |
| <input type="checkbox"/> | Multi-use path on 2 sides | | |
| <input type="checkbox"/> | No change to existing conditions | | |
| <input type="checkbox"/> | None | | |
| <input type="checkbox"/> | Not applicable | | |
| <input type="checkbox"/> | Other | | |
| <input type="checkbox"/> | Replace existing facilities | | |
| <input type="checkbox"/> | Shared bike-bus lane | | |
| <input type="checkbox"/> | Shared-lane markings/ Sharrows | | |

| Bicycle Components of the Project | | | |
|-----------------------------------|-----------------------------|--------------|---|
| Included | Bicycle Component | Length (mi.) | Comments (e.g., details, locations, quantities) |
| <input type="checkbox"/> | Widen outside lane | | |
| <input type="checkbox"/> | Widen shoulder | | |
| <input type="checkbox"/> | Yes - Type to be determined | | |

Transit Facilities

- ☐ Secure Bicycle Parking
- ☐ Shared Bike-Bus Lane
- ☐ Priority-Bus Lane
- ☐ Bus Stop, including Paved Passenger Waiting Area
- ☐ Bus Passenger Shelter
- ☐ Real-Time Bus Arrival Information Signs
- ☐ Bus Pads
- ☐ To Be Determined

Traffic Calming Elements

- ☐ Landscaping, including Street Trees
- ☐ Narrower Traffic Lanes
- ☐ On-Street Car Parking
- ☐ Curb Extensions
- ☐ Reduction in Speed Limit
- ☐ Other (please explain) _____
- ☐ To Be Determined

Digital Infrastructure

- ☐ Replace existing digital infrastructure
- ☐ Add new digital infrastructure
- ☐ To Be Determined

22. Explain how the proposed project will accommodate pedestrians (including ADA compliance), bicyclists, transit users, and digital infrastructure once completed, in conformance to MORPC's Complete Streets Policy and Smart Streets Policy.

23. If you are not providing any pedestrian, bicycle, or transit facilities, please explain why for each type of facility.

- 24.** Provide a statement answering the following questions: Are there any Intelligent Transportation Systems (ITS)-related recommendations within the project area, such as emergency or transit vehicle signal pre-emption systems, dynamic message signs, or signal coordination? Does the project present any ITS integration opportunities and ITS extensions of additional/future projects as identified in the Central Ohio Regional ITS Architecture? Describe how it will support future extensions of the regional architecture. If the project touches another jurisdiction, was a systems approach taken? Were cross jurisdictional connections considered? (Note: If yes, then the project must be consistent with and part of the regional ITS architecture including design standards, interoperability and data collection, sharing use and security. The database and document can be found on MORPC's website.)

☐ Yes ☐ No

Please explain:

Project Schedule

- 25. Project Schedule Table** –Provide a schedule that is realistic and recognizes the processing and review times needed by ODOT and other state and federal agencies in the project development process. Unless the applicant can provide justification, the schedule should allow at least two years for preliminary development (between Consultant Authorization and Environmental Document Approval), one year for detailed design (between Environmental Document Approval and Final Plans/Bid Package Submittal) and one year for right-of-way activities (between RW Authorization and RW Acquisition Complete).

For construction phases, the SFY requested for the commitment will be one year following the calendar year of the Final Plans and Bid Package Submittal to ODOT in the project's schedule. For example, if the bid package submittal date is in April 2026, the applicant is requesting funds for SFY 2027. This is done to minimize the risk of the award date slipping into the next SFY and the potential that the unspent funds could be recalled

If selected for funding, the sponsor and MORPC must agree on a schedule, in consultation with ODOT, when the partnering agreement is executed (see Section 9.1). The schedule may be revised between the Screening Application and Final Application and between the Final Application and the Partnering Agreement.

| Milestone | Date (MM/DD/YY) | Mark if Completed |
|---|--------------------|-------------------------------------|
| <u>Consultant Authorized to Begin Design:</u> Must be completed before the first Commitment Update Form is due (approx. July 2022). | | <input checked="" type="checkbox"/> |
| <u>Submittal of Alternative Evaluation Report or Feasibility Study:</u> The date when the Alternative Evaluation Report or Feasibility Study is received for review by the District from a consultant or local public agency. | | <input type="checkbox"/> |
| <u>Preferred Alternative Approval:</u> The date when a single Preferred Alternative is approved. For Path 1 Projects and simple Path 2 Projects, the preferred alternative may be established at scope development. If so, provide the scoping date. Otherwise, enter the appropriate approval date associated with the Alternative Evaluation Report or Feasibility Study. | | <input type="checkbox"/> |
| <u>Stage 1 Design Plan Submittal:</u> The date when Stage 1 design plans are received for review by the District from a consultant or local public agency. | | <input type="checkbox"/> |
| <u>Preliminary Right-of-Way Plan Submittal:</u> The date when Preliminary RW plans are received for review by the District from a consultant or local public agency. | | <input type="checkbox"/> |
| <u>Stage 2 Design Plan Submittal:</u> The date when Stage 2 design plans are received for review by the District from a consultant or local public agency. | | <input type="checkbox"/> |
| <u>Final Right-of-Way Plan Submittal:</u> The date when Final RW plans are received for review by the District from a consultant or local public agency. | | <input type="checkbox"/> |
| <u>Environmental Document Approval:</u> The date when the responsible agency (FHWA or ODOT) approves the document or the District confirms the project is exempt from documentation. | | <input type="checkbox"/> |
| <u>Right-of-Way Authorization:</u> The date when authorization is given to a local public agency to begin acquisition activities. | | <input type="checkbox"/> |
| <u>Stage 3 Design Plan Submittal:</u> The date when Stage 3 design plans are received for review by the District from a consultant or local public agency. | | <input type="checkbox"/> |
| <u>Right-of-Way Acquisition Complete:</u> Date on which the local public agency certifies the completion of RW acquisition activities. (Utilities/encroachments not included.) | | <input type="checkbox"/> |
| <u>Final Plans and Bid Package Submittal to ODOT:</u> Not permitted in January through June (the second half of a SFY). Must occur in July through December. | | <input type="checkbox"/> |
| <u>Award Contract:</u> The date the local public agency approves a contract with a successful bidder. | | <input type="checkbox"/> |

26. For programs, purchases, studies, and other projects that do not have a construction phase, please provide a schedule for project development (including environmental approval) and funding. Provide an estimate of the date(s) that federal funds would need to be available. Also give a summary of the schedule to be followed before the project is ready for funding and while it is being implemented. Describe other relevant aspects of the project schedule. For example, is the funding schedule contingent upon other actions? Will the project need funding from other sources to proceed?

Cost Estimate and Funding Request

27. Cost Estimate Table

A professional engineer, architect, or other appropriate professional discipline must certify the cost estimate.

Use ODOT's preliminary cost estimating procedure or some similarly detailed procedure. Refer to ODOT's Office of Estimating website for guidance:

<http://www.dot.state.oh.us/Divisions/ConstructionMgt/Estimating/Pages/default.aspx>

Estimate costs in current (2020) dollars. Do not adjust construction cost estimates for inflation or include inflation in contingency costs.

The funding tables are set up to make automatic calculations in two ways, depending on what information is known. In the majority of cases, the total cost of the sub-phase has been estimated, and the percentage of funding from each source has been decided. In other cases, however, an applicant needs certain dollar amounts to fully fund a phase.

For each phase, you may use the default tables, in which you enter the total amount for each sub-phase and the percentage from each source, and the form will calculate the amounts for each funding source. Alternatively, you can select the amount-based table, and the table will calculate the percentages for each source and the total amount for each sub-phase.

Preliminary Engineering

MORPC expects project sponsors to undertake preliminary engineering (PE) on construction projects without the use of MORPC-attributable funds. However, if MORPC funds are requested for preliminary engineering, Policies Section 4.4.3 states, its total funding commitment to the project (PE, ROW & construction) will not exceed the amount it would have been had MORPC funds only been used for the ROW and construction phases.

PE – Environmental/Preliminary Development: Enter costs to prepare the environmental document and develop the project through Stage 1 design plans.

PE – Detailed Design: Enter costs to develop the project to right-of-way authorization or Stage 2 design plans.

Right-of-Way

Right-of-Way Acquisition. Land acquisition costs, including professional services, that are necessary to construct any project elements. Do not include utility relocation costs.

Utility Relocation: Estimate the project costs to relocate utilities as necessary to construct any project elements.

Construction

Construction Engineering: Inspection services, etc. These costs are typically estimated to be 10 percent of the contract costs.

| | | | | |
|-------------------------|-----------------|------------------------------|-----|-----|
| Preliminary Engineering | Environmental | | | |
| | Sub-Phase Total | | | |
| | 100% | MORPC Federal | 80% | \$0 |
| | | Local Match to MORPC Federal | 20% | \$0 |
| | 0% | Other Federal | | \$0 |
| | 0% | Non-Federal | | \$0 |
| | Detailed Design | | | |
| | Sub-Phase Total | | | |
| | 100% | MORPC Federal | 80% | \$0 |
| | | Local Match to MORPC Federal | 20% | \$0 |
| | 0% | Other Federal | | \$0 |
| | 0% | Non-Federal | | \$0 |
| | Phase Total | | | \$0 |

| | | | | |
|--------------|-----------------|------------------------------|-----|-----|
| Right-of-Way | Acquisition | | | |
| | Sub-Phase Total | | | |
| | 100% | MORPC Federal | 80% | \$0 |
| | | Local Match to MORPC Federal | 20% | \$0 |
| | 0% | Other Federal | | \$0 |
| | 0% | Non-Federal | | \$0 |
| | Utilities | | | |
| | Sub-Phase Total | | | |
| | 100% | MORPC Federal | 80% | \$0 |
| | | Local Match to MORPC Federal | 20% | \$0 |
| | 0% | Other Federal | | \$0 |
| | 0% | Non-Federal | | \$0 |
| | Phase Total | | | \$0 |

| | | | | |
|--------------|-----------------|------------------------------|-----|-----|
| Construction | Contract | | | |
| | Sub-Phase Total | | | |
| | 100% | MORPC Federal | 80% | \$0 |
| | | Local Match to MORPC Federal | 20% | \$0 |
| | 0% | Other Federal | \$0 | |
| | 0% | Non-Federal | \$0 | |
| | Engineering | | | |

| | | | | |
|-------------|-----------------|------------------------------|-----|-----|
| | Sub-Phase Total | | | |
| | 100% | MORPC Federal | 80% | \$0 |
| | | Local Match to MORPC Federal | 20% | \$0 |
| | 0% | Other Federal | | \$0 |
| | 0% | Non-Federal | | \$0 |
| Phase Total | | | | \$0 |

| | | | | |
|-------------|-----------------|------------------------------|-----|-----|
| Other | Sub-Phase Total | | | |
| | 100% | MORPC Federal | 80% | \$0 |
| | | Local Match to MORPC Federal | 20% | \$0 |
| | 0% | Other Federal | | \$0 |
| | 0% | Non-Federal | | \$0 |
| Phase Total | | | | \$0 |

| | | | | |
|-------------|--|--|--|-----|
| Grand Total | | | | \$0 |
|-------------|--|--|--|-----|

28. When was this cost estimate prepared? Cost estimates must have been prepared after June 30, 2019, using plans that were current at the time and consistent with the current scope of the project.

29. If the cost estimate methodology differed from ODOT's procedures, briefly summarize how costs were estimated, e.g., based on a similar project and adjusted for site conditions.

Evaluation Information

The responses to the rest of the questions on this form will be used to score the project. The applicable categories and the priority level applied to each corresponding criterion are shown above each question. The questions will obtain information needed to score the project against the criteria developed for each goal.

GOAL: Economic Opportunity

Position Central Ohio to attract and retain economic opportunity to prosper as a region and compete globally.

| | | | | | | |
|---|--------------|--------------|--------------|------------|-------------|-------|
| Categories: | A ✓ Major | A ✓ Minor | Preservation | Bike & Ped | A ✓ Transit | Other |
| 30. Congestion Relief. How is congestion hampering economic development in the area? How will improvements to the transportation system as a result of this project improve economic development? (MORPC will estimate change in congested VMT.) | | | | | | |
| <input type="checkbox"/> See related attachment | | | | | | |

| | | | | | | |
|---|--------------|--------------|---------------------|----------------|-------------|-------|
| Categories: | A ✓ Major | A ✓ Minor | B ✓ Preservation | B ✓ Bike & Ped | B ✓ Transit | Other |
| 31. Job Retention and Creation. Provide the number of permanent jobs of each type (manufacturing, office, warehousing, retail, institutional) that will be <u>created in the region</u> as a result of the project. Provide a map showing the locations in relationship to the project. Provide documentation showing that these jobs are committed to being created in this area with the improvements to the area. (MORPC will calculate the number of existing jobs.) | | | | | | |
| <input type="checkbox"/> See related attachment | | | | | | |

| | | | | | | |
|---|--------------|--------------|--------------|------------|-------------|-------|
| Categories: | B ✓ Major | B ✓ Minor | Preservation | Bike & Ped | B ✓ Transit | Other |
| 32. Development Readiness. Describe the presence and timing of all necessary economic development components in the project area, such as infrastructure (e.g., utilities, water and sewer, broadband), access to appropriately trained labor (skilled and unskilled), and other transportation options (e.g., rail, airports, transit or bicycle and pedestrian). This can include how much new private or public capital investment has been made in the project area or will be as a result of the project. This investment can be within the past three years or commitments between now and 5 years after completion of the transportation project. Provide a map showing the past and committed investments. Please specify the type of investment and the timeline for this investment. | | | | | | |
| <input type="checkbox"/> See related attachment | | | | | | |

| | | | | | | |
|--|--------------|--------------|---------------------|------------|---------|-------|
| Categories: | B ✓ Major | B ✓ Minor | A ✓ Preservation | Bike & Ped | Transit | Other |
| 33. Traffic Composition. Current and future Average Daily Traffic and percentage of truck traffic. MORPC will use counts available in its online traffic count database and its travel demand model to project future traffic. The applicant can provide more recent data here, if available. | | | | | | |
| <input type="checkbox"/> See related attachment | | | | | | |

| | | | | | | |
|---|--------------|--------------|---------------------|-------------------|-------------|-----------|
| Categories: | C ✓ Major | C ✓ Minor | C ✓ Preservation | A ✓ Bike & Ped | A ✓ Transit | A ✓ Other |
| 34. Other Economic Considerations: Describe the type and amount of acreage of site(s) that will primarily benefit from the project's improvements (e.g., greenfields, developed, redeveloped, infill, brownfields, intermodal facilities). Please provide information with regard to the project's impact on economic development in the area. Is there anything unique about this project that has not been captured by the criteria? This could include how the project will impact a specific industry cluster, innovative business, or industry target as identified by One Columbus, formerly known as Columbus 2020. | | | | | | |
| <input type="checkbox"/> See related attachment | | | | | | |

Examples of other considerations or extraordinary aspects that have improved scores for this goal are:

- The project benefits a relatively distressed area of the region. Redevelopment efforts would be strengthened by new or improved infrastructure.
- The project has the potential to be a catalyst for regionally significant economic development and/or congestion reduction, such as high capacity transit in dense corridors of the region.

GOAL: Natural Resources

Preserve and protect natural resources to maintain a healthy ecosystem.

| | | | | | | |
|---|-------|-------|--------------|------------|-------------|-----------|
| Categories: | Major | Minor | Preservation | Bike & Ped | A ✓ Transit | A ✓ Other |
| 35. Emission Reduction. For vehicle purchases or retrofits, provide specifications such as year, vehicle type, and average annual mileage of vehicles to be replaced and any characteristics of the new vehicles that will result in additional emission reductions. (For the Major, Minor and Bike & Ped categories, MORPC will estimate emission reductions using the regional travel demand model or other methods as appropriate.) | | | | | | |
| <input type="checkbox"/> See related attachment | | | | | | |

| | | | | | | |
|--|--------------|--------------|---------------------|-------------------|-------------|-------|
| Categories: | B ✓ Major | B ✓ Minor | B ✓ Preservation | B ✓ Bike & Ped | B ✓ Transit | Other |
| 36. Addressing Sensitive Land Issues. Based on project location information provided in the Screening Application, the following sensitive lands have the potential to be impacted by the project: [List of sensitive lands.] Provide information addressing how the project impacts each of these sensitive lands. Projects that do not impact sensitive lands or will go beyond NEPA requirements will score better. | | | | | | |
| <input type="checkbox"/> See related attachment | | | | | | |

| | | | | | | |
|---|--------------|--------------|---------------------|-------------------|-------------|-----------|
| Categories: | B ✓ Major | B ✓ Minor | B ✓ Preservation | B ✓ Bike & Ped | B ✓ Transit | B ✓ Other |
| 37. Water Runoff Quality & Quantity. Describe a current significant water runoff quality or quantity problem in the project area that will be resolved as a result of the project and complying with NEPA requirements. If there is no current significant water runoff quality or quantity problem, describe aspects of the project that will improve water runoff quality or quantity that will go beyond NEPA requirements. Projects which address problems or go beyond NEPA requirements will score better. | | | | | | |
| <input type="checkbox"/> See related attachment | | | | | | |

| | | | | | | |
|---|--------------|--------------|---------------------|-------------------|-------------|-----------|
| Categories: | B ✓ Major | B ✓ Minor | B ✓ Preservation | B ✓ Bike & Ped | B ✓ Transit | B ✓ Other |
| 38. Vegetation and Habitat Restoration: Describe a current significant vegetation or habitat problem in the project area that will be resolved as a result of the project and complying with NEPA requirements. If there is no current significant vegetation or habitat problem, describe aspects of the project that will improve vegetation or habitat restoration above and beyond NEPA requirements. Projects that address problems or go beyond NEPA requirements will score better. | | | | | | |
| <input type="checkbox"/> See related attachment | | | | | | |

| | | | | | | |
|---|--------------|--------------|---------------------|-------------------|-------------|-----------|
| Categories: | B ✓ Major | B ✓ Minor | B ✓ Preservation | B ✓ Bike & Ped | B ✓ Transit | B ✓ Other |
| 39. Other Extraordinary Aspects Related to Natural Resources. Provide a statement about the project's impact on the natural habitat. With regard to projects in the "Other" category, this includes rationale on how project would further this goal especially in regard to any of the criteria listed for this goal in the Policies. | | | | | | |
| <input type="checkbox"/> See related attachment | | | | | | |

Examples of responses that have improved scores for this goal are:

- Existing culverts are hydraulically undersized, contributing to flooding of the intersection. High outlet velocities have resulted in significant stream erosion.
- The area adjacent to a project currently experiences some drainage issues and basement flooding. The project will address all known flooding / drainage issues.
- Documentation includes plans for a bioswale in the center median, vegetated swales, bio-retention cells for water quality treatment, detention basins, rain gardens, infiltration beds and trenches.

- Eliminate direct runoff to waterways from structures.
- The project will not increase impervious surface area.

GOAL: Energy

Promote the reduction of per capita energy consumption and the production of energy from renewable local sources to increase affordability and resilience of regional energy supplies.

| | | | | | | |
|--|--------------|--------------|---------------------|-------------------|-------------|-----------|
| Categories: | B ✓ Major | B ✓ Minor | B ✓ Preservation | B ✓ Bike & Ped | B ✓ Transit | B ✓ Other |
| 40. Components that Save Energy. Provide an assessment of the potential project-level technology components that save energy. | | | | | | |
| <input type="checkbox"/> See related attachment | | | | | | |

| | | | | | | |
|---|--------------|--------------|---------------------|-------------------|-------------|-----------|
| Categories: | B ✓ Major | B ✓ Minor | B ✓ Preservation | B ✓ Bike & Ped | B ✓ Transit | B ✓ Other |
| 41. Other Extraordinary Energy Aspects. Provide a statement about any extraordinary aspects of the projects impact on energy. This could include renewable energy production as part of the project. | | | | | | |
| <input type="checkbox"/> See related attachment | | | | | | |

Examples of responses that have improved scores for this goal are:

- Project electrified by solar power.
- Plans to install roundabouts, which use less energy than traffic signals.
- Reuse of existing pavement material as road base saving energy from production and transport.
- The project continues the implementing the technology to support a connected vehicle environment across many areas of the city which sets up more energy efficiency in the future.
- Commitment to use energy efficient technology (LED) for street lighting and traffic signal heads.
- Documentation of the project infrastructure or right-of-way being used to produce renewable energy.

GOAL: Collaboration and Funding

Increase collaboration to maximize the return on public expenditures.

| | | | | | | |
|--|-----------|-----------|---------------------|----------------|-------------|-----------|
| Categories: | B ✓ Major | B ✓ Minor | B ✓ Preservation | B ✓ Bike & Ped | B ✓ Transit | B ✓ Other |
| 42. Documentation of Support and Collaboration. Provide letters of support from neighboring government jurisdictions, community associations, business associations, or others. Where applicable, the sponsor is encouraged to provide additional documentation on interagency (other local governments, ODOT, transit, etc.) and community collaboration (e.g., identification in MORPC's Competitive Advantage Projects initiative) that has occurred to date to advance the project. Also provide names of entities that are expected to contribute financially to the project. Provide the amount or magnitude of the contribution and include documentation. This includes those entities funding any aspects of project development as well as the number contributing to right-of-way and construction. Projects that have more support and documentation will score better. | | | | | | |
| <input type="checkbox"/> See related attachment | | | | | | |

| | | | | | | |
|---|-----------|-----------|---------------------|----------------|-------------|-----------|
| Categories: | B ✓ Major | B ✓ Minor | B ✓ Preservation | B ✓ Bike & Ped | B ✓ Transit | B ✓ Other |
| 43. Origin of Project/Project Readiness. Please explain the origin of the project including all planning studies recommending the project or activity and which ODOT Project Development Process (PDP) steps have been completed at time of final application submittal. Projects that are further through the planning and PDP process will score better. | | | | | | |
| <input type="checkbox"/> See related attachment | | | | | | |

| | | | | | | |
|--|-----------|-----------|---------------------|----------------|-------------|-----------|
| Categories: | B ✓ Major | B ✓ Minor | B ✓ Preservation | B ✓ Bike & Ped | B ✓ Transit | B ✓ Other |
| 44. Percent and Amount of Private Sector Funding. What private financial support has been or will be provided to this transportation project? Please specify the amounts and entities providing the support and their relationship to the project. This may be support within the past three years or commitments into the future, and please specify the timeline for this support. The amount and percentage will only be based on the total right-of-way and construction cost. If it is not a traditional construction project the percent of the total program/activity will be used. The more private sector funding, the better the score. | | | | | | |
| <input type="checkbox"/> See related attachment | | | | | | |

| | | | | | | |
|--|-----------|-----------|---------------------|----------------|-------------|-----------|
| Categories: | C ✓ Major | C ✓ Minor | C ✓ Preservation | C ✓ Bike & Ped | C ✓ Transit | C ✓ Other |
| 45. Applicant Priority Ranking. Applicants that submit more than one project must also submit a priority ranking of their projects. The applicant's top project within each category will benefit under this criterion. | | | | | | |
| <input type="checkbox"/> See related attachment | | | | | | |

| | | | | | | |
|--|-----------|-----------|------------------|----------------|-------------|-----------|
| Categories: | C ✓ Major | C ✓ Minor | C ✓ Preservation | C ✓ Bike & Ped | C ✓ Transit | C ✓ Other |
| 46. Small Agency Funding Capacity. For an agency with a small transportation budget, such that the local funding they are contributing to the project phases for which they are requesting assistance is approximately equal to or greater than the usual size of its annual transportation infrastructure expenditures, will benefit under this criterion. | | | | | | |
| <input type="checkbox"/> See related attachment | | | | | | |

GOAL: Health, Safety & Welfare

Use public investments to benefit the health, safety and welfare of people.

| | | | | | | |
|---|-----------|-----------|------------------|--------------|-----------|---------|
| Categories: | A ✓ Major | A ✓ Minor | A ✓ Preservation | ✓ Bike & Ped | ✓ Transit | ✓ Other |
| 47. Facility Condition. The average PCR of the existing roadway that would be improved as part of the project based on the most recent ODOT data will be calculated. The worst existing bridge component rating based on ODOT data that would be improved as part of the project. The sponsor should review the ODOT data and may provide supplemental data if desired. Projects that are on facilities with lower PCRs and/or bridge ratings will score higher. | | | | | | |
| <input type="checkbox"/> See related attachment | | | | | | |

| | | | | | | |
|--|-------|-------|--------------|------------|-------------|-------|
| Categories: | Major | Minor | Preservation | Bike & Ped | A ✓ Transit | Other |
| 48. New Transit System Ridership. Provide an estimate of the increase in transit ridership. This is to include both the ridership on the specific project or activity as well as overall system ridership. Projects that have higher ridership will score better. | | | | | | |
| <input type="checkbox"/> See related attachment | | | | | | |

| | | | | | | |
|--|-----------|-----------|------------------|----------------|-------------|---------|
| Categories: | C ✓ Major | C ✓ Minor | C ✓ Preservation | C ✓ Bike & Ped | A ✓ Transit | ✓ Other |
| 49. System Life. Provide information on the age and condition of the components (other than pavement or bridge structures) being preserved or replaced. Also provide a statement, if applicable, as to the potential of the project to maximize life of transportation system. This is any extraordinary aspect that is likely to be part of the project. | | | | | | |
| <input type="checkbox"/> See related attachment | | | | | | |

| | | | | | | |
|---|-----------|-----------|------------------|----------------|-------------|-----------|
| Categories: | C ✓ Major | C ✓ Minor | C ✓ Preservation | C ✓ Bike & Ped | C ✓ Transit | A ✓ Other |
| 50. Other Health, Safety & Welfare Considerations. Provide a statement with a rationale on how project would further this goal especially in regard to any of the criteria listed for this goal in the Policies including beneficiaries of the project's digital infrastructure. Reference should be made to as many of the above criteria as applicable in justifying the benefits of the program/activity/project relative to this goal. | | | | | | |
| <input type="checkbox"/> See related attachment | | | | | | |

Examples of responses that have improved scores for this goal are:

- Project serves a nearby public safety facility (police/fire substation)
- Project to improve emergency response time in the project area
- Addresses a location on a high crash listing.
- The proposed project is predicted to have a service life of 30 years, an improvement of 50% over the typical 20 years.
- Designed for overweight vehicles
- The project area is targeted as part of the City of Columbus' Celebrate One program.
- Opting for a more extensive fix expected to last 50-75 years instead of temporary repairs.
- Bus pads to help extend system life

GOAL: Sustainable Neighborhoods and Quality of Life

Create sustainable neighborhoods to improve residents' quality of life.

| | | | | | | |
|---|-----------|-----------|---------------------|----------------|-------------|---------|
| Categories: | B ✓ Major | B ✓ Minor | B ✓ Preservation | A ✓ Bike & Ped | A ✓ Transit | ✓ Other |
| 51. Pedestrian System. Provide information on the relationship of the project to the existing pedestrian transportation system and/or how the project will include improvements to enhance or connect to the pedestrian system. Projects that facilitate the construction of pedestrian facilities along a regionally significant active transportation corridor will score higher. Projects that provide pedestrian facilities where none currently exist and/or provide connections among existing facilities will score higher. | | | | | | |
| <input type="checkbox"/> See related attachment | | | | | | |

| | | | | | | |
|--|-----------|-----------|---------------------|----------------|-------------|---------|
| Categories: | B ✓ Major | B ✓ Minor | B ✓ Preservation | A ✓ Bike & Ped | A ✓ Transit | ✓ Other |
| 52. Bikeway System. Provide information on the relationship of the project to the existing bikeway transportation system and/or how the project will include improvements to enhance or connect to the bikeway system. Projects that facilitate the construction of facilities along a regional active transportation corridor will score higher. Projects that provide bike facilities where none currently exist will score higher. | | | | | | |
| <input type="checkbox"/> See related attachment | | | | | | |

| | | | | | | |
|---|-----------|-----------|---------------------|----------------|-------------|---------|
| Categories: | B ✓ Major | B ✓ Minor | B ✓ Preservation | B ✓ Bike & Ped | B ✓ Transit | ✓ Other |
| 53. Displacements. Provide an estimate of the number of displacements (business and residential) as a result of the project. The information can be provided in terms of a likely range of displacements. The information can be provided in terms of a range of likely displacements. | | | | | | |
| <input type="checkbox"/> See related attachment | | | | | | |

| | | | | | | |
|---|-----------|-----------|---------------------|----------------|-------------|---------|
| Categories: | C ✓ Major | C ✓ Minor | C ✓ Preservation | B ✓ Bike & Ped | B ✓ Transit | ✓ Other |
| 54. Transit System. Provide a statement as to how the project enhances transit service. Beyond what transit related facilities may be part of the project if on existing transit line, projects that make additional improvement or that could enhance future transit service while not on a current transit line will score higher. | | | | | | |
| <input type="checkbox"/> See related attachment | | | | | | |

| | | | | | | |
|--|-----------|-----------|---------------------|----------------|-------------|-----------|
| Categories: | B ✓ Major | B ✓ Minor | B ✓ Preservation | C ✓ Bike & Ped | B ✓ Transit | A ✓ Other |
| 55. Other Sustainable Neighborhoods Considerations. Provide a statement with rationale on how the project would further quality of life and relationship of this project to furthering the community's quality of life goals. Attach a schematic map or aerial/satellite photo of the project area showing existing land uses and future trip generators, i.e., places that attract customers, employees, students, visitors, and others. The following are some examples: employment centers, shopping centers, schools/colleges, libraries, distribution centers, parks, tourist destinations, places of worship, entertainment, and residential areas. List or describe these locations below or on the attachment. For projects in the Other Activity Category, provide additional information in regard to any of criteria above as applicable in justifying the benefits of the program/activity/project relative to this goal. | | | | | | |
| <input type="checkbox"/> See related attachment | | | | | | |

Appendix B: Sample Partnering Agreement

The following pages are templates for the partnering agreements. One is for projects with their first commitment of MORPC attributable funding. The second is for projects which have had a previous partnering agreement and the update is to reestablish the funding and schedule for the project. These templates are suitable for most projects. If there are unique circumstances surrounding the funding or schedule for a project, the partnering agreement will include additional language describing the circumstances.

Partnering Agreement Template for New Funding Commitment

August ##, 2021

«AddressBlock»

«GreetingLine»

MORPC has selected your project, «Project_Name», for MORPC-attributable funding. MORPC receives this allocation of federal transportation funding in accordance with federal transportation law and by Ohio Department of Transportation (ODOT) policy. MORPC has established Policies for Managing MORPC-Attributable Funds (Policies) to guide the solicitation, selection and administration of these funds. MORPC last adopted the Policies in March 2020.

Beginning in the summer of 2020, MORPC requested updated cost and schedule information from previous funding commitments and then solicited, evaluated and selected projects for new funding commitments. This process concluded with the adoption of the program of projects to receive MORPC-attributable funding via resolution T-#-21 on June 10, 2021.

In accordance with the Policies, entities that receive funding are to enter into a partnering agreement that specifies the scope and schedule of the project receiving the funding commitment as well as a commitment from the project sponsor and MORPC to be knowledgeable of and deliver the project through ODOT's Project Development Process (PDP). This requires that the project sponsor and their consultant, if applicable, attend quarterly meetings and provide other information to MORPC in order to monitor progress through the PDP. The project manager, «Project_Manager», should remain in contact with MORPC staff and communicate any changes to the scope, cost and schedule promptly. This letter, once signed by both parties, constitutes the partnering agreement.

MORPC resolution T-#-21 awarded funding for «Project_Name» (PID ##) for the following phases in the expected state fiscal year period and amount and based on the funding splits shown below.

| Phase | State Fiscal Year | MORPC Committed Amount | Local Match | Other Funding | Phase Total |
|--------------|-------------------|------------------------|-------------|---------------|-------------|
| Right-of-Way | | | | | |
| Construction | | | | | |

Commitments of MORPC-attributable funding in SFY 26/27 are not assigned a specific year. During future attributable funding cycles, as project updates are received, the specific fiscal year will be defined based on progress of projects and availability of funding.

The partnering agreement would include a paragraph here describing any specifics with regard to the funding plan such as: local match percent (generally 20%); is MORPC funding a fixed amount; if there are multiple funding sources and the cost estimate changes, what is the expectations on the change in MORPC's and the other funding sources.

As the project proceeds through the PDP, should the cost estimates change and the funding plan is significantly altered, the project may be subject to re-competing during a future attributable funding cycle.

To ensure the implementation of this schedule and the availability of funding for this and other projects, MORPC monitors project milestones. The scheduled dates listed below for Right-of-Way Authorization and the Final Plans and Bid Package Submittal to ODOT were used to establish the dates that will trigger penalties per the Policies if not met.

| Milestone | Scheduled Date | Trigger Date for Score Reduction | Trigger Date for Ineligibility |
|---|----------------|----------------------------------|--------------------------------|
| Right-of-Way Authorization | | | |
| Final Plans and Bid Package Submittal to ODOT | | | |

As outlined in the Policies, if either of these milestones is delayed by more than one year, new projects submitted for MORPC-attributable funding will have their score reduced by 5 points; if either of these milestones is delayed by more than two years, the sponsoring agency will be ineligible to submit new projects for MORPC-attributable funding. Penalties will be applied until the milestone that triggered the penalty is complete.

Additionally, projects that miss obligation dates that result in the loss of funding to the region will have their federal share reduced by 10 percentage points (typically from 80 percent to 70 percent).

If the milestone for Final Plans and Bid Package Submittal to ODOT is after December 31, 2021, MORPC requires the project sponsor to submit an update in summer of 2022.

See the Policies for additional information and please do not hesitate to contact MORPC staff with any questions.

Sincerely,

Thea J. Walsh, AICP
Director, Transportation & Infrastructure Development

MORPC agrees to fund the «Project_Name» project in the amounts shown above according to the included schedule contingent upon MORPC's continued federal funding. The «Jurisdiction» agrees to the amounts shown above and the included schedule and is aware of the potential penalties of failing to maintain that schedule. Changes to the scope, cost and schedule as outlined in this agreement must be approved in accordance with the Policies.

| | |
|---|------|
| Director | Date |
| Transportation Infrastructure and Development | |
| Mid-Ohio Regional Planning Commission | |

| | |
|---------------------|------|
| Project Manager/CEO | Date |
| «Jurisdiction» | |

Partnering Agreement Template for Updated Funding Commitment

August ##, 2021

«AddressBlock»

«GreetingLine»

MORPC has selected your project, «Project_Name», for MORPC-attributable funding. MORPC receives this allocation of federal transportation funding in accordance with federal transportation law and by Ohio Department of Transportation (ODOT) policy. MORPC has established Policies for Managing MORPC-Attributable Funds (Policies) to guide the solicitation, selection and administration of these funds. MORPC last adopted the Policies in March 2020.

Beginning in the summer of 2020, MORPC requested updated cost and schedule information from previous funding commitments and then solicited, evaluated and selected projects for new funding commitments. This process concluded with the adoption of the program of projects to receive MORPC-attributable funding via resolution T-#-21 on June 10, 2021. This resolution maintained the commitment of MORPC-attributable funds to your project, «Project_Name».

In accordance with the Policies, entities that receive funding are to enter into a partnering agreement that specifies the scope and schedule of the project receiving the funding commitment as well as a commitment from the project sponsor and MORPC to be knowledgeable of and deliver the project through ODOT's Project Development Process (PDP). This requires that the project sponsor and their consultant, if applicable, attend quarterly meetings and provide other information to MORPC in order to monitor progress through the PDP. The project manager, «Project_Manager», should remain in contact with MORPC staff and communicate any changes to the scope, cost and schedule promptly. This letter, once signed by both parties, constitutes the partnering agreement.

MORPC resolution T-#-21 reestablished funding for «Project_Name» (PID ##) for the following phases in the expected state fiscal year period and amount and based on the funding splits shown below.

| Phase | State Fiscal Year | MORPC Committed Amount | Local Match | Other Funding | Phase Total |
|--------------|-------------------|------------------------|-------------|---------------|-------------|
| Right-of-Way | | | | | |
| Construction | | | | | |

Commitments of MORPC-attributable funding in SFY 26/27 are not assigned a specific year. During future attributable funding cycles, as project updates are received, the specific fiscal year will be defined based on progress of projects and availability of funding.

The partnering agreement would include a paragraph here describing any specifics with regard to the funding plan such as: local match percent (generally 20%); is MORPC funding a fixed amount; if there are multiple funding sources and the cost estimate changes, what is the expectations on the change in MORPC's and the other funding sources.

As the project proceeds through the PDP, should the cost estimates change and the funding plan is significantly altered, the project may be subject to re-competing during a future attributable funding cycle.

To ensure the implementation of this schedule and the availability of funding for this and other projects, MORPC monitors project milestones. The 20## partnering agreement established the dates listed below for Right-of-Way Authorization and the Final Plans and Bid Package Submittal to ODOT. These continue to be the dates that will trigger penalties per the Policies if not met.

| Milestone | Scheduled Date | Trigger Date for Score Reduction | Trigger Date for Ineligibility |
|---|----------------|----------------------------------|--------------------------------|
| Right-of-Way Authorization | | | |
| Final Plans and Bid Package Submittal to ODOT | | | |

As outlined in the Policies, if either of these milestones is delayed by more than one year, new projects submitted for MORPC-attributable funding will have their score reduced by 5 points; if either of these milestones is delayed by more than two years, the sponsoring agency will be ineligible to submit new projects for MORPC-attributable funding. Penalties will be applied until the milestone that triggered the penalty is complete.

Additionally, projects that miss obligation dates that result in the loss of funding to the region will have their federal share reduced by 10 percentage points (typically from 80 percent to 70 percent).

If the milestone for Final Plans and Bid Package Submittal to ODOT is after December 31, 2021, MORPC requires the project sponsor to submit an update in summer of 2022.

See the Policies for additional information and please do not hesitate to contact MORPC staff with any questions.

Sincerely,

Thea J. Walsh, AICP
Director, Transportation & Infrastructure Development

MORPC agrees to fund the «Project_Name» project in the amounts shown above according to the included schedule contingent upon MORPC's continued federal funding. The «Jurisdiction» agrees to the amounts shown above and the included schedule and is aware of the potential penalties of failing to maintain that schedule. Changes to the scope, cost and schedule as outlined in this agreement must be approved in accordance with the Policies.

| | |
|---|------|
| Director | Date |
| Transportation Infrastructure and Development | |
| Mid-Ohio Regional Planning Commission | |

| | |
|---------------------|------|
| Project Manager/CEO | Date |
| «Jurisdiction» | |



Mid-Ohio Regional Planning Commission (MORPC)



Published by Bevan Schneck [?] · December 19, 2019 ·

Give us your feedback. We go through a process of committing federal funding to transportation infrastructure projects, and we'll be taking public comments on our policies for how we do this through January 21. More info in the link.



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[Draft Policies for Allocating MORPC-Attributable Transportation Funding Available for Review and Comment](#)

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2



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Give us your feedback. We go through a process of committing federal funding to transportation infrastructure projects, and we'll be taking public comments on our policies for how we do this through January 21. More info: <https://www.morpc.org/.../draft-policies-for-allocating-morpc.../>

PUBLIC COMMENT



MID-OHIO REGIONAL
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PLANNING COMMISSION

483

People Reached

10

Engagements

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2

1 Share



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Give us your feedback. We go through a process of committing federal funding to transportation infrastructure projects, and we'll be taking public comments on our policies for how we do this through January 21. More info:

<https://lnkd.in/ebmQ5XY>

A graphic with a white background and abstract blue and green geometric shapes in the corners. The text "PUBLIC COMMENT" is centered at the top in a bold, dark grey sans-serif font. Below the text are two teal speech bubbles, one overlapping the other, each containing three white dots. In the bottom right corner is the MORPC logo, which includes a stylized geometric icon and the text "MID-OHIO REGIONAL MORPC" with "A COMMITMENT TO PROGRESS" in smaller text below it.

PUBLIC COMMENT



MID-OHIO REGIONAL
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5



Like



Comment



MORPC @MORPC · Dec 26, 2019



Give us your feedback. We go through a process of committing federal funding to transportation infrastructure projects, and we'll be taking public comments on our policies for how we do this through January 21. More info: morpc.org/news/draft-pol...

PUBLIC COMMENT



MID-CHESAIRE REGIONAL
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PLANNING COMMISSION



1





MORPC @MORPC · Jan 7

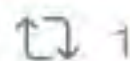


Let us hear from you! We allocate a portion of federal [#transportation](#) funds every two years, and we're accepting comments on how this funding is committed to projects. The comment period ends Jan. 21. More info: bit.ly/39KHgxz

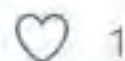
PUBLIC COMMENT



MID-CHIEF REGIONAL
MORPC
PLANNING COMMISSION



1



1



EXHIBIT B



111 Liberty Street, Suite 100
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NOTICE OF A MEETING

COMMUNITY ADVISORY COMMITTEE
Mid-Ohio Regional Planning Commission
111 Liberty Street, Suite 100
Columbus, Ohio 43215
Scioto Conference Room

Monday, February 26, 2018
5:00 p.m. – Orientation
5:30 p.m. - Meeting

AGENDA

- 5:00 p.m. **MORPC Orientation** – Eileen Leuby
- 5:30 p.m. **1. Welcome** – Catherine Girves, Chair
- 5:31 p.m. **2. Approval of January 3, 2018 Minutes** (enclosed)
- 5:32 p.m. **3. MPO Orientation** – Thea Walsh
- 6:00 p.m. **4. Metropolitan Planning Organization (MPO) Report** (enclosed) – Thea Walsh
- Transit Agency Reports
 - DATABus
 - COTA Update – Doug Arseneault
 - Monthly Report – Data and Mapping – Cheri Mansperger
 - Air Quality Quarterly Update – Brooke White
- 6:15 p.m. **5. 2020-2050 Metropolitan Transportation Plan** – Maria Schaper (enclosed)
- 6:20 p.m. **6. Proposed Resolutions:**
- T-2-18: “Amending the Bylaws of the Attributable Funds Committee of the Mid-Ohio Regional Planning Commission” (enclosed) – Nathaniel Vogt
 - T-3-18: “Amending the State Fiscal Year (SFY) 2018-2021 Transportation Improvement Program Including Changes to Federal Transit Administration’s (FTA’s) Section 5307 Program of Projects” (enclosed) – Nathaniel Vogt
 - T-4-18: “Amending the SFY 2018 Planning Work Program to Add New Work Elements” (enclosed) – Thea Walsh
- 6:35 p.m. **7. Informational Items:**
- COG Board Update – Jordan Whisler
 - Coordinated Plan – Claire Jennings
- 6:55 p.m. **8. Committee Business** – Bevan Schneck

William Murdock, AICP
Executive Director

Matt Greeson
Chair

Rory McGuinness
Vice Chair

Karen J. Angelou
Secretary

7:00 p.m. 9. Other Business

- Adjourn

PLEASE NOTIFY BRENDA NOÉ AT 614-233-4146 or bnoe@morpc.org TO CONFIRM
YOUR ATTENDANCE FOR THIS MEETING OR
IF YOU REQUIRE SPECIAL ASSISTANCE.

The next CAC Meeting is
Monday, April 2, 2018 @ 5:30 p.m.
Orientation begins at 5 p.m.
111 Liberty Street, Suite 100
Columbus, Ohio 43215

When you arrive in MORPC's lobby, a video screen will display the day's meetings. Each meeting will list a phone extension. Use the phone in the lobby to call the extension and someone will come to escort you to the meeting.

When parking in MORPC's parking lot, please be sure to park in a MORPC visitor space or in a space marked with an "M." Handicapped parking is available at the side of MORPC's building. MORPC is accessible by CBUS.



Mid-Ohio Regional Planning Commission
Community Advisory Committee Meeting Minutes

Date:
Time:
Location:

February 26, 2018
5:00 p.m.
MORPC

Members Present

Bill Allman
Len Fisher
Jessica Mathews
Joel Spokas

Bill Curlis
Catherine Girves
David Paul
Ira Weiss

Pauline Edwards
LaGrieta Holloway
Larry Robertson

MORPC Staff Present

Mary Ann Frantz
Brenda Noé
Nathaniel Vogt
Jordan Whisler

Claire Jennings
Maria Schaper
Thea Walsh

Cheri Mansperger
Bevan Schneck
Brooke White

Guests Present

Doug Arseneault, COTA
Chris Keppler, Citizen

MORPC Orientation

Eileen Leuby gave a PowerPoint presentation about MORPC and how it works. Her presentation is available [here](#).

Meeting Called to Order

The meeting was called to order at 5:30 p.m. by Chair Catherine Girves.

Approval of January 3, 2018 Minutes

A motion was made by Len Fisher to approve the January 3, 2018 minutes, seconded by Bill Curlis; motion passed.

MPO Orientation

Thea Walsh gave a PowerPoint presentation about the metropolitan planning organization (MPO) at MORPC. Her presentation is available [here](#).

Metropolitan Planning Organization (MPO) Report

Walsh highlighted the Rapid Speed Transportation Initiative (RSTI), stating that MORPC is involved with Virgin Hyperloop One for the connection between Chicago, Columbus and Pittsburgh. We are beginning two feasibility studies:

- Phase I – Hyperloop will actually look at the feasibility of the corridor and determine if Hyperloop could run on it.
- Phase II – Environmental Impact Statement (EIS) of the corridor, which is just the beginning for both passenger rail and Hyperloop.

About \$2.5 million is lined up for these studies. The studies will last for about a year and are concurrent.

Curlis asked if Virgin Hyperloop One is publicly traded. Walsh checked on this and found out that it is not.

Walsh also let the committee members know about MORPC's upcoming [State of the Region](#).

- Transit Agency Reports

- DATABus. Walsh reported that MORPC team members are working with DATABus to coordinate a moderator to facilitate with DATABus's mission and visioning for future activities and growth of the agency. There is a concern in the committee that DATABus does not have as many routes as it once did.
- COTA
Doug Arseneault said that COTA is now working on a first-mile/last-mile study that should take about three months.

COTA is in partnership with the City of Columbus to open a public CNG stations next to COTA's McKinley Avenue office. The ribbon-cutting ceremony will be March 8.

- Monthly Report – Data and Mapping
Cheri Mansperger reported that the Regional Data Advisory Committee (RDAC) had its first meeting in 2018. The committee has a new chair – Mayor Tom Kneeland from Gahanna. Mayor Kneeland presented on potential broad goals, which included developing a regional data agenda, regional collaboration, capacity building and education, governance, acquisition and development, and access, inclusivity and equity. The next meeting is March 30.
- Air Quality Quarterly Update. Brooke White gave a PowerPoint presentation on this topic, and it is available [here](#).

2020-2050 Metropolitan Transportation Plan

Maria Schaper updated the committee on the 2020-2050 Metropolitan Transportation Plan. Her handout is located [here](#), and her presentation is located [here](#).

Proposed Resolutions

- T-2-18: "Amending the Bylaws of the Attributable Funds Committee of the Mid-Ohio Regional Planning Commission." Nathaniel Vogt explained that this resolution adopts changes to the bylaws of the Attributable Funds Committee that the committee approved in January. The resolution recognizes some changes in the working groups under the sustainability activities at MORPC and to the election of officers to make it better coincide with the TAC officers.

Larry Robertson moved to approve Resolution T-2-18, and Ira Weiss seconded; the motion carried.

- T-3-18: "Amending the State Fiscal Year (SFY) 2018-2021 Transportation Improvement Program Including Changes to Federal Transit Administration's (FTA's) Section 5307 Program of Projects." Vogt reviewed the projects included in this TIP amendment (Attachment 1 to the resolution). This amendment also includes projects from FTA's Program of Projects, outlined in Attachment 2).

Weiss moved to approve Resolution T-3-18, and Curlis seconded; the motion carried.

- T-4-18: "Amending the SFY 2018 Planning Work Program to Add New Work Elements." Walsh explained that this resolution amends the SFY 2018 Planning Work Program to add two new work elements associated with a new activity – the Rapid-Speed Transportation Initiative (RSTI). The RSTI will conduct an analysis of intercity routes for two rapid-speed transportation technologies – traditional passenger rail and/or hyperloop technology – between Chicago, Columbus, and Pittsburgh.

Robertson moved to approve Resolution T-4-18, and Fisher seconded; the motion carried.

Informational Items:

- COG Board Update. Jordan Whisler updated the committee on the Central Ohio Greenways Board. His PowerPoint presentation is available [here](#).
- Coordinated Plan. Claire Jennings gave a PowerPoint presentation on this topic, and it is located [here](#).

Committee Business

There was no committee business.

Other Business

There was no further business. The meeting adjourned at 7:22 p.m.

Bernice Cage, Secretary

Community Advisory Committee



111 Liberty Street, Suite 100
Columbus, Ohio 43215

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NOTICE OF A MEETING

TRANSPORTATION ADVISORY COMMITTEE
MID-OHIO REGIONAL PLANNING COMMISSION
111 LIBERTY STREET, SUITE 100
COLUMBUS, OH 43215
SCIOTO CONFERENCE ROOM

Wednesday, February 28, 2018
9:00 a.m.

AGENDA

- 9:00 a.m. **1. Welcome** – Holly Mattei, Chair
- 9:03 a.m. **2. Approval of January 3, 2018 Minutes** (enclosed)
- 9:05 a.m. **3. Metropolitan Planning Organization (MPO) Report** (enclosed) – Thea Walsh
- Monthly Report – Data & Mapping – Aaron Schill
 - Air Quality Quarterly Update – Brooke White
- 9:20 a.m. **4. Funding Programs**
- Proposed Resolution T-2-18: “Amending the Bylaws of the Attributable Funds Committee of the Mid-Ohio Regional Planning Commission” (enclosed) – Nathaniel Vogt
 - Proposed Resolution T-3-18: “Amending the State Fiscal Year (SFY) 2018-2021 Transportation Improvement Program Including Changes to Federal Transit Administration’s (FTA’s) Section 5307 Program of Projects” (enclosed) – Nathaniel Vogt
 - Attributable Funds Project Status Update – Ronni Nimps
- 9:30 a.m. **5. Proposed Resolution T-4-18: “Amending the SFY 2018 Planning Work Program to Add New Work Elements”** (enclosed) – Thea Walsh
- 9:35 a.m. **6. 2020-2050 Metropolitan Transportation Plan** – Maria Schaper (enclosed)
- 9:40 a.m. **7. Informational Items:**
- COG Board Update – Jordan Whisler
 - Coordinated Plan – Claire Jennings
- 10:00 a.m. **8. Other Business**
- Adjourn

**PLEASE NOTIFY BRENDA NOÉ AT 614-233-4146 or bnoe@morpc.org
TO CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR
IF YOU REQUIRE SPECIAL ASSISTANCE.**

William Murdock, AICP
Executive Director

Matt Greeson
Chair

Rory McGuinness
Vice Chair

Karen J. Angelou
Secretary

The next TAC Meeting is
Wednesday, April 4, 2018 @ 9:00 a.m.
111 Liberty Street, Suite 100
Columbus, Ohio 43215

When you arrive in MORPC's lobby, a video screen will display the day's meetings. Each meeting will list a phone extension. Use the phone in the lobby to call the extension and someone will come to escort you to the meeting.

When parking in MORPC's parking lot, please be sure to park in a MORPC visitor space or in a space marked with an "M." Handicapped parking is available at the side and rear of MORPC's building. MORPC is accessible by CBUS.



Mid-Ohio Regional Planning Commission
Transportation Advisory Committee Meeting Minutes

Date:
Time:
Location:

February 28, 2018
9 a.m.
MORPC - Scioto

Members Present

Greg Butcher
Cindi Fitzpatrick
Morgan Kauffman
Holly Mattei
Alan Moran (for Ruppe)
Anthony Turowski

Brian Davidson
M. Todd Fortune
Andrea Lossick (for Beidler)
Mike McCann (for Bradley)
Kim Moss
Dan Wayton

Bill Ferrigno
Tiffany Jenkins
Ryan Lowe
Michael Meeks
Denny Schooley
Kevin Weaver

MORPC Staff Present

Bernice Cage
Claire Jennings
Ronni Nimps
Brooke White

Kerstin Carr
Nathaniel Kaelin
Brenda Noé

Mary Ann Frantz
Cheri Mansperger
Maria Schaper

Guests Present

Alex Beres, ms consultants
Michael Ciotola, Mead Hunt
Mark Hall, Kram & Associates
Jamos Hamilton, ZLMN
James Hise, Strand Associates
Mark Majidzadeh, Resource International
Chantil Milam, Lawhon & Associates
Tim Nittle, City of Columbus
Mark Sherman, American Structurepoint

Meeting Called to Order

The meeting was called to order at 9:00 a.m. by Chair Holly Mattei. Attendees introduced themselves.

Approval of January 3, 2018 Minutes

A motion was made by Morgan Kauffman to approve the January 3, 2018 minutes, seconded by Dan Wayton; the motion passed.

Metropolitan Planning Organization (MPO) Report

Kerstin Carr, standing in for Thea Walsh, who was in D.C., announced the [State of the Region](#), which will be on April 19 from 11 a.m. to 1 p.m. at the Greater Columbus Convention Center. The theme is growth, development and opportunity, and the keynote speaker will be Jennifer Keesmaat from the City of Toronto.

Carr also explained that MORPC is moving forward with several studies for the Rapid-Speed Transportation Initiative (RSTI), stating that MORPC will receive in-kind participation from Virgin Hyperloop One for the hyperloop exploration between Chicago, Columbus and Pittsburgh. We are beginning two studies:

- Phase I – This is a feasibility study of the corridor to determine where and how Hyperloop could be implemented for both freight and passenger transportation.

- Phase II – Components of a Tier 1 Environmental Impact Statement (EIS) of the corridor, which includes preliminary phases of environmental study needed for both passenger rail and Hyperloop.

About \$2.5 million is anticipated for the RSTI, with approximately half needed and lined up to complete the first two phases. The first phase will take about nine months to complete and will include two potential route alignments for evaluation. The first route option follows the rail corridor featured in the Hyperloop One Global Challenge Midwest Connect Corridor Proposal, and the second one is an alternative to be defined as part of the study work. At a minimum, the potential routes will include: Chicago, Ft. Wayne, Lima, Marysville, Columbus, and Pittsburgh. The second phase will be to do an Environmental Impact Statement (EIS) of the corridor to conduct initial components of a Tier I EIS study to advance interest in the Rapid-Speed Transportation Service between Chicago, Columbus and Pittsburgh. This study should take about 12 months to collect data, document existing conditions, prepare purpose and needs statement, provide route alternatives and service alternatives for proposed routes, and evaluate infrastructure investment.

Carr added that over the last two years MORPC created a strategic plan for Age-Friendly Columbus. MORPC officially passed Age-Friendly Columbus over to the OSU College of Social Work last year who will serve as the administrative arm moving forward. Earlier this week, Age-Friendly Columbus opened its physical office space at the Columbus Blackburn Community Center. Among other funders is the Franklin County Office on Aging, with the goal to expand Age-Friendly Columbus efforts to its surrounding communities. Katie White is still spearheading this effort.

Morgan Kauffman wanted to know how the Hyperloop studies were being funded. Nathaniel Kaelin referred to the resolution in the packet (T-4-18), which adds two new work elements to the Planning Work Program (PWP). ODOT and the City of Columbus are each giving us \$250,000, with \$12,000 each from Marysville, Union County and Lima. We also anticipate private funding, which should be announced soon (potential of \$250,000 anticipated).

Data & Mapping: Cheri Mansperger

Mansperger reported that the Regional Data Advisory Committee (RDAC) had its first meeting in 2018. The committee has a new chair – Mayor Tom Kneeland from Gahanna. Mayor Kneeland presented on potential broad goals, which included developing a regional data agenda, regional collaboration, capacity building and education, governance, acquisition and development, and access, inclusivity and equity. The next meeting is March 30.

Air Quality Quarterly Update: Brooke White

Brooke White gave a PowerPoint presentation on this topic, and it is available [here](#).

Funding Programs

Proposed Resolution T-2-18: “Amending the Bylaws of the Attributable Funds Committee of the Mid-Ohio Regional Planning Commission”

Nathaniel Vogt explained that this resolution adopts changes to the bylaws of the Attributable Funds Committee that the committee approved in January. The resolution recognizes some changes in the working groups under the sustainability activities at MORPC and to the election of officers to make it better coincide with the election of TAC officers.

Kevin Weaver moved to approve Resolution T-2-18, and Bill Ferrigno seconded. The motion carried.

Vogt also updated the committee on general AFC items:

- No comments were received on the draft Policies. This will go before the April committee meetings.
- Attributable Funds Workshop will be on May 14.

Proposed Resolution T-3-18: "Amending the State Fiscal Year (SFY) 2018-2021 Transportation Improvement Program Including Changes to Federal Transit Administration's (FTA's) Section 5307 Program of Projects"

Vogt noted that COTA has a number of modifications in this resolution. DATABus has a modification for its 2018 Operating Assistance to increase Section 5307 funds to include two years of operating assistance and correct the special operating rule apportionment. The FTA Section 5310 Program, Enhanced Mobility for Seniors and Persons with Disabilities Program, is also in this resolution. The list of projects is contained in the memo to the resolution. ODOT District 6 received a commitment of \$10 million from the Transportation Review Advisory Council (TRAC) for construction of a new interchange on I-71 at Sunbury Parkway, just south of the US 36/SR 37 interchange. These funds have been added to the TIP. Whitehall requested a modification for its East Broad Street and Hamilton Road intersection project in order to acquire right-of-way ahead of the environmental clearance.

Michael Meeks moved to approve Resolution T-3-18, and Rob Priestas seconded. The motion carried.

Attributable Funds Project Status Update

Ronni Nimps gave the Attributable Funds Project Status update. She gave the following recent encumbrances:

- FY 18 encumbrance for Cleveland Avenue at Schrock Road – City of Westerville requested some additional funding to cover right-of-way settlements and because our construction costs were below estimates - \$220,000 was available to use under the project cap.
- COTA's On-Board Transit Survey – encumbered at \$375,000
- COTA's 2018 Bus Purchase – in process of being encumbered. COTA has received approval to use CMAQ funds.
- Worthington/Galena/Wilson Bridge/Huntley Project (Northeast Gateway) – right-of-way authorization delayed as plans have yet to be finalized. Plans are expected in early March.
- Columbus's Hilliard-Rome Road at Feder/Fisher – possibility that the right-of-way authorization may slip to FY 19. Unlikely that encumbrances will be in FY 18 (\$1.2 million right-of-way funding).
- Columbus's Refuge Road/Winchester Pike/Hamilton Road – sidewalk/multi-use path project – expected encumbrance date delayed over three months because of additional NEPA work. City of Columbus may require moving some money from construction to right-of-way because right-of-way coming in a little over budget, but construction coming in under budget.
- Lazelle Road, Phase B – This is our big FY 18 project - \$16.5 million outstanding. City of Columbus is revising right-of-way agreements to return to railroad companies for approval as of yesterday. Bid package is overdue.

Resolution

Proposed Resolution T-4-18: "Amending the SFY 2018 Planning Work Program to Add New Work Elements." Nathaniel Kaelin explained that this initiative was announced last week, and it is the next phase of our Hyperloop and Columbus-to-Chicago passenger rail efforts. We are requesting an amendment to the PWP, at the request of ODOT, to specifically include work elements for the upcoming studies. Both of these studies are components of looking at transportation technologies – rail and hyperloop – along the Chicago-Columbus-Pittsburgh corridor, including going through Ft. Wayne, Lima and Marysville. The two work elements are specific to each study. The first one is the Hyperloop Feasibility Study, a nine-month study that will be an advanced analysis of part of the Hyperloop One local challenge. The second piece will be a twelve-month study, looking at initial components of an Environmental Impact Statement (EIS). That study will actually include rail and hyperloop in the same study. It will involve some data collection and start to think about service and

route planning and alignments for both rail and hyperloop. The end goal is to complete a full Tier I EIS. There are a number of partners, and we anticipate additional partners for future phases.

Kauffman moved to accept Resolution T-4-18 and Greg Butcher seconded; the motion carried.

2020-2050 Metropolitan Transportation Plan

Maria Schaper updated the committee on the 2020-2050 Metropolitan Transportation Plan. Her handout is located [here](#), and her presentation is located [here](#).

Informational Items

- COG Board Update. Jordan Whisler updated the committee on the Central Ohio Greenways Board. His PowerPoint presentation is available [here](#).
- Coordinated Plan. Claire Jennings gave a PowerPoint presentation on this topic, and it is located [here](#).

Other Business

A motion was made by Ferrigno to adjourn the meeting, seconded by Tiffany Jenkins; motion passed. The meeting adjourned at 9:56 a.m.

The meeting adjourned at 9:35 a.m.

Thea Walsh, Secretary
Transportation Advisory Committee



111 Liberty Street, Suite 100
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NOTICE OF A MEETING

COMMISSION MEETING
MID-OHIO REGIONAL PLANNING COMMISSION
111 LIBERTY STREET, SUITE 100
COLUMBUS, OHIO 43215
SCIOTO CONFERENCE ROOM

Thursday, March 8, 2018, 1:30 p.m.

AGENDA

- 1:30 p.m.
1. **Pledge of Allegiance**
 2. **Welcome and Introductions** – Matt Greeson (City of Worthington), MORPC Chair
 3. **Community Leader Spotlight: Center of Science and Industry (COSI)** – Frederic Bertley, Ph.D., President & CEO
 4. **Executive Director's Report** – William Murdock, MORPC Executive Director
 5. **Proposed Resolution 04-18: "Accepting Licking County Soil & Water Conservation District as an associate (non-voting) member of the Mid-Ohio Regional Planning Commission (MORPC)** – William Murdock, MORPC Executive Director
 6. **Proposed Resolution 05-18: "Accepting Franklin Township (Franklin County) as a member of the Mid-Ohio Regional Planning Commission (MORPC)** – William Murdock, MORPC Executive Director

2:00 p.m.

Committees

7. **Nominating Committee Report** – Karen Angelou (City of Gahanna), Nominating Committee Chair
8. **Sustainability Advisory Committee** – Jim Schimmer (Franklin County), Sustainability Advisory Committee Chair
 - a. **Central Ohio Greenways Board Update** – Kerstin Carr, MORPC Planning & Environment Director
9. **Regional Policy Roundtable** – Kim Maggard (City of Whitehall), Regional Policy Roundtable Chair

William Murdock, AICP
Executive Director

Matt Greeson
Chair

Rory McGuinness
Vice Chair

Karen J. Angelou
Secretary

- a. **Legislative Update** – Steve Tugend, Kegler Hill Brown & Ritter and Terri Flora, MORPC Public & Government Affairs Director

10. Central Ohio Rural Planning Organization – Steve Stolte (Union County), Central Ohio Rural Planning Organization Chair

2:30 p.m. **11. Transportation Policy Committee (MPO)** – Matt Greeson (City of Worthington), MORPC Chair

- a. **Call to Order** – Matt Greeson (City of Worthington), MORPC Chair
- b. **Metropolitan Planning Organization Report**

- Transportation Systems & Funding – Thea Walsh, Director
- Regional Data & Mapping – Aaron Schill, Director

c. **Transportation Policy Committee Consent Agenda**

- 1) Approval of [January 11, 2018 Transportation Policy Committee Meeting Minutes](#)
- 2) [Proposed Resolution T-2-18](#): “Amending the Bylaws of the Attributable Funds Committee of the Mid-Ohio Regional Planning Commission”
- 3) [Proposed Resolution T-3-18](#): “Amending the State Fiscal Year (SFY) 2018-2021 Transportation Improvement Program including changes to Federal Transit Administration’s (FTA’s) Section 5307 Program of Projects”
- 4) [Proposed Resolution T-4-18](#): “Amending the SFY 2018 Planning Work Program to add a new work element”

d. [2020-2050 Metropolitan Transportation Plan](#) – Thea Walsh, MORPC Transportation Systems & Funding Director

e. **Coordinated Plan** – Thea Walsh, MORPC Transportation Systems & Funding Director

f. **Adjourn Transportation Policy Committee (MPO)** – Matt Greeson (City of Worthington), MORPC Chair

12. Commission Consent Agenda

- a. Approval of [January 11, 2018 Commission Meeting Minutes](#)
- b. [Proposed Resolution 06-18](#): “To authorize the executive director to enter into agreements with the Central Ohio Community Improvement Corporation (COCIC) for \$75,000 to perform exterior home repairs leveraged with MORPC’s residential energy efficiency services”
- c. [Proposed Resolution 07-18](#): “To authorize the executive director to submit an application with, execute agreements with, and

receive funds up to \$1.2 million annually from the Ohio Development Services Agency to operate the Electric Partnership Program (EPP)”

- d. **Proposed Resolution 08-18:** “To authorize the executive director to enter into agreements with Homeport for \$200,000 to perform exterior home repairs in the Milo Grogan neighborhood within the City of Columbus”
- e. Approval of Actions of the Transportation Policy Committee

13. Other Business

3:00 p.m. 14. Adjourn – Matt Greeson (City of Worthington), MORPC Chair

PLEASE NOTIFY SHARI SAUNDERS AT 614-233-4169 OR ssaunders@morpc.org IF YOU REQUIRE SPECIAL ASSISTANCE.

The next Commission Meeting is
Thursday, April 12, 2018 at 1:30 p.m.
111 Liberty Street, Suite 100
Columbus, Ohio 43215

When you arrive in MORPC’s lobby, a video screen will display the day’s meetings. Each meeting will list a phone extension. Use the phone in the lobby to call the extension and someone will come escort you to the meeting.

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Free overflow parking is available in the lot immediately behind Kroger (south of MORPC’s building and west of Kroger). You may park in any space including MORPC reserved spaces. No payment is necessary for parking in the overflow lot on Commission days.



Mid-Ohio Regional Planning Commission Transportation Policy Committee Meeting Minutes

Date: March 8, 2018
Time: 2:22 p.m.
Location: Scioto Conference Room

Transportation Policy Committee Members

| | | |
|-----------------------|---------------------|-------------------|
| Chris Amorose Groomes | Matt Greeson | Bonnie Michael |
| Karen Angelou | Tracy Hatmaker | Megan O'Callaghan |
| Beth Beatty | Dan Havener | Rob Riley |
| Jeff Benton | Alex Heckman | Cornell Robertson |
| Pat Blayney | Matt Huffman | Isaac Robinson |
| Stacey Boumis | Pam Hykes O'Grady | Allen Rothermel |
| Ron Bullard | Erik Janas | Mike Schadek |
| Greg Butcher | Emily Keeler | Elissa Schneider |
| Steve Campbell | Steve Kennedy | Roby Schottke |
| Derrick Clay | Ben Kessler | David Simmons |
| Karl Craven | Tom Kneeland | Thom Slack |
| Tracie Davies | Laura Koprowski for | Dan Sowry |
| William Dorman | Emille Williams | Ike Stage |
| Brad Ebersole | Bill LaFayette | Joe Stefanov |
| Mike Ebert | Greg Lestini | Bill Vance |
| John Eisel | Kim Maggard | Nancy White |
| Jennifer Gallagher | Dana McDaniel | |
| Catherine Girves | Rory McGuiness | |

Commission Members

| | | |
|--------------------|-------------|---------------|
| Franklin Christman | Bill Habig | Eric Phillips |
| Terry Emery | Tim Hansley | Steve Stolte |

Associate Members

| | |
|----------------------|-----------------|
| Denise Natoli Brooks | Nikki Scarpitti |
|----------------------|-----------------|

MORPC Staff

| | | |
|-----------------|--------------------|----------------|
| Bernice Cage | Nick Gill | Shari Saunders |
| Kerstin Carr | Shawn Hufstedler | Aaron Schill |
| Mark Crosten | Ciel Klein | Bevan Schneck |
| Terri Flora | Eileen Leuby | Thea Walsh |
| Mary Ann Frantz | William Murdock | |
| Joe Garrity | Christina O'Keeffe | |

Guests

| | |
|--|------------------------------|
| Jayson Gardner, O.R. Colan Group | Eric Vinyard, Hicks Partners |
| Steve Tugend, Kegler Brown Hill + Ritter | |

Meeting Called to Order

Chair Matt Greeson called the Transportation Policy Committee Meeting to order at 2:22 p.m.

Metropolitan Planning Organization Report

- [Transportation Systems & Funding](#) – Thea Walsh, Director
Proposed Resolution T-3-18 on the consent agenda is the quarterly TIP amendment and includes FTA 5307 and FTA 5310 projects.

Proposed Resolution T-4-18 on the consent agenda adds the Rapid Speed Transportation Initiative to the SFY 2018 Planning Work Program (PWP). The initiative will conduct a feasibility study for multiple transportation technologies, including Hyperloop, along the Chicago-Columbus-Pittsburgh corridor.

- **Regional Data & Mapping – Aaron Schill, Director**

At the February 21 Kick-Off Meeting of the Smart Region Task Force, the task force focused on how to define smart and how to involve smaller communities. The next task force meeting is March 29.

MORPC is helping identify use cases for the Smart Columbus Operating System. The operating system is the data system and brain that will collect information and feed it back to the eight Smart Columbus transportation projects. In the future, the operating system may serve as a regional data port for local governments and the private sector.

Aaron Schill recently represented Central Ohio at the Digital Cities Summit in Stanford. MORPC was the only public sector entity presenting at the conference.

Transportation Policy Committee Consent Agenda

Bonnie Michael made a motion to approve the Transportation Policy Committee Consent Agenda, second by Joe Stefanov; motion passed.

2020-2050 Metropolitan Transportation Plan (MTP) – Thea Walsh, MORPC Transportation Systems & Funding Director

Thea Walsh gave an update on [2020-2050 Metropolitan Transportation Plan Development](#). The MTP is the long range plan that sets regional transportation priorities and is submitted to ODOT and the Federal Highway Administration every four years. The plan only includes communities within MORPC's MPO boundary.

Coordinated Plan – Thea Walsh, MORPC Transportation Systems & Funding Director

Thea Walsh presented the [Coordinated Plan Update](#). The coordinated plan is a requirement of SAFETEA-LU. This is the first time the plan includes both Franklin and Delaware Counties. The plan's purpose is to identify community resources for transportation and mobility, understand the gaps and unmet needs, and determine an approach to meet those gaps and needs. The comment period for the draft plan ended March 2. The final plan will be presented for adoption at the April Transportation Policy Committee Meeting.

The Transportation Policy Committee Meeting adjourned at 2:40 p.m.

Respectfully submitted,

Erik J. Janas, Secretary
Mid-Ohio Regional Planning Commission



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Columbus, Ohio 43215

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NOTICE OF A MEETING

COMMUNITY ADVISORY COMMITTEE
Mid-Ohio Regional Planning Commission
111 Liberty Street, Suite 100
Columbus, Ohio 43215
Scioto Conference Room

Monday, April 2, 2018
5:30 p.m.

AGENDA

- 5:30 p.m. **1. Welcome** – Catherine Girves, Chair
- 5:31 p.m. **2. Approval of February 27, 2018 Minutes** (enclosed)
- 5:32 p.m. **3. Metropolitan Planning Organization (MPO) Report** (enclosed) – Thea Walsh
- Transit Agency Reports
 - DATABus
 - COTA Update – Doug Arseneault
 - Monthly Report – Planning and Environment – Kerstin Carr
 - Monthly Report - Data and Mapping – Aaron Schill
- 6:00 p.m. **4. 2020-2050 Metropolitan Transportation Plan** – Maria Schaper
- Performance Measure Requirements
- 6:10 p.m. **5. Proposed Resolutions:**
- T-5-18: “Adopting Policies for Managing MORPC-Attributable Funds” (enclosed) – Nathaniel Vogt
 - T-6-18: “Adopting the 2018-2021 Delaware and Franklin Counties Coordinated Plan” (enclosed) – Claire Jennings
- 6:20 p.m. **6. Informational Items:**
- Draft FY 2019 Planning Work Program (PWP) (enclosed) – Thea Walsh
 - Rickenbacker Study Update – Dina López
- 6:45 p.m. **7. Committee Business** – Bernice Cage
- 7:00 p.m. **8. Other Business**
- Adjourn

PLEASE NOTIFY BRENDA NOÉ AT 614-233-4146 or bnoe@morpc.org TO CONFIRM
YOUR ATTENDANCE FOR THIS MEETING OR
IF YOU REQUIRE SPECIAL ASSISTANCE.

William Murdock, AICP
Executive Director

Matt Greeson
Chair

Rory McGuinness
Vice Chair

Karen J. Angelou
Secretary

The next CAC Meeting is
Monday, April 30, 2018 @ 5:30 p.m.
111 Liberty Street, Suite 100
Columbus, Ohio 43215

When you arrive in MORPC's lobby, a video screen will display the day's meetings. Each meeting will list a phone extension. Use the phone in the lobby to call the extension and someone will come to escort you to the meeting.

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Mid-Ohio Regional Planning Commission
Community Advisory Committee Meeting Minutes

Date:
Time:
Location:

April 2, 2018
5:30 p.m.
MORPC

Members Present

Bill Allman
Pauline Edwards
LaGrieta Holloway
Ira Weiss

Ed Chin
Len Fisher
Larry Robertson

Bill Curlis
Catherine Girves
Bob Roehm

MORPC Staff Present

Bernice Cage
Claire Jennings
Maria Schaper
Nathaniel Vogt

Kerstin Carr
Dina López
Bevan Schneck
Thea Walsh

Mary Ann Frantz
Brenda Noé
Aaron Schill

Guests Present

Doug Arseneault, COTA

Meeting Called to Order

The meeting was called to order at 5:30 p.m. by Chair Catherine Girves.

Approval of February 27, 2018 Minutes

A motion was made by Len Fisher to approve the February 27, 2018 minutes, seconded by Bill Curlis; motion passed.

Metropolitan Planning Organization (MPO) Report

Thea Walsh reported that DATABus received notification from ODOT that it will be receiving 5307 funds from other parts of the state that would otherwise lapse. Also, an RFQ was drafted to assist DATABus with a mission and vision project that will help facilitate future activities and growth of the agency by confirming and redefining the agency's mission through visioning exercises with members of the Delaware County Transit Board. DATABus's board will then decide upon any additional or new services.

Walsh also discussed the Downtown CPass Program, which is the program MORPC is leading with the downtown building owners to provide 45,000 bus passes to their employees. The kick-off is June 1.

Walsh noted the survey from ORDC on the state rail plan in the Ohio Passenger Rail News (furnished by Larry Robertson). She said that this is the time to share concerns with rail, including passenger rail.

- **Monthly Report – Planning and Environment**

Kerstin Carr stated that she previously reported to this committee on the insight2050 Corridor Concept Study. The study kicked off late last year and its first project working group meeting was held the last week in March, with about 50 people in attendance representing the different corridors and interest groups. Those who are part of a specific corridor are invited to attend and give input during the individual corridor meetings held throughout May. The goal is to complete this project by fall 2018.

Carr also reported that the Mid-America Trail and Greenways Conference (MATAG) will be in Columbus from May 13 – 16, 2018. MORPC is hosting this conference. Carr distributed some information on MATAG. Registrations are open until April 30 [here](#).

- Monthly Report – Data & Mapping
Aaron Schill gave a PowerPoint presentation to update the committee on his department's work progress. The presentation is available [here](#).
- COTA Update
Doug Arseneault from COTA announced that COTA's new president and CEO is Joanna Pinkerton, who will begin at COTA within a few weeks. He also reported that CMAX ridership is up about 14 percent. The goal is 20 percent for the first five years.

Looking further into the future, a residual with COTA's NextGen long-range study is that COTA is now doing a first-mile/last-mile study to look at some of the alternative modes that can link up with its service to provide first- and last-mile connections. This study will be ongoing until about May when COTA will produce an initial report that will go before the board in June or July for review.

COTA is sponsoring Young Professionals Week at the Columbus College of Art and Design (CCAD), which will include a roundtable meet and greet with some COTA leadership. COTA is also working on a project with CCAD called MOBILIZE, in which a group of CCAD students is going to decorate a bus during the week of April 23.

Curlis asked why COTA's board redefined its mission, spending tax dollars for something no one asked them to do. Arseneault replied that it is because mobility is changing. COTA is looking at new models of how to move people around and doing it in a more cost-efficient way. Curlis was concerned because these studies involving other modes of transportation are paid for with tax dollars. He also feels it is a duplication of efforts. Arseneault encouraged Curlis to attend a public comment meeting. Girves said that we would revisit this comment later in the meeting.

2020-2050 Metropolitan Transportation Plan – Performance Measure Requirements

Maria Schaper updated the committee on the Performance Measure Requirements of the 2020-2050 Metropolitan Transportation Plan. Her presentation is located [here](#).

Proposed Resolutions

- T-5-18: "Adopting Policies for Managing MORPC-Attributable Funds." Nathaniel Vogt explained the purpose of this resolution. His PowerPoint presentation is available [here](#).

Ira Weiss moved to approve Resolution T-5-18, and Curlis seconded; the motion carried.

- T-6-18: "Adopting the 2018-2021 Delaware and Franklin Counties Coordinated Plan." Claire Jennings noted that she discussed the details of this plan at last month's meeting.

Weiss moved to approve Resolution T-3-18, and Curlis seconded; the motion carried.

Informational Items:

- Draft FY 2019 Planning Work Program (PWP). Walsh explained the different components of the Planning Work Program – Formula-Funded Planning Program Projects (\$2.838 million), Special Studies (\$1.154 million budget), Ridesharing and Air Quality Projects (\$1.345 million budget), and Projects Undertaken by Other Entities (\$0 budget). The formula-funded projects are mandatory, and the special projects are those which MORPC chooses to undertake. MORPC is meeting with ODOT this week to discuss the draft PWP.
- Rickenbacker Study Update. Dina López gave a PowerPoint presentation on this topic, and it is located [here](#).

Committee Business

Bernice Cage announced that the 2018 State of the Region will be held on April 19 at the Greater Columbus Convention Center.

Other Business

There was no further business. The meeting adjourned at 7:02 p.m.

Bernice Cage, Secretary
Community Advisory Committee



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NOTICE OF A MEETING

TRANSPORTATION ADVISORY COMMITTEE
MID-OHIO REGIONAL PLANNING COMMISSION
111 LIBERTY STREET, SUITE 100
COLUMBUS, OH 43215
SCIOTO CONFERENCE ROOM

Wednesday, April 4, 2018
9:00 a.m.

AGENDA

- 9:00 a.m. **1. Welcome** – Holly Mattei, Chair
- 9:03 a.m. **2. Approval of February 28, 2018 Minutes** (enclosed)
- 9:05 a.m. **3. Metropolitan Planning Organization (MPO) Report** (enclosed) – Thea Walsh
- Monthly Report – Planning & Environment – Kerstin Carr
 - Monthly Report – Data & Mapping – Aaron Schill
- 9:20 a.m. **4. Funding Programs**
- Attributable Funds Project Status Update – Ronni Nimps
 - Proposed Resolution T-5-18: “Adopting Policies for Managing MORPC-Attributable Funds” (enclosed) – Nathaniel Vogt
- 9:25 a.m. **5. Proposed Resolution T-6-18: “Adopting the 2018-2021 Delaware and Franklin Counties Coordinated Plan”** (enclosed) – Claire Jennings
- 9:35 a.m. **6. 2020-2050 Metropolitan Transportation Plan** – Maria Schaper
- Performance Measure Requirements
- 9:45 a.m. **7. Informational Items:**
- Draft FY 2019 Planning Work Program (PWP) (enclosed) – Thea Walsh

William Murdock, AICP
Executive Director

Matt Greeson
Chair

Rory McGuinness
Vice Chair

Karen J. Angelou
Secretary

- Rickenbacker Study Update – Dina López

10:00 a.m. **8. Other Business**

- Adjourn

**PLEASE NOTIFY BRENDA NOÉ AT 614-233-4146 or bnoe@morpc.org
TO CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR
IF YOU REQUIRE SPECIAL ASSISTANCE.**

The next TAC Meeting is
Wednesday, May 2, 2018 @ 9:00 a.m.
*111 Liberty Street, Suite 100
Columbus, Ohio 43215*

When you arrive in MORPC's lobby, a video screen will display the day's meetings. Each meeting will list a phone extension. Use the phone in the lobby to call the extension and someone will come to escort you to the meeting.

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Mid-Ohio Regional Planning Commission
Transportation Advisory Committee Meeting Minutes

Date:
Time:
Location:

April 4, 2018
9 a.m.
MORPC - Scioto

Members Present

Ted Beidler
Maria Cantrell
Tiffany Jenkins
Mike McCann (for Bradley)
Jacolyn Thiel

Frank Burkett
Brian Davidson
Morgan Kauffman
Michael Meeks
Dan Wayton

Greg Butcher
Bill Ferrigno
Ryan Lowe
Rob Priestas
Kevin Weaver

MORPC Staff Present

Bernice Cage
Nick Gill
Ronni Nimps
Aaron Schill

Kerstin Carr
Claire Jennings
Brenda Noé
Nathaniel Vogt

Mary Ann Frantz
Dina López
Maria Schaper
Thea Walsh

Guests Present

Joey Gallagher, GPI
John Gallagher, Carpenter Marty
Jason Gardner, OR Colan
Tom Hibbard, ms consultants
James Hise, Strand Associates
Chantil Milam, Lawhon & Associates
Tim Nittle, City of Columbus
Mark Sherman, American Structurepoint

Meeting Called to Order

The meeting was called to order at 9:00 a.m. by Acting Chair Rob Priestas. Attendees introduced themselves.

Approval of February 28, 2018 Minutes

A motion was made by Morgan Kauffman to approve the February 28, 2018 minutes, seconded by Bill Ferrigno; the motion passed.

Metropolitan Planning Organization (MPO) Report

Thea Walsh reported that DATABus received notification from ODOT that it will be receiving 5307 funds from other parts of the state that would otherwise lapse. Also, an RFQ was drafted to assist DATABus with a mission and vision project that will help facilitate future activities and growth of the agency by confirming and redefining the agency's mission through visioning exercises with members of the Delaware County Transit Board. DATABus's board will then decide upon any additional or new services.

Walsh announced that the FY18 omnibus \$1.3 trillion spending package was passed by Congress on March 23. Key transportation aspects include: increase in funding for the Surface Transportation Block Grant program (STBG), large increases for several Federal Rail Administration (FRA) programs, and funding for automated vehicle research. This does not include Trump's infrastructure proposal. TIGER funds have been increased by \$1.5 billion.

- **Monthly Report – Planning and Environment**

Kerstin Carr stated that she previously reported to this committee on the insight2050 Corridor Concept Study. The study kicked off late last year and its first project working group

meeting was held the last week in March, with about 50 people in attendance representing the different corridors and interest groups. Those who are part of a specific corridor are invited to attend and give input during the individual corridor meetings held throughout May. The goal is to complete this project by fall 2018.

Carr also reported that the Mid-America Trail and Greenways Conference (MATAG) will be in Columbus from May 13 – 16, 2018. MORPC is hosting this conference. Carr distributed some information on MATAG. Registrations are open until April 30 [here](#).

- Monthly Report – Data & Mapping

Aaron Schill gave a PowerPoint presentation to update the committee on his department's work progress. The presentation is available [here](#).

Funding Programs

- Attributable Funds Project Status Update

Ronni Nimps gave the Attributable Funds Project Status update. She gave the following recent encumbrances:

- Worthington Gateway (Worthington-Galena Rd from Wilson Bridge/Huntley Rds to Sancus Blvd) – Final right-of-way plans approved
- City of Columbus, Lazelle A and B – Plans filed for Phase A, and plans filed for Phase B, with bid opening scheduled for 5/8/18
- City of Pataskala Mink St Project – Project awarded in March, but funds not yet encumbered
- COTA's Bus Replacement – Flex funds transfer requested 2/12/18

- Resolution

Proposed Resolution T-5-18: "Adopting Policies for Managing MORPC-Attributable Funds."

Nathaniel Vogt explained the purpose of this resolution. His PowerPoint presentation is available [here](#).

Maria Cantrell moved to accept Resolution T-5-18 and Greg Butcher seconded; the motion carried.

Proposed Resolution T-6-18: "Adopting the 2018-2021 Delaware and Franklin Counties Coordinated Plan"

Claire Jennings noted that she discussed the details of this plan at last month's meeting and asked for approval.

Kauffman moved to accept Resolution T-6-18 and Michael Meeks seconded; the motion carried.

2020-2050 Metropolitan Transportation Plan -Performance Measure Requirements

Maria Schaper updated the committee on the Performance Measure Requirements of the 2020-2050 Metropolitan Transportation Plan. Her presentation is located [here](#).

Informational Items

- Draft FY 2019 Planning Work Program (PWP)

Walsh explained the different components of the Planning Work Program – Formula-Funded Planning Program Projects (\$2.838 million), Special Studies (\$1.154 million budget), Ridesharing and Air Quality Projects (\$1.345 million budget), and Projects Undertaken by Other Entities (\$0 budget). The formula-funded projects are mandatory, and the special projects are those which MORPC chooses to undertake. MORPC is meeting with ODOT tomorrow to discuss the draft PWP.

- Rickenbacker Study Update

Dina López gave a PowerPoint presentation on this topic, and it is located [here](#).

Other Business

A motion was made by Meeks to adjourn the meeting, seconded by Ted Beidler; motion passed. The meeting adjourned at 10:15 a.m.

Thea Walsh, Secretary
Transportation Advisory Committee



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NOTICE OF A MEETING

COMMISSION MEETING
MID-OHIO REGIONAL PLANNING COMMISSION
111 LIBERTY STREET, SUITE 100
COLUMBUS, OHIO 43215
SCIOTO CONFERENCE ROOM

Thursday, April 12, 2018, 1:30 p.m.

AGENDA

- 1:30 p.m.
1. **Pledge of Allegiance**
 2. **Welcome and Introductions** – Matt Greeson (City of Worthington), MORPC Chair
 3. **Election of Officers and Executive Committee** – Matt Greeson (City of Worthington), MORPC Chair
 4. **Executive Director's Report** – William Murdock, MORPC Executive Director
 - a. **Quarterly Membership Report** – Eileen Leuby, MORPC Membership Services Coordinator

2:00 p.m.

Committees

5. **Transportation Policy Committee (MPO)** – Rory McGuiness (City of Columbus), Newly Elected MORPC Chair
 - a. **Call to Order** – Rory McGuiness (City of Columbus), MORPC Chair
 - b. **Metropolitan Planning Organization Report**
 - Transportation Systems & Funding – Thea Walsh, Director
 - Planning & Environment – Kerstin Carr, Director
 - insight2050
 - Regional Data & Mapping – Aaron Schill, Director
 - c. **Transportation Policy Committee Consent Agenda**
 - 1) Approval of **March 8, 2018 Transportation Policy Committee Meeting Minutes**
 - 2) **Proposed Resolution T-5-18: "Adopting policies for managing MORPC-attributable funds"**
 - 3) **Proposed Resolution T-6-18: "Adopting the 2018-2021 Delaware and Franklin Counties Coordinated Plan"**

William Murdock, AICP
Executive Director

Matt Greeson
Chair

Rory McGuiness
Vice Chair

Karen J. Angelou
Secretary

- d. **2020-2050 Metropolitan Plan Update** – Thea Walsh, MORPC
Transportation Systems & Funding Director
 - e. **Draft 2019 Planning Work Program (PWP)** – Thea Walsh, MORPC
Transportation Systems & Funding Director
 - f. **Adjourn Transportation Policy Committee (MPO)** – Rory
McGuinness (City of Columbus), MORPC Chair
- 2:30 p.m. 6. **Sustainability Advisory Committee** – Jim Schimmer (Franklin
County), Sustainability Advisory Committee Chair
7. **Regional Data Advisory Committee** – Tom Kneeland (City of
Gahanna) Regional Data Advisory Committee Chair
8. **Regional Policy Roundtable** – Kim Maggard (City of Whitehall),
Regional Policy Roundtable Chair
- a. **Legislative Update** – Steve Tugend, Kegler Hill Brown & Ritter
and Terri Flora, MORPC Public & Government Affairs Director
9. **Commission Consent Agenda**
 - a. Approval of **March 8, 2018 Commission Meeting Minutes**
 - b. **Proposed Resolution 09-18: “Authorizing the executive director
to procure consulting services to redesign the Paving the Way
construction project and road closure notification system”**
 - c. Approval of Actions of the Transportation Policy Committee
10. **Other Business**
 - a. **Smart Columbus Electric Vehicle Ride and Drive** – Alex
Slaymaker, Smart Columbus EV/Smart Mobility Adoption
Coordinator
- 3:00 p.m. 11. **Adjourn** – Rory McGuinness (City of Columbus), MORPC Chair

**Don't forget to check out the Smart Columbus Electric Vehicle Ride &
Drive following the Commission meeting.**

**PLEASE NOTIFY SHARI SAUNDERS AT 614-233-4169 OR ssaunders@morpc.org
IF YOU REQUIRE SPECIAL ASSISTANCE.**

The next Commission Meeting is
Thursday, May 10, 2018 at 1:30 p.m.
*111 Liberty Street, Suite 100
Columbus, Ohio 43215*

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Free overflow parking is available in the lot immediately behind Kroger (south of MORPC's building and west of Kroger). You may park in any space including MORPC reserved spaces. No payment is necessary for parking in the overflow lot on Commission days.



Mid-Ohio Regional Planning Commission Transportation Policy Committee Meeting Minutes

Date: April 12, 2018
Time: 2:02 p.m.
Location: Scioto Conference Room

Transportation Policy Committee Members

| | | |
|-----------------------|---------------------|---------------------|
| Chris Amorose Groomes | Matt Greeson | Ellen Moss Williams |
| Karen Angelou | Shannon Hardin | Megan O'Callaghan |
| Herb Asher | Marian Harris | Bryan Rhoads |
| Trudy Bartley | Dan Havener | Rob Riley |
| Jeff Benton | Alex Heckman | Cornell Robertson |
| Stacey Boumis | Tom Homan | Allen Rothermel |
| Susan Brobst | Matt Huffman | Jim Schimmer |
| Ron Bullard | Erik Janas | Don Schonhardt |
| Greg Butcher | Emily Keeler | Roby Schottke |
| Steve Campbell | Steve Kennedy | Kent Shafer |
| Carolyn Casper | Tom Kneeland | David Simmons |
| Ben Collins | Laura Koprowski for | Thom Slack |
| Mike Compton | Emille Williams | Keena Smith |
| Karl Craven | Bill LaFayette | Dan Sowry |
| Tracie Davies | Greg Lestini | Sloan Spalding |
| William Dorman | Glen Marzluf | Ted Staton |
| Brad Ebersole | Dana McDaniel | Joe Stefanov |
| Mike Gemperline | Rory McGuiness | Christie Ward |
| Catherine Girves | Bonnie Michael | Nancy White |

Commission Members

| | | |
|--------------------|---------------|--------------|
| Ben Carpenter | Bill Habig | Steve Stolte |
| Franklin Christman | Tim Hansley | |
| Terry Emery | Eric Phillips | |

Associate Members

| | |
|----------------------|-----------------|
| Denise Natoli Brooks | Nikki Scarpitti |
|----------------------|-----------------|

MORPC Staff

| | | |
|-----------------|-------------------|------------------|
| Bernice Cage | Nick Gill | Aaron Schill |
| Kerstin Carr | Shawn Hufstedler | Bevan Schneck |
| Mark Crosten | Eileen Leuby | Thea Walsh |
| Terri Flora | Amanda McElDowney | Brandi Whetstone |
| Mary Ann Frantz | William Murdock | |
| Joe Garrity | Shari Saunders | |

Guests

| | |
|----------------------------------|--|
| Dick Angelou, Mifflin Township | Lloyd Pierre-Louis, Kegler Brown Hill + Ritter |
| Mitch Blackford, ODOT District 6 | Clyde Seidle, City of Hilliard |

Meeting Called to Order

Chair Rory McGuiness called the Transportation Policy Committee Meeting to order at 2:02 p.m.

Metropolitan Planning Organization Report

- **Transportation Systems & Funding – Thea Walsh, Director**
On March 23, the \$1.3 trillion omnibus budget for FY 18 & 19 was passed and included \$1.5 billion for Transportation Investment Generating Economic Recovery (TIGER) grants. TIGER

grants are for large, multi-modal transportation projects with a focus on economic development. MORPC Team Members are available to help you prepare for and determine if a project would be competitive.

The Transportation Review Advisory Council (TRAC) application process begins soon. TRAC is for major new projects over \$12 million with an up to 30 percent match. MORPC can help your organization move through the process.

Items on the Transportation Policy Committee Consent Agenda include Proposed Resolution T-5-18 adopting policies for MORPC Attributable Funds and Proposed Resolution T-6-18 adopting the 2018-2021 Delaware and Franklin Counties Coordinated Plan. MORPC is hosting a May 3 Workshop for those putting together attributable funds applications. The executive summary for the 2018-2021 Delaware and Franklin Counties Coordinated Plan was included in the meeting packet. The [full plan](#) is available on MORPC's website.

MORPC is hosting an Access Ohio 2045 Stakeholders and Public Meeting, May 16, (stakeholders – 2-4 p.m.; public – 5-7 p.m.) at MORPC. Access Ohio 2045 is ODOT's long range plan.

- **Planning & Environment – Kerstin Carr, Director**
Kerstin Carr gave an [insight2050 Corridor Concepts Update](#). MORPC Regional Data & Mapping Director Aaron Schill provides staff support for the Data Subcommittee and MORPC Public & Government Affairs Director Terri Flora provides staff support for the Communications Subcommittee. A project overview was provided at the first project working group meeting held the end of March. Five corridor working group meetings will be held in May. The modeling firm is holding a TrendLab Workshop for project stakeholders, April 25, 9-11 a.m. Ms. Carr will provide another update in July.
- **Regional Data & Mapping – Aaron Schill, Director**
The Regional Data & Mapping Team is finishing future land use scenarios and will send them to communities planning and development departments for their review within the next two weeks.

Proposed Resolution 09-18 on the Commission Agenda regards the Paving the Way Program. Paving the Way provides construction information. In 2017 the program moved from the City of Columbus to MORPC. The program is being redesigned to be more automated and robust. The redesign will allow municipalities and contractors to enter information directly into the system and will make data more accessible.

Transportation Policy Committee Consent Agenda

Roby Schottke made a motion to approve the Transportation Policy Committee Consent Agenda, second by Bill LaFayette; motion passed.

2020-2050 Metropolitan Transportation Plan (MTP) – Thea Walsh, MORPC Transportation Systems & Funding Director

Thea Walsh gave an update on [2020-2050 Metropolitan Transportation Plan Development](#). National transportation performance measures are being incorporated with local metrics on the next MTP. MORPC first adopted measures and targets as part of the 2012-2035 MTP and began issuing annual report cards. The 2018 Report Card is coming out soon. The national measures will be

presented to the Transportation Policy Committee for review and approval in the Fall. Maria Schaper is the MORPC Staff Lead for the MTP.

Draft 2019 Planning Work Program (PWP) – Thea Walsh, MORPC Transportation Systems & Funding Director

Thea Walsh reported the Draft 2019 Planning Work Program (PWP) was included in the meeting packet. The PWP, which is for state year 2019 beginning July 1, 2018, is up for approval next month.

The Transportation Policy Committee Meeting adjourned at 2:25 p.m.

Respectfully submitted,

Erik J. Janas, Secretary
Mid-Ohio Regional Planning Commission

EXHIBIT C

The Columbus Dispatch

MORPC proposes more than \$21 million in federal projects

By Mark Ferenchik

The Columbus Dispatch

@MarkFerenchik

Posted Dec 18, 2018 at 5:16 PM

Updated Dec 18, 2018 at 7:49 PM

The Mid-Ohio Regional Planning Commission has proposed more than \$21 million in federal funding for projects such as the Olentangy Trail and improvements to Fishinger Road in Upper Arlington.

The funds would run from fiscal years 2020 through 2025. The projects being considered are:

- Improvements in Columbus' traffic-signal system: \$11.1 million.
- Upgrades of the intersections of Route 161 and Maple Canyon Avenue and of Parkville Street and Spring Run Drive: \$894,250.
- Concrete bus-pad upgrades: \$901,410
- Traffic-signal infrastructure: \$567,650
- Fishinger Road reconstruction from Riverside Drive to 400 feet west of Mountview Road: \$3 million.
- Olentangy Trail from Clinton Como Park to Northmoor Place, multi-use path and bridges: \$3.45 million.
- First/last mile service for Central Ohio Transit Authority: \$946,400
- Pre-project development for two COTA transit corridors: \$960,000

MORPC is seeking comment on the proposed projects through Jan. 18. Copies of the draft listings are available by calling MORPC at 614-228-2663. They also can be viewed online at www.morpc.org/program-service/transportation-

[improvement-program/](#). Questions about proposed projects can be submitted in writing by 5 p.m. Jan. 17 to Thea Walsh, director of transportation systems and funding, Mid-Ohio Regional Planning Commission, c/o 111 Liberty Street, Suite 100, Columbus, OH 43215 or by email to tip@morpc.org.

mferendh@dispatch.com

[@MarkFerenchik](#)

Summary of Public Comments on Draft Recommendations

MORPC-Attributable Funding Proposed Projects for State Fiscal Years 2020 to 2025

January 2019

MORPC staff solicited public comments on the draft listing of projects proposed to receive MORPC-attributable funding, as approved by the Attributable Funding Committee on December 5, 2018. Public comments were received between December 18, 2018 and January 18, 2019. In addition to monitoring comments submitted by email, MORPC also monitored social media accounts and observed one letter to the editor of a local newspaper. No comments were received in writing by mail.

The comments are summarized below, and attached to this document for your reference. Given the nature and quantity of the comments received, staff does not feel that any funding recommendations need to be adjusted.

Comments received for specific projects proposed for funding:

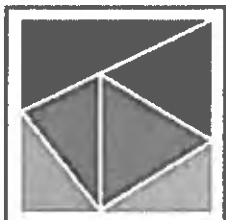
- **202 – Columbus Traffic Signals Phase F**
 - 1 comment received in favor of funding the project
- **209 – Grandview Heights Signals Interconnect**
 - 1 comment received in favor of signal interconnect projects
 - 1 comment received suggesting funding be instead used for 3rd Avenue railroad grade separation underway
- **211 – Whitehall Signals Interconnect**
 - 1 comment received in favor of signal interconnect projects
- **301 – Concrete Bus Pad Upgrades**
 - 1 comment received stating that this should be a COTA expenditure
- **309 – Fishinger Road**
 - 1 question regarding scope of project; no opinion expressed on funding
- **402 – Olentangy Trail**
 - 13 comments were received
 - 10 in favor of funding the project, 2 opposed, and 1 neutral
 - 1 letter to the editor supported the project
 - Several comments for and against the project expressed concerns regarding the crossing on West North Broadway and potential damage to wetlands and/or habitat

Comments received for specific projects not proposed for funding:

- **101 – Avery Road**
 - 2 comment received in favor of funding the project
- **401 – Kenny Road Multi-Use Path**
 - 1 comment received in favor of funding the project

General comments received:

- 1 comment received encouraging the use of complete streets policies
- 1 comment received from ODOT suggesting use of their historic bridge program for trail and other projects
- 1 comment received expressing multiple concerns about sidewalks and multi-use paths across many specific parts of the region and questions about funding commitments from public and private entities
- 1 social media comment encouraging elimination of traffic lights on US 23 in Delaware County
- 1 social media comment discouraging the use of roundabouts in the region



MID-OHIO REGIONAL
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PLANNING COMMISSION

111 Liberty Street, Suite 100
Columbus, Ohio 43215
morpc.org

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TTY. 1.800.750.0750
info@morpc.org

Memorandum

TO: Mid-Ohio Regional Planning Commission
Officers and Board Members
Transportation Policy Committee
Transportation Advisory Committee
Community Advisory Committee

FROM: Nick Gill, Assistant Director
Transportation & Infrastructure Development

DATE: March 8, 2019

SUBJECT: Proposed Resolution T-2-19: "Adopting MORPC-Attributable Funding Commitments"

Proposed Resolution T-2-19 completes the biennial process of soliciting, reviewing and recommending requests for MORPC-attributable transportation funding. Attachment 1 to the proposed resolution is a summary of all the recommended commitments of MORPC-attributable funding for SFY 2020 and beyond.

Each year MORPC receives an allocation of approximately \$35 million of federal transportation funds for use in Central Ohio. MORPC-attributable funds come from three federal programs, which originated with ISTEA and continued under TEA-21 - SAFETEA-LU, MAP-21 and now the FAST Act. These programs are:

- Surface Transportation Block Grant (STBG), formerly the Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) – part of large MPO CMAQ program
- Transportation Alternatives Program (TAP)

MORPC adopted its updated policies for allocating and managing MORPC-attributable funds by the passage of Resolution T-5-18. MORPC staff solicited and received applications for these funds during the summer of 2018. Over the past several months, the Attributable Funds Committee and staff members have been evaluating the applications to make funding recommendations.

With regard to CMAQ funding, staff will work within the large MPO CMAQ program process to secure the CMAQ funding. MORPC works with the other seven large MPOs to select projects for the large MPO CMAQ program. The commitments in this resolution reflect the results of the MORPC process.

William Murdock, AICP
Executive Director

Rory McGuinness
Chair

Karen J. Angelou
Vice Chair

Erik J. Janas
Secretary

The funding recommendations were made available for public review and comment from December 18, 2018, to January 18, 2019. MORPC received comments on the majority of recommended projects, most of which were in favor of funding for the projects. The Olentangy Trail project received the most comments, with 10 comments in favor, two opposed, and one neutral. Given the nature and quantity of the comments received, the funding recommendations were not adjusted.

Several projects in the portfolio of MORPC-Attributable Funding projects are anticipated to be ready for construction ahead of the fiscal year in which funding will be available. Accordingly, the resolution directs staff to work to identify solutions to make funding available earlier when projects are ready. This could include working with the sponsor on a financing mechanism and/or pursuing a loan from another metropolitan planning organization in the state.

In summary, as shown in the table below, Resolution T-2-19 commits approximately \$205 million in MORPC-attributable federal funding for SFY 2020 and beyond. This is for 41 projects or activities throughout the MORPC transportation planning area, 33 of which are continuations of previous commitments or significantly increased funding commitments and eight of which are new commitments.

Summary of Funding Recommendations

| | Total (Millions) |
|---|------------------|
| Previous Commitments & Cost Increases | \$183 |
| New Commitments | \$22 |
| Total Recommended for Funding | \$205 |
| Total of Requests Not Recommended for Funding | \$180 |
| Total for All Requests | \$385 |

Attachments:

- Proposed Resolution T-2-19

RESOLUTION T-2-19

"Adopting MORPC-Attributable Funding Commitments"

WHEREAS, the Transportation Policy Committee of the Mid-Ohio Regional Planning Commission is designated as the Metropolitan Planning Organization (MPO) for the Columbus metropolitan planning area; and

WHEREAS, the MPO is responsible for allocating certain federal transportation funds that are attributed to it; and

WHEREAS, the Transportation Policy Committee adopted Resolution T-10-97, "Principles for Allocation of MORPC-Attributable Federal Funding," in order to fairly allocate these funds in conformance with federal and state laws and regulations; and

WHEREAS, it most recently adopted revised management tools in the Policies by Resolution T-5-18, "Adopting 'Policies for Managing MORPC-Attributable Funds'"; and

WHEREAS, in accordance with these principles, in June 2018 project applications were solicited to use MORPC-attributable funding, and the applications received were reviewed by MORPC staff and the Attributable Funds Committee; and

WHEREAS, a draft list of MORPC-attributable funding recommendations was released for public review and comment on December 18, 2018, with the public comment period ending on January 18, 2019; and

WHEREAS, MORPC staff and the Attributable Funds Committee reviewed the comments received, made minor adjustments to project costs and schedules, and updated expected MORPC-attributable funding available; and

WHEREAS, the projects, as shown in Attachment 1, are consistent with the transportation policies, plans, and programs, including the most recent Metropolitan Transportation Plan adopted by the Policy Committee; and


WHEREAS, with regard to CMAQ funding, MORPC will work within the large MPO CMAQ process to secure CMAQ funding for CMAQ-eligible projects; and

WHEREAS, to maintain fiscal balance, funds for construction of some projects are committed for a later State Fiscal Year (SFY) than when the project sponsor is currently expecting the project to be ready for construction; and

WHEREAS, the Community Advisory Committee at its meeting on March 4, 2019 and the Transportation Advisory Committee at its meeting on March 6, 2019, recommended approval of these funding commitments to the Transportation Policy Committee; now therefore

BE IT RESOLVED BY THE TRANSPORTATION POLICY COMMITTEE OF THE MID-OHIO REGIONAL PLANNING COMMISSION:

- Section 1. That it commits to allocating its attributable federal funding to the projects in the attached program of projects at the amounts and schedules shown in Attachment 1 pending continued availability of MORPC-attributable federal funding at the levels needed for the program.
- Section 2. That staff prepare an amendment to the State Fiscal Year 2018-2021 Transportation Improvement Program (TIP) consistent with the attached program of projects using MORPC-attributable funds through SFY 2021.
- Section 3. That it directs staff to prepare partnering or other appropriate agreements with project sponsors outlining the MORPC-attributable funding commitment.
- Section 4. That it directs staff to continue to actively participate in the large MPO CMAQ process to ensure the projects eligible for CMAQ shown in Attachment 1 receive CMAQ funds through the large MPO CMAQ process.
- Section 5. That it directs staff and project sponsors to attempt to provide construction funds when the project is ready through the management of the program and various financing mechanisms.
- Section 6. That this resolution will be transmitted to ODOT and all local agencies listed as sponsoring agencies in the attachments for appropriate action including ODOT reflecting the updated costs and schedules in Ellis.
- Section 7. That it directs MORPC staff to update, if necessary, the project information, including costs and schedules and the expected MORPC-attributable funding available prior to the adoption of the SFY 20-24 TIP in May 2020.
- Section 8. That it emphasizes the importance of the project sponsors maintaining the project schedule and remaining within the current cost estimates, as there is no guarantee that additional MORPC-attributable funding or statewide CMAQ funding will be available should costs increase or the project be delayed.
- Section 9. That the Transportation Policy Committee finds and determines that all formal deliberations and actions of this committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.


Rory McGuinness, Chair
MID-OHIO REGIONAL PLANNING COMMISSION
3/14/19
Date

Prepared by: Transportation Staff

Attachment:

1. Summary of Projects using MORPC-Attributable Funding for SFY 2020 and beyond
2. New Project Map

Resolution T-2-19 - Attachment 1 Adopting MORPC-Attributable Funding Commitments

Previous Commitments

| Map ID | QDOT PID | Agency | Project Description | Construction SFY | SFY 2020+ | SFY 2020 | SFY 2021 | SFY 2022 | SFY 2023 | SFY 2024/25* | SFY 2026+ |
|----------|----------|-------------------|--|------------------|--------------|-------------|--------------|--------------|-------------|--------------|--------------|
| 207 | 99815 | Dublin | Tuttle Crossing Blvd from Wilcox Rd to Avery Rd, New Roadway | 2020 | \$7,000,000 | \$7,000,000 | | | | | |
| 718 | 105732 | Columbus | Cassidy Ave from CSX Railroad to north of E 7th Ave, Minor Widening | 2023 | \$7,465,694 | | | \$1,302,658 | \$6,163,036 | | |
| 875 | 105761 | Franklin County | Winchester Pike at Georges Creek, Bridge Replacement | 2023 | \$1,157,593 | | | \$60,000 | \$1,097,593 | | |
| 929 | 105734 | Columbus | E Broad St from I-270 to Outerbelt St, Major Widening | 2023* | \$9,305,703 | | | \$918,000 | | \$8,387,703 | |
| 1272 | 995316 | Worthington | Worthington-Gallena Rd from Wilson Bridge/Huntley Rds to Sarcus Blvd, Major Widening | 2021*** | \$9,569,197 | | | | \$3,189,732 | \$6,379,465 | |
| 1331 | 77370 | Columbus | I-70/I-71 Innerbelt (Phase 2D), Major Widening/Interchange Modification | not scheduled | \$1,842,027 | | | | | \$1,842,027 | |
| 1332 | 77371 | Columbus | I-70/I-71 Innerbelt (Phase 3), Interchange Modification/Major Widening | not scheduled | \$1,160,772 | | | | | \$1,160,772 | |
| 1565 | 99570 | Columbus | S Hamilton Rd from 1500' S of Refugee Rd to 550' N of Groves Rd, Safety Improvement | 2020* | \$11,789,491 | | | \$11,789,491 | | | |
| 1946 | 90243 | Delaware County | S Old State Rd from Polaris Pkwy to Orange Rd, Major Widening | NA** | \$6,509,713 | \$3,725,690 | \$3,284,023 | | | | |
| 2850 | 95625 | Dublin | I-270 at US-33/SR-161, Interchange Modification | NA** | \$21,929,434 | \$1,086,008 | \$1,118,833 | \$1,152,649 | \$1,187,488 | \$2,483,737 | \$14,900,719 |
| 2874 | 96053 | Delaware | E William St (US-36) from Lake St (US-42) to Foley St, Minor Widening | 2019* | \$727,618 | | | | | | |
| 2918 | 98557 | Columbus | I-70/I-71 Innerbelt (Phase 4B), Interchange Modification/Major Widening | 2024/25 | \$1,951,968 | | | | | | |
| 2941 | 105799 | Delaware | Hilliard-Rome Rd at Feder Rd/Fisher Rd, Intersection Modification | 2020* | \$3,848,360 | | \$3,848,360 | | | \$1,951,968 | |
| 2942 | 99852 | Delaware | Delaware Signal System Upgrade, Signals | 2022 | \$2,500,000 | | | \$2,500,000 | | | |
| 2946 | 99738 | Columbus | N Hamilton Rd from Morse Rd to Preserve Blvd, Major Widening | 2020* | \$13,996,429 | | \$13,996,429 | | | | |
| 2951 | 99744 | Grandview Heights | Grandview Heights Signals Interconnect, Signalization | 2020 | \$1,341,493 | | | \$3,604,609 | | | |
| 2952 | 99827 | Columbus | Refugee Road from Winchester Pike to Hamilton Road, Sidewalks | 2022 | \$3,604,609 | | | | | | |
| 2953 | 99789 | Whitehall | Whitehall Signals Interconnect, Signalization | 2020 | \$3,121,388 | | | | | | |
| 2956 | 99828 | Beavercreek | Beavercreek Signals Interconnect, Signalization | 2020 | \$1,752,193 | | | | | | |
| 3212 | 103626 | Columbus | Johnstown Rd from Alum Creek Trail to Cassidy Ave, Multi-Use Path | 2021 | \$2,223,679 | | \$2,223,679 | | | | |
| 3253 | 105768 | Delaware | US-36 & SR-37 from W of Foley St & E of East St to SR-521, Major Widening | 2023* | \$14,000,150 | | | \$1,322,400 | \$5,055,577 | \$14,000,150 | |
| 3263 | 103828 | Delaware County | Cheshire Rd & Africa Rd from Old State Rd to Lewis Center Rd, Resurfacing | 2022* | \$6,387,977 | | | \$1,127,467 | \$1,127,467 | \$2,254,933 | |
| 3276 | 105739 | Delaware County | Red Bank Rd from Smothers Rd to Gorsuch Rd, Resurfacing | 2021* | \$848,016 | | | | \$848,016 | | |
| 3277 | 105741 | Franklin County | Agler Rd at Alum Creek, Bridge Replacement | 2023 | \$3,436,160 | | | | \$3,436,160 | | |
| 3278 | 105759 | Franklin County | Trabue Rd at Scioto River, Bridge Deck Replacement | 2022 | \$2,418,154 | | | | | | |
| 3280 | 105806 | Powell | Sawmill Pkwy from Seldom Seen Rd to Home Rd, Resurfacing | 2020*** | \$1,133,800 | | \$45,000 | \$2,373,154 | \$377,933 | \$377,933 | |
| 3281 | 105816 | Upper Arlington | Fishinger Rd from Mountview Rd to Tremont Rd, Reconstruction | 2023 | \$3,826,754 | \$80,000 | | \$377,933 | \$3,746,754 | | |
| 3283 | 105736 | Columbus | Souder Ave from W Broad St to Dublin Rd, Multi-Use Path | 2023 | \$3,186,268 | | | | \$3,186,268 | | |
| 3294 | 105453 | Columbus | I-70/I-71 Innerbelt (Phase 3B), Major Widening/Interchange Modification | 2020 | \$1,468,628 | \$1,468,628 | | | | | |
| 3295 | 105523 | Columbus | I-70/I-71 Innerbelt (Phase 4R), Major Widening/Interchange Modification | 2020* | \$4,103,076 | | | | \$4,103,076 | | |
| 3306 | 105588 | Columbus | I-70/I-71 Innerbelt (Phase 6R), Major Widening/Interchange Modification | 2022 | \$768,397 | | | \$768,397 | | | |
| 3307 | 105596 | Columbus | I-70/I-71 Innerbelt (Phase 4H), Interchange Modification/Major Widening | 2023* | \$1,251,278 | | | | | | |
| Multiple | Multiple | COTA | COTA Bus Replacements (CY 2019) | NA | \$11,701,778 | \$4,527,394 | \$3,556,076 | \$3,618,308 | | \$1,251,278 | |
| Multiple | Multiple | MORPC | Air Quality Awareness Program | NA | \$3,315,000 | \$565,000 | \$550,000 | \$550,000 | \$550,000 | \$1,100,000 | |
| Multiple | Multiple | MORPC | Paving the Way Program | NA | \$650,000 | \$150,000 | \$100,000 | \$100,000 | \$100,000 | \$200,000 | |
| Multiple | Multiple | MORPC | RideSolutions, Ridesharing | NA | \$4,675,000 | \$800,000 | \$775,000 | \$775,000 | \$775,000 | \$1,550,000 | |
| Multiple | Multiple | MORPC | Supplemental Planning | NA | \$1,850,000 | \$350,000 | \$300,000 | \$300,000 | \$300,000 | \$600,000 | |
| Multiple | Multiple | MORPC | Insight2050 Technical Assistance Program | NA | \$1,200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$400,000 | |

New Funding Commitments

| | | | | | | | | | | | |
|-----|----|-----------------|--|-------|--------------|--|-----------|-----------|-----------|--------------|--|
| 504 | NP | COTA | Pre-Project Development for Two Corridors, Transit Activity | NA | \$960,000 | | \$960,000 | | | | |
| 503 | NP | COTA | First/Last Mile Service, Transit Activity-2020 | NA | \$946,400 | | | | | | |
| 202 | NP | Columbus | Columbus Traffic Signal System - Phase F, Signalization | 2022* | \$11,099,700 | | | \$675,000 | \$112,000 | \$10,424,700 | |
| 203 | NP | Columbus | SR-161 at Maple Canyon and Parkville/Spring Run, Intersection Modification | 2024 | \$894,250 | | | | | \$782,250 | |
| 301 | NP | Columbus | Concrete Bus Pad Upgrades, Maintenance Activity | 2023* | \$901,410 | | | | | \$901,410 | |
| 304 | NP | Columbus | Traffic Signal Infrastructure Replacement, Maintenance Activity | 2023* | \$567,650 | | | \$82,500 | | \$485,150 | |
| 309 | NP | Upper Arlington | Fishinger Road from Riverside Dr to 400' W of Mountview Blvd, Reconstruction | 2023* | \$3,036,528 | | | | | \$3,036,528 | |
| 402 | NP | Columbus | Olentang Trail from Clinton Como to Northmoor, Multi-Use Path and Bridges | 2023* | \$3,458,321 | | | | | \$3,458,321 | |

*Funding is SFY 2024/25 is not identified for a specific year. A specific year will be established when project updates are received and reviewed during the 2020 cycle

**To maintain fiscal balance, funds for construction of these projects are committed for a later State Fiscal Year (SFY) than when the project sponsor is currently expecting the project to be ready for construction. MORPC and project sponsors will attempt to provide construction funds when the project is ready through the management of the program and various financing mechanisms.

***Future funding commitments for these projects are to repay debt incurred when the project went to construction.

***State Infrastructure Bank (SIB) loans are planned for these projects

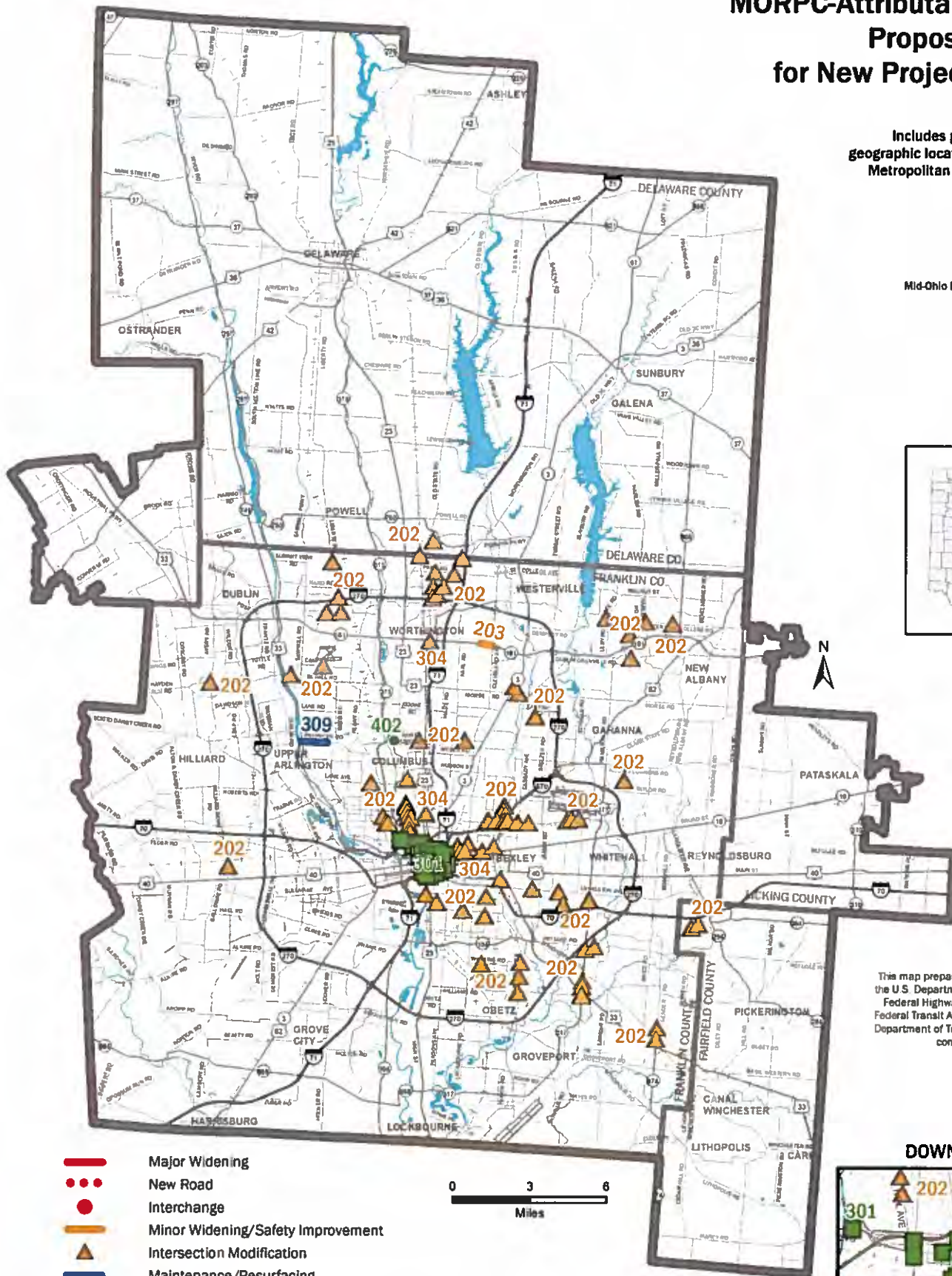
MORPC-Attributable Funding Proposed Funding for New Project Requests

Includes projects with a defined
geographic location within the MORPC
Metropolitan Planning Organization

Mid-Ohio Regional Planning Commission
111 Liberty Street
Columbus, Ohio 43215
614.228.2663
December 2018



Ohio Location Map

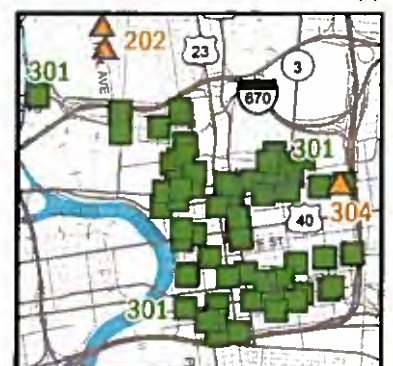


- Major Widening
- New Road
- Interchange
- Minor Widening/Safety Improvement
- ▲ Intersection Modification
- Maintenance/Resurfacing
- Bridge Repair/Replacement
- Bikeway/Sidewalk/Transit
- Streetscape/Study/Other
- Planning Area

0 3 6
Miles

This map prepared in cooperation with
the U.S. Department of Transportation's
Federal Highway Administration and
Federal Transit Administration, the Ohio
Department of Transportation, and local
communities

DOWNTOWN COLUMBUS



morpc

The information shown on the map is compiled from various
sources available to us which we believe to be reliable
N:\ArcGIS\CORE\TIP\2020-2023\Alt funding 8x11 new project requests.mxd Jan 19



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111 Liberty Street, Suite 100
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NOTICE OF A MEETING

COMMUNITY ADVISORY COMMITTEE
Mid-Ohio Regional Planning Commission
111 Liberty Street, Suite 100
Columbus, Ohio 43215
Scioto Conference Room

Monday, March 4, 2019
5:30 p.m.

AGENDA

- I. 5:30 p.m. Welcome & Introductions** – Catherine Girves, Chair
- II. 5:33 p.m. Approval of February 4, 2019 Minutes** (enclosed)
- III. 5:35 p.m. Metropolitan Planning Organization (MPO) Report** (enclosed) - Thea Walsh, MORPC
 - Transit Agency Reports
 - DATABus
 - COTA Update – Doug Arseneault, COTA
 - Monthly Report – Data & Mapping – Aaron Schill, MORPC
- IV. 6:00 p.m. Proposed Resolutions**
 - **Proposed Resolution T-2-19:** "Adopting MORPC-Attributable Funding Commitments" (enclosed) – Nathaniel Kaelin, MORPC
 - **Proposed Resolution T-3-19:** "Amending the State Fiscal Year (SFY) 2018-2021 Transportation Improvement Program" (enclosed) – Ronni Nimps, MORPC
- V. 6:15 p.m. 2020-2050 Metropolitan Transportation Plan (MTP)** - Maria Schaper, MORPC
 - Draft Project Evaluation Criteria

VI. 6:30 p.m. Informational Items:

- Competitive Advantage Program (CAP) Round 2 Update – Nathaniel Kaelin, MORPC
- Local Government Energy Partnership (LGEP) – Jon-Paul D'Aversa, MORPC

VII. 6:50 p.m. Other Business – Bernice Cage, MORPC

VIII. 7:00 p.m. Adjourn

PLEASE NOTIFY CHRISTINA TATUM AT 614-233-4146 OR ctatum@morpc.org TO CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR IF YOU REQUIRE SPECIAL ASSISTANCE.

The next CAC Meeting is
Monday, April 1, 2019 @ 5:30 p.m.
111 Liberty Street, Suite 100
Columbus, Ohio 43215

PARKING AND TRANSIT: When parking in MORPC's parking lot, please be sure to park in a MORPC visitor space or in a space marked with a yellow "M". Handicapped parking is available at the side of MORPC's building. Three electric vehicle charging stations are available for MORPC guests.

MORPC is accessible by CBUS. The closest bus stop to MORPC is S. Front Street & W. Blenkner St. Buses that accommodate this stop are the Number 61 - Grove City, the Number 5 - West 5th Ave. /Refugee, and the Number 8 - Karl/S. High/Parsons.

MEETING ROOM ACCESS: When you arrive in MORPC's lobby, a video screen will display the day's meetings. Each meeting will list a phone extension. Use the phone in the lobby to call the extension and someone will come escort you to the meeting.

Mid-Ohio Regional Planning Commission

Community Advisory Committee Meeting Minutes



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

Date: **March 4, 2019**
Time: **5:30 p.m.**
Location: **MORPC – Scioto Conference Room**

Members Present

William (Bill) Curlis
Grant Huling
Bob Roehm

Catherine Girves
Ira Weiss
David Paul

LaGrieta Holloway
William (Bill) Allman
Larry Robertson

MORPC Staff Present

Bernice Cage
Aaron Schill
Jon-Paul d'Aversa

Nick Gill
Christina Tatum
Nathaniel Kaelin

Maria Schaper
Mary Ann Frantz
Ronni Nimps

Guests Present

Doug Arseneault
Roy Wentzel
Dana Dorsey

I. Welcome & Introductions

- The meeting was called to order at 5:30 p.m. by Chair Catherine Girves. She greeted and welcomed staff, committee members, and visitors. She asked Dana Dorsey, guest from the Columbus Public Health, to introduce herself.

II. Approval of February 4, 2019 Meeting Minutes

- Chair Girves entertained a motion to approve the minutes; Ira Weiss moved; LaGrieta Holloway seconded; and the motion passed.

III. Metropolitan Planning Organization (MPO) Report – Nick Gill, MORPC

- Nick Gill shared the following information with the committee:

Commuter Challenge

- The Commuter Challenge will be held the first week of June. Planning for the challenge is underway at this time.

INFRA

- The Infrastructure for Rebuilding America (INFRA) funding applications were due Monday, March 4th.
- Regional applications include:
 - **I-71 and US 36/SR 37/Sunbury Parkway Interchange** - submitted by the Village of Sunbury, working with ODOT District 6.
 - **Phase 4 of the Columbus Crossroads/Innerbelt Project** - submitted by ODOT (one of three state priorities), working with the City of Columbus.
 - MORPC has assisted with the application, gathering support letters, providing safety and streetlight information, helping review, etc.
 - **I-70 and SR 29 Interchange in West Jefferson** - submitted by CORPO, working with the Village of West Jefferson and ODOT District 6.

5310 Designated Recipient

- Staff received ten (10) FTA Section 5310 applications for enhancing transportation for older adults and people with disabilities. The total ask was over \$1.8 million, with \$1.06 million available. Five (5) projects have been recommended for approval by MORPC committees. The approval of these projects are part of T-3-19 where you can see the specific list.

Smarts Streets Policy

- Nick Gill informed the committee that last month, staff discussed this policy and had anticipated that it would be coming back for approval this month. However, staff received a lot of feedback on the policy and will be taking more time to review the feedback and determine what adjustments need to be made. Staff is anticipating to adopt the policy in April.

The Ohio State University Airport's Open House & Master Plan Public Meeting – Tuesday, March 12, 2019

- The committee members were informed about and encouraged to attend this meeting and was provided a handout for their reference. The CAC was presented information about the master plan in December 2018.

DATABus

- DATABus is currently seeking proposals for scheduling and dispatching software with a passenger App feature. This software will allow them to provide same day demand response service with immediate response and eliminating the need for passengers to schedule in advance.

- DATABus is working on a proposal in conjunction with COTA to develop a plan of action for assisting employees and employers in the Polaris area.

COTA Update – Doug Arseneault, COTA

- Doug started his presentation by informing the committee that he received COTA's wrap-up report for "Ohio Loves Transit" week and stated that they received over 60 commendations during that week. He stated that last month, they doubled the number of commendations that were received throughout a typical month. He thanked the committee for the work that they do to promote transit and multimodal access and those that submitted or encouraged others to do so. He stated that staff will continue on a campaign of promoting people that are affected by transit. He stated that COTA will be promoting staff and customers who rides COTA everyday, as well as working with their colleagues at Smart Columbus to ensure that customers are top in mind when looking at future projects, particularly in the multimodal trip planning application and common payment system, the big app, that Smart Columbus is working on.
- Doug informed the committee that North High Street, between Broad and Gay Streets, has been officially renamed "Rosa Parks Way." COTA held a press conference with Mayor Andrew Ginther and Congresswoman Joyce Beatty to make the announcement, receiving federal designation. He encouraged the committee to look for the signs when they are in the downtown area.
- Doug informed the committee that COTA's micro transit pilot is on track to launch in July with the first pilot being in Grove City, providing access from COTA's park and ride down to the new Mount Carmel Hospital, minimizing the time that customers lose access to the hospital from Franklinton. COTA is also working with manufacturing companies and other employers in Grove City to provide access for them as well. Based on the success and lessons learned from this first pilot, COTA is looking to launch additional micro transit pilots such as places like the Hilltop and Linden that feeds into the high frequency corridors such as Broad Street and Cleveland Avenue and has access to places like St. Stephens.
- Doug stated that over the past few weeks, COTA's leadership staff has spent most of their time on the State Transportation Budget. He said that COTA has joined, alongside MORPC, the For Ohio Coalition, which is Fix Our Roads Ohio, in support of the gas tax, making sure the users of our roadways are paying for good quality roads. However, they are very clear in their advocacy around the gas tax that this is an unsustainable model not only because there are more electric and fuel efficient vehicles, but at the end of the day we keep hitting this budget and infrastructure cliff and have to refocus on creating true multimodal access, insuring that our roadways are safe and accessible for all roadway users, whether they are drivers, COTA riders, scooters and bicyclist, and pedestrians. He stated that COTA has been doing quite a bit of advocacy at the Statehouse meeting with

legislators to advocate for not only shifting the mindset around how we utilize our roadways, but also about making sure that we're investing in transit and other modes. He said that the big number COTA is advocating for is \$185 million to be dedicated towards transit and other similar modes, which is the number initially they're going after in the ODOT transportation budget. He stated that COTA recognizes that there's limitations on what can be done within the budget, given that it's entirely funded by the gas tax and federal funding and because of the way the constitution is written, dollars from the gas tax cannot be spent on anything but roads and bridges. Therefore, they are advocating for the federal flex funds to be directed into transit, spent entirely on capital cost. Therefore, staff is very committed to the quality of their facilities and have been investing particularly over the past 10-15 years ensuring that they are the state of the art. He stated that there are some needs particularly at their Fields and McKinley Operational Facilities, which he would like to take the CAC members to visit – it was completed a couple of years ago; it's fully CNG capable and ready to go as staff continues to transition towards CNG. He stated that staff will now be working on transitioning their Fields Avenue facility in the Milo Grogan area over to CNG and electric, making smart investments on how they do this.

- Doug informed the committee that COTA is looking at some potential pilot projects through the state budget process: the previously mentioned micro transit pilots. In addition, install bus stop infrastructure along the Broad Street Hilltop Community, alongside the City of Columbus who is working on the Street Scape project and also working on a community plan for the broader Hilltop community. As the City does the Street Scape project, at the same time COTA is looking to put in an enhanced shelter, something between their more traditional 10x10 shelters and trash cans, technology upgrades for the Hilltop with real-time information screens, security cameras, and lighting within the stops. COTA is working with Representative Adam Miller, who represents the Hilltop, to advocate for some funds to be contributed from the state towards this initiative.

He stated that COTA is also working on a partnership with the Columbus Metropolitan Housing Authority (CMHA) at their Poindexter Village facility to provide a demonstration project in which seniors of Poindexter Village would receive a pass for one year, and COTA will track their usage. He stated that COTA is working with State Representative for that area, Erica Crawley, which is was former State Representative Hearcel Craig's district. He indicated that they have also received some interest from the Columbus Foundation and some other funding sources that they will be looking into. He said that if they can do this right, CMHA is interested in building this in their operating budget so that when someone moves into a CMHA unit that they will receive a transit pass at either a very low addition to their rent or built into their rent already, resulting in being able to provide affordable housing and transportation. Bernice Cage asked whether or not the pass will be free or at a reduced rate. Doug stated that if they can get the funding in place, it will be free to the seniors. He stated that Poindexter Village has 104 one-bedroom senior units that equates to 104 seniors,

mostly he believes are for widowers and individuals living alone. COTA will be looking at this project over the next few months to determine how they can get it funded, with approximately about \$40,000 to run it for one year. It will be a demonstration project for not only expansion within Central Ohio, but also expansion around the state and seeing what other transit agencies can do working with their affordable housing partners. Bernice Cage asked if the bus stops right in front of Poindexter Village, and Doug stated that it depends on where you live within the facility, but ultimately yes. He stated that the stops are not only on the number 2 Main Street line, but there's also line 22, which is COTA's crosstown service that connects Linden, Near East and South Side of Columbus with OSU and Rickenbacker. Therefore, there are a few lines that are in the area that has access. He stated that if we can build transit in with affordable housing, he sees an opportunity to also, through mobility, create an environment in which things like grocery stores and other services could come in to create the near east as a place it once was. Chair Catherine Girves asked if things work well with the Poindexter facility with CMHA's interest, will COTA also be working with other affordable housing organizations such as Ohio Capital Corporations, CPO, Homeport, etc. Doug stated that COTA will work with the other organizations once they can get the demonstration project off the ground. Mary Ann Frantz asked if COTA has reached out to Katie White with Age-Friendly Columbus. Doug stated that they have not, but they would like to work with her. Mary Ann asked Doug if he'd like her to reach out to Katie, and Doug strongly agreed. He reiterated that this demonstration pilot is something that just came together in the past two weeks, as it's a new and tentative project.

Monthly Report – Data & Mapping – Aaron Schill, MORPC

- Aaron provided the committee an update on Census 2020, which consists of a Complete Count Committee (CCC) – City of Columbus & Franklin County CCC – and it's scheduled to launch on March 6th. He stated that it will also consist of numerous subcommittees, with MORPC chairing the government subcommittee and providing staff for others and extending work of CCC to other Central Ohio counties. He encouraged the committee to visit the Census website at www.columbus.gov/columbuscounts. He also discussed the advocacy efforts underway, which includes the Ohio Census Advocacy Coalition, key messaging and information, raising awareness, and sharing strategies. Aaron also provided the committee an update on the Paving the Way program and discussed the redesign of the website. He also discussed upcoming milestones and stated that the next annual meeting will be held on Tuesday, April 9th. The presentation can be found [here](#).

IV. Proposed Resolutions

- **Proposed Resolution T-2-19: "Adopting MORPC-Attributable Funding Commitments" (enclosed) – Nathaniel Kaelin, MORPC**
 - Nathaniel provided the committee an overview of this resolution, opened the floor for questions, and requested approval of the resolution. Chair Girves entertained a motion for approval; Ira Weiss moved; Bill Allman seconded; and the motion was passed.
- **Proposed Resolution T-3-19: "Amending the State Fiscal Year (SFY) 2018-2021 Transportation Improvement Program" (enclosed) – Ronni Nimps, MORPC**
 - Ronni provided the committee an overview of this resolution and informed them of a change that was made to attachment 1, which was provided as a handout. She opened the floor for questions and requested approval of the resolution. Chair Girves entertained a motion for approval; Larry Robertson moved; David Paul seconded; and the motion was passed.

V. 2020-2050 Metropolitan Transportation Plan (MTP) – Maria Schaper, MORPC

- **Draft Project Evaluation Criteria**
 - Maria provided the committee an update on the MTP, which included the 2050 Land Use Forecast, Candidate Project Collection, and Project Evaluation Criteria. She informed that the next step in the project evaluation criteria is the open public comment period, which will include input from the committee members. The presentation can be found [here](#).

VI. Informational Items

- **Competitive Advantage Program (CAP) Round 2 Update – Nathaniel Kaelin, MORPC**
 - Nathaniel provided the committee an update on this subject, which included information regarding infrastructure types, the process driven at the county level, process outputs, initiative progress/success for Round 1, discussed the next steps, and provided a handout containing CAP project portfolios. The presentation can be found [here](#).
- **Local Government Energy Partnership (LGEP) – Jon-Paul d'Aversa, MORPC**
 - Jon-Paul provided the committee information regarding the LGEP, which is a collaborative program facilitated by MORPC and offers our local government and associate members a variety of programs and services to advance energy saving opportunities. These programs and services include energy benchmarking, technical support, energy academy, energy consortium, and a recognition program. He also provided the committee a handout regarding the program for their reference. The presentation can be found [here](#).

VII. Other Business – Bernice Cage, MORPC

- Bernice informed the committee that it is coming up on time for public comment on the Metropolitan Transportation Plan (MTP). She asked the committee to let her know if they'd like staff to present to specific groups regarding any part of the MTP.
- Bernice also informed the committee of MORPC's upcoming State of the Region, which will be held on April 18th. She asked the committee to submit their names to Christina Tatum if they are interested in attending. She stated that the key note speaker will be Anthony Foxx, the former U.S. DOT Secretary of Transportation under former President Obama, and stated that Mr. Foxx is currently with Lyft. She mentioned that we're already at over 700 registrants and encouraged the committee to submit their names if they're interested.
- Bernice provided an update on appointments to CAC and stated that staff will be moving forward on this.
- Bernice mentioned that MORPC will be announcing a new director of Communications and Engagement this week or next week.
- Bernice informed the committee that Ed Chin, representing the Central City, had to unfortunately resign from CAC due to his health. Bernice encouraged the committee to reach out to Ed. Bill Allman recommended that a Certificate of Appreciation be sent to Ed for his services on CAC. The committee and staff agreed.

VIII. Adjourn

- With no further business, Chair Catherine Girves entertained a motion to adjourn the meeting; David Paul moved; LaGrieta Holloway seconded; and the meeting adjourned at 6:55 p.m.

Bernice Cage, Secretary
Community Advisory Committee



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

111 Liberty Street, Suite 100
Columbus, Ohio 43215
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NOTICE OF A MEETING

TRANSPORTATION ADVISORY COMMITTEE
MID-OHIO REGIONAL PLANNING COMMISSION
111 LIBERTY STREET, SUITE 100
COLUMBUS, OH 43215
SCIOTO CONFERENCE ROOM

Wednesday, March 6, 2019
9:00 a.m.

AGENDA

- I. 9:00 a.m. Welcome & Introductions** – Robert Priestas, Chair
- II. 9:03 a.m. Approval of Meeting Minutes** (enclosed)
 - December 5, 2018 Minutes
 - February 6, 2019 Minutes
- III. 9:05 a.m. Metropolitan Planning Organization (MPO) Report** (enclosed) – Thea Walsh, MORPC
 - Monthly Report – Data & Mapping – Aaron Schill, MORPC
- IV. 9:30 a.m. Funding Programs**
 - Attributable Funds Project Status Update (handout) – Ronni Nimps, MORPC
 - **Proposed Resolution T-2-19:** “Adopting MORPC-Attributable Funding Commitments” (enclosed) – Nathaniel Kaelin, MORPC
 - **Proposed Resolution T-3-19:** “Amending the State Fiscal Year (SFY) 2018-2021 Transportation Improvement Program” (enclosed) – Ronni Nimps, MORPC
- V. 9:35 a.m. 2020-2050 Metropolitan Transportation Plan (MTP)** - Maria Schaper, MORPC
 - Draft Project Evaluation Criteria
- VI. 9:45 a.m. Informational Items**
 - Competitive Advantage Program (CAP) Round 2 Update – Nathaniel Kaelin, MORPC
 - Local Government Energy Partnership (LGEP) – Jon-Paul d'Aversa MORPC

VII. 9:55 a.m. Other Business

VIII. 10:00 a.m. Adjourn

PLEASE NOTIFY CHRISTINA TATUM AT 614-233-4146 OR ctatum@morpc.org TO CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR IF YOU REQUIRE SPECIAL ASSISTANCE.

The next TAC Meeting is
Wednesday, April 3, 2019 @ 9:00 a.m.
111 Liberty Street, Suite 100
Columbus, Ohio 43215

PARKING AND TRANSIT: When parking in MORPC's parking lot, please be sure to park in a MORPC visitor space or in a space marked with a yellow "M". Handicapped parking is available at the side of MORPC's building. Three electric vehicle charging stations are available for MORPC guests.

MORPC is accessible by CBUS. The closest bus stop to MORPC is S. Front Street & W. Blenkner St. Buses that accommodate this stop are the Number 61 - Grove City, the Number 5 - West 5th Ave. /Refugee, and the Number 8 - Karl/S. High/Parsons.

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Mid-Ohio Regional Planning Commission Transportation Advisory Committee Meeting Minutes

Date: **March 6, 2019**
Time: **9 a.m.**
Location: **MORPC**

Members Present

| | | |
|-------------------|----------------------|-------------------------|
| Michael Barker | Ted Beidler | Frank Burkett |
| Adrian Burns | Greg Butcher | Maria Cantrell |
| Brian Davidson | Cindi Fitzpatrick | Matthew Peoples |
| Robert Priestas | Ryan Lowe | Tiffany Jenkins |
| Kim Moss | Andrea Lossick (alt) | Morgan Kauffman |
| Kevin Weaver | James Young | William (Bill) Ferrigno |
| Mike McCann (alt) | Michael Meeks | Scott Sanders |
| Denny Schooley | Jacolyn Thiel | Tim Nittle (alt) |

MORPC Staff Present

| | | |
|-------------------|------------------|-----------------|
| Jon-Paul d'Aversa | Aaron Schill | Ronni Nimps |
| Christina Tatum | Maria Schaper | Bernice Cage |
| Thea Walsh | Nathaniel Kaelin | Mary Ann Frantz |
| Stephen Patchan | Lauren Cardoni | Tobi Otulana |
| Stephanie Yu | | |

Guests Present

Kristin Studabaker, Carpenter Marty
Michael Ciotola, Mead Hunt
John Gallagher, Carpenter Marty
James Hise, Strand Associates
Ed Carmichael, WSP USA
Dan Hoying, LJB Inc.
Matt Selhorst, HDR
Megan Matrka, West Erie Realty
Travis Missler, West Erie Realty
Mark Sherman, American Structurepoint
Mark Majidzadeh, Resource International
Zach Sunderland, COTA

I. Welcome & Introductions

- Chair Robert Priestas called the meeting to order at 9:03 a.m., welcomed the committee members and guests, and asked that everyone introduce themselves. He then announced, recognized, and welcomed the two new TAC members, Scott Sanders, Delaware County Regional Planning Commission, and Michael Barker, City of New Albany.
- Chair Priestas informed the committee that Butch Seidle, former service director for the City of Hilliard, passed away over the past weekend. He stated that Butch dedicated

his career to public service and served on various committees throughout MORPC. He then asked the committee to join him in a moment of silence for Butch.

II. Approval of December 5, 2018 and February 6, 2019 Meeting Minutes

- Chair Robert Priestas entertained a motion to approve the minutes; Michael Meeks moved; Morgan Kauffman seconded; and the motion was carried.

III. Metropolitan Planning Organization (MPO) Report – Thea Walsh, MORPC

- Thea Walsh shared the following information with the committee:

INFRA

- The Infrastructure for Rebuilding America (INFRA) funding applications were due Monday, March 4th.
- Regional applications include:
 - **I-71 and US 36/SR 37/Sunbury Parkway Interchange** - submitted by the Village of Sunbury, working with ODOT District 6. MORPC provided a letter of support for the application.
 - **Phase 4 of the Columbus Crossroads/Innerbelt Project** - submitted by ODOT (one of three state applications), working with the City of Columbus. MORPC assisted by gathering support letters, providing safety and streetlight information, building a website - www.morpc.org/columbuscrossroads - to host the application, and reviewing the application documents.
 - **I-70 and SR 29 Interchange in West Jefferson** - submitted by CORPO, working with the Village of West Jefferson and ODOT District 6.

5310 Designated Recipient

- Staff received ten (10) FTA Section 5310 applications for enhancing transportation for older adults and people with disabilities. The total ask was over \$1.8 million, with \$1.06 million available. Five (5) projects have been recommended for approval by MORPC committees. The approval of these projects are part of T-3-19 where you can see the specific list.

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- Aaron provided the committee an update on Census 2020, which consists of a Complete Count Committee (CCC) – City of Columbus & Franklin County CCC – and it's scheduled to launch on March 6th. He stated that it will also consist of numerous subcommittees, with MORPC chairing the government subcommittee and providing staff for others and extending work of CCC to other Central Ohio counties. He encouraged the committee to visit the Census website at www.columbus.gov/columbuscounts. He also discussed the advocacy efforts underway, which includes the Ohio Census Advocacy Coalition, key messaging and information, raising awareness, and sharing strategies. Aaron also provided the committee an update on the Paving the Way program and discussed the redesign of the website. He also discussed upcoming milestones and stated that the next annual meeting will be held on Tuesday, April 9th. The presentation can be found [here](#).

IV. Funding Programs

- Attributable Funds Project Status Update – Ronni Nimps, MORPC
 - Ronni updated the committee on MORPC-Attributable Funding commitments for SFY 2019 and provided a handout listing the projects.
- **Proposed Resolution T-2-19: “Adopting MORPC-Attributable Funding Commitments” (enclosed) – Nathaniel Kaelin, MORPC**
 - Nathaniel provided the committee an overview of this resolution, opened the floor for questions, and requested approval of the resolution. Chair Priestas entertained a motion for approval; Ted Beidler moved; James Young seconded; and the motion was passed.
- **Proposed Resolution T-3-19: “Amending the State Fiscal Year (SFY) 2018-2021 Transportation Improvement Program” (enclosed) – Ronni Nimps, MORPC**
 - Ronni provided the committee an overview of this resolution, opened the floor for questions, and requested approval of the resolution. Chair Priestas entertained a motion for approval; Ted Beidler moved; Jacolyn Theil seconded; and the motion was passed.

V. 2020-2050 Metropolitan Transportation Plan (MTP) – Maria Schaper, MORPC

- Draft Project Evaluation Criteria
 - Maria provided the committee an update on the MTP, which included the 2050 Land Use Forecast, Candidate Project Collection, and Project Evaluation Criteria. She stated that the next step in the project evaluation criteria is the open public comment period, which will include input from the committee members. The presentation can be found [here](#).

VI. Informational Items

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- Local Government Energy Partnership (LGEP) – Jon-Paul d'Aversa, MORPC
 - Jon-Paul provided the committee information regarding the LGEP, which is a collaborative program facilitated by MORPC and offers our local government and associate members a variety of programs and services to advance energy saving opportunities. These programs and services include energy benchmarking, technical support, energy academy, energy consortium, and a recognition program. He also provided the committee a handout regarding the program for their reference. The presentation can be found [here](#).

VII. Other Business

- Chair Priestas informed the committee of MORPC's upcoming State of the Region, which will be held on April 18th. He encouraged the committee to register and attend this event and stated that MORPC staff will follow-up with an e-mail with the registration link.

VIII. Adjourn

- With no further business, Chair Priestas entertained a motion to adjourn the meeting; Ted Beidler moved; Matthew Peoples seconded; and the meeting adjourned at 9:56 a.m.

Thea Walsh, Secretary
Transportation Advisory Committee



MID-OHIO REGIONAL
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NOTICE OF A MEETING

COMMISSION MEETING
MID-OHIO REGIONAL PLANNING COMMISSION
111 LIBERTY STREET, SUITE 100
COLUMBUS, OH 43215
SCIOTO CONFERENCE ROOM

Thursday, March 14, 2019
1:30 p.m.

AGENDA

1:30 p.m.

1. **Pledge of Allegiance**
2. **Welcome** – Rory McGuiness (City of Columbus), MORPC Chair
 - a. **Nominating Committee Report** – Erik Janas (Franklin County), Nominating Committee Chair
3. **Executive Director's Report** – William Murdock, MORPC Executive Director
4. **Proposed Resolution 02-19: "Accepting Logan County as a member of the Mid-Ohio Regional Planning Commission (MORPC)"** – William Murdock, MORPC Executive Director
5. **Proposed Resolution 04-19: "Authorizing the executive director to enter into a building lease for additional meeting and event space"** – Shawn Hufstedler, MORPC Chief of Staff & Director of Operations
6. **Proposed Resolution 05-19: "Authorizing the use of the MORPC building fund to make office and meeting space upgrades"** – Shawn Hufstedler, MORPC Chief of Staff & Director of Operations
7. **Proposed Resolution 06-19: "Acceptance of the revision to the fiscal budget and fund account appropriations for the operation of the Mid-Ohio Regional Planning Commission for 2019"** – Shawn Hufstedler, MORPC Chief of Staff & Director of Operations

William Murdock, AICP
Executive Director

Rory McGuiness
Chair

Karen J. Angelou
Vice Chair

Erik J. Janas
Secretary

2:00 p.m.

Committees

8. **Regional Policy Roundtable** – Kim Maggard (City of Whitehall),
Regional Policy Roundtable Chair
 - a. **Proposed Resolution 03-19: “Supporting House Bill 62: State Transportation Budget”** – Joe Garrity, MORPC Director of Government Affairs
 - b. **Legislative Update** – Steve Tugend, Kegler Hill Brown + Ritter and Joe Garrity, MORPC Director of Government Affairs
9. **Smart Region Task Force** – Dana McDaniel (City of Dublin), Smart Region Task Force Chair
10. **Sustainability Advisory Committee** – Jim Schimmer (Franklin County), Sustainability Advisory Committee Chair

2:30 p.m.

11. **Transportation Policy Committee (MPO)** – Rory McGuiness (City of Columbus), MORPC Chair
 - a. **Call to Order** – Rory McGuiness (City of Columbus), MORPC Chair
 - b. **Metropolitan Planning Organization Report**
 - Transportation & Infrastructure Development – Thea Walsh, Director
 - Data & Mapping – Aaron Schill, Director
 - c. **Transportation Policy Committee Consent Agenda**
 - 1) Approval of **February 14, 2019 Transportation Policy Committee Meeting Minutes**
 - 2) **Proposed Resolution T-2-19: “Adopting MORPC-Attributable Funding Commitments”**
 - 3) **Proposed Resolution T-3-19: “Amending the State Fiscal Year (SFY) 2018-2021 Transportation Improvement Program ”**
 - d. **2020-2050 Metropolitan Transportation Plan Update:**
 - **Draft Project Evaluation Criteria** – Thea Walsh, MORPC Transportation & Infrastructure Development Director
 - **Land Use** – Aaron Schill, MORPC Data & Mapping Director
 - e. **Adjourn Transportation Policy Committee (MPO)** – Rory McGuiness (City of Columbus), MORPC Chair

12. Commission Consent Agenda

- a. Approval of **February 14, 2019 Commission Meeting Minutes**
- b. Approval of Actions of the Transportation Policy Committee

13. Other Business

3:00 p.m. **14. Adjourn** – Rory McGuiness (City of Columbus), MORPC Chair

PLEASE NOTIFY SHARI SAUNDERS AT 614-233-4169 OR ssaunders@morpc.org IF YOU REQUIRE SPECIAL ASSISTANCE.

The next Commission Meeting is
Thursday, April 11, 2019, 1:30 p.m.
111 Liberty Street, Suite 100
Columbus, Ohio 43215

PARKING AND TRANSIT: When parking in MORPC's parking lot, please be sure to park in a MORPC visitor space or in a space marked with a yellow "M". Handicapped parking is available at the side of MORPC's building. Three electric vehicle charging stations are available for MORPC guests.

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Free overflow parking is available in the lot immediately behind Kroger (south of MORPC's building and west of Kroger). You may park in any space including MORPC reserved spaces. No payment is necessary for parking in the overflow lot on Commission days.

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Mid-Ohio Regional Planning Commission Transportation Policy Committee Meeting Minutes

Date: March 14, 2019

Time: 2:40 p.m.

Location: Scioto Conference Room

Members Present

Chris Amorose Groomes
Mike Anderson
Karen Angelou
Herb Asher
Trudy Bartley
Beth Beatty
Jeff Benton
Pat Blayney
Stacey Boumis
Susan Brobst
Ron Bullard
Greg Butcher
Carolyn Casper
Mike Compton
Karl Craven
William Dorman
Brad Ebersole
Catherine Girves

Dave Gulden
Marian Harris
Alex Heckman
Tom Homan
Matt Huffman
Pamela Hykes O'Grady
Erik Janas
Anthony Jones for
Thomas Kneeland
Emily Keeler
Steve Kennedy
Kim Maggard
Glenn Marzluf
Rory McGuinness
Bonnie Michael
Megan O'Callaghan
John O'Grady
Robert Peters

Cornell Robertson
Isaac Robinson
Allen Rothermel
Michael Schadek
Jim Schimmer
Don Schonhardt
Roby Schottke
Kent Shafer
Alana Shockey
David Simmons
Thom Slack
Keena Smith
Ike Stage
Joe Stefanov
Andy Teater
Emily Wheeler
Nancy White

Commission Members

Joe Antrum
Paul Benedetti
Franklin Christman

Joy Davis
Terry Emery
Bill Habig

Tim Hansley
David Scheffler
Andy Ware

Associate Members

Nikki Scarpitti

MORPC Staff Present

Bernice Cage
Kerstin Carr
Mary Ann Frantz
Joe Garrity
Nick Gill
Shawn Hufstedler
Ciel Klein

Eileen Leuby
Amanda McElDowney
William Murdock
Shari Saunders
Maria Schaper
Aaron Schill
Bevan Schneck

Susan Tsen
Jack Wagoner
Thea Walsh
Brandi Whetstone
Robert Williams

Guests Present

John Bayliss, Logan County
De De Doss, Logan County
Riane Federman – Blendon Township

Morgan Schroeder, Strand Associates
Andy Shifflett – Kegler Brown Hill + Ritter
Steve Tugend – Kegler Brown Hill + Ritter

Meeting Called to Order

Chair Rory McGuinness called the Transportation Policy Committee Meeting to order at 2:40 p.m.

Metropolitan Planning Organization Report

- **Transportation & Infrastructure Development – Thea Walsh, MORPC Transportation & Infrastructure Development Director**

MORPC assisted on the applications for three Central Ohio projects that applied for Infrastructure for Rebuilding America (INFRA) grants:

- Phase 4 of the Columbus Crossroads/Innerbelt project
- I-71 and US 36/SR37/Sunbury Parkway interchange
- I-70 and SR 29 interchange in Madison County

The new Competitive Advantage Projects (CAP) list is now available on MORPC's website. The list includes 43 projects over 10 counties and totals \$5.2 billion. An interactive map and profiles for each project are available at www.morpc.org/program-service/competitive-advantage-projects/.

The Transportation Policy Committee Consent Agenda includes Proposed Resolution T-2-19 adopting MORPC-attributable funding commitments and Proposed Resolution T-3-19 a TIP amendment that includes an award of Federal Transit Administration (FTA) Section 5310 funds. Section 5310 is the FTA's Enhanced Mobility for Seniors and Persons with Disabilities Program.

Thea Walsh announced that the Franklin County Commissioners just approved a Transportation Improvement District (TID) for the Franklin County's Engineer Office.

- **Data & Mapping – Aaron Schill, MORPC Data & Mapping Director**

Aaron Schill reported the new Paving the Way website is under development. The April 9 Annual Paving the Way meeting will include a demo of the new website and the opportunity for communities to share construction projects.

Franklin County and the City of Columbus kicked-off the Census 2020 Complete Count Committee. The committee has 30 subcommittees. MORPC Chairs the Local Government Subcommittee, whose role is to engage local communities in Franklin County to be a part of it. See Aaron Schill if you are interested in serving on the subcommittee. A large part of the subcommittee is to push out the work and resources to the rest of the region. Ohio is projected to lose one congressional seat.

Transportation Policy Committee Consent Agenda

Mike Compton made a motion to approve the Transportation Policy Committee Consent Agenda, second by Alex Heckman; motion passed.

2020-2050 Metropolitan Transportation Plan (MTP) Update – Thea Walsh, MORPC Transportation & Infrastructure Director

Thea Walsh provided an [MTP Status Update](#). MORPC Team Members are working on the 2050 Land Use Forecast, collecting candidate projects from communities, and developing project evaluation criteria. Project evaluation criteria are related to the MTP goals. Maria Schaper is the MORPC MTP Project Leader.

MORPC has partnered with seven regional counties not in the Metropolitan Planning Organization (MPO) on transportation planning. The Central Ohio Rural Planning Organization

(CORPO) adopted a regional long-range transportation plan in June 2018. The county-by-county plan is available on MORPC's [website](#).

The Transportation Policy Committee Meeting adjourned at 2:54 p.m.



Erik J. Janas, Secretary
Mid-Ohio Regional Planning Commission



MORPC
MID-OHIO REGIONAL PLANNING COMMISSION



MTP STATUS UPDATE

MARCH 2019

2020-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

WHAT ARE WE WORKING ON?

- 2050 Land Use Forecast
- Candidate project collection
- Project evaluation criteria

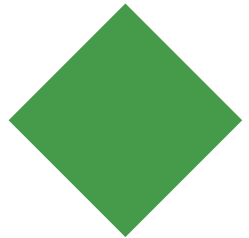
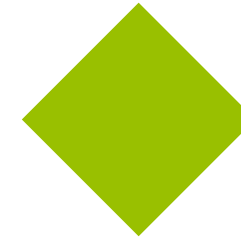


2050 LAND USE FORECAST

Estimate travel needs 20-30 years in the future

Based upon where people live and work

- ✓ ☒ Update existing and future land use for region
- ✓ ☒ Estimate current (2018) population & employment
- ✓ ☒ Develop population & employment projections to serve as countywide control totals
- ✓ ☒ Distribute future population & employment to sub-county areas using Land Use Allocation Model
- ☐ Internal reviews underway
- ☐ NEXT STEP: Community reviews and public comment



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CANDIDATE PROJECT COLLECTION

- ✓ ☒ Review of state, local, regional plans for identified transportation projects
- ☐ NEXT STEP: Solicit project suggestions via interactive webmap



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MID-OHIO REGIONAL PLANNING COMMISSION

PROJECT EVALUATION CRITERIA

- MTP must be fiscally constrained—not all candidate projects are financially feasible
 - All projects are evaluated based on ability to help meet adopted regional targets
 - Quantitative method used to prioritize projects by project type
 - One tool used to determine which projects to be included in the plan
-
- ☐ Review 2016-2040 MTP criteria for needed updates to reflect objectives
 - ☐ NEXT STEP: Open public comment period

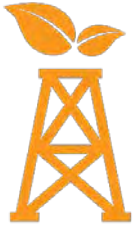


**POSITION CENTRAL OHIO TO
ATTRACT AND RETAIN
ECONOMIC OPPORTUNITY TO
PROSPER AS A REGION AND
COMPETE GLOBALLY**





DRAFT CRITERIA - IN PROGRESS



- Reduction in regional vehicle miles traveled (VMT)
- Proximity to existing and proposed alternative fuel charging stations



- Reduction in vehicle emissions
- Qualitative assessment of project's impact to known flooding problems



- Reduction in congested VMT, travel delay, uncertainty
- Number of existing and forecasted non-retail jobs within 1 mile of project





DRAFT CRITERIA - IN PROGRESS



- Existing and forecasted Origin/Destination density of users
- Percent of project without sidewalks in good condition
- Ability of project to connect gaps in bike/pedestrian network
- Is project located on Active Transportation Plan or Central Ohio Greenways Corridor?



- Amount of growth within 1 mile of project
- Number of jurisdictions contributing 75% of project users
- Number of plans/studies in which the project appears
- Is the project located on a corridor connected by ITS or other digital infrastructure?





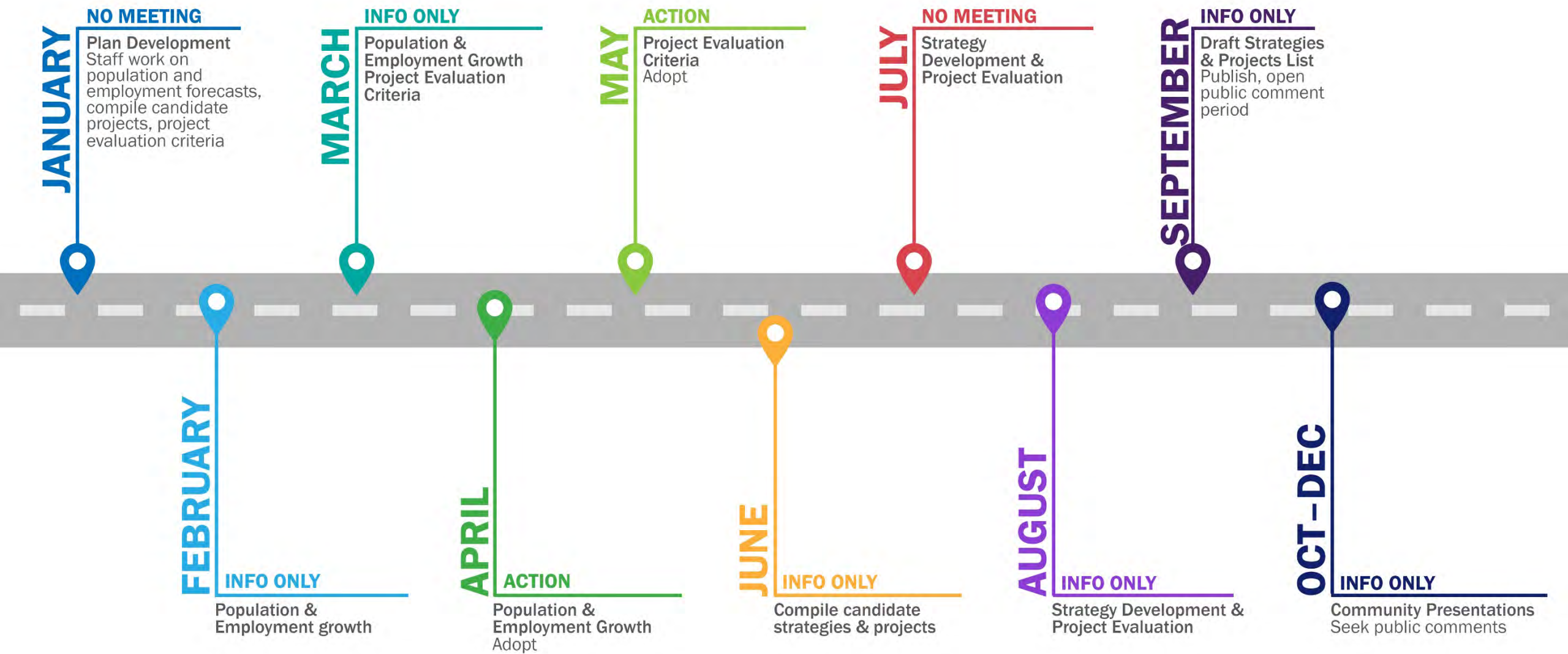
DRAFT CRITERIA - IN PROGRESS



- Crash ranking
- Bridge and pavement rankings
- Ratio of transportation disadvantaged users of project to regional average



2020-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN





Maria Schaper, AICP

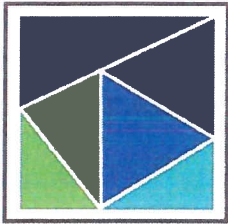
TRANSPORTATION PLANNING MANAGER

MSCHAPER@morpc.org

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PLANNING COMMISSION

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Memorandum

TO: Mid-Ohio Regional Planning Commission
Officers and Board Members
Transportation Policy Committee
Transportation Advisory Committee
Community Advisory Committee

FROM: Nick Gill & Nathaniel Kaelin
Transportation & Infrastructure Development

DATE: June 7, 2019

SUBJECT: Proposed Resolution T-9-19: **"Modifying MORPC-Attributable Funding Commitments"**

Resolution T-9-19 modifies the funding commitments approved in March via Resolution T-2-19 following completion of the biennial process cycle of MORPC-attributable transportation funding. Attachment 1 to the proposed resolution is a summary of all the recommended commitments of MORPC-attributable funding commitments for SFY 2020 with the proposed modifications.

This action was prompted in response to an out-of-cycle request for MORPC-attributable funds by the City of Dublin and Union County for construction of the US 33/SR 161 and Post Road Interchange Modification project. Due to the uncertainty with state transportation funding during the most recent application cycle, no projects in the Major Widening/New Roadway project category were funded. The out-of-cycle request is now made because the transportation budget has allowed TRAC program commitments to be funded and the program to accept new funding requests.

In accordance with the MORPC-attributable fund policies, staff shared the out-of-cycle request with the Transportation Policy Committee Chair for direction. Following the staff recommendation, Chairman McGuiness directed the request to the Attributable Funds Committee (AFC) for a recommendation. The AFC discussed the matter on May 29, 2019 and approved the modifications proposed herein.

Out-of-Cycle Request and Project Details

The US 33/SR 161 and Post Road Interchange Modification project will reconstruct the current rural interchange to accommodate the growth of the surrounding area of Dublin and Southeast Union County. Near-term developments include continued expansion of the Ohio University extension campus with a hotel and conference center, a new FedEx distribution center, and an outpatient facility for Ohio State University Wexner Medical Center. The latter two developments will contribute approximately \$2.75 million toward the interchange construction.

William Murdock, AICP
Executive Director

Rory McGuiness
Chair

Karen J. Angelou
Vice Chair

Erik J. Janas
Secretary

The current funding plan for the project is outlined below:

| Source | Amount (millions) | Percent of Total | Status |
|-------------------------------------|-------------------|------------------|------------|
| Dublin and Union County* | \$18.6 | 42.9% | Confirmed |
| TRAC Existing Commitment | \$7.0 | 16.1% | Confirmed |
| Private Commitments | \$2.8 | 6.3% | Confirmed |
| MORPC CON \$ Requested | \$10.0 | 23.0% | Requesting |
| TRAC Additional Request | \$5.0 | 11.5% | Requesting |
| Total Estimated Project Cost | \$43.4 | | |

*Includes \$17.3 million spent to date in environmental, design, and right-of-way.

With passage of the state transportation budget, ODOT has announced that funding is restored to projects with TRAC commitments. Additionally, an application cycle for TRAC funds will be administered this summer/fall to commit approximately \$300-400 million in new funds. Given that this project has a \$7 million commitment from TRAC and will request \$5 million additionally, ODOT directed Dublin and Union County to identify the balance of non-TRAC funds or potentially risk losing the existing TRAC commitment. In order to document full local funding during the application cycle, the sponsors are seeking an out-of-cycle commitment of \$10 million in construction funds in order to leverage TRAC funds for the project and region.

In order to ease any impacts of funding the request, the City of Dublin is willing to forego an existing \$7 million construction commitment towards the Tuttle Crossing Boulevard Extension project.

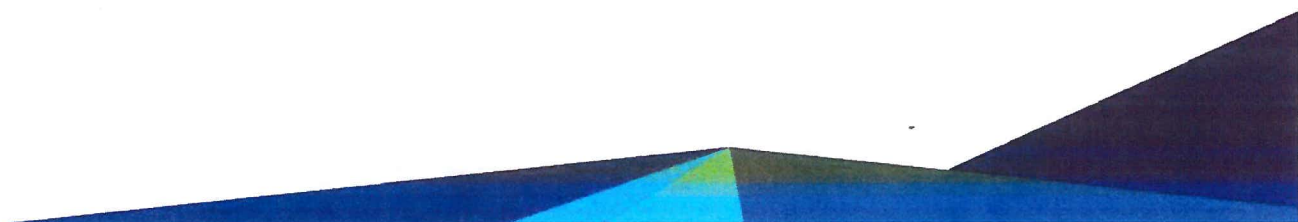
Out-of-Cycle Request Requirements and Review

Sponsors must address three questions in a letter, outlining why the request is being made outside a normal cycle, why there is urgency to the request, and when the applicant knew funds were needed. In this case, the request and urgency are a result of the status of the TRAC program. The sponsors have been aware of this funding need, which is why they applied for funding in the last cycle.

The policies also direct staff to evaluate the score of the application relative to other projects in the most recent application cycle. Staff recommend and AFC reviewed a scoring increase in the Collaboration criteria because of the funds returned for Tuttle Crossing, the additional private contributions, and the applicant achieving a higher match percentage.

Finally, the policies direct staff to determine the impact on other funding commitments and target ranges for the type of project (e.g. Major Widening/New Roadway). Given that no Major Widening projects were funded in the most recent cycle, and that Dublin would forego a \$7 million commitment, staff determined that funding the project will not significantly impact the overall program or project type ranges.

The AFC reviewed the sponsor letter, fiscal balance impacts, and scoring summary information as part of the making their recommendations.



Other Program Considerations

MORPC has been working with the City of Columbus to advance construction of both the South and North Hamilton Road projects during SFY 2020. Funding for South Hamilton is currently programmed for SFY 2022; North Hamilton is programmed for SFY 2021. Because the City of Dublin is willing to forego their \$7 million commitment toward Tuttle Crossing in SFY 2020, staff is optimistic that loans from other Ohio MPOs can close the final gap to allow both South and North Hamilton Road projects to be encumbered in SFY 2020.

Recommended Modifications

Proposed Resolution T-9-19 makes four modifications to the project funding commitments approved in Resolution T-2-19. These recommendations were approved by the AFC and include:

1. Tuttle Crossing Blvd from Wilcox Rd to Avery Rd, New Roadway:
Removes full \$7,000,000 commitment, scheduled for SFY 2020.
2. US 33/SR 161 and Post Road Interchange Modification:
Adds \$10,000,000 commitment in SFY 2022.
3. S Hamilton Rd from 1500' S of Refugee Rd to 550' N of Groves Rd, Safety Improvements:
Advances \$11,789,491 commitment from SFY 2022 to SFY 2020.
4. N Hamilton Rd from Morse Rd to Preserve Blvd, Major Widening:
Advances \$13,996,429 commitment from SFY 2021 to SFY 2020.

Attachments:

- Proposed Resolution T-9-19



RESOLUTION T-9-19

“Modifying MORPC-Attributable Funding Commitments”

WHEREAS, the Transportation Policy Committee of the Mid-Ohio Regional Planning Commission is designated as the Metropolitan Planning Organization (MPO) for the Columbus metropolitan planning area; and

WHEREAS, the MPO is responsible for allocating certain federal transportation funds that are attributed to it; and

WHEREAS, the Transportation Policy Committee adopted Resolution T-10-97, "Principles for Allocation of MORPC-Attributable Federal Funding," in order to fairly allocate these funds in conformance with federal and state laws and regulations; and

WHEREAS, it most recently adopted revised management tools in the Policies by Resolution T-5-18, “Adopting ‘Policies for Managing MORPC-Attributable Funds’”; and

WHEREAS, the Transportation Policy Committee adopted Resolution T-2-19, “Adopting MORPC-Attributable Funding Commitments,” which concluded the application cycle and public comment period to adopt funding commitments for state fiscal year 2020 and beyond; and

WHEREAS, an out-of-cycle funding request was subsequently submitted by Union County and City of Dublin for the US 33/SR 161 and Post Road Interchange Modification project; and

WHEREAS, the Chairman of the Transportation Policy Committee directed the Attributable Funds Committee (AFC) to evaluate the out-of-cycle request; and

WHEREAS, the AFC evaluated the request and recommended allocating funds for the US 33/SR 161 and Post Road Interchange Modification project and withdrawing funds for the Tuttle Crossing Blvd from Wilcox Rd to Avery Rd, New Roadway project, which are incorporated in Attachment 1; and

WHEREAS, the AFC also recommended two modifications to the attributable funding commitments to advance construction funding to SFY 2020 from later fiscal years, which are incorporated in Attachment 1; and


WHEREAS, the projects, as shown in Attachment 1, remain consistent with the transportation policies, plans, and programs, including the most recent Metropolitan Transportation Plan adopted by the Policy Committee; and

WHEREAS, the Community Advisory Committee at its meeting on June 3, 2019 and the Transportation Advisory Committee at its meeting on June 5, 2019, recommended approval of these funding commitments to the Transportation Policy Committee; now therefore

BE IT RESOLVED BY THE TRANSPORTATION POLICY COMMITTEE OF THE MID-OHIO REGIONAL PLANNING COMMISSION:

- Section 1. That it commits to allocating its attributable federal funding to the projects in the attached program of projects at the amounts and schedules shown in Attachment 1 pending continued availability of MORPC-attributable federal funding at the levels needed for the program.

- Section 2. That staff prepare an amendment to the State Fiscal Year 2018-2021 Transportation Improvement Program (TIP) consistent with the attached program of projects using MORPC-attributable funds through SFY 2021.
- Section 3. That it directs staff to prepare partnering or other appropriate agreements with project sponsors outlining the MORPC-attributable funding commitment.
- Section 4. That it directs staff to continue to actively participate in the large MPO CMAQ process to ensure the projects eligible for CMAQ shown in Attachment 1 receive CMAQ funds through the large MPO CMAQ process.
- Section 5. That it directs staff and project sponsors to attempt to provide construction funds when the project is ready through the management of the program and various financing mechanisms.
- Section 6. That this resolution will be transmitted to ODOT and all local agencies listed as sponsoring agencies in the attachments for appropriate action including ODOT reflecting the updated costs and schedules in Ellis.
- Section 7. That it directs MORPC staff to update, if necessary, the project information, including costs and schedules and the expected MORPC-attributable funding available prior to the adoption of the SFY 20-24 TIP in May 2020.
- Section 8. That it emphasizes the importance of the project sponsors maintaining the project schedule and remaining within the current cost estimates, as there is no guarantee that additional MORPC-attributable funding or statewide CMAQ funding will be available should costs increase or the project be delayed.
- Section 9. That the Transportation Policy Committee finds and determines that all formal deliberations and actions of this committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.



Rory McGuinness, Chair
MID-OHIO REGIONAL PLANNING COMMISSION

6/13/19
Date

Prepared by: Transportation Staff

Attachment:

1. Summary of Projects using MORPC-Attributable Funding for SFY 2020 and beyond
2. Project Map, with new projects approved in T-2-19 and T-9-19

Resolution T-9-19 - Attachment 1
MORPC-Attributable Funding Commitments
(As adopted in T-2-19 and modified in T-9-19)

Identifies project line modified in T-9-19

Commitments

| Map ID | ODOT PID | Agency | Project Description | Construction SFY | Total 2020+ | SFY 2020 | SFY 2021 | SFY 2022 | SFY 2023 | SFY 2024/25^ | SFY 2026+ |
|----------|----------|-------------------|--|------------------|--------------|--------------|-------------|--------------|-------------|--------------|--------------|
| 207 | 99815 | Dublin | Tuttle Crossing Blvd from Wilcox Rd to Avery Rd, New Roadway | 2020 | \$0 | \$0 | | | | | |
| 718 | 105732 | Columbus | Cassady Ave from CSX Railroad to north of E 7th Ave, Minor Widening | 2023 | \$7,465,694 | | | \$1,302,658 | \$6,163,036 | | |
| 875 | 105761 | Franklin County | Winchester Pike at Georges Creek, Bridge Replacement | 2023 | \$1,152,593 | | | \$60,000 | \$1,092,593 | | |
| 929 | 105734 | Columbus | E Broad St from I-270 to Outerbelt St, Major Widening | 2023* | \$9,305,703 | | | \$918,000 | | \$8,387,703 | |
| 1272 | 95516 | Worthington | Worthington-Galena Rd from Wilson Bridge/Huntley Rds to Sancus Blvd, Major Wic | 2021*** | \$9,569,197 | | | | \$3,189,732 | \$6,379,465 | |
| 1331 | 77370 | Columbus | I-70/I-71 Innerbelt (Phase 2D), Major Widening/Interchange Modification | not scheduled | \$1,842,027 | | | | | \$1,842,027 | |
| 1332 | 77371 | Columbus | I-70/I-71 Innerbelt (Phase 3), Interchange Modification/Major Widening | not scheduled | \$1,160,772 | | | | | \$1,160,772 | |
| 1565 | 95570 | Columbus | S Hamilton Rd from 1500' S of Refugee Rd to 550' N of Groves Rd, Safety Improvem | 2020* | \$11,789,491 | \$11,789,491 | | | | | |
| 1793 | 90243 | Delaware County | S Old State Rd from Polaris Pkwy to Orange Rd, Major Widening | NA** | \$6,509,713 | \$3,225,690 | \$3,284,023 | | | | |
| 1946 | 88310 | Dublin | I-270 at US-33/SR-161, Interchange Modification | NA** | \$21,929,434 | \$1,086,008 | \$1,118,833 | \$1,152,649 | \$1,187,488 | \$2,483,737 | \$14,900,719 |
| 2850 | 95625 | Delaware | E William St (US-36) from Lake St (US-42) to Foley St, Minor Widening | 2019* | \$727,618 | \$727,618 | | | | | |
| 2874 | 96053 | Columbus | I-70/I-71 Innerbelt (Phase 4B), Interchange Modification/Major Widening | 2024/25 | \$1,951,968 | | | | | \$1,951,968 | |
| 2918 | 98557 | Columbus | Hilliard-Rome Rd at Feder Rd/Fisher Rd, Intersection Modification | 2020* | \$3,848,360 | | \$3,848,360 | | | | |
| 2941 | 105799 | Delaware | Delaware Signal System Upgrade, Signals | 2022 | \$2,500,000 | | | \$2,500,000 | | | |
| 2942 | 99852 | Columbus | N Hamilton Rd from Morse Rd to Preserve Blvd, Major Widening | 2020* † | \$13,996,429 | \$13,996,429 | | | | | |
| 2946 | 99738 | Grandview Heights | Grandview Heights Signals Interconnect, Signalization | 2020 | \$1,341,493 | \$1,341,493 | | | | | |
| 2951 | 99744 | Columbus | Refugee Road from Winchester Pike to Hamilton Road, Sidewalks | 2022 | \$3,604,609 | | | \$3,604,609 | | | |
| 2952 | 99827 | Whitehall | Whitehall Signals Interconnect, Signalization | 2020 | \$3,121,388 | \$3,121,388 | | | | | |
| 2953 | 99789 | Bexley | Bexley Signals Interconnect, Signalization | 2020 | \$1,752,193 | \$1,752,193 | | | | | |
| 2956 | 99828 | Columbus | Johnstown Rd from Alum Creek Trail to Cassady Ave, Multi-Use Path | 2021 | \$2,223,679 | | \$2,223,679 | | | | |
| 3212 | 103626 | Delaware | US-36 & SR-37 from W of Foley St & E of East St to SR-521, Major Widening | 2023* | \$14,000,150 | | | | | \$14,000,150 | |
| 3253 | 105768 | Whitehall | E Broad St at Hamilton Rd, Intersection Modification | 2022* | \$6,377,977 | | | \$1,322,400 | \$5,055,577 | | |
| 3263 | 103828 | Delaware County | Cheshire Rd & Africa Rd from Old State Rd to Lewis Center Rd, Resurfacing | 2020*** | \$3,382,400 | | | | \$1,127,467 | \$2,254,933 | |
| 3276 | 105739 | Delaware County | Red Bank Rd from Smothers Rd to Gorsuch Rd, Resurfacing | 2021* | \$848,016 | | | | \$848,016 | | |
| 3277 | 105741 | Franklin County | Agler Rd at Alum Creek, Bridge Replacement | 2023 | \$3,436,160 | | | | \$3,436,160 | | |
| 3278 | 105759 | Franklin County | Trabue Rd at Scioto River, Bridge Deck Replacement | 2022 | \$2,418,154 | | \$45,000 | \$2,373,154 | | | |
| 3280 | 105806 | Powell | Sawmill Pkwy from Seldom Seen Rd to Home Rd, Resurfacing | 2020*** | \$1,133,800 | | | \$377,933 | \$377,933 | \$377,933 | |
| 3281 | 105816 | Upper Arlington | Fishinger Rd from Mountview Rd to Tremont Rd, Reconstruction | 2023 | \$3,826,754 | \$80,000 | | | \$3,746,754 | | |
| 3283 | 105736 | Columbus | Souder Ave from W Broad St to Dublin Rd, Multi-Use Path | 2023 | \$3,186,268 | | | | \$3,186,268 | | |
| 3294 | 105453 | Columbus | I-70/I-71 Innerbelt (Phase 3B), Major Widening/Interchange Modification | 2020 | \$1,468,628 | \$1,468,628 | | | | | |
| 3295 | 105523 | Columbus | I-70/I-71 Innerbelt (Phase 4R), Major Widening/Interchange Modification | 2020* | \$4,103,076 | | | | \$4,103,076 | | |
| 3306 | 105588 | Columbus | I-70/I-71 Innerbelt (Phase 6R), Major Widening/Interchange Modification | 2022 | \$768,397 | | | \$768,397 | | | |
| 3307 | 105596 | Columbus | I-70/I-71 Innerbelt (Phase 4H), Interchange Modification/Major Widening | 2023* | \$1,251,278 | | | | | \$1,251,278 | |
| Multiple | Multiple | COTA | COTA Bus Replacements (CY 2019) | NA | \$11,701,778 | \$4,527,394 | \$3,556,076 | \$3,618,308 | | | |
| Multiple | Multiple | MORPC | Air Quality Awareness Program | NA | \$3,315,000 | \$565,000 | \$550,000 | \$550,000 | \$550,000 | \$1,100,000 | |
| Multiple | Multiple | MORPC | Paving the Way Program | NA | \$650,000 | \$150,000 | \$100,000 | \$100,000 | \$100,000 | \$200,000 | |
| Multiple | Multiple | MORPC | RideSolutions, Ridesharing | NA | \$4,675,000 | \$800,000 | \$775,000 | \$775,000 | \$775,000 | \$1,550,000 | |
| Multiple | Multiple | MORPC | Supplemental Planning | NA | \$1,850,000 | \$350,000 | \$300,000 | \$300,000 | \$300,000 | \$600,000 | |
| Multiple | Multiple | MORPC | insight2050 Technical Assistance Program | NA | \$1,200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$400,000 | |
| 504 | NP | COTA | Pre-Project Development for Two Corridors, Transit Activity | NA | \$960,000 | | \$960,000 | | | | |
| 503 | NP | COTA | First/Last Mile Service, Transit Activity-2020 | NA | \$946,400 | \$946,400 | | | | | |
| 202 | NP | Columbus | Columbus Traffic Signal System - Phase F, Signalization | 2022* | \$11,099,700 | | | \$675,000 | | \$10,424,700 | |
| 203 | NP | Columbus | SR-161 at Maple Canyon and Parkville/Spring Run, Intersection Modification | 2024 | \$894,250 | | | | \$112,000 | \$782,250 | |
| 301 | NP | Columbus | Concrete Bus Pad Upgrades, Maintenance Activity | 2023* | \$901,410 | | | | | \$901,410 | |
| 304 | NP | Columbus | Traffic Signal Infrastructure Replacement, Maintenance Activity | 2023* | \$567,650 | | | \$82,500 | | \$485,150 | |
| 309 | NP | Upper Arlington | Fishinger Road from Riverside Dr to 400' W of Mountview Blvd, Reconstruction | 2023* | \$3,036,528 | | | | | \$3,036,528 | |
| 402 | NP | Columbus | Olentangy Trail from Clinton Como to Northmoor, Multi-Use Path and Bridges | 2023* | \$3,458,321 | | | | | \$3,458,321 | |
| 109 | 80748 | Union County | US-33/SR-161 and Post Road, Interchange Modification | 2022 | \$10,000,000 | | | \$10,000,000 | | | |

^Funding is SFY 2024/25 is not identified for a specific year. A specific year will be established when project updates are received and reviewed during the 2020 cycle

*To maintain fiscal balance, funds for construction of these projects are committed for a later State Fiscal Year (SFY) than when the project sponsor is currently expecting the project to be ready for construction. MORPC and project sponsors will attempt to provide construction funds when the project is ready through the management of the program and various financing mechanisms.

**Future funding commitments for these projects are to repay debt incurred when the project went to construction.

***State Infrastrucutre Bank (SIB) loans are planned for these projects

†Funding for this project in SFY 2020 is contingent on program funding availability.

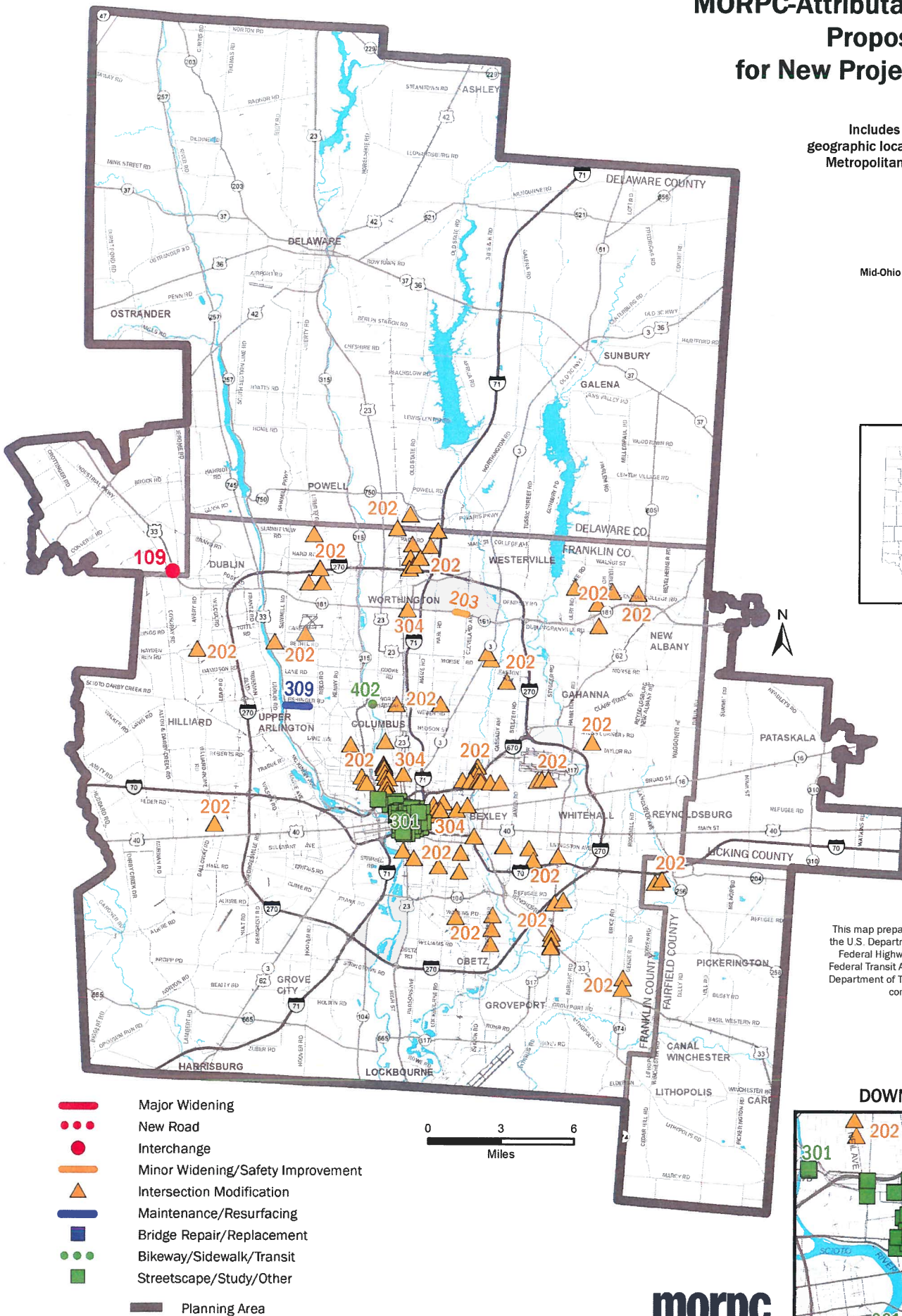
MORPC-Attributable Funding Proposed Funding for New Project Requests

Includes projects with a defined geographic location within the MORPC Metropolitan Planning Organization

Mid-Ohio Regional Planning Commission
111 Liberty Street
Columbus, Ohio 43215
614.228.2663
December 2018

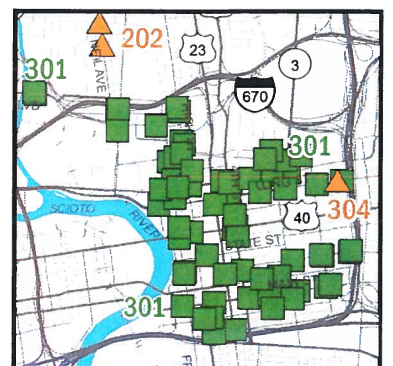


Ohio Location Map



This map prepared in cooperation with the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, the Ohio Department of Transportation, and local communities.

DOWNTOWN COLUMBUS





MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

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NOTICE OF A MEETING

COMMUNITY ADVISORY COMMITTEE
Mid-Ohio Regional Planning Commission
111 Liberty Street, Suite 100
Columbus, Ohio 43215
Scioto Conference Room

Monday, June 3, 2019
5:30 p.m.

AGENDA

- I. 5:30 p.m. Welcome & Introductions** – Catherine Girves, Chair
- II. 5:33 p.m. Approval of April 29, 2019 Minutes** (enclosed)
- III. 5:35 p.m. Metropolitan Planning Organization (MPO) Report** (enclosed) – Nick Gill, MORPC
 - Transit Agency Reports
 - DATABus
 - COTA Update – Jeff Pullin, COTA
 - Monthly Report: Planning & Sustainability – Stephen Patchan, MORPC
- IV. 5:45 p.m. Proposed Resolutions**
 - **Proposed Resolution:** “T-8-19 Amending the State Fiscal Year (SFY) 2018-2021 Transportation Improvement Program” (enclosed) – Ronni Nimps, MORPC
 - **Proposed Resolution:** “T-9-19 Modifying MORPC - Attributable Funding Commitments” (enclosed) - Nathaniel Kaelin, MORPC
- V. 5:55 p.m. 2020-2050 Metropolitan Transportation Plan (MTP)**
 - **Proposed Resolution:** “T-10-19 Adopting 2050 Forecast Population and Employment Variables” (enclosed) – Maria Schaper, MORPC
 - MTP Candidate Projects - Maria Schaper, MORPC

VI. 6:05 p.m. Informational Items

- Local Community Update – Mike Barker, New Albany
- Central Ohio Transportation Safety Plan – Lauren Cardoni, MORPC
- insight2050 Technical Assistance Program – Tobi Otulana, MORPC
- Air Quality Update - Brandi Whetstone, MORPC

VII. 6:25 p.m. Other Business – Bernice Cage, MORPC

VIII. 6:30 p.m. Adjourn

PLEASE NOTIFY MARTA CRISPIN-RONDON AT 614-233-4150 OR mcrispinrondon@morpc.org TO CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR IF YOU REQUIRE SPECIAL ASSISTANCE.

The next CAC Meeting is
Monday, July, 29, 2019 @ 5:30 p.m.
111 Liberty Street, Suite 100
Columbus, Ohio 43215

PARKING AND TRANSIT: When parking in MORPC's parking lot, please be sure to park in a MORPC visitor space or in a space marked with a yellow "M". Handicapped parking is available at the side of MORPC's building. Three electric vehicle charging stations are available for MORPC guests.

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MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

Mid-Ohio Regional Planning Commission Community Advisory Committee Meeting Minutes

Date: **June 3, 2019**
Time: **5:30 p.m.**
Location: **MORPC**

Members Present

William Allman
Mike Barker
William Curtis
Len Fisher

Catherine Girves
LaGrieta Holloway
Grant Huling
Larry Robertson

Bob Roehm
Jonathan Steward
Ira Weiss

MORPC Staff Present

Bernice Cage
Lauren Cardoni
Marta Crispin
Mary Ann Frantz
Nick Gill

Nathaniel Kaelin
Ronni Nimps
Jennifer Noll
Cheri Mansperger
Tobi Otulana

Maria Schaper
Bevan Schneck
Marion Smith
Nathaniel Vogt
Brooke White

Guests Present

Roy Wentzel

Jeff Pullin

I. Welcome & Introductions

- Chair Catherine Girves called the meeting to order at 5:30 p.m.

II. Approval of April 29, 2019 Minutes

- Chair Girves presented a motion to approve the minutes; Larry Robertson moved; Ira Weiss seconded; and the motion carried.

III. Metropolitan Planning Organization (MPO) Report

- Nathaniel Kaelin discussed TRAC, the funding for major/new projects which ODOT maintains. There were 7 new applications received from the MPO area. The projects will be formally presented at the August meeting. ODOT has asked the MPO to prioritize and communicate it back in a public hearing. These projects include:
 - Delaware Point - US 36/37 Spilt
 - Far East Freeway - Phase I, 270/70
 - Far East Freeway - Phase 2 & 3, Brice & I-70
 - South Outerbelt – US 23 & I-270
 - South Outerbelt– I-71N Stringtown to I-270
 - US 33 Southeast, Fairfield County – Pickerington Rd Intersection

- US 33 Northwest, SR161/Post Rd Interchange
- Competitive Advantage Projects (CAP)
 - MORPC issued an RFP for proposals for a consultant to look at 3 to 6 out of 43 of our projects and identify new and innovative public and private partnerships and financial strategies. Two responses have been received. More information to come around mid-fall.
- Idle Free Schools Initiative
 - With regard to the Idle Free Schools item in the Monthly Report, Bill Allman asked how many partner educators we have at various schools and if there is a goal to have a partner educator at a certain percentage of schools. Dr. Brooke White explained that it's a brand-new program, so we don't currently have a goal, but we will evaluate over the summer.
- DATABus
 - DATA Bus will be working in conjunction with the Delaware City/County Health Department's Community Health Improvement Plan (CHIP) as well as Age Friendly Delaware to develop strategies to address transportation issues as noted in each report. DATA Bus will be receiving its first traditional Transit style vehicle in the coming weeks.
 - DATA Bus is still evaluating proposals for Scheduling and Dispatching software.
- COTA
 - Jeff Pullin, COTA
 - COTA participated in Grove City Infrastructure week hosted by the Grove City Mayor.
 - In July, COTA will launch the Grove City micro-transit project, known as COTA Plus. This first of its kind service integrates technology with a micro-transit solution to provide customers with further access to jobs, healthcare and more, while also offering a fast, convenient and comfortable transit solution.
 - COTA Mainstream on Demand launched in May for ADA customers. The service increased to have them beyond the typical route services.
 - This is the second year for vehicle maintenance internship for high school students.
 - In July, COTA will be starting their first mobility innovation test near 3rd St. Designated mobility lanes will be created that allows buses to share a lane with bikes and scooters. There was concern expressed for bike riders that do not feel safe with motor vehicles in designated lanes. Jeff stated that this is a tentative location and will take the concerns back to COTA.
- Monthly Report – Planning & Sustainability- Stephen Patchan, MORPC
 - MORPC participated in the 2019 Riverfest in June. Because of MORPC and its partners, this event was free for participants.

IV. **Proposed Resolutions**

- **Proposed Resolution T-8-19: “Amending the State Fiscal YEAR 2018-2021 Transportation Improvement Project (TIP)”** (enclosed) – Ronni Nimps, MORPC
Three projects were modified:
 - Columbus has requested the advancement of construction funding for the South Hamilton Road project (PID 95570) in the TIP.
 - COTA has requested the modification of Section 5307 funding for the Fields Compressed Natural Gas Rehabilitation project (PID 95037) in the TIP.
 - ODOT District 6 has requested the modification of I-70/I-71 Innerbelt Phase 3B (PID 105453) to increase the amount of construction funds in the TIP.

The Chair presented a motion to approve the resolution; Ira Weiss moved; Len Fisher seconded; and the motion carried.

- **Proposed Resolution T-9-19: “Modifying MORPC - Attributable Funding Commitments”** (enclosed) – Nathaniel Kaelin, MORPC
 - This resolution modifies the funding commitments approved in March via Resolution T-2-19 following completion of the biennial process cycle of MORPC-attributable transportation funding. Attachment 1 to the proposed resolution is a summary of all the recommended commitments of MORPC-attributable funding commitments for SFY 2020 with the proposed modifications.
 - The modifications remove funding from Dublin’s Tuttle Road project, commit funding for Union County’s US 33/SR 161 and Post Road project, and advance two City of Columbus Hamilton Road projects.
 - There was discussion regarding projects that add capacity such as the Union County US 33/SR 161 Post Road interchange and how it leads to sprawl and be counter to sustainability goals. Staff responded that MORPC uses its funding to fund a variety of projects and all types of projects are evaluated and important in advancing the Metropolitan Transportation Plan goals.

The Chair presented a motion to approve the resolution; Ira Weiss moved; Bill Curtis seconded; the motion carried with 2 opposed and 1 abstained.

V. **2020-2050 Metropolitan Transportation Plan (MTP)**

- **Proposed Resolution T-10-19: “Adoption of Independent Regional Land Use Variables for Inclusion in the 2020 Metropolitan Transportation Plan”** (enclosed) – Cheri Mansperger and Maria Schaper, MORPC
 - MORPC prepares land use data sets as part of the regional transportation planning process. The data are a primary data input into the regional travel demand model, which provides guidance for determining future transportation projects.
 - The land use data is prepared at the geography of Traffic Analysis Zones (TAZs), which is the geography recognized in the travel demand model. The TAZ boundaries do not necessarily correlate to political boundaries. The data are developed for the MORPC modeling collection area, which

- includes Franklin, Delaware and Licking counties, and adjacent townships in Fairfield, Madison, Pickaway and Union counties.
- o MORPC works with LCATS to prepare the data sets for Licking County.
- o The land use data was presented at MORPC committees and made available to local governments and the public via web maps for review and comment. Comments and revisions were incorporated as appropriate into the land use forecasts prior to finalization.
- o This data will be made available at the TAZ level in a useful format for government planning and private development use.
- o There was a question asking if MORPC considers all information that is captured confidential and is there any concern with having the information hacked or used for a competitive advantage. Bernice Cage answered that MORPC is aware and constantly taking care of the information and controlling what goes public.
- o An interactive web map for candidate project collection launched on June 3rd. The website is best accessed with Chrome or Firefox. This can be found at:
- o <http://morpc.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=5b842ecac9e64683b092a9b5f3dcd2ca>.
- o [The presentation can be found by clicking here.](#)

The Chair presented a motion to approve the resolution; Len Fisher moved; LaGrieta Holloway seconded; and the motion carried.

VI. Informational Items

- Local Community Update – Mike Barker, New Albany
Mike Barker from the city of New Albany discussed the latest information on the population, commercial growth, employment, and land use. The master plan to protect long-term investments includes:
 - o Creating a Balanced Community
 - o Convenient, easily accessible location
 - Variety of residential options
 - Amenities-restaurants, retail, and services
 - Vibrant town center
 - o Infrastructure & State of the Art Technology
 - o Leisure trails, parks and green space
 - o [The presentation can be found by clicking here.](#)
- Central Ohio Transportation Safety Plan - Lauren Cardoni, MORPC
 - o The Central Ohio Transportation Safety Plan is a comprehensive safety plan for Central Ohio with a focus on fatal and serious injury crashes. It expands upon existing MORPC Safety Programs and provides a framework to identify, analyze, and prioritize safety improvements on locally maintained roadways.
 - o Crash data from 2013 to 2017 was analyzed for the plan and four emphasis areas were identified: Serious Crash Types, Vulnerable Roadway Users, Driving Safety Concerns, and Emerging Technologies.
 - o A question was raised concerning making cellphone use while driving illegal. The Chair stated that it has been passed in Bexley as a primary offense, and that state-wide it is a secondary offense.

- A question was raised concerning any of the action plan items involving lowering the speed limit. Lauren stated that MORPC is working with local jurisdictions and ODOT on the speed limit conversation.
- [The presentation can be found by clicking here.](#)
- insight2050 Technical Assistance Program - Tobi Otulana, MORPC
 - The insight2050 Technical Assistance Program provides MORPC staff assistance to members within the MPO boundary to advance the vision and goals of the insight2050 initiative, MTP, and Regional Sustainability Agenda.
 - The objectives are to increase multi-modal transportation options enhance the quality of life improving mobility, access, safety and public health and improve connectivity with existing communities' assets and support reinvestments in underutilized properties.
 - The projects types are Complete Streets, First-Last Mile, Low-Impact Transportation, Curbside Management, Shared Mobility, Conceptual Development Framework and others.
 - Applications opened July1, 2019 and will close September 27, 2019. The awardees will be notified in December 2019.
 - [The presentation can be found by clicking here.](#)
- Air Quality Update - Dr. Brooke White, MORPC
 - The Air Quality campaign includes strategies like nimble advertising to take advantage of air quality opportunities such as pushing ads when the air quality goes from moderate or higher.
 - Jonathan Kelley presented on the program to the Delaware City Schools Board. They voted to place Idle Free signage in parking lots in all Delaware City Schools.
 - [The presentation can be found by clicking here.](#)

VII. Adjourn

- The Chair presented a motion to adjourn the meeting; Ira Weiss moved; Bill Curtis seconded; all approved. The meeting adjourned at 7:51 p.m.



Bernice Cage, Secretary
Community Advisory Committee



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

111 Liberty Street, Suite 100
Columbus, Ohio 43215
morpc.org

T. 614. 228.2663
TTY. 1.800.750.0750
info@morpc.org

NOTICE OF A MEETING

TRANSPORTATION ADVISORY COMMITTEE
MID-OHIO REGIONAL PLANNING COMMISSION
111 LIBERTY STREET, SUITE 100
COLUMBUS, OH 43215
SCIOTO CONFERENCE ROOM

Wednesday, June 5, 2019
9:00 a.m.

AGENDA

- I. 9:00 a.m. Welcome & Introductions** – Cindi Fitzpatrick, Vice Chair
- II. 9:02 a.m. Approval of May 01, 2019 Meeting Minutes** (enclosed)
- III. 9:05 a.m. Metropolitan Planning Organization (MPO) Report** (enclosed) – Nick Gill, MORPC
 - Monthly Report: Planning & Sustainability – Stephen Patchan, MORPC
- IV. 9:15 a.m. Funding Programs**
 - Attributable Funds Project Status Update (handout) – Ronni Nimps, MORPC
 - **Proposed Resolution:** “T-8-19 Amending the State Fiscal Year (SFY) 2018-2021 Transportation Improvement Program” (enclosed) – Ronni Nimps, MORPC
 - **Proposed Resolution:** “T-9-19 Modifying MORPC-Attributable Funding Commitments” (enclosed) – Nathaniel Kaelin, MORPC
 - **Proposed Resolution:** “T-10-19 Adopting 2050 Forecast Populations and Employment Variables” (enclosed) – Maria Schaper, MORPC,
- V. 9:30 a.m. 2020-2050 Metropolitan Transportation Plan (MTP)**
 - MTP Candidate Projects - Maria Schaper, MORPC
- VI. 9:40 a.m. Informational Items**
 - Local Community Update – Mike Barker, New Albany
 - Intelligent Transportation Systems (ITS) – Michael Meeks, Franklin County Engineers Office
 - Central Ohio Transportation Safety Plan – Jennifer Noll, MORPC
 - Insight2050 Technical Assistance Program – Stephen Patchan, MORPC

- Air Quality Update – Dr. Brook White

VII. 9:55 a.m. Other Business

- Formation of Nominating Committee for New Chair – Bernice Cage, MORPC

VIII. 10:00 a.m. Adjourn

PLEASE NOTIFY MARTA CRISPIN AT 614-233-4150 OR mcrispin-rondon@morcp.org TO CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR IF YOU REQUIRE SPECIAL ASSISTANCE.

The next TAC Meeting is
Wednesday, July 31, 2019 @ 9:00 a.m.
111 Liberty Street, Suite 100
Columbus, Ohio 43215

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Mid-Ohio Regional Planning Commission Transportation Advisory Committee Meeting Minutes

Date: **June 5, 2019**
Time: **9 a.m.**
Location: **MORPC**

Members Present

Michael Barker
Ted Beidler
Greg Butcher
Maria Cantrell
Cindi Fitzpatrick
William Ferrigno
Morgan Kauffman
Tiffany Jenkins

Josh Lockhart
Andrea Lossick
Jared Love
Ryan Lowe
Mike McCann
Michael Meeks
Kelly Messer
Kim Moss

Tim Nittle
Jim Pajk
Matthew Peoples
Scott Sanders
Denny Schooley
Jeannie Willis
Anthony Turowski
Kevin Weaver

MORPC Staff Present

Bernice Cage
Marta Crispin
Nick Gill
Niel Jurist
Liz Whalen

Nathaniel Kaelin
Ronni Nimps
Jennifer Noll
Lexi Petrella

Maria Schaper
Nathaniel Vogt
Stephen Patchan
Marion Smith

Guests Present

Dale Miller

Bill Narducci

Kelsey Vandia

I. Welcome & Introductions

- The Vice Chair Cindi Fitzpatrick called the meeting to order at 9 a.m., welcomed the committee members and guests, and asked everyone introduce themselves.

II. Approval of May 1, 2019 Meeting Minutes

- There was a discrepancy with the date recorded on the minutes.
- The Vice Chair presented a motion to approve the minutes; Mike Meeks moved; Mike McCann seconded; and the motion carried.

III. Metropolitan Planning Organization (MPO) Report

- Nathaniel Kaelin discussed TRAC, the funding for major/major projects which ODOT maintains. There were 7 new applications received from the MPO area. The projects will be formally presented at the August meeting. ODOT has asked the MPO to prioritize and communicate it back in a public hearing. These projects include:
 - Delaware Point - US 36/37 Spilt
 - Far East Freeway - Phase I, I-270/I-70
 - Far East Freeway - Phase 2 & 3, Brice & I-70
 - South Outerbelt – US 23 & I-270

- South Outerbelt – I-71N to Stringtown to I-270
- US 33 Southeast, Fairfield County – Pickerington Rd Intersection
- US 33 Northwest, SR161/Post Rd Interchange
- **Competitive Advantage Projects (CAP)** - Nathaniel Kaelin, MORPC
 - MORPC issued an RFP for proposals for a consultant to look at 3 to 6 out of the 43 CAP projects and identify new and innovative public and private partnerships and financial strategies. Two responses have been received. More information to come around mid-fall.
- **Monthly Report: Planning & Sustainability** - Stephen Patchan, MORPC
 - MORPC participated in the 2019 Riverfest in June. Because of MORPC and its partners, this event was free for participants.

IV. Funding Programs

- **Attributable Funds Project Status Update** – Ronni Nimps, MORPC
 - Ronni updated the committee on the MORPC Attributable Funding commitments for SFY 2019 and provided a handout listing the projects. All projects are encumbered as planned.
 - Just under \$50 million was used this year.

V. Proposed Resolutions

- **Proposed Resolution: T-8-19 “Amending the State Fiscal Year (SFY) 2018-2021 Transportation Improvement Program”** (enclosed) – Ronni Nimps, MORPC.
 - Three projects were modified:
 - Columbus has requested the advancement of construction funding for the South Hamilton Road project (PID 95570) into the TIP.
 - COTA has requested the modification of Section 5307 funding for the Fields Compressed Natural Gas Rehabilitation project (PID 95037) in the TIP.
 - ODOT District 6 has requested the modification of I-70/I-71 Innerbelt Phase 3B (PID 105453) to increase the amount of construction funds in the TIP.

Kevin Weaver made a motion to approve; Ted Beidler seconded; and the motion carried.

- **Proposed Resolution T-9-19: “Modifying MORPC - Attributable Funding Commitments”** (enclosed) – Nathaniel Kaelin, MORPC
 - This resolution modifies the funding commitments approved in March via Resolution T-2-19 following completion of the biennial process cycle of MORPC-attributable transportation funding. Attachment 1 to the proposed resolution is a summary of all the recommended commitments of MORPC-attributable funding commitments for SFY 2020 and beyond with the proposed modifications.
 - The modifications remove funding from Dublin’s Tuttle Road project, commit funding for Union County’s US 33/SR 161 and Post Road project, and advance two City of Columbus Hamilton Road projects.

Maria Cantrell made a motion to approve; Morgan Kaufmann seconded; and the motion carried.

VI. 2020-2050 Metropolitan Transportation Plan (MTP)

- **Proposed Resolution T-10-19: “Adoption of Independent Regional Land Use Variables for Inclusion in the 2020 Metropolitan Transportation Plan”** (enclosed) – Liz Whalen and Maria Schaper, MORPC
 - MORPC prepares land use data sets as part of the regional transportation planning process. The data are a primary data input into the regional travel demand model, which provides guidance for determining future transportation projects.
 - The land use data is prepared at the geography of Traffic Analysis Zones (TAZs), which is the geography recognized in the travel demand model. The TAZ boundaries do not necessarily correlate to political boundaries. The data are developed for the MORPC modeling collection area, which includes Franklin, Delaware and Licking counties, and adjacent townships in Fairfield, Madison, Pickaway and Union counties.
 - MORPC works with LCATS to prepare the data sets for Licking County.
 - The land use data was presented at MORPC committees and made available to local governments and the public via web maps for review and comment. Comments and revisions were incorporated as appropriate into the land use forecasts prior to finalization.
 - This data will be made available at the TAZ level in a useful format for government planning and private development use.
 - There was a question asking if MORPC considers all information that is captured confidential and is there any concern with having the information hacked or used for a competitive advantage. Bernice Cage answered that MORPC is aware and constantly taking care of the information and controlling what goes public.
 - An interactive web map for candidate project collection launched on June 3rd. The website is best accessed with Chrome or Firefox. This can be found at:
<http://morpc.maps.arcgis.com/apps/CrowdsourceReporter/index.html?appid=5b842ecac9e64683b092a9b5f3dcd2ca>
 - [The presentation can be found by clicking here.](#)

Bill Ferrigno made a motion to approve; Denny Schooley seconded; and the motion carried.

VII. Informational Items

- **Local Community Update – Mike Barker, New Albany**
Mike Barker from the city of New Albany discussed the latest information on the population, commercial growth, employment, and land use. The master plan to protect long-term investments includes:
 - Creating a Balanced Community
 - Convenient, easily accessible location

- Variety of residential options
 - Amenities-restaurants, retail, and services
 - Vibrant town center
 - Infrastructure & State of the Art Technology
 - Leisure trails, parks and green space
 - [The presentation can be found by clicking here.](#)
- Intelligent Transportation Systems (ITS) – Michael Meeks, Franklin County Engineers Office
 - ITS is a sub-committee of TAC which meets quarterly and is chaired by a member of TAC.
 - Regional ITS Architecture is “a regional framework that ensures that there are institutional agreements as well as technical integration for the implementation of ITS projects in a region.”
 - A formal approval of the ITS Architecture is completed through the inclusion of it in the region’s Metropolitan Transportation Plan (MTP) that is updated and adopted every four years by MORPC’s Transportation Policy Committee.
 - 2019 Future Meeting Dates
 - July 24, 2019, 2:00 - 3:30 p.m. Location: MORPC
 - October 23, 2019, 2:00 - 3:30 p.m. Location: MORPC
 - MORPC staff will be reaching out to communities not currently on the ITS committee to see if they would like to also participate.
 - [This presentation can be found by clicking here.](#)
- Central Ohio Transportation Safety Plan - Lauren Cardoni, MORPC
 - The Central Ohio Transportation Safety Plan is a comprehensive safety plan for Central Ohio with a focus on fatal and serious injury crashes. It expands upon existing MORPC Safety Programs and provides a framework to identify, analyze, and prioritize safety improvements on locally maintained roadways.
 - Crash data from 2013 to 2017 was analyzed for the plan and four emphasis areas were identified: Serious Crash Types, Vulnerable Roadway Users, Driving Safety Concerns, and Emerging Technologies.
 - [This presentation can be found by clicking here.](#)
- insight2050 Technical Assistance Program - Tobi Otulana, MORPC
 - The insight2050 Technical Assistance Program provides MORPC staff assistance to members within the MPO boundary to advance the vision and goals of the insight2050 initiative, MTP, and Regional Sustainability Agenda.”
 - The objectives are to increase multi-modal transportation options enhance the quality of life improving mobility, access, safety and public health and improve connectivity with existing communities’ assets and support reinvestments in underutilized properties.
 - The project types are Complete Streets, First-Last Mile, Low-Impact Transportation, Curbside Management, Shared Mobility, Conceptual Development Framework and others.

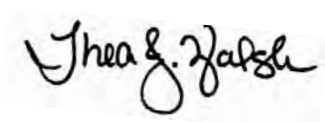
- Applications opened July 1, 2019 and will close September 27, 2019. The awardees will be notified in December 2019.
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- Air Quality Update - Dr. Brooke White, MORPC
 - The Air Quality campaign includes strategies like nimble advertising to take advantage of air quality opportunities such as pushing ads when the air quality goes from moderate or higher.
 - Jonathan Kelley presented on the program to the Delaware City Schools Board. They voted to place Idle Free signage in parking lots in all Delaware City Schools.
 - [This presentation can be found by clicking here.](#)

VIII. Other Business

- The Vice Chair informed the committee that the next TAC meeting will be held on July 31, 2019

IX. Adjourn

- The Vice Chair presented a motion to adjourn the meeting; Ted Beidler moved; Matt Peoples seconded; and the meeting adjourned at 10:03 a.m.



Thea Walsh, Secretary
Transportation Advisory Committee



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

111 Liberty Street, Suite 100
Columbus, Ohio 43215
morpc.org

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NOTICE OF A MEETING

COMMISSION MEETING
MID-OHIO REGIONAL PLANNING COMMISSION
111 LIBERTY STREET, SUITE 100
COLUMBUS, OH 43215
SCIOTO CONFERENCE ROOM

Thursday, June 13, 2019
1:30 p.m.

AGENDA

1:30 p.m.

1. **Pledge of Allegiance**
2. **Welcome and Introductions** – Rory McGuiness (City of Columbus), MORPC Chair
 - **Recognition of Guests and New Members** – Eileen Leuby, MORPC Membership Coordinator
3. **Executive Director's Report** – William Murdock, MORPC Executive Director
4. **Proposed Resolution 10-19: "Adopting a fee schedule for use in assessing members in 2020"** – Shawn Hufstedler, MORPC Chief of Staff & Director of Operations
5. **Proposed Resolution 11-19: "Accepting Truro Township (Franklin County) as a member of the Mid-Ohio Regional Planning Commission (MORPC)"** – William Murdock, MORPC Executive Director

2:00 p.m.

Committees

6. **Regional Policy Roundtable** – Kim Maggard (City of Whitehall), Regional Policy Roundtable Chair
 - a. **Legislative Update** – Steve Tugend, Kegler Hill Brown + Ritter and Joe Garrity, MORPC Director of Government Affairs

William Murdock, AICP
Executive Director

Rory McGuiness
Chair

Karen J. Angelou
Vice Chair

Erik J. Janas
Secretary

- 7. Sustainability Advisory Committee** – Jim Schimmer (Franklin County), Sustainability Advisory Committee Chair

2:30 p.m.

- 8. Transportation Policy Committee (MPO)** – Rory McGuiness (City of Columbus), MORPC Chair

- a. Call to Order** – Rory McGuiness (City of Columbus), MORPC Chair

- b. Metropolitan Planning Organization Report**

- Transportation & Infrastructure Development – Thea Walsh, Director

- c. Transportation Policy Committee Consent Agenda**

- 1) Approval of [May 9, 2019 Transportation Policy Committee Meeting Minutes](#)
- 2) [Proposed Resolution T-8-19: “Amending the State Fiscal Year \(SFY\) 2018-2021 Transportation Improvement Program”](#)
- 3) [Proposed Resolution T-9-19: “Modifying MORPC-Attributable Funding Commitments”](#)

- d. 2020-2050 Metropolitan Transportation Plan Update** – Thea Walsh, MORPC Transportation & Infrastructure Development Director

- **MTP Candidate Projects** – Thea Walsh, MORPC Transportation & Infrastructure Development Director
- [Proposed Resolution T-10-19: Adopting 2050 Forecast Population and Employment Variables](#) – Thea Walsh, MORPC Transportation & Infrastructure Director

- e. insight2050 Technical Assistance Program** – Stephen Patchan, MORPC Planning & Sustainability Assistant Director

- f. Safety Plan** – Stephen Patchan, MORPC Planning & Sustainability Assistant Director

- g. Adjourn Transportation Policy Committee (MPO)** – Rory McGuiness (City of Columbus), MORPC Chair

- 9. Commission Consent Agenda**

- a. Approval of [May 9, 2019 Commission Meeting Minutes](#)
- b. Approval of Actions of the Transportation Policy Committee

- 10. Other Business**

3:00 p.m.

- 11. Adjourn** – Rory McGuiness (City of Columbus), MORPC Chair

**PLEASE NOTIFY SHARI SAUNDERS AT 614-233-4169 OR ssaunders@morpc.org
IF YOU REQUIRE SPECIAL ASSISTANCE.**

The next Commission Meeting is
Thursday, August 8, 2019, 1:30 p.m.
111 Liberty Street, Suite 100
Columbus, Ohio 43215

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Indoor bike parking is available for MORPC guests.

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MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

Mid-Ohio Regional Planning Commission Transportation Policy Committee Meeting Minutes

Date: June 13, 2019

Time: 2:02 p.m.

Location: Scioto Conference Room

Members Present

Chris Amorose Grooms
Mike Anderson
Karen Angelou
Herb Asher
Trudy Bartley
Pat Blayney
Ron Bullard
Ben Collins
Mike Compton
Karl Craven
William Dorman
Brad Ebersole

Catherine Girves
Matt Greeson
Marian Harris
Alex Heckman
Pamela Hykes O'Grady
Steve Kennedy
Ben Kessler
Tom Kneeland
Greg Lestini
Kim Maggard
Rory McGuiness
Megan O'Callaghan

Robert Peters
Mark Potts
Eric Richter
Rob Riley
Roby Schottke
Kent Shafer
Thom Slack
Dan Sowry
Ike Stage
Joe Stefanov
Andy Teater
Carrie Woody

Commission Members

Joe Antrum
Ben Carpenter
Franklin Christman
Joy Davis

Terry Emery
Bill Habig
Tim Hansley
R. Michael Pettit

Eric Phillips
David Scheffler
Steve Stolte
Andy Ware

MORPC Staff Present

Bernice Cage
Joe Garrity
Roaya Higazi
Shawn Hufstедler
Alex Jokerst
Niel Jurist

Ciel Klein
Eileen Leuby
William Murdock
Stephen Patchan
Shari Saunders
Bevan Schneck

Susan Tsen
Thea Walsh
Brooke White
Robert Williams

Guests Present

Mitch Blackford, ODOT District 6
Gary Burkholder, Northcoast Research
Riane Federman, Blendon Township
Jason Sanson, Environmental Design Group

Sam Smith, Village of Somerset
Steve Tugend, Kegler Brown Hill + Ritter
Tina Yu, Madison Township

Meeting Called to Order

Chair Rory McGuiness called the Transportation Policy Committee Meeting to order at 2:02 p.m.

Metropolitan Planning Organization Report

- **Transportation & Infrastructure Development – Thea Walsh, MORPC
Transportation & Infrastructure Development Director**
MORPC completed the Rickenbacker Area Study at the end of May and held a public meeting in Obetz. It will be featured at the July 10 Columbus Metropolitan Club Forum.

Nearly \$200 million in requests were submitted from Central Ohio to the Transportation Review Advisory Council (TRAC). Projects submitted:

- ✓ Two different applications for the Delaware Point Far East Freeway
- ✓ Two different applications for the South Outerbelt
- ✓ Southeast US 33/Pickerington Road
- ✓ Northwest US 33/161 Post Road

MORPC Team Members are assisting Logan County with an Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant application to extend the 33 Smart Corridor to I-75. The application deadline is mid-July.

Ms. Walsh noted that Proposed Resolution T-9-19 on the consent agenda is a modification to MORPC-Attributable Funding Allocations set earlier this year. Since then two projects have come forward requesting a start date change and one out-of-cycle request for additional funds to provide a match for TRAC funding. Proposed Resolution T-9-19 has moved forward through the Community Advisory and Transportation Advisory Committees.

Transportation Policy Committee Consent Agenda

Tom Kneeland made a motion to approve the Transportation Policy Committee Consent Agenda, second by Mike Compton; motion passed.

2020-2050 Metropolitan Transportation Plan (MTP) Update – Thea Walsh, MORPC Transportation & Infrastructure Director

- **MTP Candidate Projects**

The interactive candidate projects web map is now open for public review and comment. The type of candidate projects is explained in the [MTP Newsletter, Volume 5](#) provided at each table. The interactive web map can be accessed at <http://www.morpc.org/mtp2050/>.

- **Proposed Resolution T-10-19: “Adopting 2050 Forecast Population and Employment Variables”**

Roby Schottke made a motion to approve Resolution T-10-19, second by Joe Stefanov; motion passed.

insight2050 Technical Assistance Program – Stephen Patchan, MORPC Planning & Sustainability Assistant Director

Stephen Patchan gave an update on the [insight2050 Technical Assistance Program](#). MORPC will begin accepting applications for the upcoming Technical Assistance Program on July 1, 2019. The 2019 program objectives are:

- Increase multi-modal transportation options
- Enhance quality of life through improving mobility, accessibility, safety, and public health
- Improve connectivity to existing community assets and support reinvestment in underutilized properties
- Prepare for emerging transportation technologies

Communities in MORPC's MPO are eligible to apply. Project types include complete streets, first-last mile, low-impact transportation, curbside management, shared mobility, conceptual

development framework, etc. There is an information webinar July 24. The application deadline is September 27.

Safety Plan – Stephen Patchan, MORPC Planning & Sustainability Assistant Director

Stephen Patchan presented the [Central Ohio Transportation Safety Plan](#). The Safety Plan is being released this month. Planning began last fall with assistance from a working group comprised of MPO members, planners, engineers, law enforcement, emergency services, bike/ped advocates, and representatives from ODOT and ODPS.

The Central Ohio Transportation Safety Plan identifies the most significant causes of serious injuries and fatalities on the local roadway system. The plan establishes a series of goals and benchmarks for safety improvements, identifies existing trends and critical safety priorities, and sets up a framework for how collaboration can improve safety throughout the region.

The plan is based on MORPC's ongoing analysis of regional crash data. Between 2013 and 2017 a total of 196,792 crashes were reported within MORPC's MPO area. Nearly half a million people were involved in these crashes. That's almost 100,000 a year or 300 people each day. Of those people, 528 were fatally injured and 4,323 suffered serious, life-changing injuries. That's over two people experiencing a life-altering crash each day in the region.

A new tool was developed through the planning process. The High Injury Network (HIN) is used to understand which corridors in the region are the most challenging in terms of safety and will be used in combination with MORPC's High Crash Intersections to help prioritize locations and guide a more holistic and proactive approach to regional safety improvements.

Commission members discussed developing a regional initiative to address distracted driving similar to the policy adopted by the City of Bexley.

Mr. Patchan was asked if he could dive deeper into the numbers and provide more detailed statistics such as:

- How far back does our safety data go?
- Is there a correlation between rate of growth and crashes?
- How do Central Ohio numbers compare to the State of Ohio?
- How many crashes were related to distracted driving?
- How many crashes were related to speed?
- Is there an ability to see stats that show speed influence?
- What are the estimated economic impacts?
- What is the age of the drivers at fault?
- What is being done to educate our new drivers?
- What is the potential opportunity with the red light camera?

Follow-up information will be provided at the next Transportation Policy Committee Meeting.

The Transportation Policy Committee Meeting adjourned at 2:35 p.m.



Erik J. Janas, Secretary
Mid-Ohio Regional Planning Commission

2020–2050 METROPOLITAN TRANSPORTATION PLAN

JUNE-AUGUST 2019 | VOLUME 5



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

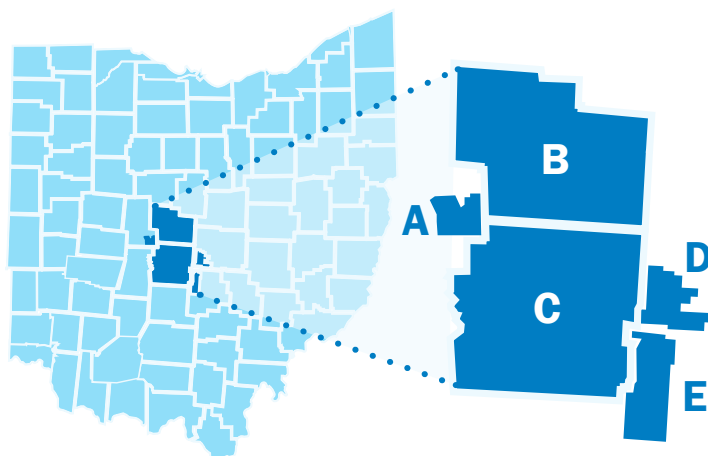
METROPOLITAN TRANSPORTATION PLAN DEVELOPMENT PROCESS

The Metropolitan Transportation Plan (MTP) is a long-range planning document that brings together local governments from around Central Ohio and other local, state, and federal agencies to identify and coordinate transportation goals and policies. The MTP will identify transportation strategies and projects, and provide the basis for transportation funding to be spent to improve highways, transit, freight, bikeways, and pedestrian facilities.



Work on the 2020-2050 MTP has been underway since September 2018, when the goals of the plan were established. Measurable objectives were adopted in November 2018. Candidate projects will be collected and available for comment through the summer. More information on these milestones is available at morpc.org/mtp2050.

MORPC METROPOLITAN PLANNING ORGANIZATION AREA



- A** Union
- B** Delaware
- C** Franklin
- D** Licking
- E** Fairfield

CANDIDATE PROJECT TYPES

The MORPC team is now identifying transportation needs and potential projects located within MORPC's transportation planning area shown in the map on page 1. This area includes Delaware and Franklin counties, Bloom and Violet townships in Fairfield County, New Albany, Pataskala and Etna Township in Licking County, and Jerome Township in Union County. The types of projects to be included in the plan are:

- New roadway or widening of a roadway
- Intersection improvement
- New or modified freeway interchange
- Multi-use trail
- On-street bicycle facility
- New sidewalk
- New or improved transit service such as Bus Rapid Transit, rail, streetcar, etc.
- Operational improvements such as signal coordination, managed lane, removal of through vehicle lane, etc.

MINOR WIDENING AND SAFETY IMPROVEMENTS OF ARTERIAL ROADWAYS

Addition of a center median and/or center turn lane or widening existing travel lanes to standard width.



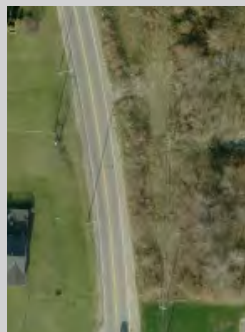
BEFORE



AFTER

MAJOR WIDENING OF ARTERIAL ROADWAYS

Addition of travel lanes.



BEFORE



AFTER

MAJOR WIDENING OF FREEWAYS

Addition of travel lanes.



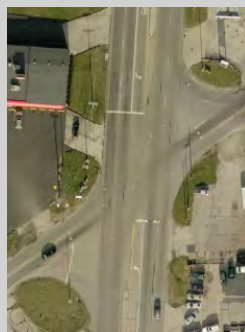
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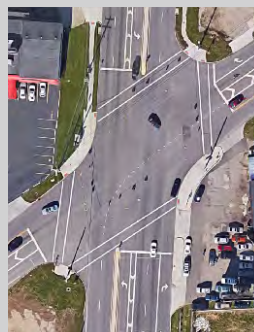
AFTER

INTERSECTION IMPROVEMENTS

Addition of turn lanes or other reconfiguration such as a roundabout.



BEFORE



AFTER



BEFORE



AFTER

OPERATIONS

Access Management
Signal coordination
Managed lane

Removal or width reduction of automobile travel lanes to accommodate transit, bicycle, and/or pedestrian facilities within a corridor.



BEFORE



AFTER

NEW INTERCHANGES

Adding a grade-separated interchange where an at-grade intersection or no intersection existed previously.



BEFORE



AFTER

INTERCHANGE MODIFICATIONS

Modification of existing interchange to improve operations and accommodate additional capacity, widen an overpass, and/or modify ramp intersections.



BEFORE



AFTER

BICYCLE AND PEDESTRIAN PROJECTS

Addition of a multi-use trail, bicycle lane, sidewalk, or other facility for bicycle or pedestrian use.



CANDIDATE PROJECT TYPES (CONTINUED)

TRANSIT PROJECTS

New or improved transit service such as bus, bus rapid transit, rail, street car, or other service.



Note that most arterial roadway projects will also incorporate infrastructure to accommodate all users, where appropriate, consistent with the Complete Streets concept. Complete Streets are roadways designed to safely and comfortably accommodate people of all ages and abilities, including but not limited to motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders.

Do you have a project suggestion?

Visit morpc.org/mtp2050 to add your suggested projects on our web map and provide comments on the current candidate project list. The web map is best viewed using Chrome or Firefox.

| Project Type | Count |
|---------------------|-------|
| Suggest a Project | 1 |
| All Projects | 1 |
| Freeway | 1 |
| Non-Freeway | 1 |
| Bike and Pedestrian | 1 |
| Transit | 1 |
| Operations | 1 |

WHAT'S NEXT:

Help us identify transportation needs! Do you have a project suggestion?

111 Liberty Street, Suite 100,
Columbus, OH 43215, Attn: MTP

For more information on the MTP, visit morpc.org/mtp2050.

insight2050

Technical Assistance Program

Commission / Transportation Policy Committee
June 13, 2019



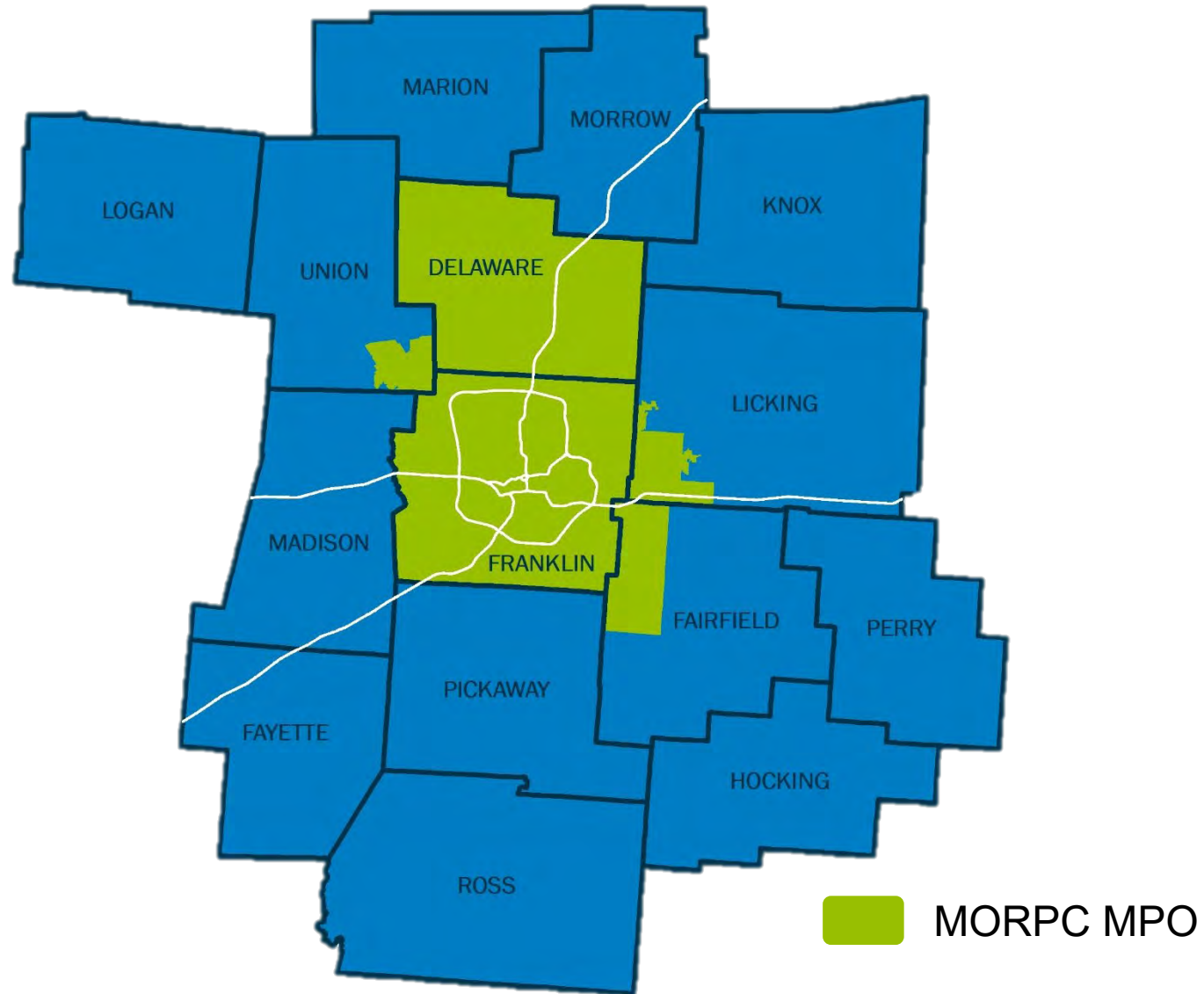
INFORMATION ONLY

TA Program Background

- Provide MORPC staff assistance or consultant services to advance the vision and goals of insight2050, MTP, and Regional Sustainability Agenda
- Competitive Application Process
- Pre-determined project scopes of work
- One year project footprints

2019 TA Program Objectives

- Increase multi-modal transportation options
- Enhance quality of life through improving mobility, accessibility, safety, and public health
- Improve connectivity to existing community assets and support reinvestment in underutilized properties
- Prepare for emerging transportation technologies



PROJECT TYPES

Complete Streets

First-Last Mile

Low-Impact Transportation

Curbside Management

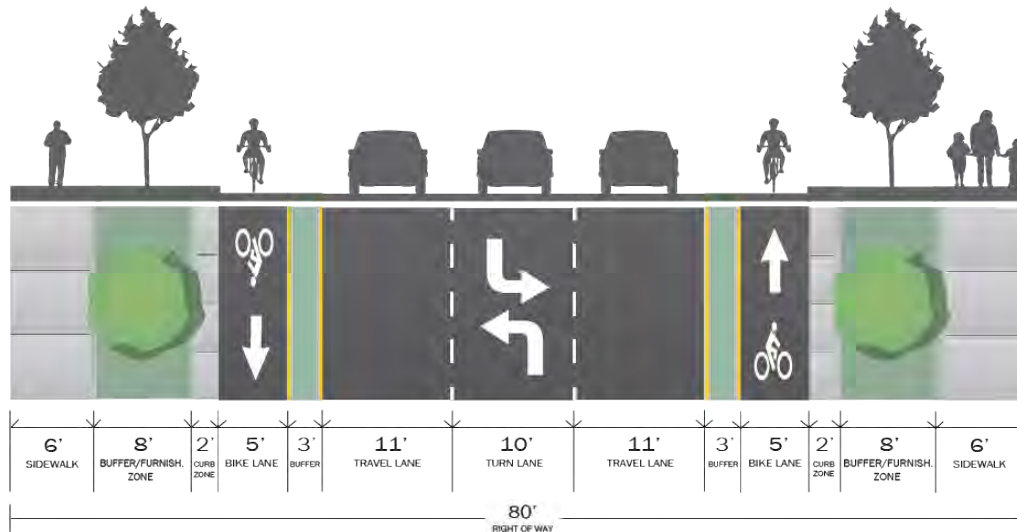
Shared Mobility

Conceptual Development Framework

Other

Complete Streets

Complete Streets Policy development for creating roadways that are safe and comfortable for all modes and all users regardless of age or ability



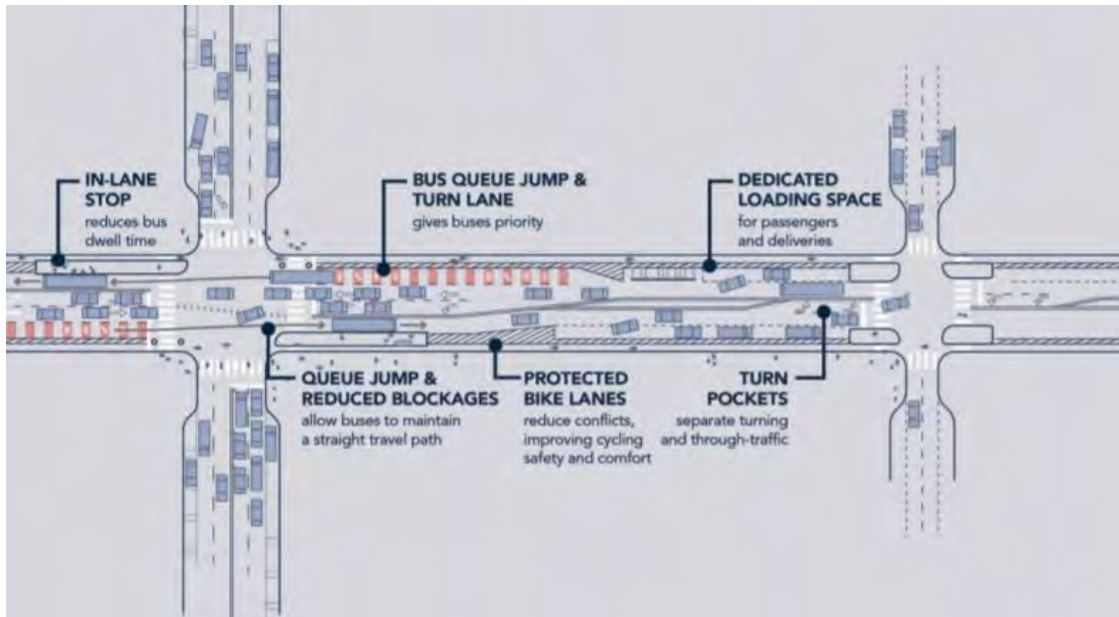
First-Last Mile

Internal guidance for improving active transportation connectivity between transit routes and key destinations



Curbside Management

Guidance (internal or formal policy) for regulating curb space to balance priorities for mobility, accessibility, sustainability, and economic vitality



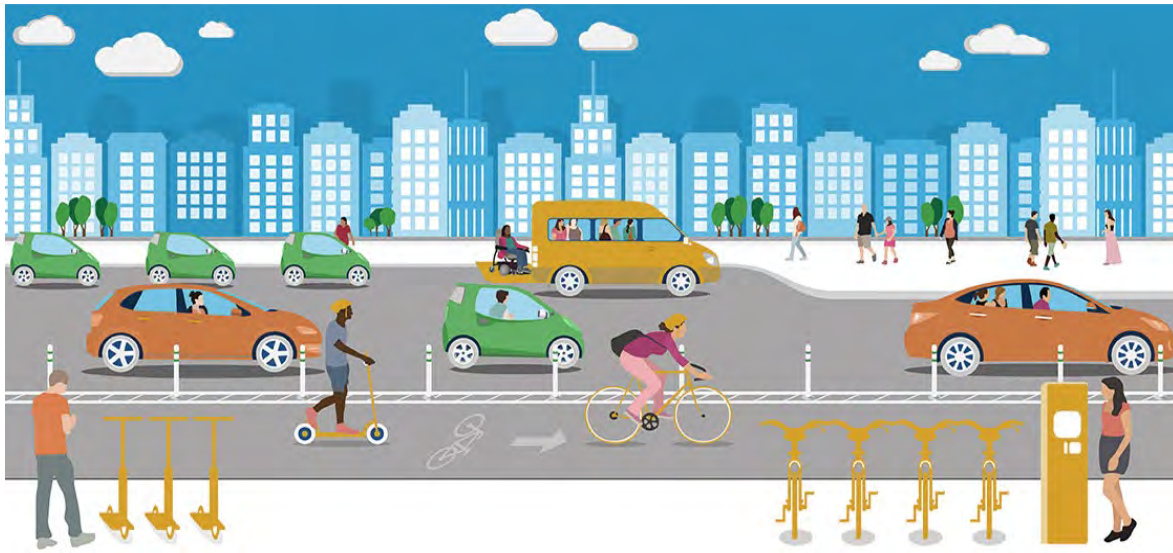
Low-Impact Transportation

Internal guidance for implementing a low-stress network for bikes, e-bikes, scooters, and other low-impact modes of transportation



Shared Mobility

Policy development guidance for shared forms of mobility such as bike shares, scooter shares, and car shares



Conceptual Development

Preliminary planning to establish a vision for strategic infill sites or Opportunity Zones



OTHER PROJECT TYPES

Intent to Apply:

- Summary of proposed project
- Scope or work
- Project timeline
- Anticipated staff hours
- Roles & responsibilities

**Must submit
online by
AUGUST 7**



COMPETITIVE APPLICATION SELECTION CRITERIA

1. Project Objectives
2. insight2050 Principles
3. Regional Collaboration
4. Local Commitment and Collaboration
5. Leveraging Investment
6. Equity Considerations
7. Required Documentation

Important Dates

Application opens : JULY 1, 2019

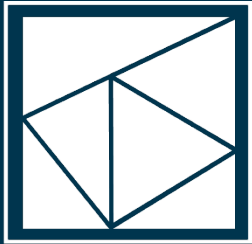
Informational webinar : JULY 24, 2019

Intent to Apply deadline (Other Projects ONLY) : AUGUST 7, 2019

Application closes: SEPTEMBER 27, 2019

Awardees notified: DECEMBER 2019

Projects begin: JANUARY 2020



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

STEPHEN PATCHAN

ASSISTANT DIRECTOR PLANNING & SUSTAINABILITY

spatchan@morpc.org

P. 614.233.4161

111 Liberty Street, Suite 100
Columbus, OH 43215

www.morpc.org



Central Ohio Transportation Safety Plan

Commission Meeting 6/13/2019



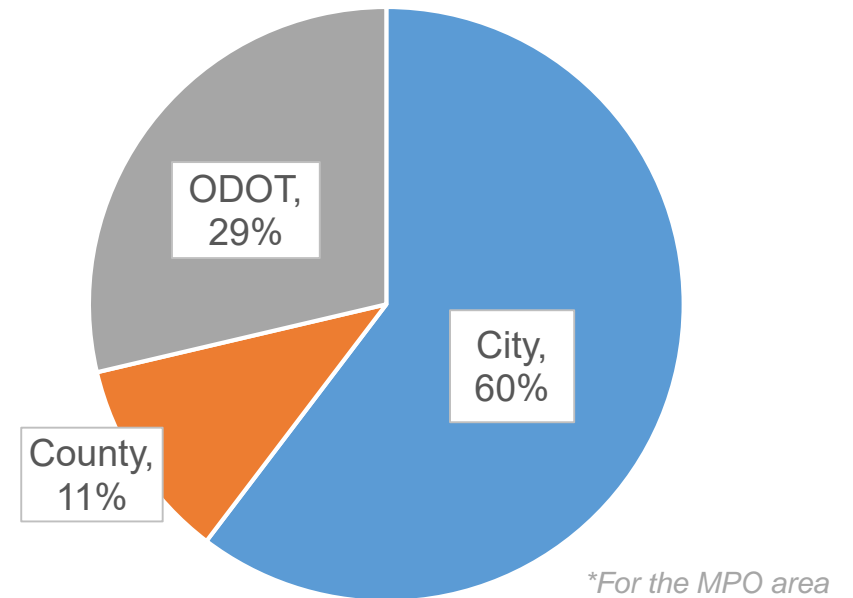
MID-OHIO REGIONAL
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Plan Purpose and Scope



- Comprehensive Safety Plan for Central Ohio with a focus on fatal and serious injury crashes
- Provides a framework for identifying, analyzing, and prioritizing safety improvements on local roads
- Inspired by the Strategic Highway Safety Plan, but drills down to locally maintained roadways
- Funded by ODOT to develop Safety Plan and create a template for other regions around the state
- Expands upon existing MORPC Safety programs

Fatal and Serious Crashes by Maintenance Authority* (2013-2017)



Trends in Regional Safety

BETWEEN 2013 – 2017 IN CENTRAL OHIO:

- 196,792 **crashes** were reported

 **an overall increase of 21.2%**

- 498,131 **people** were involved

 **an overall increase of 19.9%**

- 528 **people** were killed

 **an overall increase of 27.8%**

- 4,323 **people** were seriously injured

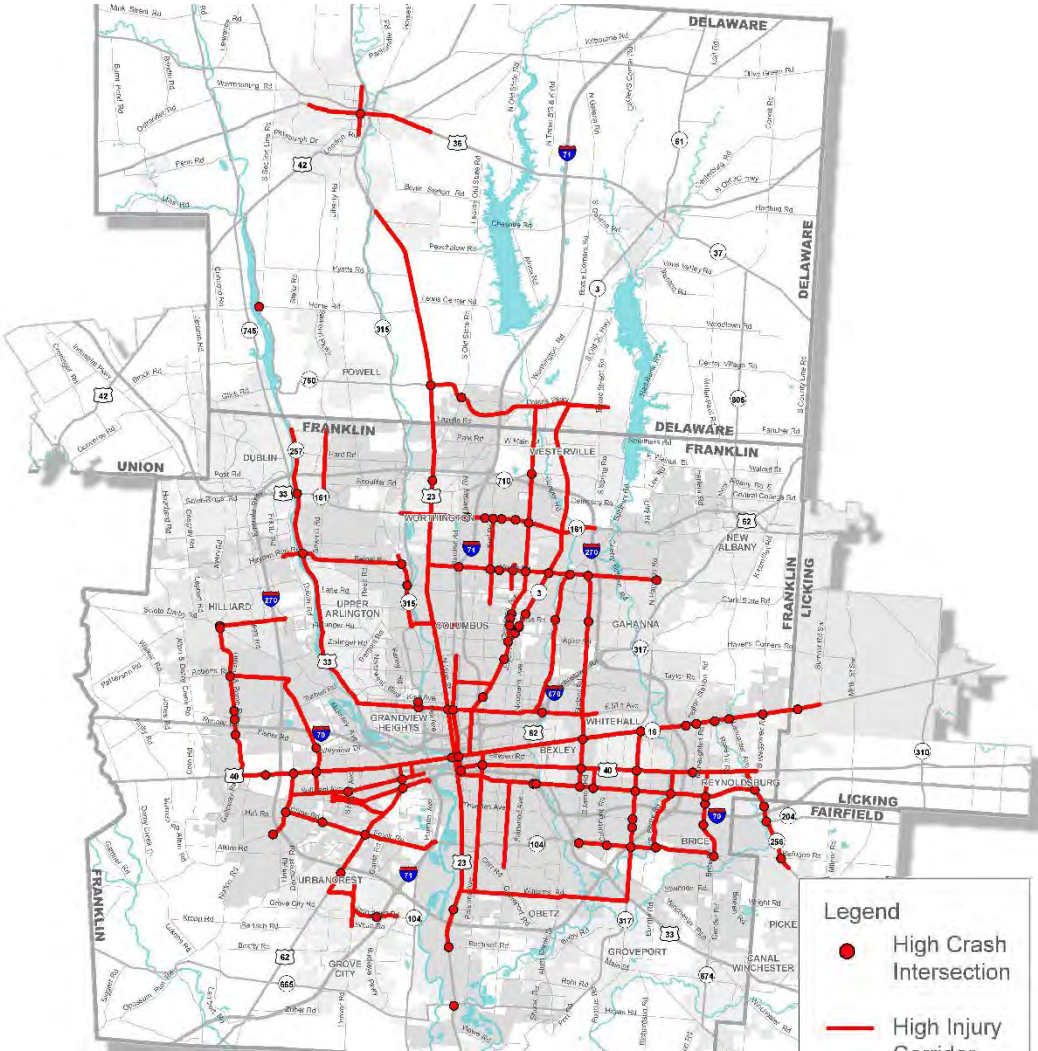
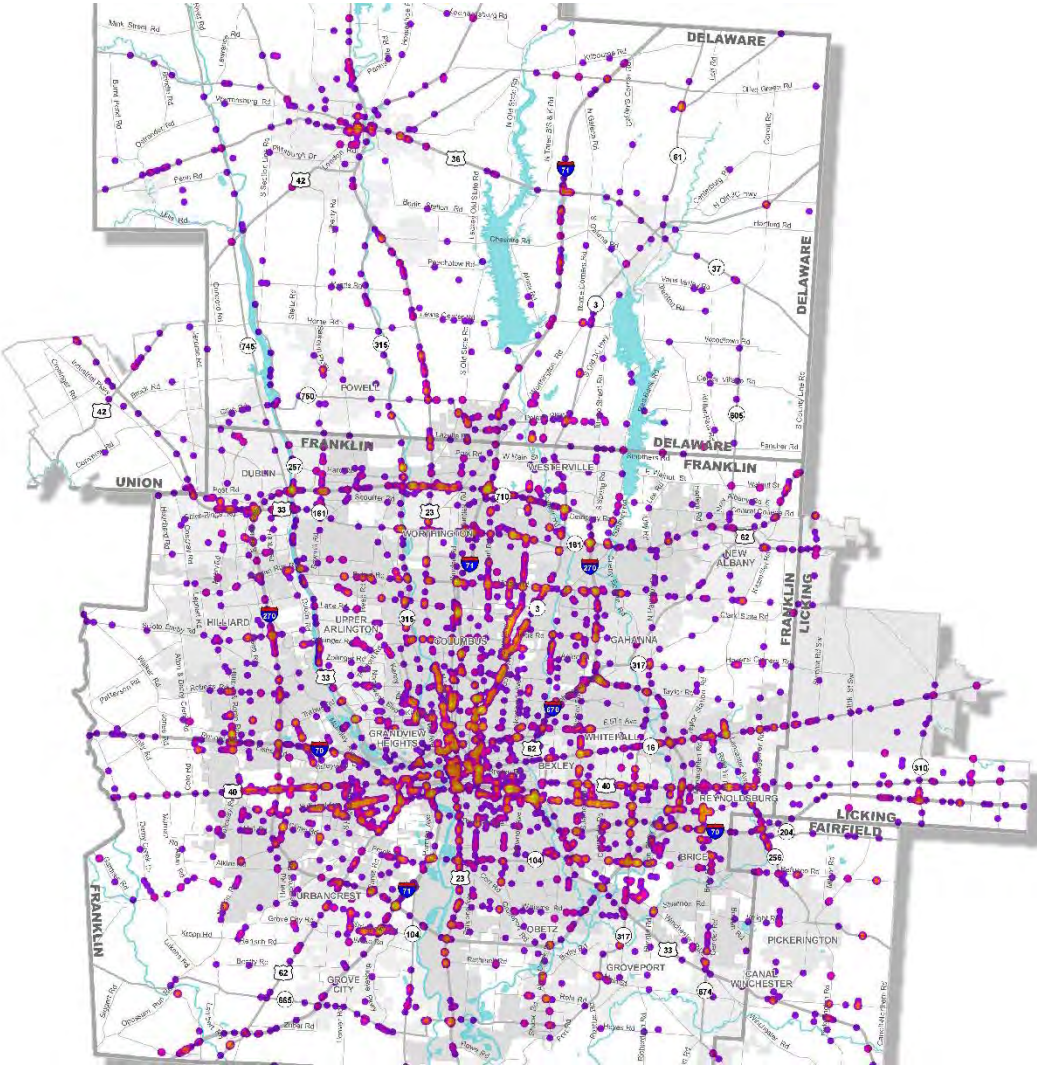
 **an overall decrease of 4.2%**



Priority Safety Locations



MORPC



Implementation & Evaluation



MORPC

- Action Plan
 - Overall strategies for each Emphasis Area
 - Short, Medium, and Long-term action items
- Technical Assistance
 - ODOT
 - MORPC
- Annual Reporting

Strategy 1: Work with government partners to increase awareness of safety issues and available resources.

| # | Action Lead | Description | Output Measure | Timeline |
|-----|-----------------------|---|---|----------|
| 1.1 | MORPC ODOT | Identify and track crashes & projects occurring at priority safety locations and report findings. | # Priority Safety Locations list | Ongoing |
| 1.2 | LPAs MORPC ODOT | Routinely conduct Road Safety Audits (RSAs) and Safety Studies at priority safety locations to identify best engineering solutions at each site. | # RSAs # Safety Studies conducted annually | Ongoing |
| 1.3 | LPAs MORPC ODOT | Routinely conduct Systemic Safety Improvements (SSIs) at warranted locations. | # SSIs conducted annually | Ongoing |
| 1.4 | LPAs MORPC | Demonstrate proposed/recommended infrastructure improvements through temporary demonstration pop-ups with educational materials to local communities. | # of completed demonstrations | Short |
| 1.5 | LPAs MORPC | Increase awareness of regional safety issues and appropriate countermeasures to address them. | Annual Publication | |

Strategy 5: Conduct high visibility enforcement to address driving safety concerns in locations with frequent fatal/serious injury crashes.

| # | Action Lead | Description | Output Measure | Timeline |
|-----|---------------|---|--------------------------------------|----------|
| 5.1 | MORPC OTSO | Promote grants awarded to law enforcement agencies to conduct highly visible enforcement activities related to aggressive and speeding drivers. | Amount of funding awarded regionally | Short |
| 5.2 | MORPC OTSO | Promote grants awarded to law enforcement agencies to conduct highly visible enforcement activities related to impaired and distracted drivers. | Amount of funding awarded regionally | Short |
| 5.3 | MORPC OTSO | Promote grants awarded to law enforcement agencies to conduct highly visible enforcement activities related to seatbelt usage. | Amount of funding awarded regionally | Short |
| 5.4 | LPAs MORPC | Assist grantees to complete reports to funders on relevant information. | Completion of grant reporting | Short |

THANK YOU!

LAUREN CARDONI

Senior Planner, Active Transportation & Safety
Mid-Ohio Regional Planning Commission

T: 614.233.4128

lcardon@morpc.org

111 Liberty Street, Suite 100
Columbus, OH 43215



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DEPT HEAD: MJT DATE: 2/5/2020

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FEB 05 2020

Mid Ohio Reg Pl

STATE OF OHIO,
City of Marysville,
Union County.



Personally appeared before me

Sherryl Sheets

and made solemn oath, that the

Legal Notice

a copy of which is hereto attached, was

published for..... consecutive weeks on

and next after 1/20, 2020,

in The Marysville Journal-Tribune, a
newspaper of general circulation in the
City of Marysville and Union County.

Sherryl Sheets

Sworn to before me and signed in

my presence this 21 day of Jan

A. D. 2020.

Mariann Kigar

Notary Public

My commission expires 9/21, 2021

Printer's Fees, \$ 66.50

**LEGAL NOTICE
MORPC UPDATES
TRANSPORTATION**

IMPROVEMENT PROGRAM

The Mid-Ohio Regional Planning Commission (MORPC) is updating the Transportation Improvement Program (TIP) for State Fiscal Years 2021-2024. The TIP is a schedule of projects within Delaware and Franklin counties; Bloom and Violet townships in Fairfield County; New Albany, Pataskala and Etna Township in Licking County; and Jerome Township in Union County proposed for construction from July 2020 through June 2024. It documents how approximately \$2 billion will be used for highway, public transit and bikeway/pedestrian projects over the next four years. Projects must be included in the TIP to be eligible for federal funding. The TIP must adhere to requirements of the federal Fixing America's Surface Transportation (FAST) Act and be analyzed for conformity with federal air quality requirements and effects upon low-income and minority residents. The public participation process for the TIP will also meet the public participation requirements for COTA's and Delaware County Transit's programs of projects. Copies of prior TIPs are available at MORPC's office, 111 Liberty St., Ste. 100, Columbus, OH, 43215; MORPC's website, morpc.org/tip; Columbus and main libraries in Delaware, Licking, Fairfield and Franklin counties; or by calling (614) 228-2663. Comments may be submitted in writing to Thea J. Walsh, Director of Transportation & Infrastructure Development, at the above address through April 17, 2020.

**Thea J. Walsh, Director
Transportation & Infrastructure
Development
01-20-1M**



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| | | | | | | 0.00 |
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| | | | | | | 0.00 |

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IMPROVEMENT PROGRAM**

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Thea J. Walsh
Director, Transportation & Infrastructure Development

January 23, 2020 1T
90084882

MORPC UPDATES TRANSPORTATION IMPROVEMENT PROGRAM

The Mid-Ohio Regional Planning Commission (MORPC) is updating the Transportation Improvement Program (TIP) for State Fiscal Years 2021-2024. The TIP is a schedule of projects within Delaware and Franklin counties; Bloom and Violet townships in Fairfield County; New Albany, Pataskala and Etna Township in Licking County; and Jerome Township in Union County proposed for construction from July 2020 through June 2024. It documents how approximately \$2 billion will be used for highway, public transit and bikeway/pedestrian projects over the next four years. Projects must be included in the TIP to be eligible for federal funding. The TIP must adhere to requirements of the federal Fixing America's Surface Transportation (FAST) Act and be analyzed for conformity with federal air quality requirements and effects upon low-income and minority residents. The public participation process for the TIP will also meet the public participation requirements for COTA's and Delaware County Transit's programs of projects. Copies of prior TIPs are available at MORPC's office, 111 Liberty St., Ste. 100, Columbus, OH, 43215; MORPC's website, morpc.org/tip; Columbus and main libraries in Delaware, Licking, Fairfield and Franklin counties; or by calling (614) 228-2663. Comments may be submitted in writing to Thea J. Walsh, Director of Transportation & Infrastructure Development, at the above address through April 17, 2020.

Thea J. Walsh
Director, Transportation & Infrastructure Development

January 23, 2020 1T
90084882

AFFP

Affidavit of Publication

STATE OF OHIO } SS
COUNTY OF DELAWARE }

Tamra Furlong, being duly sworn, says:

That she is Inside Sales Rep of the DELAWARE GAZETTE, a Daily newspaper of general circulation, printed and published in DELAWARE, DELAWARE County, OHIO; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

Jan 23, 2020

That said newspaper was regularly issued and circulated on those dates.

SIGNED:

Tamra Furlong

Subscribed to and sworn to me this 23rd day of Jan 2020

Diana J Deweese

Diana J. Deweese, DELAWARE County, OHIO

My commission expires: August 20, 2024

\$ 123.40

40005601 90084882 614-233-4146

Morpc Finance Department
111 Liberty St Ste 100
Columbus, OH 43215

MORPC UPDATES TRANSPORTATION IMPROVEMENT PROGRAM

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Thea J. Walsh
Director, Transportation & Infrastructure Development

January 23, 2020 1T
90084882



DIANA J DEWEESE
NOTARY PUBLIC
STATE OF OHIO
08-20-2024
RECORDED IN
DELAWARE COUNTY




RECEIVED

FEB 14 2020

BY:

| | | |
|--|--|---------------------------------|
| BILLING ACCOUNT NAME AND ADDRESS

MID-OHIO REGIONAL
PLANNING
COMMISSION
111 LIBERTY ST STE 100
COLUMBUS, OH 43215-5850
 | BILLING INQUIRIES/ADDRESS CHANGES
1-877-736-7612 or smb@ccc.gannett.com

Terms and Conditions: Past due accounts are subject to interest at the rate of 12% per annum or the maximum legal rate (whichever is less). Advertiser claims for a credit related to rates incorrectly invoiced or paid must be submitted in writing to Publisher within 30 days of the invoice date or the claim will be waived. Any credit towards future advertising must be used within 30 days of issuance or the credit will be forfeited.
All funds payable in US dollars. | FEDERAL ID
47-2496343 |
|--|--|---------------------------------|

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NOTE: Please note the updated Billing Inquiries/Address Changes info above. Your account number is **422710** and should be used for all future correspondence. If you had a previous account number, you can reference this number if needed: **000002542**.

| Date | Description | Amount |
|--------|-----------------|--------|
| 1/1/20 | Balance Forward | \$0.00 |

Package Advertising:

| Start-End Date | Description | PO Number | Package Cost |
|-----------------|-----------------------------------|-----------|--------------|
| 1/22/20-1/22/20 | 0004010637 MORPC UPDATES TRANS | | \$158.65 |
| 1/22/20-1/22/20 | 0004010646 MORPC UPDATES TRANS | | \$192.95 |

PROGRAM: 61020 TASK: 0400 DEPT: 04
PROJ MGR: Don Schuch DATE: 2/18/2020
DEPT HEAD: Nick DATE: 2/18/2020

MUNIS PO# 5704303 FC VENDOR# 139033
MIP VENDOR# MNCO2 G/L ACCT: 5155

PLEASE DETACH AND RETURN THIS PORTION WITH YOUR PAYMENT



| | | |
|--|--|--------------------|
| ACCOUNT NAME Mid-Ohio Regional Planning Commission | PAYMENT DUE DATE February 20, 2020 | AMOUNT PAID |
| ACCOUNT NUMBER 422710 | INVOICE NUMBER 0003157317 | |

| CURRENT DUE | 30 DAYS PAST DUE | 60 DAYS PAST DUE | 90 DAYS PAST DUE | 120+ DAYS PAST DUE | UNAPPLIED PAYMENTS | TOTAL AMOUNT DUE |
|-------------|------------------|------------------|------------------|--------------------|--------------------|------------------|
| \$351.60 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$351.60 |

| | |
|--|---|
| REMITTANCE ADDRESS (Include Account# & Invoice# on check) MNCO PO BOX 677302 Dallas, TX 75267-7302 | TO PAY WITH CREDIT CARD PLEASE FILL OUT BELOW: <input type="checkbox"/> VISA <input type="checkbox"/> MASTERCARD <input type="checkbox"/> DISCOVER <input type="checkbox"/> AMEX Card Number _____ Exp Date ____/____/____ CVV Code _____ Signature _____ Date _____ |
|--|---|

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FEB 18 2020

EAGLE-GAZETTE

A GANNETT COMPANY

Media

Advertiser:

MID-OHIO REGIONAL PLANNING COM

111 LIBERTY ST STE 100

COLUMBUS

OH 43215

AFFIDAVIT OF PUBLICATION

Newspaper: MCO-Lan-Lancaster Eagle Gazette

LEGAL NOTICE

ATTACHED

STATE OF WISCONSIN

RE: Order #:0004010637

This is not an invoice

Account #:MCO-0000002542

Total Amount of Claim:\$158.65

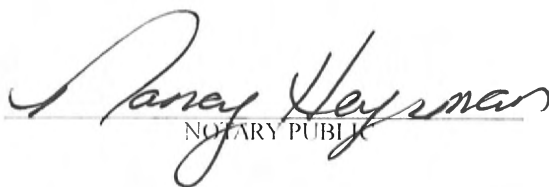
I, _____, Sales Assistant

for the above mentioned newspaper, hereby certify that the attached advertisement appeared in said newspaper on the following dates:

01/22/20

Last Run Date :01/22/2020

Subscribed and sworn to me this 22nd day of January, 2020


NOTARY PUBLIC

5.15.23

Commission expires

of Affidavits: 1

NANCY HEYRMAN
Notary Public
State of Wisconsin

MORPC UPDATES TRANSPORTATION IMPROVEMENT PROGRAM
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Thea J. Walsh
Director, Transportation & Infrastructure Development
PUB:LEG,Jan22,'20#4010637

Newark Advocate

A GANNETT COMPANY

Media

Advertiser:

MID-OHIO REGIONAL PLANNING COM

111 LIBERTY ST STE 100

COLUMBUS

OH 43215

AFFIDAVIT OF PUBLICATION

Newspaper: MCO-Nwk-Newark Advocate

LEGAL NOTICE

ATTACHED

STATE OF WISCONSIN

RE: Order #:0004010646

This is not an invoice

Account #:MCO-0000002542

Total Amount of Claim:\$192.95

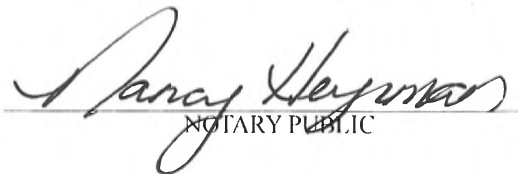
I, _____, Sales Assistant

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Director, Transportation & Infrastructure Development
PUB:NADV,Jan22,20#4010646



DISPATCH MEDIA GROUP
a GateHouse Media group

PO Box 1289, Columbus, OH 43216

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111 LIBERTY ST, STE 100
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FEB 10 2020

BY: _____

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parent

THE BAG
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COLUMBUS
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COLUMBUS
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home & garden

Advertising Invoice/Statement Information

Billed Account Number: 10219448
Billing Date: 01/31/2020
Billing Period: 01/01/2020 - 01/31/2020
Advertiser/Client Name: MID-OHIO REGIONAL PLANNING COMMISSION (MORPC)
Advertiser/Client Number: 10219448
Accounts Receivable: (614) 461-8880
Advertising Bookkeeping: (614) 461-5019
Terms of Payment: Net + 30
Statement ID: 0000451409
Current Amount Due: **\$405.09**
Total Amount Due: **\$405.09**

page 1 of 1

| DATE | NEWSPAPER REFERENCE | DESCRIPTION-OTHER COMMENTS/CHARGES | SAU SIZE | TIMES RUN | GROSS AMOUNT | NET AMOUNT |
|------|---------------------|------------------------------------|----------|-----------|--------------|--------------|
| | | PUBLICATION | SECTION | PAGE | POSITION | BILLED UNITS |

Previous Balance

0.00

| | | | | | | | | | |
|------|--------------------|---|-----------|-----|----------------------|--------------------|---|--------|--------|
| 1/18 | 106241393-01182020 | MORPC UPDATES TRANSPORTATION IMPROVEMENT PROGRAM Columbus Dispatch | Legals-CD | 005 | Public Notice-Legals | 1 x 63.00 LI 63 | 2 | 405.09 | 405.09 |
|------|--------------------|---|-----------|-----|----------------------|--------------------|---|--------|--------|

PROGRAM: 61020 TASK: 0400 DEPT: 04
PROJ MGR: Brian Shub DATE: 2/13/2020
DEPT HEAD: Mia DATE: 2-13-2020
MUNIS PO# 5704303 FC VENDOR# 325008
MIP VENDOR# CD G/L ACCT: 5155

A 2.5% convenience fee will be added to any payments made by credit card.

Thank you for advertising. We appreciate your business!

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a GateHouse Media group

STATEMENT OF ACCOUNT

| | |
|-------------------------|-----------------|
| CURRENT | \$405.09 |
| 30 DAYS | \$0.00 |
| 60 DAYS | \$0.00 |
| 90 DAYS | \$0.00 |
| 120 DAYS | \$0.00 |
| *UNAPPLIED AMOUNTS | \$0.00 |
| TOTAL AMOUNT DUE | \$405.09 |

Advertising Invoice/Statement Information

Statement ID: 0000451409
Billing Period: 01/01/2020 - 01/31/2020
Billed Account Number: 10219448
Advertiser/Client Number: 10219448
Advertiser/Client Name: MID-OHIO REGIONAL PLANNING COMMISSION (MORPC)
Total Amount Due: **\$405.09**

Make checks payable to: **Gatehouse Media Ohio Holdings II Inc.**

GATEHOUSE MEDIA OHIO HOLDINGS II INC.
PO BOX 182537
COLUMBUS OH 43218-2537

000045140900000001021944870000000102194487614228266300000000000040509D

FEB 10 2020

MORPC
Mid-Ohio Regional

The Columbus Dispatch
PROOF OF PUBLICATION

STATE OF OHIO, FRANKLIN COUNTY. SS:

Steve Vacolas
Credit Manager

The Columbus Dispatch, a newspaper published at Columbus, Franklin County, Ohio, with a daily paid Circulation of over 130,000 copies, personally appeared and made oath that the notice of which a true copy is here unto attached was published in *The Columbus Dispatch* for 1 time(s) on January 18, 2020.

and that the rate charged therefore is the same as that charged for commercial advertising for like services.



subscribed and Sworn on this 18th day of January 2020 as witness my hand and seal of office.



NOTARY PUBLIC - STATE OF OHIO



KARLA PERDUE
Notary Public, State of Ohio
My Commission Expires
June 19, 2024

Public Notices

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Thea J. Walsh
Director, Transportation &
Infrastructure Development
1/18

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FEB 14 2020



DATE:
INVOICE #
Federal Tax I.D.
FOR:

February 7, 2020
91420969
37-1622227
Advertising in The
Columbus African
American

DUE DATE: Payable Upon Receipt

Bill To:

Bevan Schneck
Senior Public Affairs Coordinator
MORPC
111 Liberty Street - Ste. 100
Columbus, OH 43215

PROGRAM: 61020 TASK: 0400 DEPT: 04
PROJ MGR: Bevan Schneck DATE: 2/18/2020
DEPT HEAD: Mike DATE: 2/18/2020

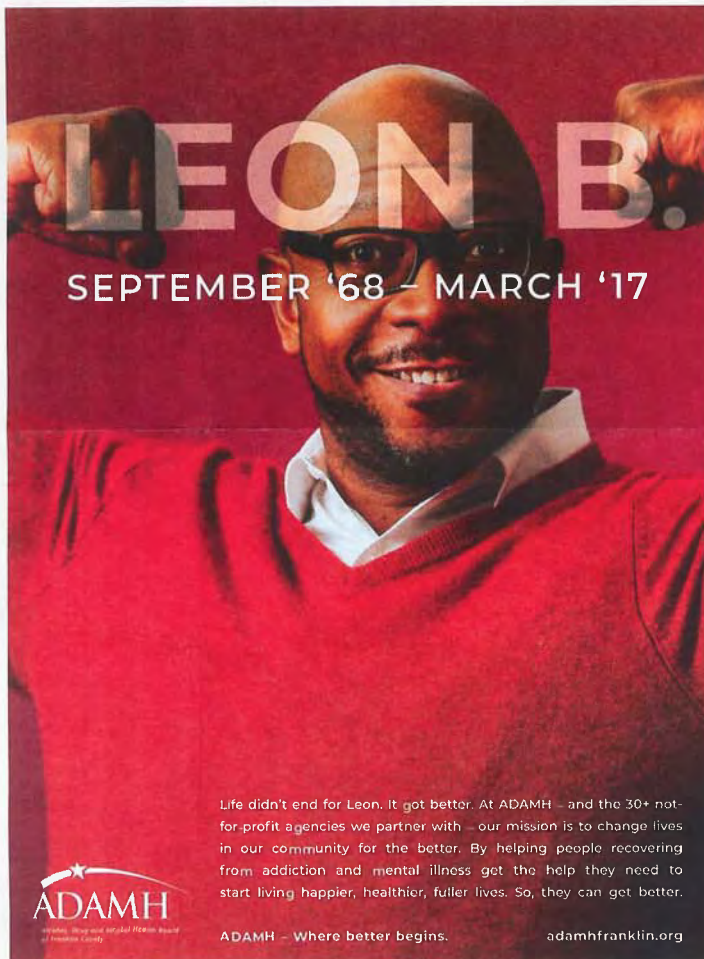
MUNIS PO# 5704303 FC VENDOR# 319873
MIP VENDOR# RMEL G/L ACCT: 5155

| DESCRIPTION | AMOUNT |
|--|------------|
| Quarter Page Ad in the February 2020 Edition <i>The Columbus & Dayton African American</i> | \$900.00 |
| 20% Discount | (\$180.00) |
| | |
| | |
| | |
| | |
| | |
| TOTAL | \$720.00 |

Please make checks payable to: **Ray Miller Enterprises, LLC**
503 S. High Street - Suite 102
Columbus, Ohio 43215

If you have any questions concerning this invoice, contact Ray Miller at (614) 571-9340 or send an email to editor@columbusafricanamerican.com.

FEB 18 2020



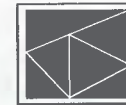
LEON B.
SEPTEMBER '68 – MARCH '17

Life didn't end for Leon. It got better. At ADAMH – and the 30+ not-for-profit agencies we partner with – our mission is to change lives in our community for the better. By helping people recovering from addiction and mental illness get the help they need to start living happier, healthier, fuller lives. So, they can get better.

ADAMH
Addiction, Depression, Mental Health
Franklin County, Ohio

ADAMH – Where better begins. adamhfranklin.org

PUBLIC NOTICE



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

MORPC UPDATES TRANSPORTATION IMPROVEMENT PROGRAM

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Copies of prior TIPs are available at MORPC's office:
111 Liberty St., Ste. 100, Columbus, OH, 43215

MORPC's website, morpc.org/tip; Columbus and main libraries in Delaware, Licking, Fairfield and Franklin counties; or by calling (614) 228-2663. Comments may be submitted in writing to Thea J. Walsh, Director of Transportation & Infrastructure Development, at the above address through April 17, 2020.

Thea J. Walsh
Director, Transportation & Infrastructure Development

Feb. 2020

Comprehensive.

Convenient.

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Heart Disease is the leading cause of death
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**February is both
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EXHIBIT E



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

NEWS

MEDIA ADVISORY

Media Contact:

Bevan Schneck

Tel.: 614.233.4130

Mobile: 614.273.4015

Email: bschneck@morpc.org

MORPC to Host Virtual Open House to Discuss 2021-2024 Transportation Improvement Program

Who: MORPC, partners and community members

What: Presentation and high-level overview of 2021-2024 Transportation Improvement Program

When: Tuesday, March 31, 2020, 3:30-6:30 p.m. – Live presentation at 5:30 p.m.

Where: Accessed online through morpc.org/tip, where more details will be forthcoming

Why: The Mid-Ohio Regional Planning Commission (MORPC) will provide members of the media and the public with the opportunity to preview aspects of its draft 2021-2024 Transportation Improvement Program during the virtual open house and provide comments.

How: Questions regarding the projects may be sent to tip@morpc.org prior to the formal presentation that will occur at 5:30 p.m., or they may be asked during the presentation via the chat/comment feature.

The Transportation Improvement Program (TIP) is a schedule of transportation improvement projects important to the MORPC transportation planning area of: Delaware and Franklin counties; Bloom and Violet townships in Fairfield County; New Albany, Pataskala and Etna Township in Licking County; and Jerome Township in Union County. Approximately \$1.9 billion in federal, state and local funds will be used between July 2021 and June 2024.

The TIP shows transportation improvements such as highway, public transit, bicycle and pedestrian facilities, bridge and other projects that have undergone a federally required air quality conformity analysis. The TIP also includes engineering studies expected to lead to construction in later years. This process also is being used to meet the public participation requirements for the Central Ohio Transit Authority's (COTA's) and Delaware County Transit's programs of projects.

The draft TIP is available on MORPC's website at morpc.org/tip. Comments can be submitted online by e-mailing tip@morpc.org, or in writing to:

Mid-Ohio Regional Planning Commission
111 Liberty Street, Suite 100
Columbus, Ohio, 43215

Comments must be submitted by 5 p.m. on April 20, 2020. MORPC is scheduled to act on the TIP on May 14, 2020.

Please note: The virtual open house will also feature the **Central Ohio Rural Planning Organization's** 2021-2024 Transportation Improvement Program, which applies to Fairfield, Knox, Marion, Madison, Morrow, Pickaway and Union counties.

###

The Mid-Ohio Regional Planning Commission (MORPC) is Central Ohio's regional council with more than 70 members comprised of counties, cities, villages, townships, and regional organizations. We take pride in bringing communities of all sizes and interests together to collaborate on best practices and plan for the future of our growing region.



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

111 Liberty Street, Suite 100
Columbus, Ohio 43215
morpc.org

T. 614. 228.2663
TTY. 1.800.750.0750
info@morpc.org

NOTICE OF A MEETING

TRANSPORTATION ADVISORY COMMITTEE

Mid-Ohio Regional Planning Commission
111 Liberty Street, Suite 100
Columbus, Ohio 43215

[Join Microsoft Teams Meeting](#)

[+1 614-362-3056](#) United States, Columbus (Toll)
[\(888\) 595-9954](#) United States (Toll-free)
Conference ID: 258 753 840#

[Wednesday, May 6 2020](#)
[9:00 a.m.](#)

AGENDA

- **9:00 a.m. Welcome & Introductions** – Cindi Fitzpatrick, Chair
- **9:04 a.m. [Approval of April 1, Meeting Minutes](#) (enclosed)**
- **9:05a.m. Metropolitan Planning Organization (MPO) Report (enclosed)** – Thea Ewing, MORPC
 - Monthly Report – Data & Mapping – Aaron Schill, MORPC
 - Monthly Report – Planning & Sustainability – Stephen Patchan, MORPC
- **9:15 a.m. 2020-2050 Metropolitan Transportation Plan**
 - Proposed Resolution T-6-20: "Adoption of the 2020-2050 Metropolitan Transportation Plan" – Maria Schaper, MORPC
- **9:20 a.m. Funding Programs**
 - Attributable Funds Project Status Update - Thomas Graham, MORPC
 - Proposed Resolution T-7-20: Adoption of the FY 2021-2024 Transportation Improvement Program (TIP) - Nathaniel Vogt, MORPC
- **9:25 a.m. Resolutions**
 - Proposed Resolution T-8-20: "Acceptance of the MORPC Fiscal Year 2021 Planning Work Program" - Thea Ewing, MORPC
 - Proposed Resolution T-9-20: "Certification of the MORPC Metropolitan Transportation Planning Process" - Thea Ewing, MORPC

William Murdock, AICP
Executive Director

Karen J. Angelou
Chair

Erik J. Janas
Vice Chair

Chris Amorose Grooms
Secretary

- **9:30 a.m. Informational Items**
 - Sustaining Scioto Update – Brandi Whetstone, MORPC
 - MORPC Regional Active Transportation Plan Update – Stephen Patchan, MORPC
 - Subcommittees of TAC (Active Transportation, ITS, etc) – Nick Gill, MORPC
- **9:55 a.m. Other Business**
- **Adjourn**

PLEASE NOTIFY MELISSA SHARP AT 614-233-4180 OR EMAIL AT msharp@morpc.org TO CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR IF YOU REQUIRE SPECIAL ASSISTANCE.

**The next TAC Meeting is
Wednesday, June 3, 2020 @ 9:00 a.m.
111 Liberty Street, Suite 100
Columbus, OH 43215**

Mid-Ohio Regional Planning Commission

Transportation Advisory Committee Meeting Minutes



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

Date: **April 1, 2020**
Time: **9:00 a.m.**
Location: **MORPC**

NOTE THAT THIS MEETING WAS CONDUCTED AS A VIRTUAL MEETING THROUGH MICROSOFT TEAMS VIDEO CONFERENCING PLATFORM

Members Present

Michael Barker
Zakee Bashir
Ted Beidler
Barbara Cox
Brian Davidson
Cindi Fitzpatrick
Matt Hill

Tiffany Jenkins
Ryan Lowe (for Reynaldo Stargell)
Morgan Kauffman
Kimberly Moss
Matthew Peoples
Scott Sanders

Dennis Schooley
Dan Sowry
Jacolyn Thiel
Kevin Weaver
James Young

Guests as signed in via TEAMS:

Corey Francis (COTA)
Dan Hoyin
Morgan Kauffman
Alan Moran

Tim Nittle
Kelly Scocco
Andrew Shepler
Andy Schneider

Kristin Studdabaker
Kelsey Vandia

MORPC Staff Present

Lauren Cardoni
Thea Ewing
Nick Gill

Thomas Graham
Maria Schaper
Aaron Schill

Melissa Sharp
Stephen Patchan
Nathaniel Vogt

I. Welcome & Introductions

Chair Cindi Fitzpatrick called the meeting to order at 9:01 a.m.

Nick Gill went over some housekeeping and Microsoft Teams tips as well as how voting will be handled while we are virtual. Thea Walsh took roll call; we have a quorum.

II. Approval of March 4, 2020 Meeting Minutes

Chair Fitzpatrick asked for a motion to approve the minutes; Ted Beidler moved; Morgan Kauffman seconded; Michael Barker abstained, and the motion carried.

III. Metropolitan Planning Organization (MPO) Report – Thea Ewing, MORPC

- Thea Ewing announced that the CARES ACT provided \$25B for public transit through the FTA 5307 program. These funds will likely to not require amendments in the TIP/MTP process. However, we will incorporate them administratively, for accuracy of fund balances.

- Thea Ewing shared that ODOT District 6 notified her of a project deferral. The TRAC funded Major New Project: FRA-70/71-12.68/14.86 (Proj. 4R) is being deferred until first half of SFY2021. This deferral is predicated on the fact that the COVID-19 Health Crisis is anticipated to reduce the gas tax receipts and impact ODOT's budget.
- She also noted that ODOT and other state agencies have been asked by the Governor to reduce their budgets by 20%. TAC members discussed other project related impacts from the COVID-19 Health Crisis.

Data & Mapping Monthly Report – Aaron Schill, MORPC

- Aaron reviewed the Central Ohio Coronavirus hub, which was developed with local governments in mind and having one place to obtain resources. (<https://central-ohio-covid19-morpc.hub.arcgis.com/>). Several sections were highlighted:
 - Daily Statistics
 - Local Agency COVID-19 sites – community responses/information
 - Government Operations & Remote Options
 - Community Resources – food resources; particularly school lunch distribution sites; restaurant chains that are offering free lunches
 - Utilities Shut-off Moratoria – Ohio legislature dictates all water providers put a moratorium on shut offs; others - varying policies
 - Transportation & Mobility Resources
 - State, National and Global Resources
- Information is updated from various authoritative sources, i.e., John Hopkins, the New York Times, Ohio Department of Health, Ohio Department of Education, etc. and is continually being updated.
- National Census Day – April 1 - we are encouraging to get out social messaging
- Paving the Way Annual Meeting – April 15 – a reminder email will be sent soon; this will be a remote training for communities that were not able to attend last year as well as other information.

IV. Funding Programs

Attributable Funds Project Status Update (handout) – Thomas Graham, MORPC

- ODOT 6 I-70/I-71 Innerbelt (Phase 3B), Major Widening Con STBG \$2,598,856 has been encumbered.
- I-70/I-71 Innerbelt (Phase 4R), Major Widening has been delayed until Fiscal Year 2021. Commitment is just shy of \$2.5 million.
- Over the coming month we will be reaching out to any project sponsors with future MORPC funding commitments about the requirement for project updates that will be due in July.

[The handout from the meeting can be found by clicking here.](#)

Proposed Resolution T-5-2020 – Amending the State Fiscal Year (SFY)2018-2021 Transportation Improvement Program – Thomas Graham, MORPC

- This is a special amendment - ODOT, District 6 has requested the following modification to the TIP:
 - Increase in construction funding for widening of I-71 from the Franklin County Line to just south of SR 665, from \$45,280,000 to \$55,999,400 in SFY 2021.
- Chairman asked a motion to approve; Ted Beidler moved; Jacolyn Thiel seconded; and the motion carried.

More information can be found [here](#).

V. 2020-2050 Metropolitan Transportation Plan (MTP) – Maria Schaper, MORPC

- We are now in the final stages of development for the 2020-2050 Metropolitan Transportation Plan. The draft plan is available for comments, and can be found on our website - www.morpc.org/mtp2050
- The comment period has been extended to April 13.
- In terms of projects, there are minimal changes from the draft projects presented at the February Open House.

[The presentation can be found here.](#)

VI. Informational Items

Columbus Vision Zero – Maria Cantrell, City of Columbus

- This is a new initiative to Drive, Walk, Bike Safe.
- What is Vision Zero? - A fundamental change in approach to traffic safety by looking at the transportation system as a whole – with input from local agencies, experts and residents – to consider all transportation users, including motorists, cyclists and pedestrians.
- This is a shift in mindset - traffic deaths and serious injuries are preventable, not inevitable.
- The goal of this initiative is not to prevent crashes, but to prevent fatal and severe crashes.
- Vision Zero works – started in 1997 (Sweden). In 2019, Oslo, Norway, a population comparable to Columbus, had one traffic fatality.
- Several Columbus statistics were covered, and focus is not on freeways.
- Please weigh in by taking time to complete the survey at Columbus.gov/VisionZero
- “Road diet” is a scenario allowing pedestrians, bikes, cars to access the roads
- Next steps include: continue to gather data (with community input); convene working groups; share and implement the action plan and engage and educate.

[The presentation can be found here.](#)

Draft FY 2021 Planning Work Program (PWP) – Thea Walsh, MORPC

- The FY 2021 Planning Work Program (PWP) summary document was included in the meeting packet and is available on the website. At the May meeting, the committee will be asked to approve this PWP. \$5.4 million in staffing services for FY 2021 compared to \$5.1 for last year. One new item - Mobility Management - was added. Please review and send any comments via email to Thea.

Final Draft SFY 21-24 Transportation Improvement Program – Nathaniel Vogt, MORPC

- The final draft is available for review (www.morpc.org/tip) in preparation for adoption at the May 14 Transportation Policy Committee meeting.
- MORPC held an open house on March 31 with:
 - 108 clicks to join the open house
 - 28 external email addresses signed in
 - 24 questions answered via online chat
- The recording of the Open House presentation and Q&A session will be available at www.morpc.org/tip
- MORPC was one of the first in the state to hold an open house under these current circumstances and other statewide agencies are now reaching out to MORPC for guidance.
- The comment period closes April 20. The STIP comment period is March 30 through April 10. Comments can be sent to tip@morpc.org.

[The presentation can be found here.](#)

OSU Grad Studio Los Angeles – Stephen Patchan, MORPC

- Mr. Patchan accompanied the OSU grad studio with their field work in Los Angeles that will provide helpful information to two MORPC projects: Corridor Concepts and Regional Housing Strategy.
- The purpose of the study was to look at the differences, similarities between Los Angeles and Columbus on land use and transportation and see what we can learn regarding bus services, etc. For Columbus, the study was looking at the Parsons Avenue corridor.

[The presentation can be found here.](#)

VII. Other Business

- The next TAC meeting is May 6, 2020 at 9 a.m.

VIII. Adjourn

- Chair Fitzpatrick entertained a motion to adjourn at 10:21am.



Thea J. Walsh, Secretary
Transportation Advisory Committee



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

111 Liberty Street, Suite 100
Columbus, Ohio 43215
morpc.org

T. 614. 228.2663
TTY. 1.800.750.0750
info@morpc.org

NOTICE OF A MEETING

COMMISSION MEETING MID-OHIO REGIONAL PLANNING COMMISSION *VIDEO/AUDIO CONFERENCE*

To join by video and see any screen sharing, click on “Join Microsoft Teams Meeting” below. You do not need to have Microsoft Teams for the link to work.

[Join Microsoft Teams Meeting](#)

To participate by phone, use the conference call information below.

[+1 614-362-3056](#) United States, Columbus (Toll)

[\(888\) 596-2819](#) United States (Toll-free)

Conference ID: 110 576 937#

Thursday, April 9, 2020
1:30 p.m.

AGENDA

- 1:30 p.m.
1. **Pledge of Allegiance**
 2. **Welcome and Introductions** – Rory McGuiness (City of Columbus), MORPC Chair
 - **Nominating Committee Report** – Erik Janas (Franklin County), MORPC Secretary
 - **Election of Officers and Executive Committee** – Rory McGuiness (City of Columbus), MORPC Chair
 3. **Community Health Crisis**
 4. **Executive Director’s Report** – William Murdock, MORPC Executive Director
 5. **Proposed Resolution 04-20: “Accepting the Village of Granville as a member of the Mid-Ohio Regional Planning Commission (MORPC)”** – William Murdock, MORPC Executive Director

William Murdock, AICP
Executive Director

Rory McGuiness
Chair

Karen J. Angelou
Vice Chair

Erik J. Janas
Secretary

2:00 p.m.

Committees

6. **Regional Data Advisory Committee** – Brad Ebersole (Delaware County), Regional Data Advisory Committee Chair
 - **Census** – Aaron Schill, MORPC Data & Mapping Director
 - **Paving the Way** – Aaron Schill, MORPC Data & Mapping Director
7. **Regional Policy Roundtable** – Ben Collins (Plain Township), Regional Policy Roundtable Chair
 - a. **Legislative Update** – Steve Tugend, Kegler Hill Brown + Ritter and Joe Garrity, MORPC Director of Government Affairs
8. **Sustainability Advisory Committee** – Jim Schimmer (Franklin County), Sustainability Advisory Committee Chair

2:30 p.m.

9. **Transportation Policy Committee (MPO)** – Karen Angelou (City of Gahanna), MORPC Chair
 - a. **Call to Order** – Karen Angelou (City of Gahanna), MORPC Chair
 - b. **Metropolitan Planning Organization Report**
 - Transportation & Infrastructure Development – Thea Walsh, Director
 - c. **Transportation Policy Committee Consent Agenda**
 - 1) Approval of **March 12, 2020 Transportation Policy Committee Meeting Minutes**
 - 2) **Proposed Resolution T-5-20: “Amending the State Fiscal Year (SFY) 2018-2021 Transportation Improvement Program”**
 - d. **Draft 2021 Planning Work Program** – Thea Walsh, MORPC Transportation & Infrastructure Development Director
 - e. **2020-2050 Metropolitan Transportation Plan Update** – Thea Walsh, MORPC Transportation & Infrastructure Development Director
 - f. **Adjourn Transportation Policy Committee (MPO)** – Karen Angelou (City of Gahanna), MORPC Chair
10. **Commission Consent Agenda**
 - a. Approval of **March 12, 2020 Commission Meeting Minutes**
 - b. Approval of Actions of the Transportation Policy Committee

11. Other Business

3:00 p.m.

12. **Adjourn** – Karen Angelou (City of Gahanna), MORPC Chair

**PLEASE NOTIFY SHARI SAUNDERS AT 614-233-4169 OR ssaunders@morpc.org
IF YOU REQUIRE SPECIAL ASSISTANCE.**

**The next Commission Meeting is
Thursday, May 14, 2020, 1:30 p.m.**



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

Mid-Ohio Regional Planning Commission Transportation Policy Committee Meeting Minutes

Date: April 9, 2020
Time: 2:31 p.m.
Location: Video/Audio Conference

Transportation Policy Committee Members

| | | |
|----------------------|----------------------|--------------------------------|
| Chris Amorose Grooms | Alex Heckman | Bryan Rhoads |
| Mike Anderson | Tom Homan | Eric Richter |
| Karen Angelou | Melanie Houston | Cornell Robertson |
| Beth Beatty | Pamela Hykes O'Grady | Isaac Robinson |
| Jon Bennehoof | Laurie Jadwin | Allen Rothermel |
| Pat Blayney | Erik Janas | Mike Schadek |
| Stacey Boumis | Steve Kennedy | Jim Schimmer |
| Andrew Bowsher | Bill LaFayette | Roby Schottke |
| Julie Colley | Jim Lenner | Kim Sharp for Joanna Pinkerton |
| Ben Collins | Greg Lestini | Thom Slack |
| Michelle Crandall | Kim Maggard | Dan Sowry |
| Karl Craven | Glenn Marzluf | Ike Stage |
| Kristen Easterday | Dana McDaniel | Joe Stefanov |
| Brad Ebersole | Rory McGuinness | Douglas Stewart |
| Jennifer Gallagher | Jason Nicodemus | Christie Ward |
| Catherine Girves | Megan O'Callaghan | Nancy White |
| Matt Greeson | Robert Peters | |

Commission Members

| | | |
|--------------------|------------------|-----------------|
| Joe Antrum | Greg Fraunfelter | Her Koehler |
| Paul Benedetti | Jeff Gottke | Eric Phillips |
| Franklin Christman | Bill Habig | David Scheffler |
| Joy Davis | Tim Hansley | Ben Stahler |
| Terry Emery | David Henry | Steve Stolte |
| Jeff Fix | Loudan Klein | RC Wise |

Associate Members

| | |
|---------------|-----------------|
| Jennifer Fish | Nikki Scarpitti |
|---------------|-----------------|

MORPC Staff

| | | |
|------------------|-------------------|------------------|
| Kerstin Carr | Natalie Hurst | Shari Saunders |
| Tracy Clifton | Alex Jokerst | Aaron Schill |
| Mark Crosten | Niel Jurist | Bevan Schneck |
| Craig Fowlkes | Ciel Klein | Susan Tsen |
| Mary Ann Frantz | Eileen Leuby | Nate Vogt |
| Joe Garrity | Amanda McEldowney | Thea Walsh |
| Nick Gill | William Murdock | Brandi Whetstone |
| Ralonda Hampton | Stephen Patchan | Robert Williams |
| Shawn Hufstедler | Charles Rayburn | |

Guests

| | |
|---------------------------------------|--|
| Jennifer Chrysler, City of New Albany | Tarazi Omar |
| Charles Hall, Union County | Andrew Shepler, ODOT |
| David Hansen, Perry County | Steve Tugend, Kegler Brown + Hill Ritter |

Cynthia Vermillion
Jeffrey White, Village of Galena

Cathy Youtkus, Knox County

Meeting Called to Order

Chair Karen Angelou called the Transportation Policy Committee Meeting to order at 2:31 p.m.

Metropolitan Planning Organization Report

- **Transportation & Infrastructure Development – Thea Walsh, MORPC
Transportation & Infrastructure Development Director**

Thea Walsh reported the March 31 virtual TIP Open House was a success. Eighty members of the public participated. Other Ohio MPOs and one Florida MPO asked how the virtual open house was conducted. The draft TIP is available online. The public comment period ends April 20.

The Central Ohio Greenways (COG) Board has been having discussions around the continued use of trails during COVID-19 – looking at the open streets concept which allows for more bicycles and pedestrians on roads. MORPC is interested in follow-up from members. The region would need to move quickly to activate something similar. The open streets concept helps relieve trail congestion. If you are interested, reach out to Kerstin Carr and the Planning & Sustainability Team.

Ms. Walsh noted that Proposed Resolution T-5-20 on the consent agenda is a TIP amendment that includes an out-of-cycle request for ODOT that adds \$10 million to increased construction for I-70/I-71 between State Route 665 and the Franklin County Line.

Transportation Policy Committee Consent Agenda

Jon Bennehoof made a motion to approve the Transportation Policy Committee Consent Agenda, second by Greg Lestini; motion passed.

Draft 2021 Planning Work Program – Thea Walsh, MORPC Transportation & Infrastructure Director

Thea Walsh presented the [SFY 21 Planning Work Program](#). The Planning Work Program (PWP) is MORPC's annual document that outlines MORPC's transportation work. There are no significant changes from previous years. Mobility management was added this year. The summary draft is [online](#). The PWP will be presented for approval at the May Transportation Policy Committee meeting.

2020-2050 Metropolitan Transportation Plan (MTP) Update – Thea Walsh, MORPC Transportation & Infrastructure Director

Thea Walsh shared the [2020-2050 MTP Draft Document & Comment Period](#). MORPC is in the final stages of the MTP. All materials are on [MORPC's website](#). The comment period closes April 13. The final MTP, PWP, and TIP will be presented next month for approval.

The Transportation Policy Committee Meeting adjourned at 2:47 p.m.

Chris Amorose Groomes, Secretary
Mid-Ohio Regional Planning Commission



MID-OHIO REGIONAL
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PLANNING COMMISSION

**111 LIBERTY STREET, SUITE 100
COLUMBUS, OHIO 43215**



2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM: OPEN HOUSE

COME SEE THE TRANSPORTATION IMPROVEMENT PROJECTS SCHEDULED FOR YOUR COMMUNITY!

The TIP is the program of transportation projects scheduled for construction from July 2021 through June 2024 located within: Delaware and Franklin counties; Bloom and Violet townships in Fairfield County; New Albany, Pataskala, and Etna Township in Licking County; and Jerome Township in Union County.

Approximately **\$1.9 billion** will be used for highways, public transit, bikeways and sidewalks over the next four years. The Ohio Department of Transportation, Central Ohio Transit Authority, and Delaware County Transit will be on hand to answer questions.

Comments from the public will be accepted at the open house. They may also be submitted in writing to the Mid-Ohio Regional Planning Commission at the address listed or via e-mail to tip@morpc.org through April 27, 2020.

Free parking is available in any spot marked "M." Please contact MORPC if you require special assistance.

WHEN:

Tuesday, March 31, 2020
3:30 – 6:30 p.m.
Presentation at 5:30 p.m.

WHERE:

Mid-Ohio Regional Planning Commission
(MORPC)
111 Liberty Street, Suite 100
Columbus, OH 43215

For more information visit: morpc.org/TIP



MID-OHIO REGIONAL
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EXHIBIT F

| Session ID | Participant ID | Full Name | UTC Event Timestamp | Action | Role |
|---------------------------------------|---|------------------|-----------------------|-------------|----------|
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| 99e19fb1-9542-4898-a538-4e0d07f14144 | dnewton@hntb.com | Diane Newton | 3/31/2020 10:09:23 PM | Joined | Attendee |
| 7a8c1e71-ad26-4854-b584-956db34d6528 | | | 3/31/2020 9:29:10 PM | Joined | Attendee |
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| 5178b767-e2a8-a940-9a80-8338b0a772d1 | brickerd@picca.info | Bruce Rickard | 3/31/2020 9:27:36 PM | Joined | Attendee |
| 5763c1a4-ac6e-4ef1-ba52-662b9700cb28 | | | 3/31/2020 9:28:05 PM | Joined | Attendee |
| 2ddfa354-e2b3-4dd9-aa47-d8b0147f9cc8 | saltzman.42@buckeyemail.osu.edu | Alyssa Saltzman | 3/31/2020 7:42:37 PM | Joined | Attendee |
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| eb994037-5571-419a-94f0-03617825c53f | SKoch@PENNONI.com | Steven Koch | 3/31/2020 9:25:49 PM | Joined | Attendee |
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| f98b3616-aa6a-4798-95e0-ef04672dc707 | Christie.Ward@lockbourneohio.us | Christie Ward | 3/31/2020 9:09:47 PM | Joined | Attendee |
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| ef33a51-9a02-4ea7-89fa-0b95aef9c85c | swHITE@morpc.org | Steven White | 3/31/2020 9:42:59 PM | Joined | Attendee |
| 780d4f0c-f689-4cb7-95ad-daf0d37c2f34 | hjiang@morpc.org | Hwashed Jang | 3/31/2020 9:08:58 PM | Joined | Attendee |
| 73c55aff-f630-4d06-b87e-d6f534ad6b75 | MFiaherty@lb.com | Michael Fiaherty | 3/31/2020 9:26:39 PM | Joined | Attendee |
| ed157986-9e66-4aa0-a6e2-05c03e04eb0b | rkramer@OBETZ.OH.US | Robert Kramer | 3/31/2020 9:30:54 PM | Joined | Attendee |
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| ef33a51-9a02-4ea7-89fa-0b95aef9c85c | sboumis@obetz.oh.us | Stacey Boumis | 3/31/2020 10:08:17 PM | Left | Attendee |
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| 5f73847e-e2a8-a940-8800-8338298a72cd | brickerd@picca.info | Bruce Rickard | 3/31/2020 10:26:12 PM | Left | Attendee |
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| 3e083ab8-1658-4dc3-b827-6aeac9ec1f41 | zjiang@morpc.org | Zhuojun Jiang | 3/31/2020 7:38:39 PM | Joined | Attendee |
| 528bb99f-ca45-4b5c-a0eb-0e16152c1f5b | ssharrow@tooledesign.com | Sally Sharrow | 3/31/2020 9:35:22 PM | Reconnected | Attendee |
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| 6089d0b-2208-4b68-b67f-d7b250f19c88 | njurist@morpc.org | Niel Jurist | 3/31/2020 2:25:17 PM | Reconnected | Attendee |
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| ef33a51-9a02-4ea7-89fa-0b95aef9c85c | swHITE@morpc.org | Steven White | 3/31/2020 10:01:29 PM | Left | Attendee |
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| 476b21a1-c17a-4d87-a892-1df736cee11c | rkramer@OBETZ.OH.US | Robert Kramer | 3/31/2020 9:56:48 PM | Left | Attendee |
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| 754601f1-700e-4c47-990f-cba47173a73d | bwhetstone@morpc.org | Brandt Whetstone | 3/31/2020 10:15:10 PM | Left | Attendee |
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| f3c70d1c-aa40-4f66-8140-a7a6e18c3421 | sarah@planning-next.com | Sarah Bongiorno | 3/31/2020 10:05:39 PM | Left | Attendee |
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| | | | | | |
|---------------------------------------|---|------------------------|-----------------------|-------------|----------|
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| ef333a51-9a02-4ea7-891e-0b05eaf9b3c7 | swithe@morpc.org | Steven White | 3/31/2020 9:46:26 PM | Left | Attendee |
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| 528bb99f-ca45-4b5c-a0eb-0e16152c1f5b | ssharrow@tooledesign.com | Sally Sharrow | 3/31/2020 9:40:41 PM | Left | Attendee |
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| 528bb99f-ca45-4b5c-a0eb-0e16152c1f5b | ssharrow@tooledesign.com | Sally Sharrow | 3/31/2020 9:33:50 PM | Left | Attendee |
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| b46872c0-00f9-4001-82a8-74b7010943d | schultzr@browardmpo.org | Rebecca Schultz | 3/31/2020 9:33:04 PM | Joined | Attendee |
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| 2ddfa354-e2b3-4dd9-aa47-d88b0147f9cc | saltzman.42@buckeyemail.osu.edu | Alyssa Saltzman | 3/31/2020 9:38:09 PM | Left | Attendee |
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| f5293bfe-aafc-4ed3-8189-b00943f54d2a | brian@planning-next.com | Brian Ashworth | 3/31/2020 9:07:51 PM | Left | Attendee |
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| 73c35aff-6f30-406e-b87e-dbf534ad6b75 | hjang@morpc.org | Hwashik Jang | 3/31/2020 9:30:59 PM | Left | Attendee |
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| 528bb99f-ca45-4b5c-a0eb-0e16152c1f5b | ssharrow@tooledesign.com | Sally Sharrow | 3/31/2020 10:18:04 PM | Left | Attendee |
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| 5edcb143-f067-4509-a1d5-643fe8cbdec | brian@planning-next.com | Brian Ashworth | 3/31/2020 9:29:59 PM | Joined | Attendee |
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| f5ad026e-4c84-4b41-87aa-b903b5c5c30 | mafrantz@morpc.org | Mary Ann Frantz | 3/31/2020 9:37:00 PM | Joined | Attendee |
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| af6f9bde-0134-4b8f-bd3b-86ee71a638f4 | apetrella@morpc.org | Lexi Petrella | 3/31/2020 9:27:45 PM | Joined | Attendee |
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| 67774168-b827-4bd7-92b3-589bee3da5f6 | bwhetstone@morpc.org | Brandi Whetstone | 3/31/2020 9:51:17 PM | Left | Attendee |
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| dbbc0968-71f8-4d90-bdc8-00257c80b986 | cklein@morpc.org | Ciel Klein | 3/31/2020 10:28:46 PM | Left | Attendee |
| atec176f-b4ca-4807-853b-f72542ed3e88 | nick@planning-next.com | Nick Kearney | 3/31/2020 9:33:32 PM | Joined | Attendee |
| 99c99cb8-7816-4aba-9db0-8b98d85592a7 | hjang@morpc.org | Hwashik Jang | 3/31/2020 10:24:05 PM | Left | Attendee |
| 5cd08947-e20a-4394-bc90-aae33bb724ae | reser@oki.org | Andy Reser | 3/31/2020 9:51:46 PM | Left | Attendee |
| eb6ccdec-3433-405e-b6a1-8cb3a6639ad4 | karen.angelou@gahanna.gov | Karen Angelou | 3/31/2020 9:23:57 PM | Reconnected | Attendee |
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| f98b3616-aaa6-4798-95e0-ef04672dc70 | Christie.Ward@lockbournehio.us | Christie Ward | 3/31/2020 10:29:19 PM | Left | Attendee |
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| 62fd4d2e-6003-4a48-8a2e-0f96ec17b667 | wmurdock@morpc.org | William Murdock | 3/31/2020 10:01:00 PM | Left | Attendee |
| c9d5b71b-9aaf-4de3-be56-5925cab0621c | bwalcoff@tooledesign.com | Julie Walcoff | 3/31/2020 9:53:41 PM | Left | Attendee |
| d00c944a-aaaa-435e-afc5-2a41a9994add | bschneck@morpc.org | Bevan Schneck | 3/31/2020 9:20:56 PM | Left | Attendee |
| b46872c0-00f9-4001-82a8-74b7010943d | schultzr@browardmpo.org | Rebecca Schultz | 3/31/2020 9:36:30 PM | Left | Attendee |
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| e6bccdec-3433-405e-b6a1-8cb3a6639ad4 | karen.angelou@gahanna.gov | Karen Angelou | 3/31/2020 9:24:15 PM | Left | Attendee |
| cc27fb31-2ea8-472a-9847-8a4e3735c209 | | | 3/31/2020 10:32:04 PM | Left | Attendee |
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| c54269e6-f431-4cdc-9494-d88af22581cf | 50003702@id.ohio.gov | MATTHEW KURTZ | 3/31/2020 10:05:39 PM | Left | Attendee |
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| 5edcb143-f067-4509-a1d5-643fe8fcbdec | brian@planning-next.com | Brian Ashworth | 3/31/2020 9:32:44 PM | Left | Attendee |
| 3e3b80ea-de7c-479f-a293-b2c1c3672ae3 | twalsh@morp.org | Thea Walsh | 3/31/2020 7:38:34 PM | Joined | Event Team Member |
| 89850127-8828-4bef-924d-1b7536ffa85c | twalsh@morp.org | Thea Walsh | 3/31/2020 6:31:39 PM | Joined | Event Team Member |
| 89850127-8828-4bef-924d-1b7536ffa85c | twalsh@morp.org | Thea Walsh | 3/31/2020 10:31:48 PM | Left | Event Team Member |
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| 7a602dd4-dbe5-4be3-99d6-e93bd4f560ed | cratliff@morp.org | Charles Ratliff | 3/31/2020 10:32:03 PM | Left | Event Team Member |
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| 3e3b80ea-de7c-479f-a293-b2c1c3672ae3 | twalsh@morp.org | Thea Walsh | 3/31/2020 7:39:04 PM | Left | Event Team Member |
| 7a602dd4-dbe5-4be3-99d6-e93bd4f560ed | cratliff@morp.org | Charles Ratliff | 3/31/2020 6:59:13 PM | Left | Event Team Member |
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| 7a602dd4-dbe5-4be3-99d6-e93bd4f560ed | cratliff@morp.org | Charles Ratliff | 3/31/2020 7:56:48 PM | Left | Event Team Member |
| 7a602dd4-dbe5-4be3-99d6-e93bd4f560ed | cratliff@morp.org | Charles Ratliff | 3/31/2020 7:56:21 PM | Reconnected | Event Team Member |
| 1b7bc2d7-a6ee-4dce-93d5-1998f38b33b5 | njurist@morp.org | Niel Jurist | 3/31/2020 8:28:59 PM | Left | Event Team Member |
| 1b7bc2d7-a6ee-4dce-93d5-1998f38b33b5 | njurist@morp.org | Niel Jurist | 3/31/2020 7:28:48 PM | Left | Event Team Member |
| 1b7bc2d7-a6ee-4dce-93d5-1998f38b33b5 | njurist@morp.org | Niel Jurist | 3/31/2020 10:31:49 PM | Left | Event Team Member |

DRAFT SFY 21-24 TRANSPORTATION IMPROVEMENT PROGRAM

Virtual Open House
March 30, 2020



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

TODAY'S PURPOSE



MORPC

- Explain the Transportation Improvement Program (TIP)
- Review content of the Final Draft TIP for 2021-2024
- How to review and comment on Draft TIP
- Answer questions

WHAT'S A TIP?

- Transportation Improvement Program
- Product of the Metropolitan Planning Organization (MPO)
- 4-year program of projects & strategies
- Fiscally balanced
- Near-term priorities in the 2020-2050 Metropolitan Transportation Plan (MTP)



MTP VS. TIP



| MTP | vs. | TIP |
|---|-----|--|
| Both part of the continuing, cooperative & comprehensive (3-C) planning process | | |
| Sets transportation goals & policies through 2050 | | Identifies specific projects & activities in each year through 2024 |
| Estimates available resources through 2050 | | Identifies specific funding sources committed to each project & activity |
| Identifies desired changes to the system (projects) within available resources | | Projects <u>must</u> be in the MTP |
| Updated entirely every 4 years, rarely amended | | Updated entirely every 2 years, amended quarterly or more often |

TIP OVERVIEW



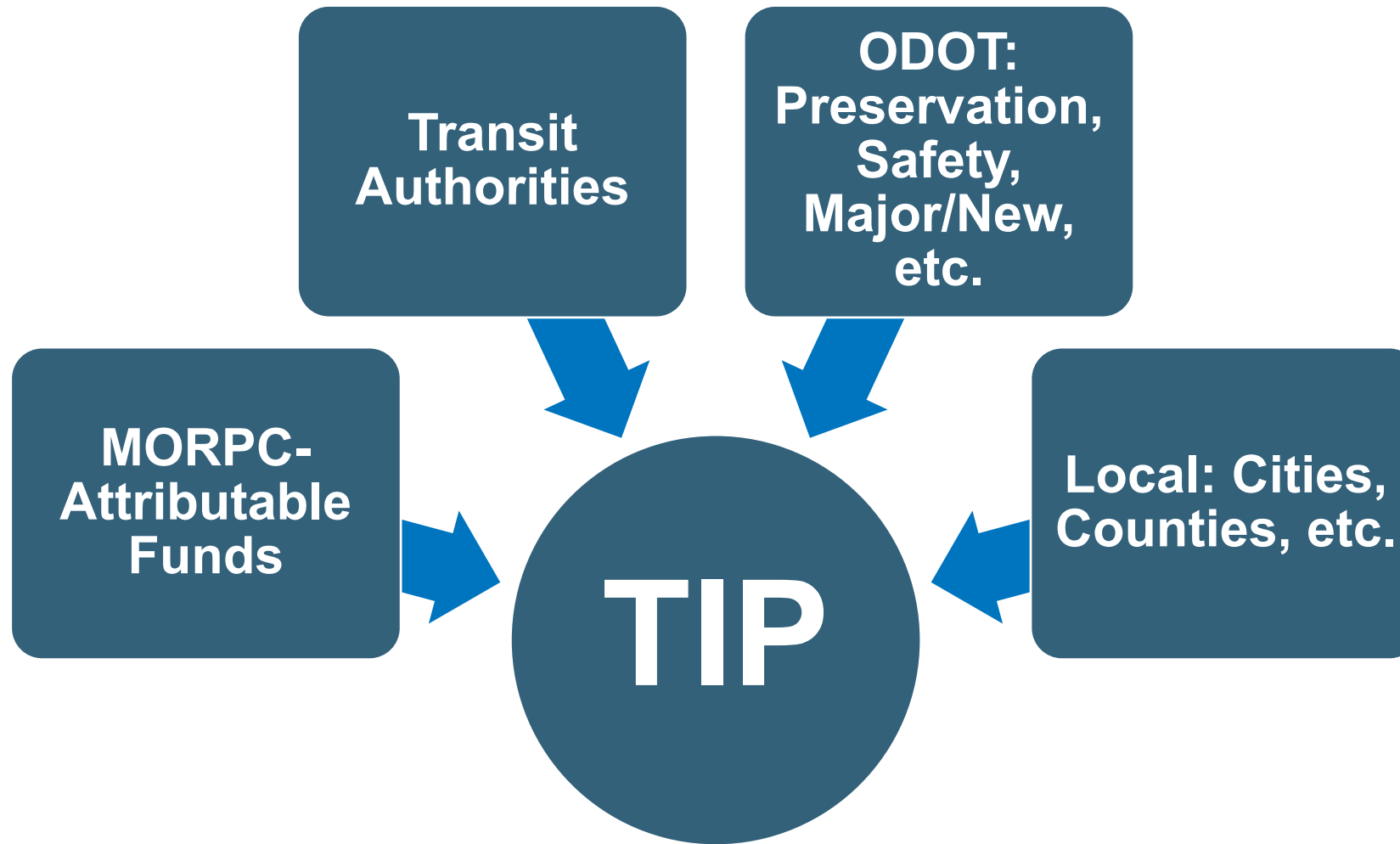
MORPC

- Local government & ODOT **consensus on regional priorities**
- **Comprehensive listing** of transportation projects
 - All federally funded projects
 - All other regionally significant projects
 - Highway, transit, bikeway, and pedestrian modes
- Summary of project **scopes, schedules and costs**
- Communicates this information to diverse parties
- Needs approval from MORPC, Governor, and U.S. DOT

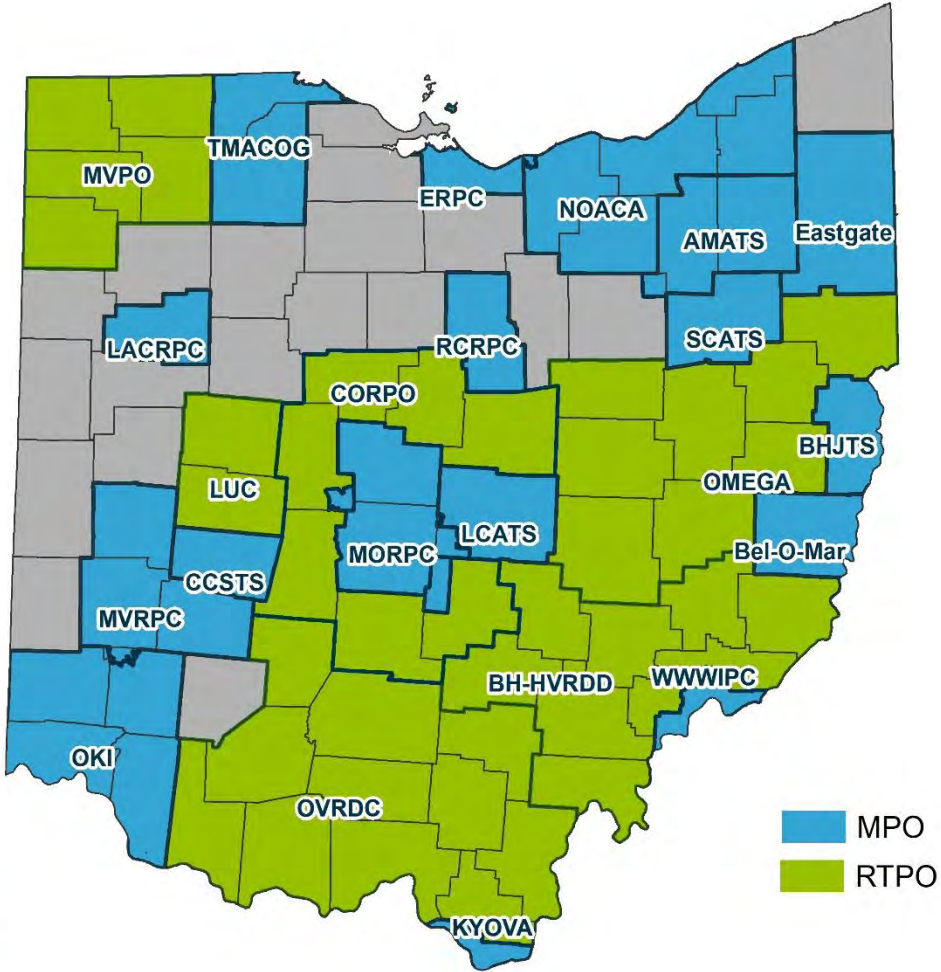
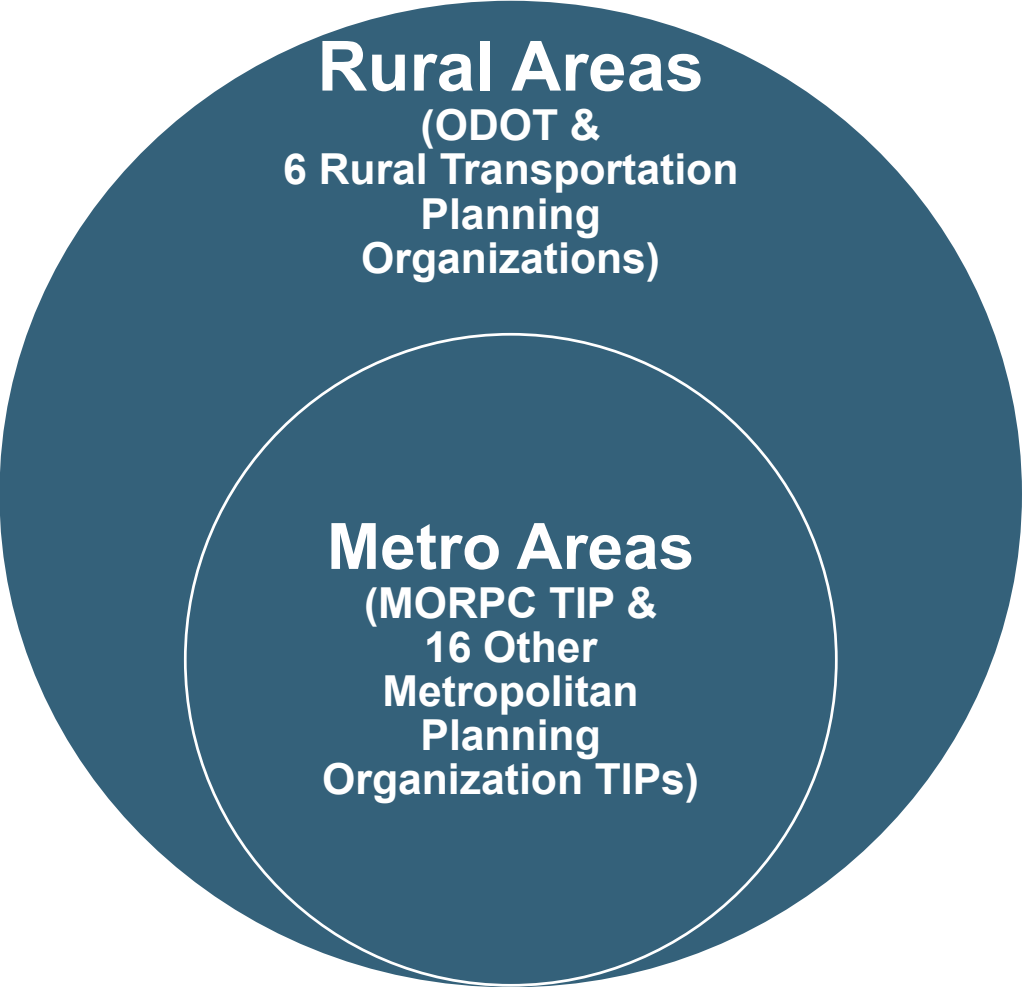
WHERE DO PROJECTS COME FROM?



MORPC



STATEWIDE TIP (STIP)





TIP CONTENTS

- Description of TIP process & public participation
- Project selection process
- Progress toward performance targets
- Analysis of impacts
 - Air quality
 - Disadvantaged populations
- Detailed listing of projects
 - Individual projects
 - Grouped projects
- Status of projects from previous TIP

PROJECT MAP

LEGEND

Construction Phase
FY 2021 - 2024

- Major Widening
- New Road
- New Interchange
- Minor Widening/Safety Improvement
- Interchange Modification
- Intersection Modification
- Maintenance/Resurfacing
- Bridge Repair/Replacement
- Traffic Signal Upgrade
- Noise Barrier/Study/Other
- Bikeway/Sidewalk/Transit
- Transit/Study/Other

100 100 100 100

Construction Phase
after FY 2024
(Construction not part of TIP)

- Major Widening
- New Road
- New Interchange
- Minor Widening/Safety Improvement
- Interchange Modification
- Intersection Modification
- Maintenance/Resurfacing
- Bridge Repair/Replacement
- Traffic Signal Upgrade
- Noise Barrier/Study/Other
- Bikeway/Sidewalk/Transit
- Transit/Study/Other

100 100 100 100

MORPC Project Identification

Planning Area

DOWNTOWN COLUMBUS

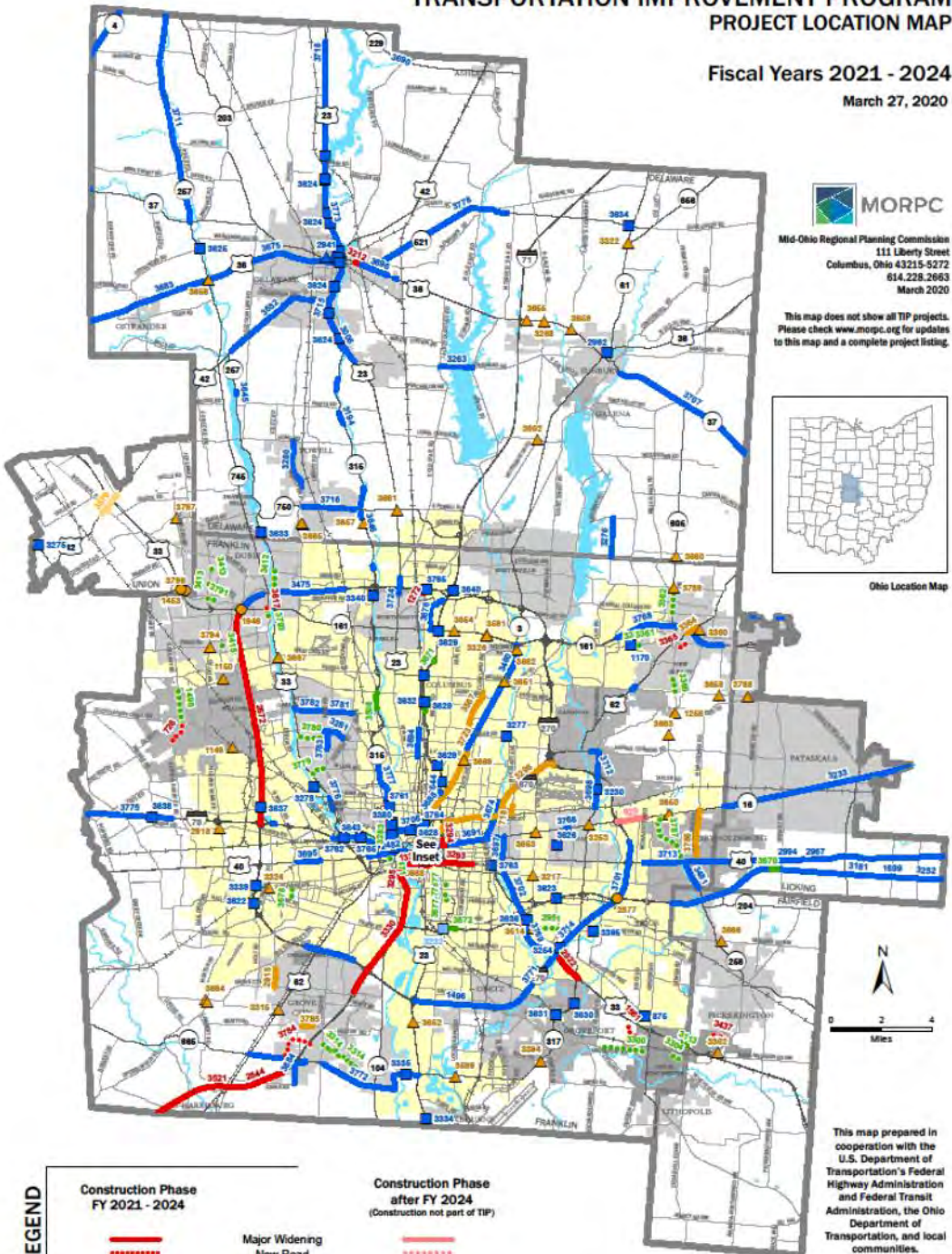


TRANSPORTATION IMPROVEMENT PROGRAM PROJECT LOCATION MAP

Fiscal Years 2021 - 2024
March 27, 2020

MORPC
Mid-Ohio Regional Planning Commission
111 Liberty Street
Columbus, Ohio 43215-5272
614.228.2693
March 2020

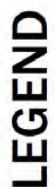
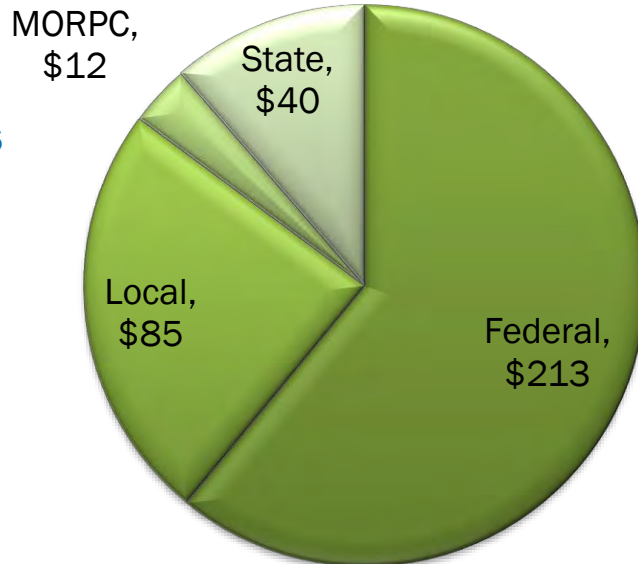
This map does not show all TIP projects. Please check www.morpc.org for updates to this map and a complete project listing.



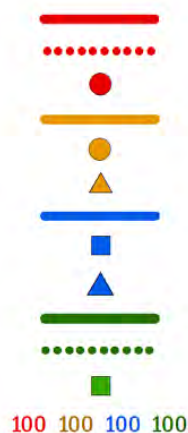
This map prepared in cooperation with the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, the Ohio Department of Transportation, and local communities.

2021 Construction

Funding Sources (millions)

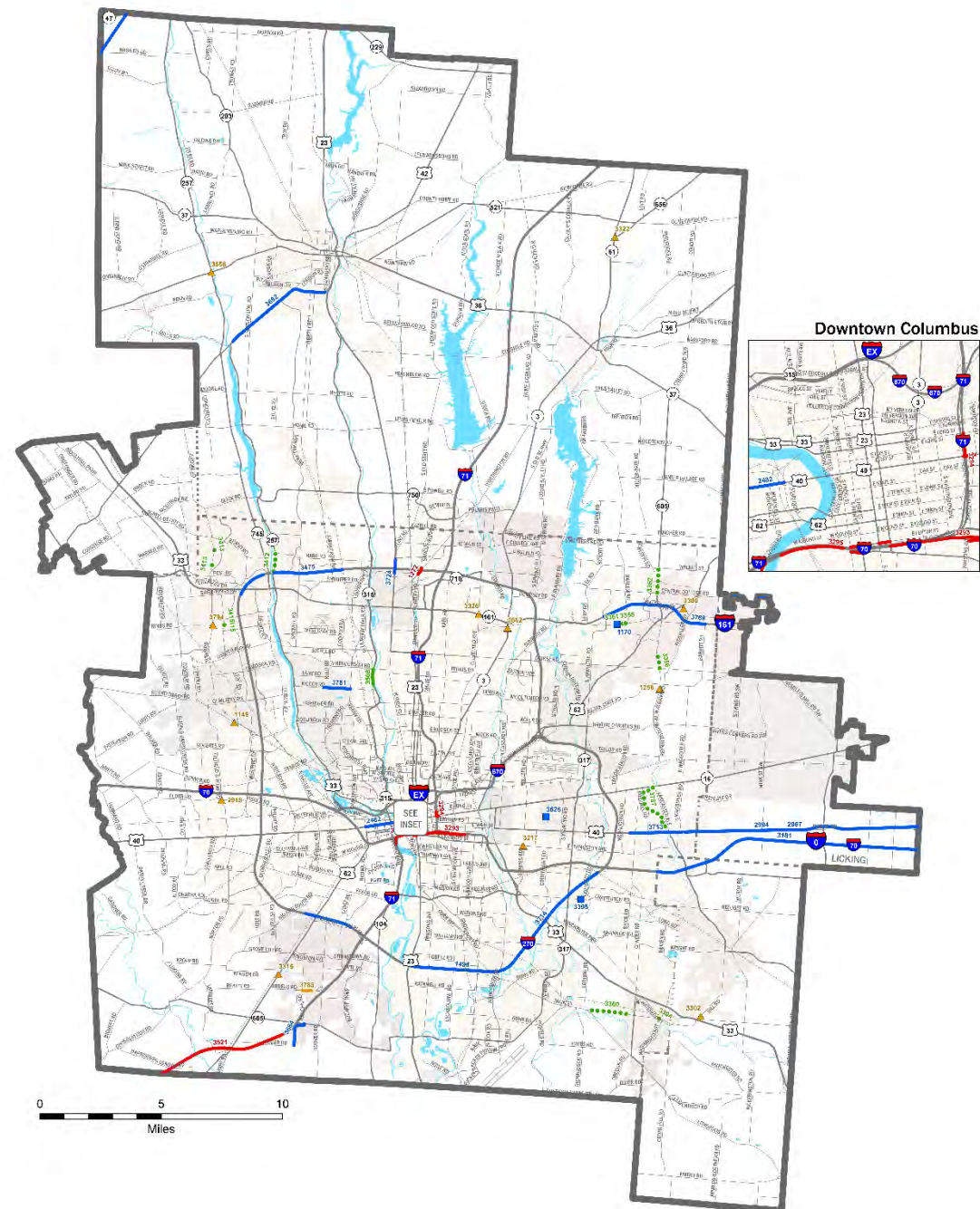
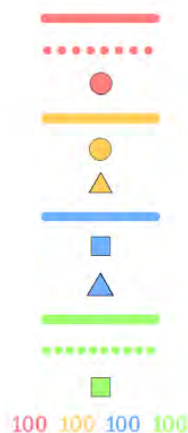


**Construction Phase
FY 2021 - 2024**



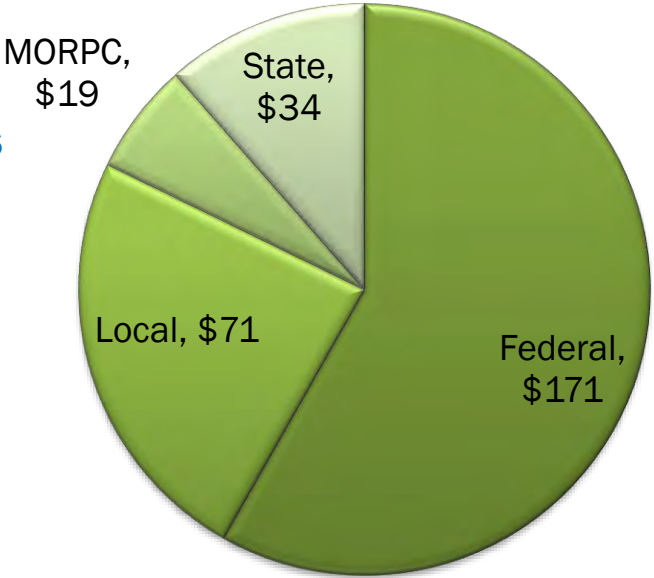
Major Widening
New Road
New Interchange
Minor Widening/Safety Improvement
Interchange Modification
Intersection Modification
Maintenance/Resurfacing
Bridge Repair/Replacement
Traffic Signal Upgrade
Noise Barrier/Study/Other
Bikeway/Sidewalk/Transit
Transit/Study/Other
MORPC Project Identification

**Construction Phase
after FY 2024**
(Construction not part of TIP)



2022 Construction

Funding Sources
(millions)



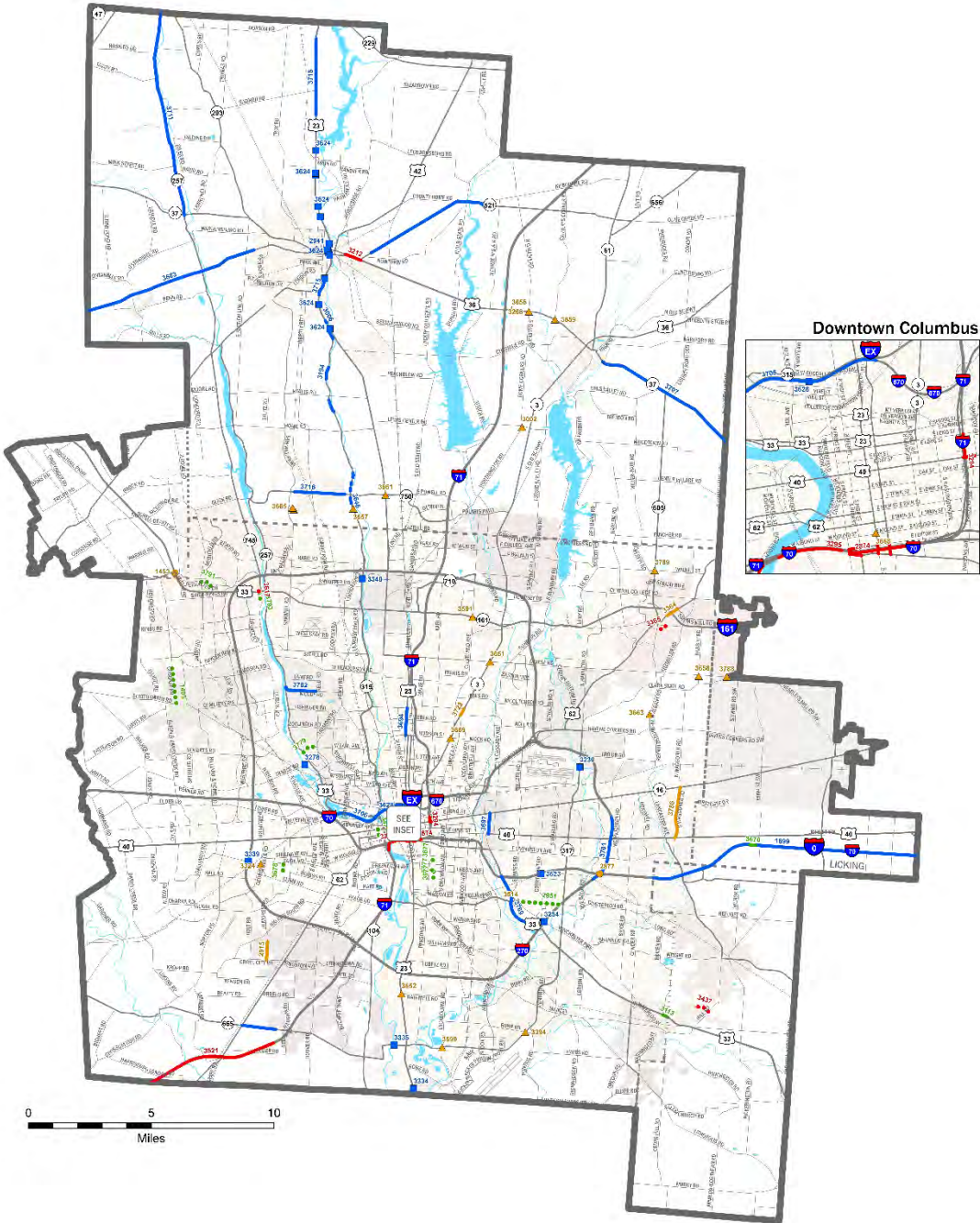
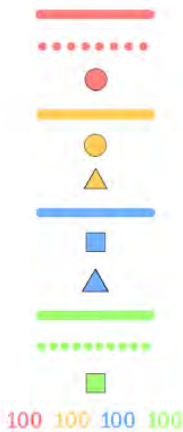
LEGEND

Construction Phase
FY 2021 - 2024



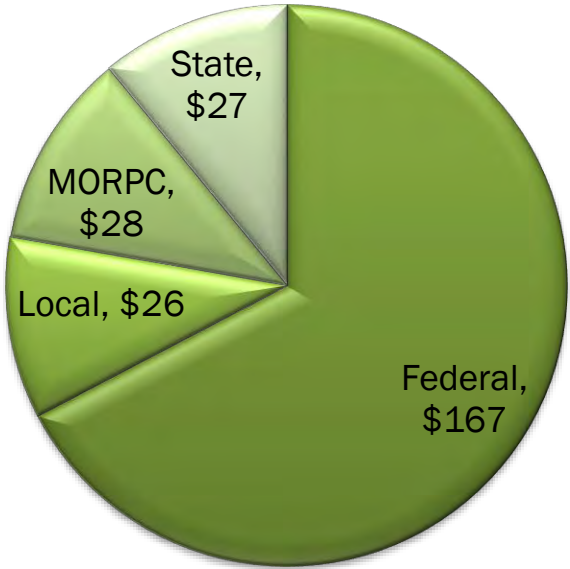
Major Widening
New Road
New Interchange
Minor Widening/Safety Improvement
Interchange Modification
Intersection Modification
Maintenance/Resurfacing
Bridge Repair/Replacement
Traffic Signal Upgrade
Noise Barrier/Study/Other
Bikeway/Sidewalk/Transit
Transit/Study/Other
MORPC Project Identification

Construction Phase
after FY 2024
(Construction not part of TIP)



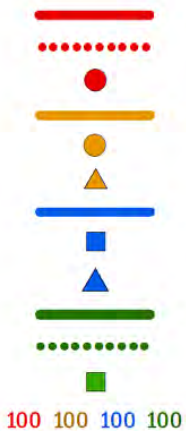
2023 Construction

Funding Sources
(millions)



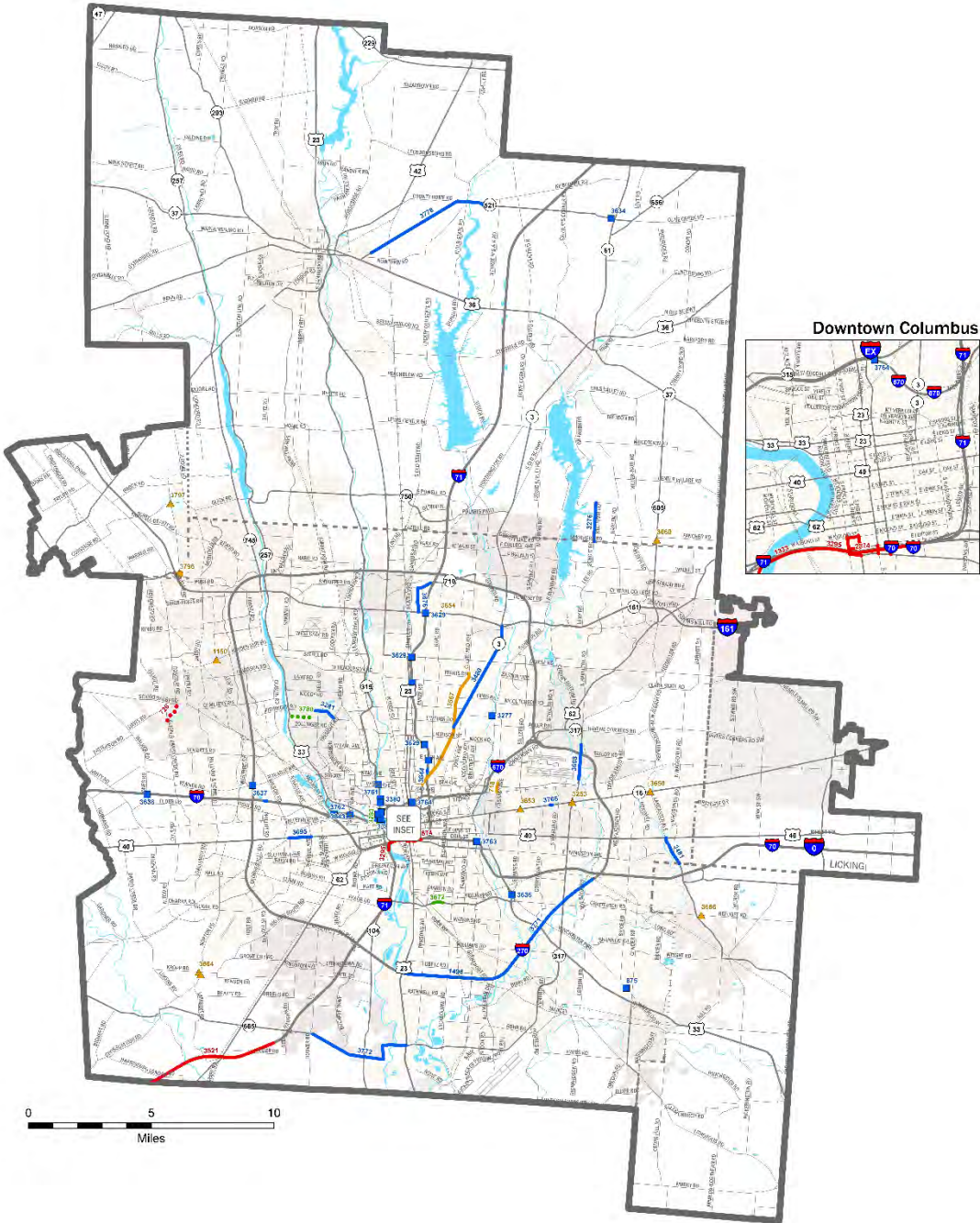
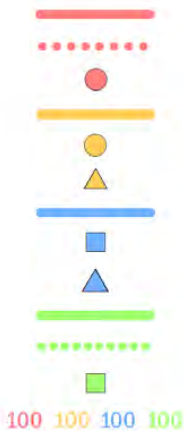
LEGEND

Construction Phase
FY 2021 - 2024



Major Widening
New Road
New Interchange
Minor Widening/Safety Improvement
Interchange Modification
Intersection Modification
Maintenance/Resurfacing
Bridge Repair/Replacement
Traffic Signal Upgrade
Noise Barrier/Study/Other
Bikeway/Sidewalk/Transit
Transit/Study/Other
MORPC Project Identification

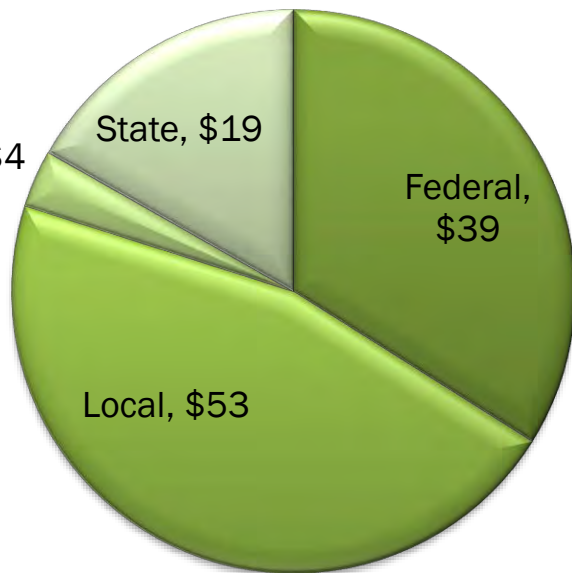
Construction Phase
after FY 2024
(Construction not part of TIP)



2024 Construction

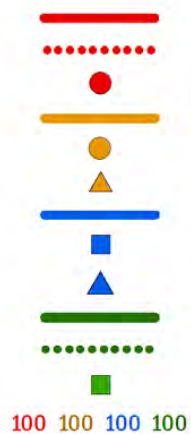
Funding Sources

(millions) MORPC, \$4



LEGEND

**Construction Phase
FY 2021 - 2024**



Major Widening
New Road

New Interchange

Minor Widening/Safety Improvement

Interchange Modification

Intersection Modification

Maintenance/Resurfacing

Bridge Repair/Replacement

Traffic Signal Upgrade

Noise Barrier/Study/Other

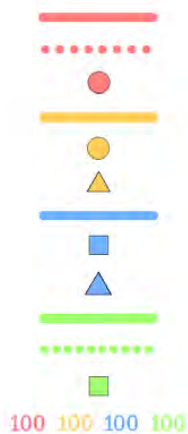
Bikeway/Sidewalk/Transit

Transit/Study/Other

MORPC Project Identification

Planning Area

**Construction Phase
after FY 2024**
(Construction not part of TIP)

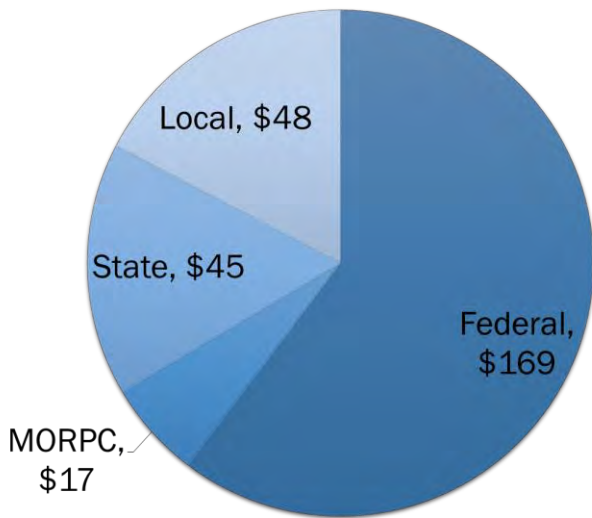


The map displays the Columbus, Ohio metropolitan area, including surrounding counties like Franklin, Delaware, and Licking. Major highways such as I-70, I-67, I-167, and US-30 are clearly marked. The map also shows the Ohio River and several local water bodies. A scale bar at the bottom left indicates distances up to 10 miles. An inset map in the top right corner provides a detailed view of downtown Columbus, highlighting the city's core and major thoroughfares.

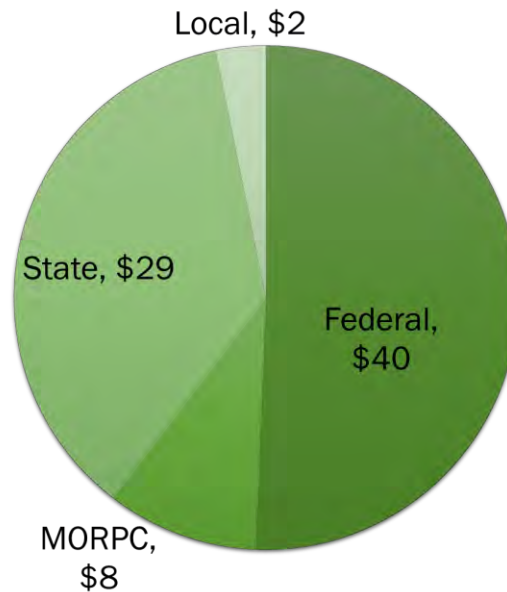
Maintenance & Other Projects

Funding Sources (millions)

Bridge and Roadway Maintenance Projects



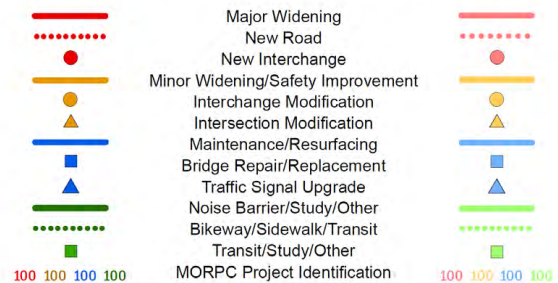
Miscellaneous Projects



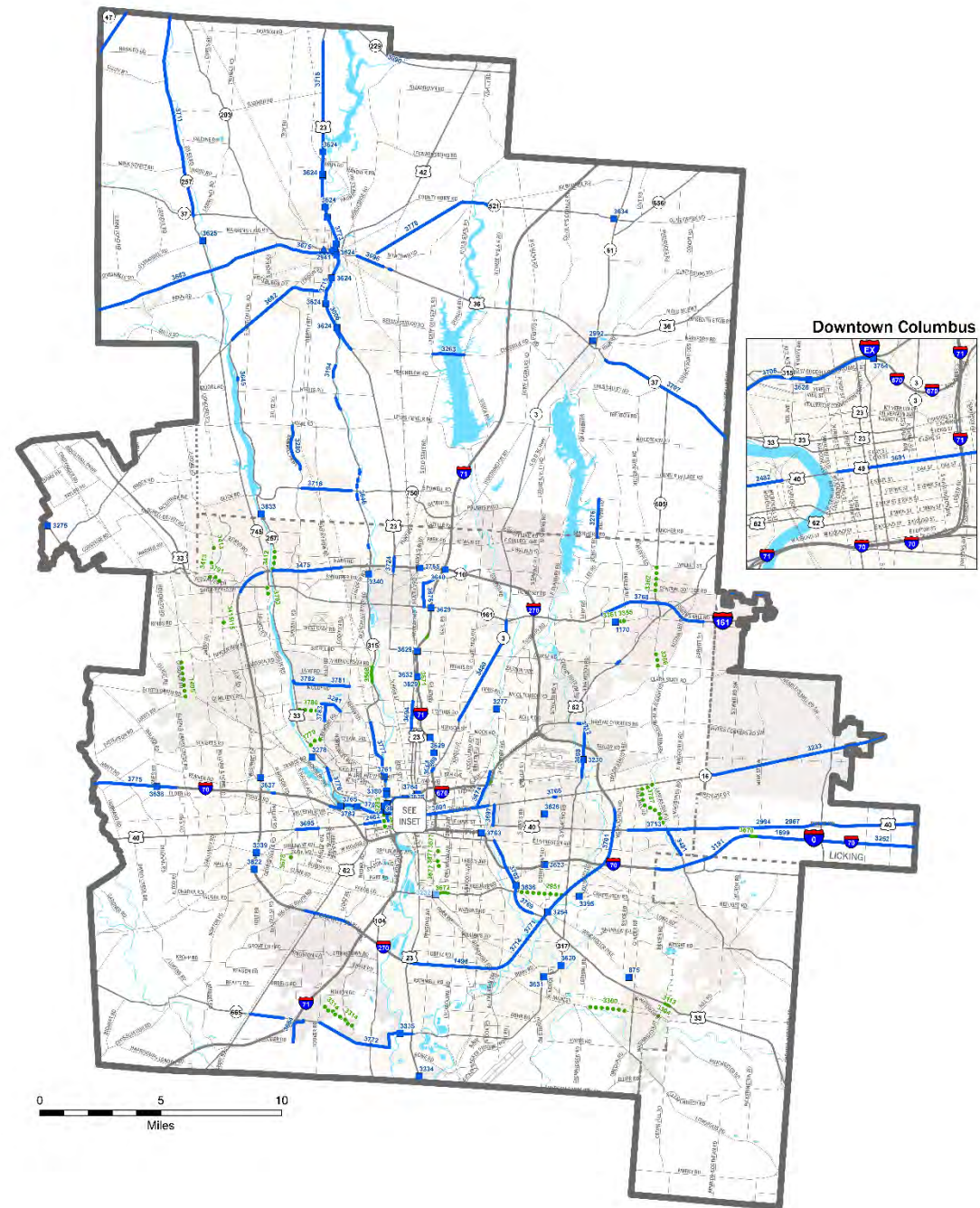
LEGEND

**Construction Phase
FY 2021 - 2024**

**Construction Phase
after FY 2024**
(Construction not part of TIP)

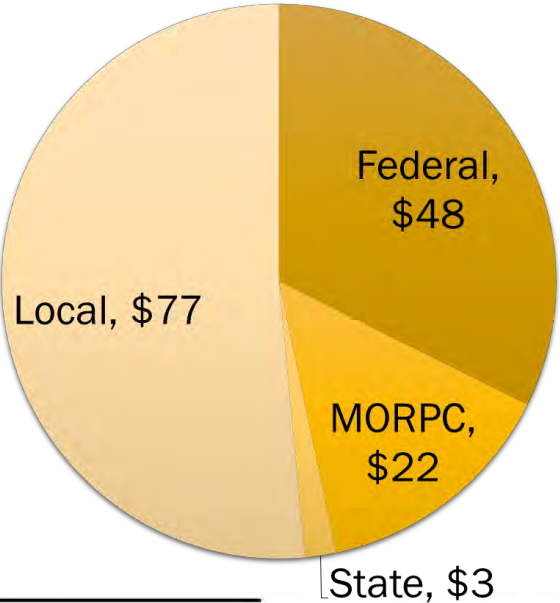


Planning Area



Minor Expansion & Intersections

Funding Sources
(millions)



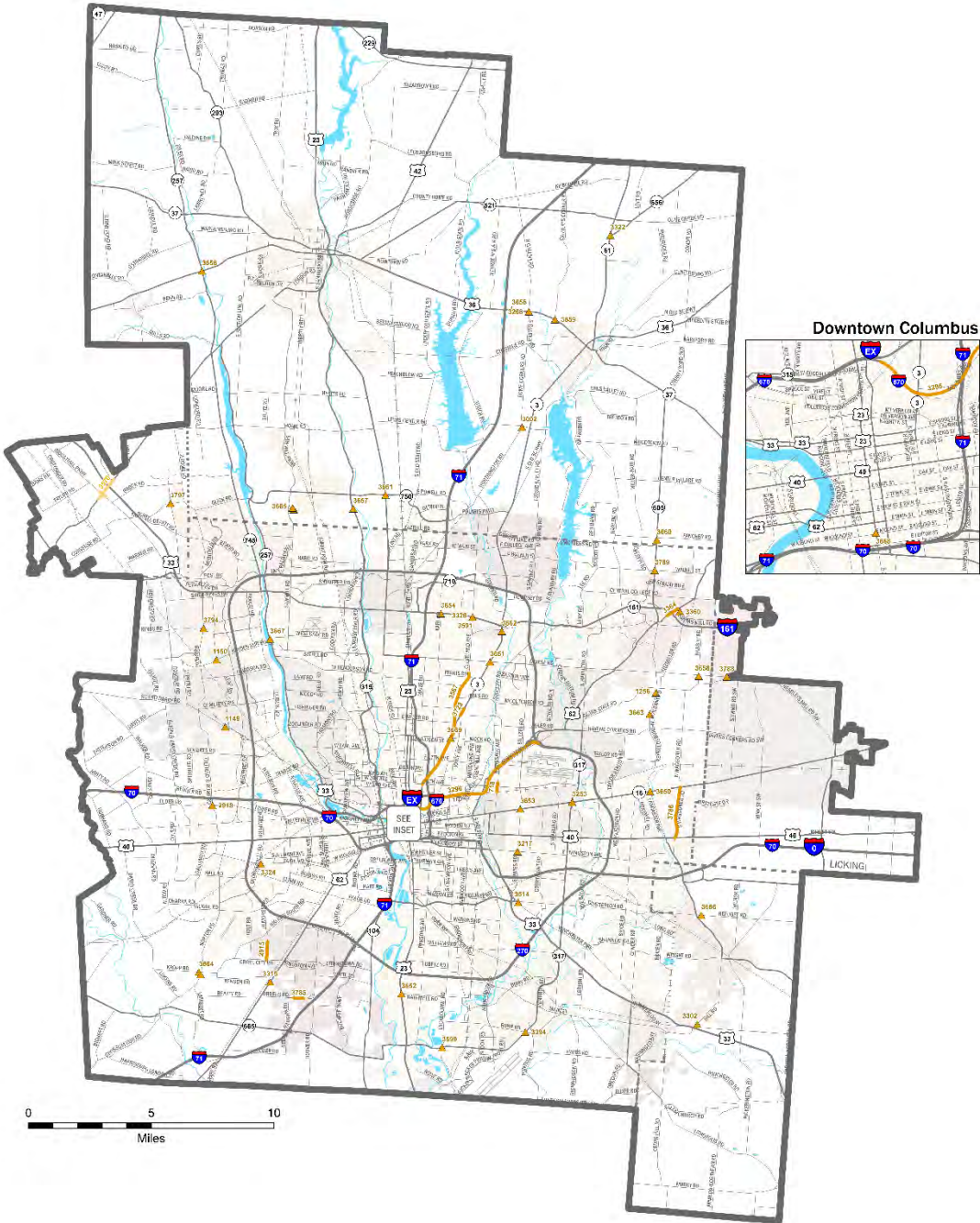
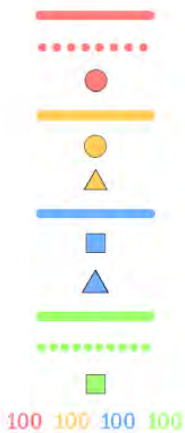
LEGEND

Construction Phase
FY 2021 - 2024



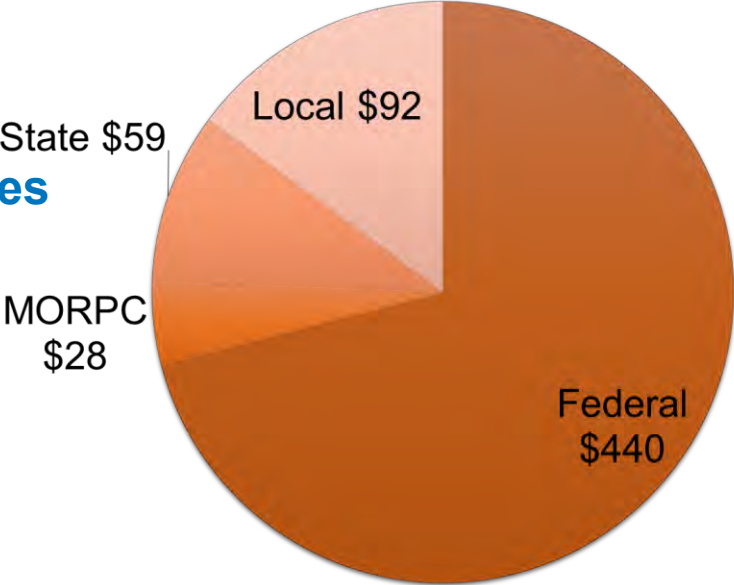
Major Widening
New Road
New Interchange
Minor Widening/Safety Improvement
Interchange Modification
Intersection Modification
Maintenance/Resurfacing
Bridge Repair/Replacement
Traffic Signal Upgrade
Noise Barrier/Study/Other
Bikeway/Sidewalk/Transit
Transit/Study/Other
MORPC Project Identification

Construction Phase
after FY 2024
(Construction not part of TIP)



Major Expansion & Interchange

Funding Sources
(millions)



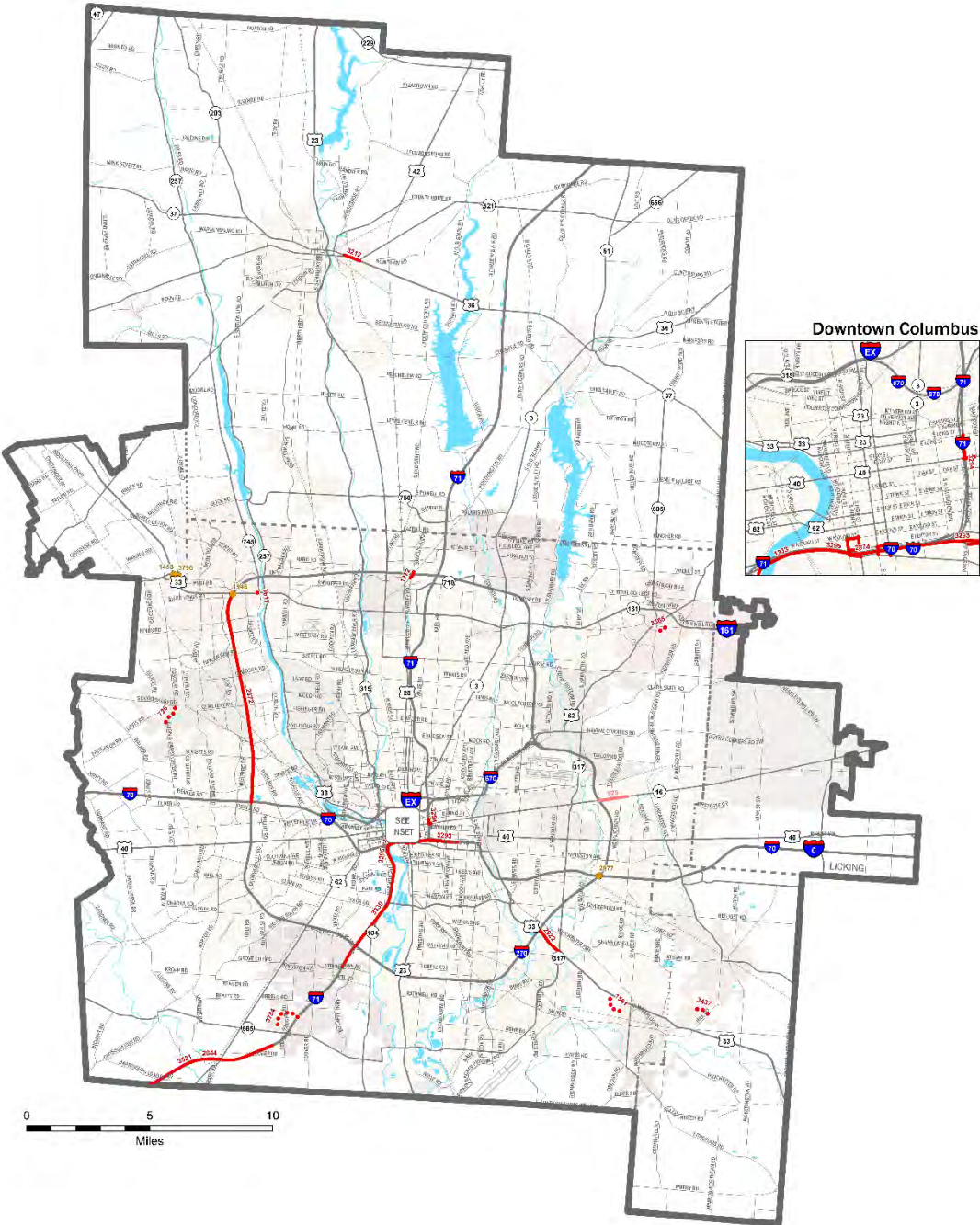
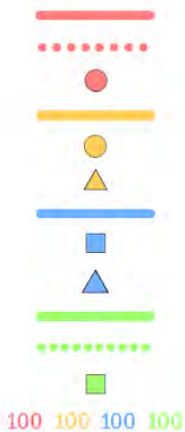
LEGEND

Construction Phase
FY 2021 - 2024



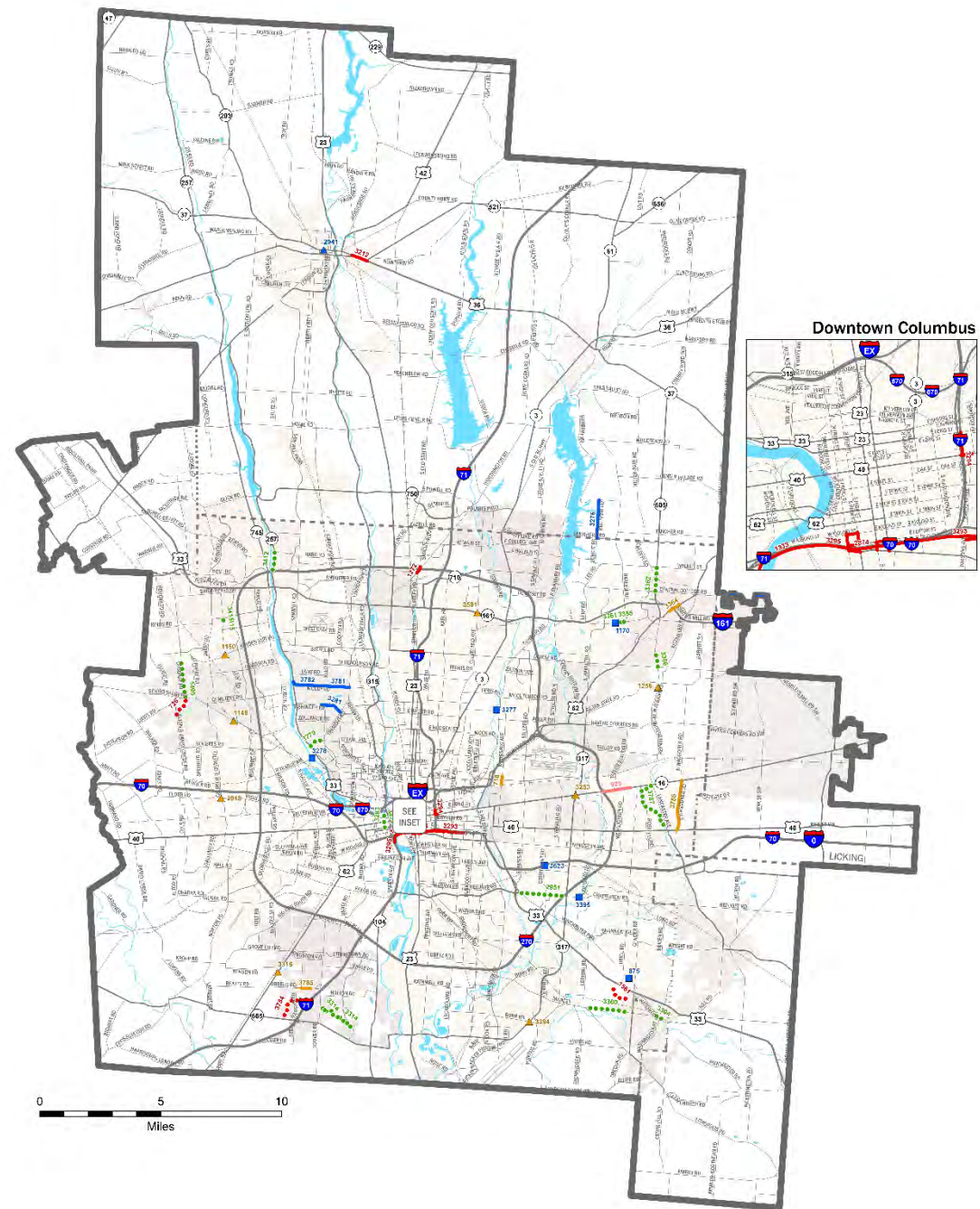
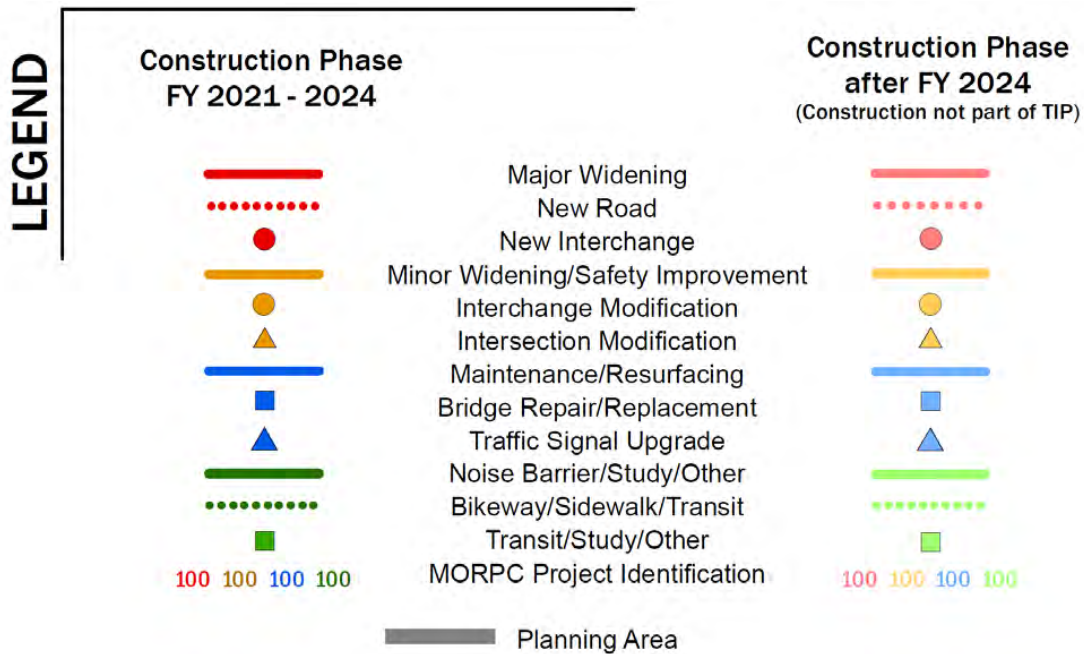
Major Widening
New Road
New Interchange
Minor Widening/Safety Improvement
Interchange Modification
Intersection Modification
Maintenance/Resurfacing
Bridge Repair/Replacement
Traffic Signal Upgrade
Noise Barrier/Study/Other
Bikeway/Sidewalk/Transit
Transit/Study/Other
MORPC Project Identification

Construction Phase
after FY 2024
(Construction not part of TIP)



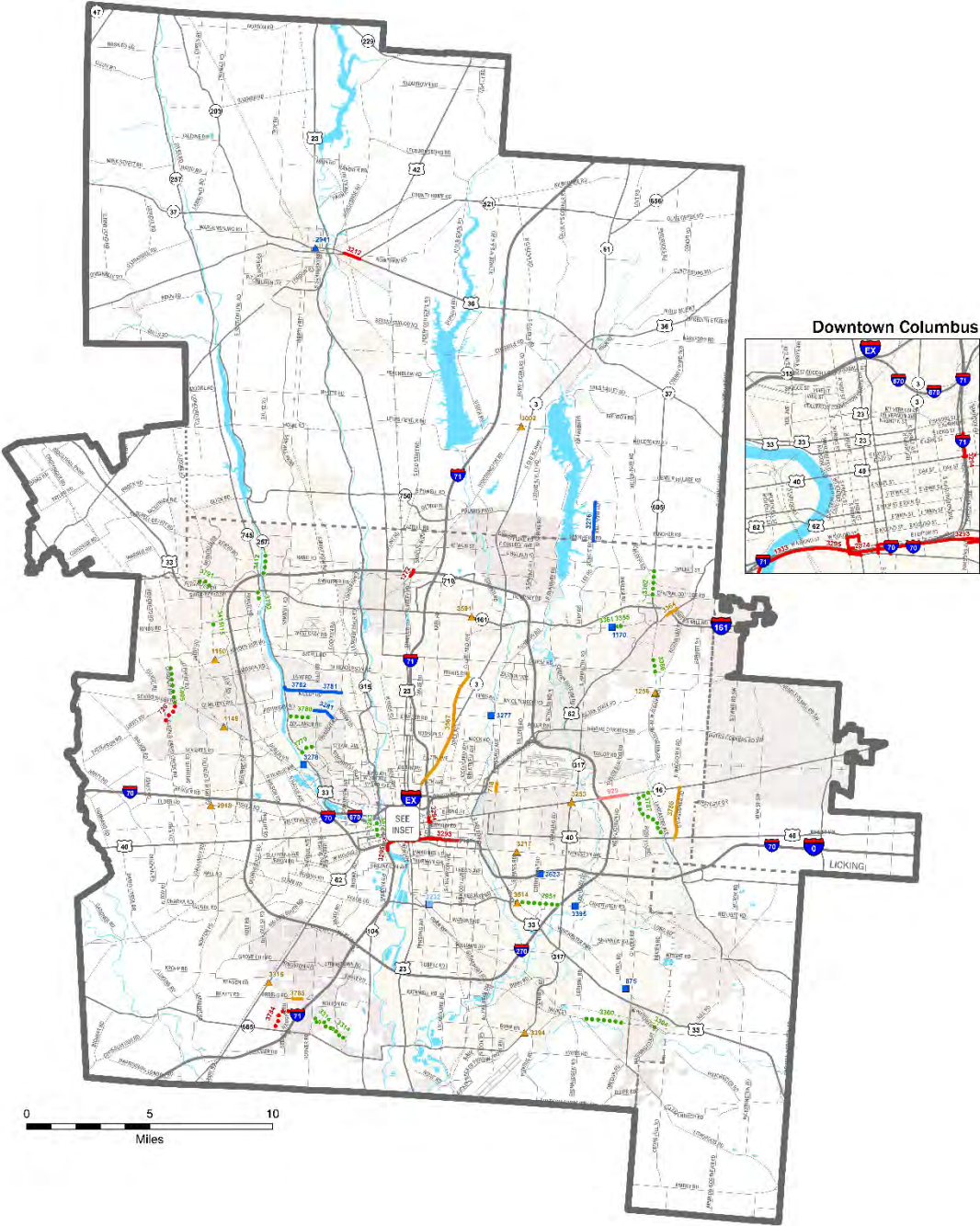
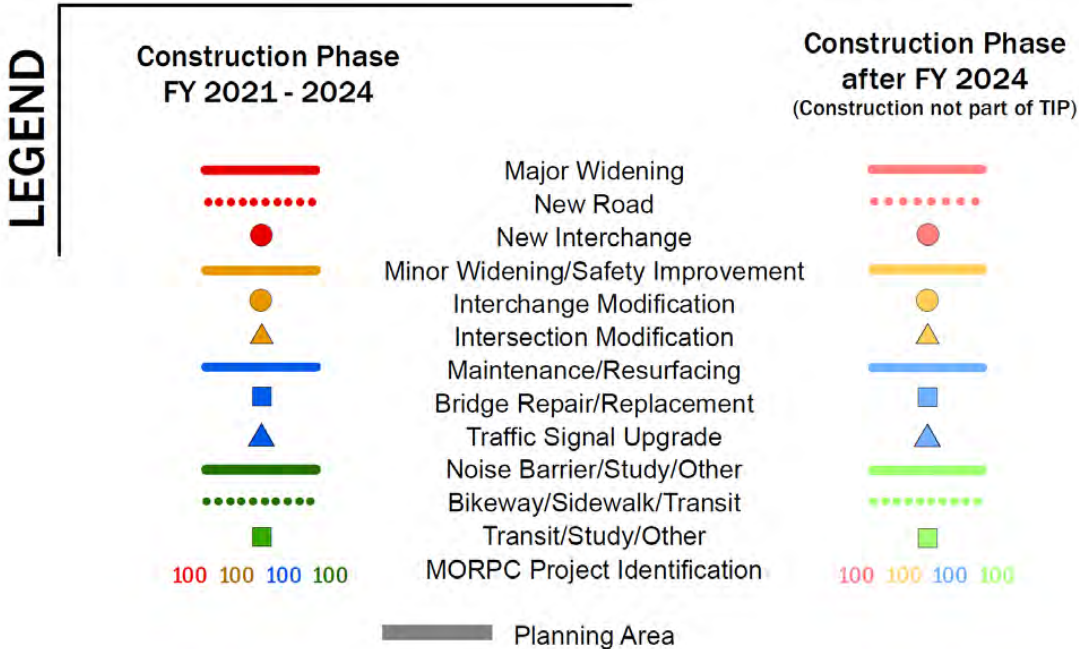
Bicycle Projects

| Primary Bicycle Component | Number of Projects | New Length (miles) |
|-----------------------------|--------------------|--------------------|
| Multi-Use Paths | 30 | 17.77 |
| Bicycle Lanes | 12 | 3.75 |
| Sharrows/Widen Outside Lane | 1 | - |
| Widen Shoulder | 5 | 2.06 |
| Modify Existing | 1 | - |
| Other/To Be Determined | 9 | 1.64 |
| Total | 58 | 25.22 |



Pedestrian Projects

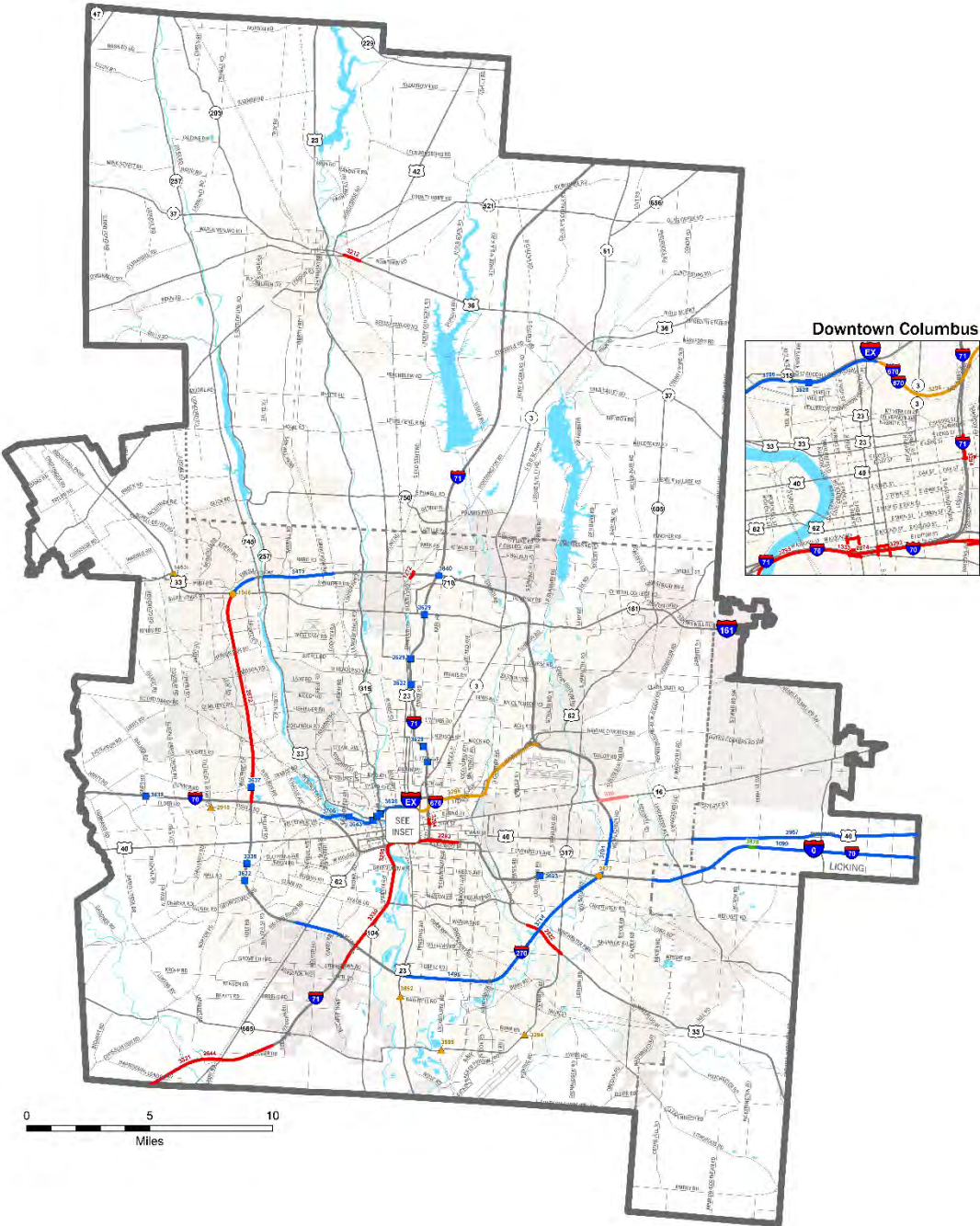
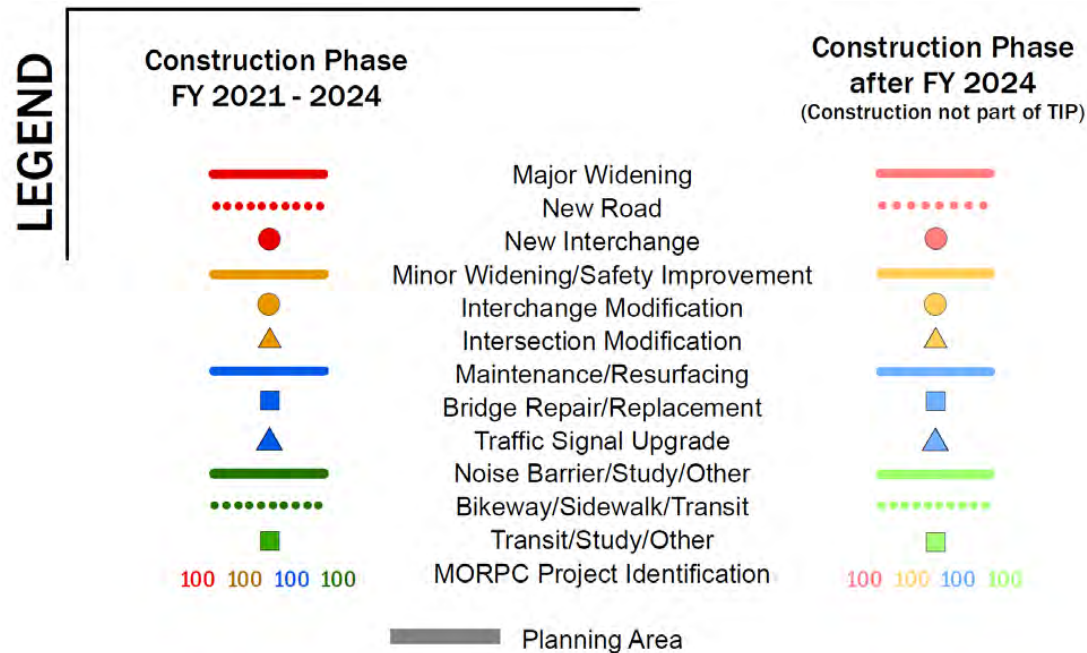
| Primary Pedestrian Component | Number of Projects | New Length (Miles) |
|------------------------------|--------------------|--------------------|
| Multi-Use Path | 24 | 13.60 |
| New Sidewalks | 12 | 9.81 |
| Curb Ramp/Crosswalk | 7 | - |
| Widen Shoulder | 4 | 2.06 |
| Repair/Modify Existing | 13 | - |
| Other/To Be Determined | 8 | 0.76 |
| Total | 68 | 26.23 |



Freight Projects

RECENT & ONGOING ACTIVITIES

- Hyperloop Feasibility Study
- Tier I EIS Components Study – Passenger Rail
- Rickenbacker Area Study
- Columbus Region Logistics Council



Environmental Justice

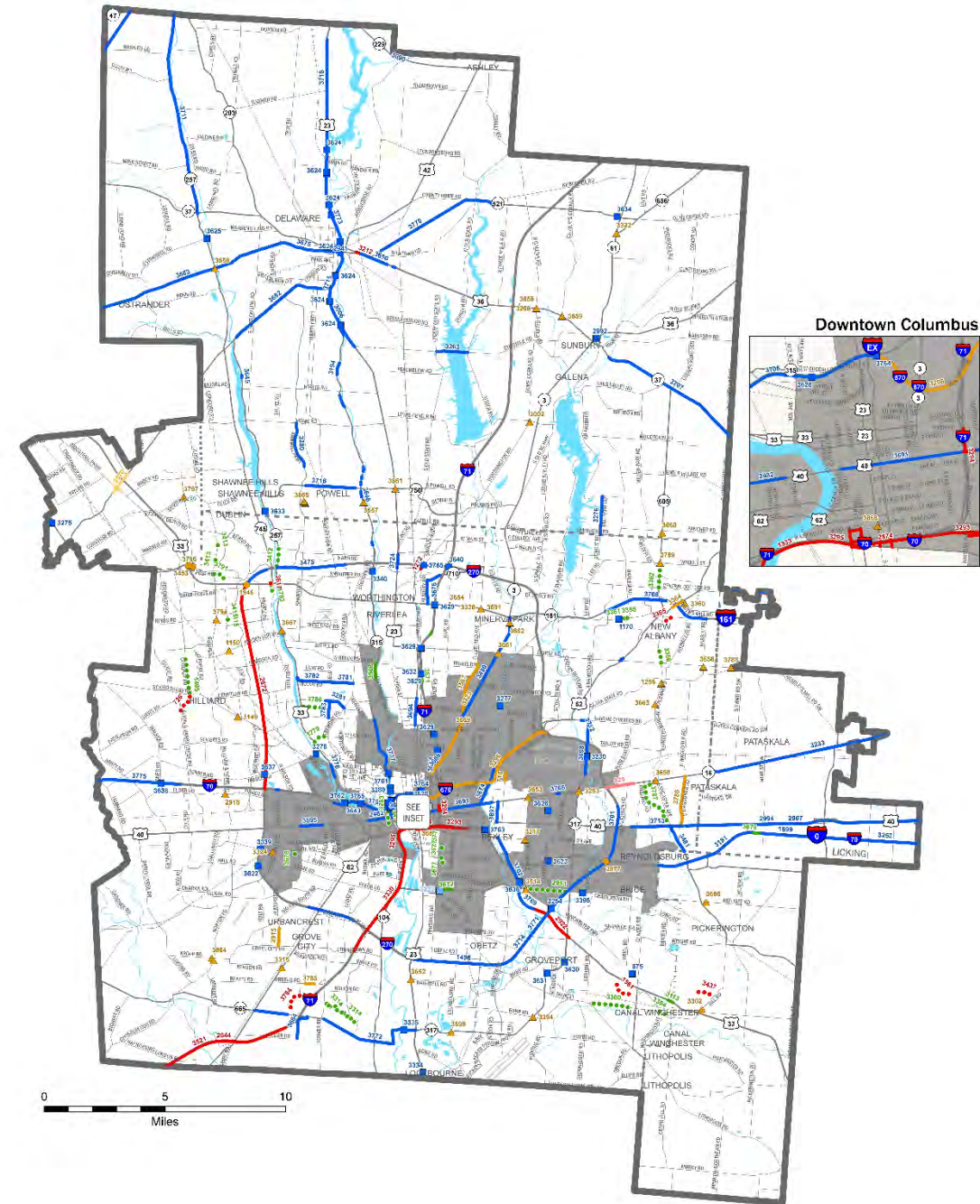
DEFINITIONS

Fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations and policies.

No group of people should bear a disproportionate share of the negative environmental consequences resulting from operations or the execution of federal, state, and local programs and policies.

RELATIONSHIP TO THE TIP

- Adequate Public Involvement of low income, minority and other target populations
- Analysis of benefits and impacts of TIP projects on environmental justice populations
- TIP Appendix 3 provides quantitative analysis showing no environmental justice issues with the TIP





REVISING THE TIP

- Applies to individual projects
- Amendments
 - Major changes to scope or funding amount
 - Add or delete projects
 - Affects fiscal balance or air quality analysis
 - Approved by resolution
- Administrative Modifications
 - Minor changes to scope or funding amount
 - Split or combine projects
 - Change of fiscal year
 - Approved by MORPC staff

SCHEDULE



| | |
|----------------------------|---|
| February 28 | First Draft TIP Available for Review |
| March 27 | Final Draft TIP Available Public Comment Period Begins |
| March 31, 3:30 – 6:30 p.m. | Open House at MORPC |
| April 9 | Draft TIP Presented to Transportation Policy Committee |
| April 26 | Public Comment Period Closes |
| May 14 | Final TIP Approval by Transportation Policy Committee |

- STIP Public Comment Period: March 30 to April 10

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Columbus, OH 43215



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

| Source | Type | Identity | Timestamp | Conversation Id | Content |
|-----------|-------------------------|-------------------------------|-----------------|--------------------------------------|---|
| Moderator | Announcement (Archived) | Mike Borger | 3/31/2020 19:25 | e5134457-c170-478d-8fab-30bb52604f54 | Test. |
| Attendee | Question | Catherine Girves (Unverified) | 3/31/2020 21:11 | 166977d8-6e15-4b81-86ea-6e333b799ee5 | Is this DJ Thea's playlist? |
| Attendee | Question | Catherine Girves (Unverified) | 3/31/2020 21:13 | c02db488-87b6-4729-80dc-0f483084e73e | Is this DJ Thea's playlist? |
| Moderator | Announcement | Thea Walsh | 3/31/2020 21:13 | 1036cc40-87b7-40ef-8eb0-6b18951490cf | yes it is :) |
| Moderator | Announcement | Thea Walsh | 3/31/2020 21:14 | abd0e69f-fd0d-44f1-8974-516814fdb0fe | A special treat for those who join early |
| Attendee | Question | Bobby (Unverified) | 3/31/2020 21:27 | bb6fc807-9206-45c1-a401-84dd94a5c4a8 | Is this an open house on the updated plan, as in with the considerations from the first comment period, or is this just the second open house for the first comment period? |
| Attendee | Question | Anonymous (Unverified) | 3/31/2020 21:28 | 2fb13fce-1175-4569-a53d-3fafc168ffa6 | Are we allowed to dance?? |
| Attendee | Question | Bobby (Unverified) | 3/31/2020 21:31 | 6d6b5ae7-fd36-4f42-bcaf-a664f191d66f | Is this an open house on the updated plan, as in with the considerations from the first comment period, or is this just the second open house for the first comment period? |
| Moderator | Response | Mike Borger | 3/31/2020 21:32 | 6d6b5ae7-fd36-4f42-bcaf-a664f191d66f | Hello. It is an open house on the updated plan but we will be accepting comments on the plan until April 10th. (Bobby (Unverified) asked "Is this an open house on the updated plan, as in with the considerations from the first comment period, or is this just the second open house for the first comment period?") |
| Moderator | Response | Mike Borger | 3/31/2020 21:43 | 6d6b5ae7-fd36-4f42-bcaf-a664f191d66f | HI Bobby, to clarify, we previously held an open house for the Metropolitan Transportation Plan (MTP). Today's open house is for the Transportation Improvement Program (TIP) and we will be accepting comments. (Bobby (Unverified) asked "Is this an open house on the updated plan, as in with the considerations from the first comment period, or is this just the second open house for the first comment period?") |

| | | | | | |
|-----------|--------------|--------------------------|-----------------|--|--|
| | | | | | We will be accepting comments for the MPO area until 4/20 and for the rural areas until 4/10. (Bobby (Unverified) asked "Is this an open house on the updated plan, as in with the considerations from the first comment period, or is this just the second open house for the first comment period?") |
| Moderator | Response | Mike Borger | 3/31/2020 21:44 | 6d6b5ae7-fd36-4f42-bcaf-a664f191d66f1f8c6a00-2fd2-4b21-8fdf-ea6538972a44 | |
| Attendee | Question | Anonymous (Unverified) | 3/31/2020 21:33 | ea6538972a44 | Are we allowed to dance?? |
| Moderator | Response | Mike Borger | 3/31/2020 21:33 | 1f8c6a00-2fd2-4b21-8fdf-ea6538972a44 | We encourage it. (Are we allowed to dance??) |
| Moderator | Announcement | Mike Borger | 3/31/2020 21:34 | 760032a2-68a4-4bb8-ade4-9a4630e967f9 | If you'd rather email your questions please feel free to do so at tip@morpc.org. Is this live event being recorded? Can I watch again later? |
| Attendee | Question | CBusPlanner (Unverified) | 3/31/2020 21:38 | 5fc9c1f0-1df8-485e-8ae1-d48fca15527b | Is this being recorded and will be posted on MORPC's website later? |
| Attendee | Question | Anonymous (Unverified) | 3/31/2020 21:41 | 6d243966-d181-4965-a7b4-e70b6490a3cbff37665a-dce3-455f-84e5-112f5120b040 | What was the ODOT link again for the TIP? |
| Attendee | Question | Bobby (Unverified) | 3/31/2020 21:43 | | |
| | | | | | 1. How do we, public citizens, access the plans (links) for each of the specific TIP project listed? 2. Since TIP projects in the 4 yr pipeline appear to be mostly designed and funded is it too late for desired scope amendments to be changed? Thanks. |
| Attendee | Question | David R (Unverified) | 3/31/2020 21:44 | 4c7fbb6f-8d6d-4572-a1bb-ac1934b63d39 | Is this live event being recorded? Can I watch again later? |
| Attendee | Question | CBusPlanner (Unverified) | 3/31/2020 21:45 | a0288f8e-f8f4-479a-bf6f-ad24d29e591d | Yes, we will post it as soon as it's available.(CBusPlanner (Unverified) asked "Is this live event being recorded? Can I watch again later?") |
| Moderator | Response | Bevan Schneck | 3/31/2020 21:46 | a0288f8e-f8f4-479a-bf6f-ad24d29e591d | Is this being recorded and will be posted on MORPC's website later? |
| Attendee | Question | Anonymous (Unverified) | 3/31/2020 21:45 | 0a198a38-92e3-443b-b3d2-375318993990 | |
| Moderator | Response | Bevan Schneck | 3/31/2020 21:46 | 0a198a38-92e3-443b-b3d2-375318993990 | Yes, we will post it as soon as it's available.(Is this being recorded and will be posted on MORPC's website later?) |
| Attendee | Question | Bobby (Unverified) | 3/31/2020 21:46 | b3329eca-fcf7-4dc1-ac06-57a24d847d51 | What was the ODOT link again for the TIP? |
| Moderator | Response | Nick Gill | 3/31/2020 21:46 | b3329eca-fcf7-4dc1-ac06-57a24d847d51 | https://transportation.ohio.gov/wps/portal/gov/odot/programs/stip/draft-stip/draft-stip(Bobby (Unverified) asked "What was the ODOT link again for the TIP?") |

| | | | | |
|-----------|----------|------------------------|--|---|
| Attendee | Question | David R (Unverified) | 00ce09f4-ad1d-4b8b-b005-3/31/2020 21:49 34f051c9c22e | <p>1. How do we, public citizens, access the plans (links) for each of the specific TIP project listed? 2. Since TIP projects in the 4 yr pipeline appear to be mostly designed and funded is it too late for desired scope amendments to be changed? Thanks.</p> |
| Moderator | Response | Nick Gill | 00ce09f4-ad1d-4b8b-b005-3/31/2020 21:49 34f051c9c22e | <p>It is best to contact the project sponsor for a particular project. We can assist if you email us the projects you are interested in. The closer the project is to construction the more set the scope is.(David R (Unverified) asked "1. How do we, public citizens, access the plans (links) for each of the specific TIP project listed? 2. Since TIP projects in the 4 yr pipeline appear to be mostly designed and funded is it too late for desired scope amendments to be changed? Thanks. ")</p> |
| Attendee | Question | Anonymous (Unverified) | dee84842-ad69-44c4-b461-3/31/2020 21:49 7420bf41d522 | <p>What evidence exists in favor of widening roads to improve traffic conditions?</p> |
| Attendee | Response | Anonymous (Unverified) | dee84842-ad69-44c4-b461-3/31/2020 21:58 7420bf41d522 | <p>Thanks for the reply!(What evidence exists in favor of widening roads to improve traffic conditions?)</p> |
| Attendee | Question | Anonymous (Unverified) | ba9c1f9a-5c88-4abf-bc8b-3/31/2020 21:53 9691c740fb64 | <p>How does the region decide how much funding goes towards each of the project types? (For example major widening vs transit)</p> |
| Attendee | Question | Anonymous (Unverified) | 6d2ed0dc-0de1-4981-ae6a-3/31/2020 21:54 09d047549357 | <p>What evidence exists in favor of widening roads to improve traffic conditions? The vast majority of funding in the TIP are to maintain the existing system. As a region, we are strongly working to provide more sustainable modes and development patterns. However, as a growing region there are still bottlenecks which need to have capacity improvements improve operations.(What evidence exists in favor of widening roads to improve traffic conditions?)</p> |
| Moderator | Response | Nick Gill | 6d2ed0dc-0de1-4981-ae6a-3/31/2020 21:54 09d047549357 | |

| | | | |
|--------------------|------------------------|--|--|
| Attendee Question | Anonymous (Unverified) | 318c5ea0-cc1c-4f5e-86b7-3/31/2020 21:56 b6c0f72dcabe | Will rural road projects include wide shoulders for bicyclists? |
| Attendee Question | David R (Unverified) | 82d4ecff-1350-4900-ad73-3/31/2020 21:56 12c519b9d445 | On SR-23 what's being done to ensure the entire corridor has consistent bicycling facilities (via protected side path) north of Franklin County? Sidewalks are needed and highly appreciated but provide inadequate width, and roadway, is not safe for bikes to share. Columbus and Worthington did create some decent accommodations up to Lazelle Road. |
| Attendee Question | Anonymous (Unverified) | 3b6f5ead-580e-4016-845e-3/31/2020 21:57 b446532a1c3b | How does the region decide how much funding goes towards each of the project types? (For example major widening vs transit) Section 3 and 4 in the TIP document provides information on the funding resources in the TIP and project selection processes.(How does the region decide how much funding goes towards each of the project types? (For example major widening vs transit)) |
| Moderator Response | Nick Gill | 3b6f5ead-580e-4016-845e-3/31/2020 21:57 b446532a1c3b | Will rural road projects include wide shoulders for bicyclists? |
| Attendee Question | Anonymous (Unverified) | 5258a679-fbbc-45f9-8862-3/31/2020 22:01 778c6ee3bdc3 | We advocate for roads to be complete streets. It depends on the specific project and context of the project and the improvement. Contact us and we can assist and finding information on a particular project.(Will rural road projects include wide shoulders for bicyclists?) |
| Moderator Response | Nick Gill | 5258a679-fbbc-45f9-8862-3/31/2020 22:01 778c6ee3bdc3 | I noticed that I-270 has a widening project on the map. What is the project since I thought that road was just completed last year? |
| Attendee Question | Anonymous (Unverified) | 05e48057-e619-4948-adca-3/31/2020 22:03 f9db82e685e9 | Could you expand a bit on the Environmental Impact Study for passenger rail and that process in general? |
| Attendee Question | Anonymous (Unverified) | 5e3a8be4-0083-49b7-b449-3/31/2020 22:03 9c284afa2798 | |

| | | | | | |
|-----------|----------|------------------------|-----------------|--------------------------------------|---|
| Attendee | Response | Anonymous (Unverified) | 3/31/2020 22:15 | 5e3a8be4-0083-49b7-b449-9c284afa2798 | Very helpful answer, thanks again!(Could you expand a bit on the Environmental Impact Study for passenger rail and that process in general?) |
| Attendee | Question | Anonymous (Unverified) | 3/31/2020 22:04 | 486f7771-a06a-4154-893a-a6c458b69208 | I noticed that I-270 has a widening project on the map. What is the project since I thought that road was just completed last year? |
| Attendee | Question | Anonymous (Unverified) | 3/31/2020 22:05 | e2f95d7e-c172-4cd3-bfd6-29bb59b54de7 | Does MORPC have a detailed description for the Cassady Ave. widening/improvement project? |
| Attendee | Question | David R (Unverified) | 3/31/2020 22:06 | fb0f3f28-88ef-45d2-8e2c-8cc43c9b8266 | On SR-23 what's being done to ensure the entire corridor has consistent bicycling facilities (via protected side path) north of Franklin County? Sidewalks are needed and highly appreciated but provide inadequate width, and roadway, is not safe for bikes to share. Columbus and Worthington did create some decent accommodations up to Lazelle Road. |
| Moderator | Response | Nick Gill | 3/31/2020 22:06 | fb0f3f28-88ef-45d2-8e2c-8cc43c9b8266 | The corridor is part of our Active Transportation Plan. We are working with the entities along the corridor to provide appropriate facilities. If you email us, we can research specifics further and provide you with more details.(David R (Unverified) asked "On SR-23 what's being done to ensure the entire corridor has consistent bicycling facilities (via protected side path) north of Franklin County? Sidewalks are needed and highly appreciated but provide inadequate width, and roadway, is not safe for bikes to share. Columbus and Worthington did create some decent accommodations up to Lazelle Road.") |

| | | | | | |
|-----------|----------|------------------------|-----------------|--------------------------------------|---|
| Attendee | Question | Anonymous (Unverified) | 3/31/2020 22:07 | 62f0861f-55e2-4987-aeb4-e126f5740f18 | I noticed that I-270 has a widening project on the map. What is the project since I thought that road was just completed last year? There happens to be a small amount of follow up funding to the recently completed project. This is not additional widening.(I noticed that I-270 has a widening project on the map. What is the project since I thought that road was just completed last year?) |
| Moderator | Response | Nick Gill | 3/31/2020 22:07 | 62f0861f-55e2-4987-aeb4-e126f5740f18 | I noticed that I-270 has a widening project on the map. What is the project since I thought that road was just completed last year? |
| Attendee | Question | Anonymous (Unverified) | 3/31/2020 22:07 | 72e5bc56-eeac-480f-864e-0f05c505afdd | There happens to be a small amount of follow up funding to the recently completed project. This is not additional widening.(I noticed that I-270 has a widening project on the map. What is the project since I thought that road was just completed last year?) |
| Moderator | Response | Nick Gill | 3/31/2020 22:08 | 72e5bc56-eeac-480f-864e-0f05c505afdd | If there is a strong desire to support multi modal, does that mean we are going to see much higher financial investments in low stress bikeways? |
| Attendee | Question | Anonymous (Unverified) | 3/31/2020 22:08 | d6c49424-ccd3-433e-8b11-3462f7869c4e | If we are only in phase 1 of the feasibility study for Commuter Rail, how long do you think it will take for the whole feasibility study to be finished? Is the feasibility study funded locally, and who is doing the study? |
| Attendee | Question | Anonymous (Unverified) | 3/31/2020 22:08 | 7dc6a800-13bb-40b6-b635-161880dcd774 | Thank you Does MORPC have a detailed description for the Cassidy Ave. |
| Attendee | Question | Anonymous (Unverified) | 3/31/2020 22:09 | a0b209ff-b8a9-4f0e-bf3b-6141841af286 | widening/improvement project? |

| | | | | | |
|-----------|----------|------------------------|-----------------|--------------------------------------|--|
| | | | | | This is description for the project listing: Cassady Ave from CSX Railroad to north of E 7th Ave, Minor Widening from 2 lanes to 3 lanes & Intersection Modification, add turn lanes at E 5th Ave intersection and southbound left turn lane at E 7th Ave, install curb and gutter, street lighting(Does MORPC have a detailed description for the Cassady Ave. widening/improvement project?) |
| Moderator | Response | Nick Gill | 3/31/2020 22:09 | a0b209ff-b8a9-4f0e-bf3b-6141841af286 | |
| Attendee | Question | Anonymous (Unverified) | 3/31/2020 22:10 | 67d63b16-0db4-4298-a92b-97ecdeb0920a | What is the goal for mileage ratios between road to bike path in Columbus? 1:1? As in you can get anywhere via bike you could via road? Cheers |
| Attendee | Question | Anonymous (Unverified) | 3/31/2020 22:11 | 62c10657-59f6-4aa9-bc7e-43dc9011674d | If there is a strong desire to support multi modal, does that mean we are going to see much higher financial investments in low stress bikeways? The Metropolitan Transportation Plan is planning for significant focus on low stress bikeways. Please see our draft MTP.(If there is a strong desire to support multi modal, does that mean we are going to see much higher financial investments in low stress bikeways?) |
| Moderator | Response | Nick Gill | 3/31/2020 22:11 | 62c10657-59f6-4aa9-bc7e-43dc9011674d | Just a comment. This was helpful and accessible. |
| Attendee | Question | Anonymous (Unverified) | 3/31/2020 22:12 | b9be74d8-f996-4c8f-8de7-a8a8e2087b84 | Thank you for your work. |
| Attendee | Question | Anonymous (Unverified) | 3/31/2020 22:12 | b3d4333b-5c58-4c1a-b32d-02e69d843d03 | Just a comment. This was helpful and accessible. Thank you for your work. |
| Moderator | Response | Mike Borger | 3/31/2020 22:12 | b3d4333b-5c58-4c1a-b32d-02e69d843d03 | Thank you for participating. (Just a comment. This was helpful and accessible. Thank you for your work.) |
| Attendee | Question | Anonymous (Unverified) | 3/31/2020 22:12 | d52cfa68-7722-4a35-97f5-bcdee52efa25 | Could you expand a bit on the Environmental Impact Study for passenger rail and that process in general? |
| Attendee | Question | Anonymous (Unverified) | 3/31/2020 22:12 | d018cb2c-329c-4522-ba22-7c5f347213f4 | What is the goal for mileage ratios between road to bike path in Columbus? 1:1? As in you can get anywhere via bike you could via road? Cheers |

The Metropolitan Transportation Plan has benchmarks for mileage of bikeways and for arterial and collector streets with complete street facilities. Please see the draft MTP.(What is the goal for mileage ratios between road to bike path in Columbus? 1:1? As in you can get anywhere via bike you could via road? Cheers)

If we are only in phase 1 of the feasibility study for Commuter Rail, how long do you think it will take for the whole feasibility study to be finished? Is the feasibility study funded locally, and who is doing the study?

Thank you
1) A number of bridge replacements &/or deck widening projects do not seem to provide much of any ideal facilities to safely accommodate bike & ped travelers. (Ideally 5 foot wide sidewalk on one side and 10 foot wide sidepath on other side). What's the best practice for ensuring 'these are Complete Bridges'? 2) Why are painted sharrows and non protected bike lanes still being encouraged and counted by MORPC when they have proven not to be effective to improve safety for bicyclists?
Regarding the Cassady Ave improvement project, are there any thoughts about addressing flooding from recent rains and the need for storm water drainage improvements?
Regarding the Cassady Ave improvement project, are there any thoughts about addressing flooding from recent rains and the need for storm water drainage improvements?

Moderator
Response

Nick Gill

d018cb2c-329c-4522-ba22-
3/31/2020 22:12 7c5f347213f4

Attendee Question

Anonymous (Unverified)

f624324b-95c4-48ae-a246-
3/31/2020 22:13 973da7cd6ea3

Attendee Question

David R (Unverified)

310e28c0-e7e0-48cc-a605-
3/31/2020 22:13 5912fc134684

Attendee Question

Anonymous (Unverified)

2dd79d4e-b4b9-4c8e-8205-
3/31/2020 22:15 252fd3a5d71

Attendee Question

Anonymous (Unverified)

58f330a9-1d4a-47aa-84b8-
3/31/2020 22:16 7efbb56b7f9c

| | | | | | |
|-----------|----------|------------------------|--------------------------------------|-----------------|---|
| Moderator | Response | Nick Gill | 58f330a9-1d4a-47aa-84b8-7efbb56b7f9c | 3/31/2020 22:16 | Projects will be designed to accommodate stormwater runoff according to environmental standards.(Regarding the Cassady Ave improvement project, are there any thoughts about addressing flooding from recent rains and the need for storm water drainage improvements?) |
| Attendee | Question | Anonymous (Unverified) | e5f288b3-c065-43b9-8b1e-125a2fb6d159 | 3/31/2020 22:18 | Will loss of gas tax revenue due to COVID-19 (reduced vehicular travel) impact project delivery schedules for those included in the TIP? |
| Attendee | Question | David R (Unverified) | 376eb3f5-7d3e-425c-9950-4385f78e6847 | 3/31/2020 22:18 | 1) A number of bridge replacements &/or deck widening projects do not seem to provide much of any ideal facilities to safely accommodate bike & ped travelers. (Ideally 5 foot wide sidewalk on one side and 10 foot wide sidepath on other side). What's the best practice for ensuring 'these are Complete Bridges'? 2) Why are painted sharrows and non protected bike lanes still being encouraged and counted by MORPC when they have proven not to be effective to improve safety for bicyclists? |
| Attendee | Question | Anonymous (Unverified) | 22937ed7-16e5-4383-8aa4-8c3d9b9e2b08 | 3/31/2020 22:18 | Parts of Cassady Ave. does not have sanitary sewers. Will the Cassady Ave. project address sanitary sewers, especially since some of the area is served by Columbus and Blendon Township? |
| Attendee | Question | Anonymous (Unverified) | cf0f7657-6585-4361-8498-9d66b416c707 | 3/31/2020 22:18 | Where can we find the Environmental Standards that need to be met for the EIS? Or is it more case by case? |
| Attendee | Question | Anonymous (Unverified) | f6e24437-9706-4a93-b9ed-0aa20c4ed3f7 | 3/31/2020 22:19 | Will loss of gas tax revenue due to COVID-19 (reduced vehicular travel) impact project delivery schedules for those included in the TIP? |

| | | | | | |
|-----------|----------|------------------------|-----------------|--------------------------------------|--|
| Moderator | Response | Nick Gill | 3/31/2020 22:19 | f6e24437-9706-4a93-b9ed-0aa20c4ed3f7 | There may be some impact. But it is too early to determine beyond what ODOT recently announced about one of the phases of the downtown innerbelt being delayed by about 1 year. (Will loss of gas tax revenue due to COVID-19 (reduced vehicular travel) impact project delivery schedules for those included in the TIP?) Parts of Cassady Ave. does not have sanitary sewers. Will the Cassady Ave. project address sanitary sewers, especially since some of the area is served by Columbus and Blendon Township? |
| Attendee | Question | Anonymous (Unverified) | 3/31/2020 22:20 | 9ae42ad8-a418-4ae5-aa9a-dfd7abd80292 | |
| Moderator | Response | Nick Gill | 3/31/2020 22:21 | 9ae42ad8-a418-4ae5-aa9a-dfd7abd80292 | The City of Columbus would need to be contacted for that answer. (Parts of Cassady Ave. does not have sanitary sewers. Will the Cassady Ave. project address sanitary sewers, especially since some of the area is served by Columbus and Blendon Township?) |
| Attendee | Question | Jake T (Unverified) | 3/31/2020 22:21 | 719781f7-a52e-418b-b572-34b1face2f92 | An earlier question referred to advocacy for "complete streets", does that refer to specific planned changes to fulfill "complete street" concepts, or a general idea being applied to the street as needed? |
| Attendee | Question | Anonymous (Unverified) | 3/31/2020 22:23 | ce415885-79fe-4a84-b62a-4147cc415407 | Where can we find the Environmental Standards that need to be met for the EIS? Or is it more case by case? |
| Attendee | Question | Anonymous (Unverified) | 3/31/2020 22:23 | 66c2b77b-c02b-49df-bf2b-bdb7011be4e4 | When is the High Street Road construction expected to be completed? |
| Attendee | Question | Jake T (Unverified) | 3/31/2020 22:23 | 0744c7c0-b996-4449-b757-c09238076c62 | An earlier question referred to advocacy for "complete streets", does that refer to specific planned changes to fulfill "complete street" concepts, or a general idea being applied to the street as needed? |

| | | | | |
|-----------|----------|-----------------------------|--|---|
| | | | | There are a range of solutions to make a facility a complete street. We provide various resources to local governments on what may be the most appropriate in the context of the street. (Jake T (Unverified) asked "An earlier question referred to advocacy for "complete streets", does that refer to specific planned changes to fulfill "complete street" concepts, or a general idea being applied to the street as needed?") |
| Moderator | Response | Nick Gill | 0744c7c0-b996-4449-b757-3/31/2020 22:24 c09238076c62 | see the active transportation section of the MORPC website(Jake T (Unverified) asked "An earlier question referred to advocacy for "complete streets", does that refer to specific planned changes to fulfill "complete street" concepts, or a general idea being applied to the street as needed?") |
| Moderator | Response | Nick Gill | 0744c7c0-b996-4449-b757-3/31/2020 22:24 c09238076c62 | Thanks. Best of success all. Please stay healthy. |
| Attendee | Question | David R (Unverified) | 96b752f2-8503-461c-81c9-3/31/2020 22:24 54152be8ac4b | |
| Attendee | Question | Anonymous (Unverified) | 80f35a50-fd6f-4329-b580-3/31/2020 22:24 d6b415691fda | When is the High Street Road construction expected to be completed? Can you provide the ID of the specific project(When is the High Street Road construction expected to be completed?) |
| Moderator | Response | Nick Gill | 80f35a50-fd6f-4329-b580-3/31/2020 22:25 d6b415691fda | Thanks. Best of success all. Please stay healthy. |
| Attendee | Question | David R (Unverified) | ef6f13a9-a0ac-4baa-8668-3/31/2020 22:25 4fa1c02aec0a | Nice job on this virtual format MORPC team. |
| Attendee | Question | Justin Goodwin (Unverified) | 7a79ad7b-3f67-4e12-aa05-3/31/2020 22:26 8bed1cc3beac | When is the Short North High Street construction expected to be complete? (For clarification) |
| Attendee | Question | Anonymous (Unverified) | 2dc5098b-95c4-4f8c-abe1-3/31/2020 22:26 35bfb3b3e005 | Nice job on this virtual format MORPC team. |
| Attendee | Question | Justin Goodwin (Unverified) | e51f3998-2d0b-4b90-8d69-3/31/2020 22:26 25b23076736d | When is the Short North High Street construction expected to be complete? (For clarification) |
| Attendee | Question | Anonymous (Unverified) | cad86750-fd94-468d-afa6-3/31/2020 22:26 5939885622b1 | We would need to talk to the City to get that answer.(When is the Short North High Street construction expected to be complete? (For clarification)) |
| Moderator | Response | Nick Gill | cad86750-fd94-468d-afa6-3/31/2020 22:27 5939885622b1 | |

| | | | | |
|-----------|----------|------------------------|-----------------|--|
| Moderator | | | | https://www.columbus.gov/Templates/Detail.aspx?id=2147495133 (When is the Short North High Street construction expected to be complete? (For clarification)) |
| r | Response | Nathaniel Vogt | 3/31/2020 22:31 | cad86750-fd94-468d-afa6-5939885622b1 |
| | | | | i've noticed there is a plan for active transportation corridor planned from Cleveland to Pittsburgh, and MORPC has identified local dollars to invest in planning for Central Ohio to Chicago, what would it take to make that kind of investment in active transportation here |
| Attendee | Question | Anonymous (Unverified) | 3/31/2020 22:26 | d4392df2-fa98-44a6-8937-c919c2d81bd9 |
| Attendee | Question | Anonymous (Unverified) | 3/31/2020 22:28 | 50fef407-7fbc-4ede-a35d-8c519551de5f |
| Attendee | Question | Anonymous (Unverified) | 3/31/2020 22:29 | 1597e0dc-cca3-4618-a38b-30689fc093b1 |
| | | | | Thank you loved the presentation |
| | | | | Thank you loved the presentation |
| | | | | i've noticed there is a plan for active transportation corridor planned from Cleveland to Pittsburgh, and MORPC has identified local dollars to invest in planning for Central Ohio to Chicago, what would it take to make that kind of investment in active transportation here |
| Attendee | Question | Anonymous (Unverified) | 3/31/2020 22:29 | 6c83176d-1e65-4fb3-8a7e-96090fdfe3af |



We want to thank everyone who attended our virtual open house on the 2021-2024 Transportation Improvement Program, which is the program of transportation projects scheduled for construction from July 2021 through June 2024 -- including highways, public transit, bikeways and sidewalks.

If you were unable to attend, you can still check out the information at morpc.org/openhouse. The comment deadline is quickly approaching, so make your voice heard today!

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MORPC @MORPC · Apr 11

The public comment period on our 2020-2050 Metropolitan Transportation Plan ends in just a few short days (4/13). Let us know what you think of the 30-year plan when you visit morpc.org/mtp2050.

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Published by Hootsuite [?] · April 15 at 9:05 PM ·



Stuck at home? Now is a great time to offer feedback for when you go out! We're accepting public comments on our 2021-2024 Transportation Improvement Program (TIP) until April 20. The TIP is a schedule of transportation projects receiving funding during the next four years. Find out more at morpc.org/tip.

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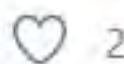
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If you're interested in the transportation projects scheduled for construction over the next four years, take note! Today (4/20) is the last day to provide public comments on our 2021-2024 Transportation Improvement Program, which contains approximately \$1.9 billion to be used for highways, public transit, bikeways and sidewalks. Find out more at morpc.org/tip.

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A public open house on our Transportation Improvement Program will showcase highway, public transit, bicycle, and pedestrian projects scheduled for construction over the next 4 years. Find out more about the TIP at morpc.org/tip.

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We have two Transportation Improvement Programs being worked on simultaneously in the region -- for both the metropolitan and rural areas. Find out more about these four-year programs of transportation projects scheduled for construction. <https://www.morpc.org/.../upcoming-transportation-projects-s.../>



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The Transportation Improvement Program (TIP) shows how funding will be used for highways, public transit, bikeways and sidewalks over the next four years. We'll have the information available at morpc.org/tip when our virtual open house starts at 3:30 p.m. on March 31. A live presentation will take place at 5:30 p.m.

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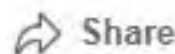
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Today's the day! Our Transportation Improvement Program (TIP) is the program of transportation projects scheduled for construction from July 2021 through June 2024. It shows how funding will be used for highways, public transit, bikeways and sidewalks over the next four years.

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Questions regarding the projects may be sent to tip@morpc.org prior to the formal presentation that will occur at 5:30 p.m. or asked during the presentation via the Q&A function.

VIRTUAL OPEN HOUSE

2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

TUESDAY | MARCH 31, 2020 | 3:30 – 6:30 PM

PRESENTATION STARTS AT 5:30 PM

morpc.org/tip



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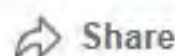
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Engagements

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2





Mid-Ohio Regional Planning Commission (MORPC)



Published by Bevan Schneck [?] · March 31 at 2:04 PM · 🌐

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March 31





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Live presentation at 5:30 p.m.!

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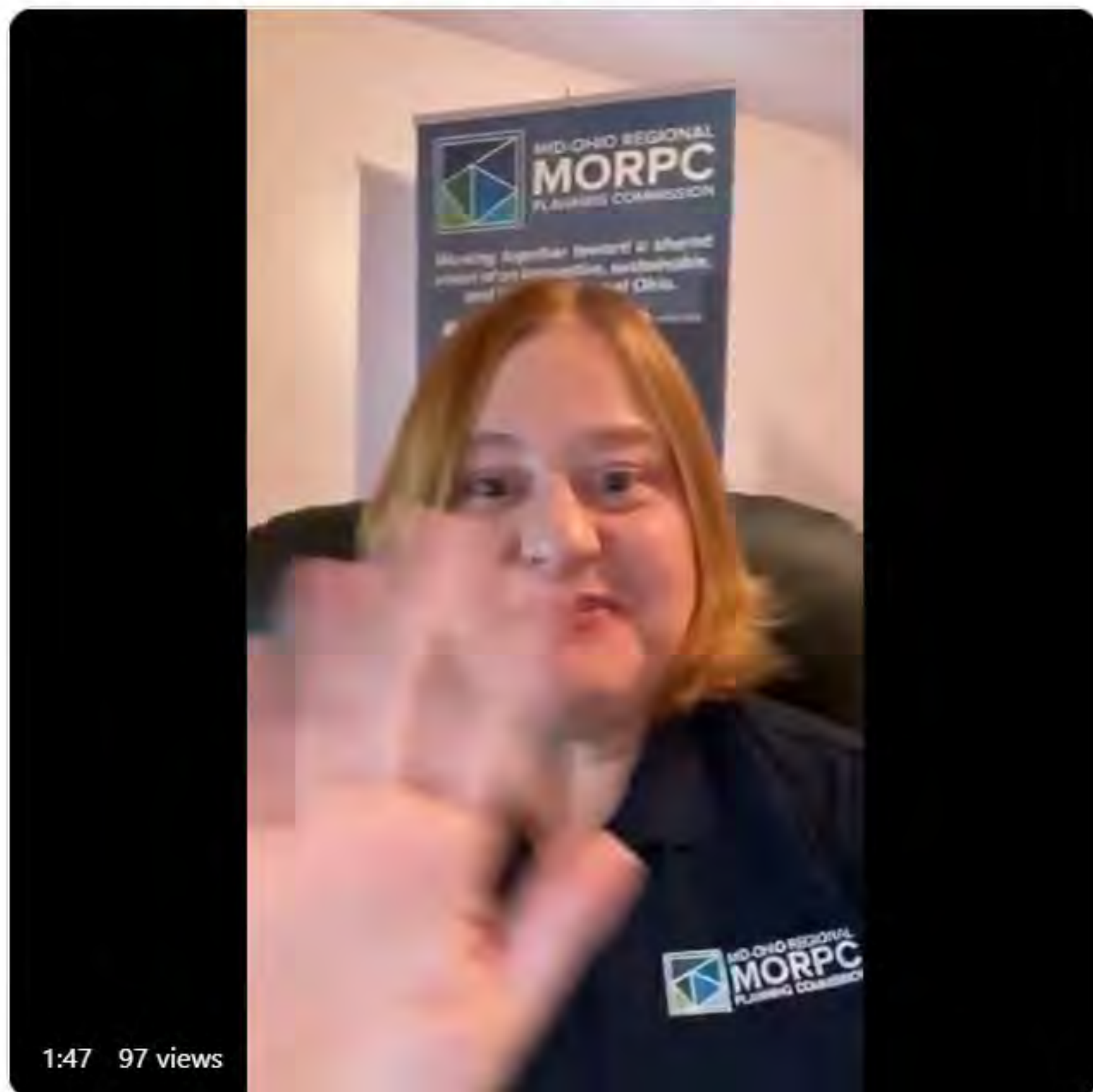
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-----Original Message-----

From: Vera Howard <verajhoward@gmail.com>

Sent: Tuesday, March 31, 2020 10:10 AM

To: Tip <tip@morpc.org>

Subject: Open House

The large majority of area residents are vehemently opposed to the proposed Big Big Walnut/I-71 interchange.

How can we access today's open house? Will there be discussion of the proposed Big Walnut/I-71 interchange?

Sent from my iPhone

From: Bevan Schneck <bschneck@morpc.org>

Sent: Tuesday, March 31, 2020 12:01 PM

To: Tip <tip@morpc.org>

Subject: Instagram comment

-----Original Message-----

From: Tip

Sent: Tuesday, March 31, 2020 2:31 PM

To: Vera Howard <verajhoward@gmail.com>

Subject: RE: Open House

The Transportation Improvement Program (TIP) open house can be accessed at

<http://www.morpc.org/open-house/>

We also suggest you visit the TIP webpage at www.morpc.org/tip to view the entire document.

Specifically with regard to the Big Walnut interchange. We know Delaware County is still in the study phase of any possible project. Any right-of-way or construction phase of the interchange is not included in the TIP.

The interchange is shown as included in the draft 2020-2050 Metropolitan Transportation Plan (MTP).

The full draft MTP is available at www.morpc.org/mtp. We encourage you to visit that website and provide comments on the MTP at MTP@morpc.org.

Thank you.



Sent from my iPhone

From: Bevan Schneck <bschneck@morpc.org>

Sent: Tuesday, March 31, 2020 12:07 PM

To: Tip <tip@morpc.org>

Subject: Facebook comment

[Susan Maxey](#) Seeing how this pandemic is particularly horrid in areas where they rely on mass transit, not a fan.

From: Julian Ackerman <juliandesade@gmail.com>

Sent: Friday, April 3, 2020 1:57 PM

To: William Murdock <wmurdock@morpc.org>

Subject: Hello

Hello

I tried to take a photo of the area where I suggested building a signalised crosswalk at during the open house that happened. And as the photo shows, there's the two bus stops and to the left, is the library. This idea will hopefully help keep people from getting killed in the area by people who can't seem to understand the concept of speed limits

From Julian Ackerman



Sent from my iPhone

Thank you for your comment. We will pass on your suggestion to COTA and the City of Columbus.

From: David Kos <davidkos942@gmail.com>

Sent: Friday, April 3, 2020 1:24 PM

To: Thomas Graham <tgraham@morpc.org>

Cc: David Kos <kos.1@osu.edu>

Subject: 2021-2024 Transportation Improvement Project: North Cassady Road Portion

Tom: I am on the church board for St. Stevan Serbian Orthodox Church at 1840 North Cassady Ave. We received a letter from the Franklin Co. Engineer regarding the project, as well as a notice from MORPC for the 2021-2024 Transportation Improvement Program Open House, that was changed to a virtual format. I was hoping to get more detail on the North Cassady Rd. portion to see how it would impact the 10 acres of land owned by the church that borders the affected project. I would like to see what MORPC has planned, so that our church might be able to provide more insight into the project before it is finalized. Please send me the specific information, details, maps, etc. (preferably hard copy) regarding the project, so that I might share it with our church board. Thanks

Regards,

David Kos,

Church Treasure

On Mon, Apr 6, 2020 at 10:26 AM Thomas Graham <tgraham@morpc.org> wrote:

Good morning,

The Final Draft 2021-2024 Transportation Improvement Program does not include a project near 1840 N Cassady Ave. Could you please share with me the information you received from the Franklin Co. Engineer?

Additionally, does the church own land along N Cassady Ave in a different location than 1840 N Cassady Ave? The nearest project to your church which is included in our Final Draft Transportation Improvement Program is the replacement of the Agler Rd bridge located at Alum Creek.

Thanks,

Tom

From: David Kos <davidkos942@gmail.com>

Sent: Monday, April 6, 2020 11:19 AM

To: Thomas Graham <tgraham@morpc.org>

Subject: Re: 2021-2024 Transportation Improvement Project: North Cassady Road Portion

Tom: I will scan the letter, which does not provide much detail. Conversation with the Transportation Engineer described widening N. Cassady for a third lane, bike path on west side and side walk on the east side of Cassady. There may be more and that is why I asked the questions during the virtual. I can send you the letter if you wish.

David

On Mon, Apr 6, 2020 at 11:22 AM Thomas Graham <tgraham@morpc.org> wrote:

If it is not too much trouble I am interested in seeing the letter. I have not personally had discussion with Engineer's Office staff regarding this project but would be happy to explore some more and see what further information I can get for you.

Thanks,
Tom

From: David Kos <davidkos942@gmail.com>

Sent: Monday, April 6, 2020 9:57 PM

To: Thomas Graham <tgraham@morpc.org>

Subject: Re: 2021-2024 Transportation Improvement Project: North Cassady Road Portion

Tom: As requested, I have attached a copy of the letter from the Franklin County Engineer announcing the improvements to North Cassady Ave. It does not describe the actual improvements that I shared with you that is supposed to take place in the next couple years. I am assuming that this proposed work is one that has involved MORPC. That is why I asking if MORPC knows about this work, because it will impact church properties from 1786 to 1850 North Cassady that encompasses a total of 10 acres. We have experienced a lot of flooding these last couple of years and want to make sure that the planned Franklin County Engineer's Office will not further compound the standing water, but rather eliminate the problem. I have verbalized this concern with the Engineer's Office, but I am not sure it has registered. Please let me know if you are aware of this project and have any input. Thanks

David



CORNELL R. ROBERTSON, P.E., P.S.
FRANKLIN COUNTY ENGINEER

January 23, 2020

Dear Property Owner:

Re: Cassidy Avenue Improvements

The Franklin County Engineer is planning a future site improvement along Cassidy Avenue from Plaza Properties Boulevard to Agler Road. In order to obtain the best possible information necessary for the improvement, it may be necessary for our consultants, Strand Associates, Inc. (Strand) and National Engineering & Architectural Services, Inc. (NEAS) to enter upon your property. NEAS will be conducting the field survey to locate property corners, determine elevations of the land and drainage and locate topographic features such as structures, trees and driveways. NEAS will also will be performing the geotechnical exploration for the proposed improvements. These representatives have been instructed to carry with them a copy of this letter to validate their intent should you have any questions when they are on site. The field personnel will not be able to provide any definite information or answers to your questions concerning the project. They will simply be collecting information for further evaluation.

Pursuant to Ohio Revised code Sections 163.03 and 5543.12; we are notifying you that this work will begin sometime within the next couple of weeks and continue into the spring of 2020. There should be no damage to your lands or property due to this work. However, if you have any questions regarding this work or if you have some information you would like to share with our office, such as drainage issues, locations of other underground improvements, etc., please contact Brad Foster at (614) 525-3021.

Thank you for your time and cooperation as we perform these duties.

Sincerely,

Cornell R. Robertson, P.E., P.S.
Franklin County Engineer

A handwritten signature in black ink, appearing to read "Brad Foster".

Brad Foster, P.E., P.S.
Highway Design Engineer

970 Dublin Road, Columbus, OH 43215 (614) 525-3030 Fax: (614) 525-3359
www.franklincountyengineer.org

On Thu, Apr 9, 2020 at 9:46 AM Thomas Graham <tgraham@morpc.org> wrote:

I have spoken with some of my colleagues at MORPC and we have not been directly involved with this specific project along the N Cassidy corridor. As plans for the project progress I expect we will be more involved, but at this time I do not have specific project information to share with you. I would suggest contacting the Franklin County Engineer's Office directly for more specific project information at this time.

I am sorry I haven't been able to be of more help.

Best,

Tom

From: David Kos <davidkos942@gmail.com>

Sent: Thursday, April 9, 2020 10:27 PM

To: Thomas Graham <tgraham@morpc.org>

Subject: Re: 2021-2024 Transportation Improvement Project: North Cassady Road Portion

Thank you for the information.

From: David Roseman [<mailto:djroseman@msn.com>]

Sent: Tuesday, April 7, 2020 5:08 PM

To: Ronni G. Nimps <rnimps@franklincountyengineer.org>; W. Fritz Crosier, P.E. <wcrosier@franklincountyengineer.org>; James W. Jewell <JJEWELL@franklincountyengineer.org>; tip@morpc.org

Subject: Agler Road bridge rebuild plan request and comments

Dear Franklin County Engineers & MORPC:

I read in the MORPC TIP proposed draft plans about FRA-CRO16-01.30 MORPC ID #3277 where Agler Road bridge will be replaced over Alum Creek and Alum Creek Greenway Trail in 2023. For it's bicycling accommodations I only saw notated was for painted bike sharrow treatments. Such is not safe and does not adequately provide a 'complete street' infrastructure. Please may I obtain some details from Franklin County showing the bridge design plans and costs?

Has Franklin County reviewed these plans with Columbus City Department - Public Service Transportation and Recreations Parks - to ensure this project improvement will better serve bicyclists, pedestrians and local residents? Here's the opportunity to create much needed access for connecting the bisecting Alum Creek Trail (underpass) with Agler Road. There is no present public access to the extensive north/south multi-use greenway trail for 1.7 miles - between Innis Road and Ballyvaughn Drive. Such active transportation multi-modal egress has been long sought, earlier documented and advocated.

If the scope has not (yet) been expanded, I'd rather we postpone this Columbus area bridge project in order to sufficiently fund and rightfully provide all required connections, than only rebuild the roadway bridge.

Thanks for your consideration and follow-up.

Sincerely,

David Roseman
Columbus resident
h 614-890-7410

From: W. Fritz Crosier, P.E.

Sent: Tuesday, April 7, 2020 5:19 PM

To: David Roseman <djroseman@msn.com>

Cc: Ronni G. Nimps <rnimps@franklincountyengineer.org>; James W. Jewell <JJEWELL@franklincountyengineer.org>; tip@morpc.org; Edwin H. Herrick, III, P.E. <EHERRICK@franklincountyengineer.org>

Subject: RE: Agler Road bridge rebuild plan request and comments

Mr. Roseman:

Good afternoon and thank you for reaching out. With this email, I am asking Ed Herrick (cc'd), Franklin County Deputy Bridge Engineer to contact you to discuss further. We are currently working very closely with the City of Columbus Department of Public Service as well as City of Columbus Recreation and Parks Department on pedestrian and bicycle infrastructure on this project. Ed will be able to provide you with the latest information. However, please do not hesitate to reach out to me directly should you wish to discuss further.



W. Fritz Crosier, P.E.
Chief Deputy of Engineering

970 Dublin Road
Columbus, Ohio 43215
614-525-3080

wcrosier@franklincountyengineer.org

www.franklincountyengineer.org



From: Edwin H. Herrick, III, P.E. <EHERRICK@franklincountyengineer.org>

Sent: Wednesday, April 8, 2020 7:02 AM

To: W. Fritz Crosier, P.E. <wcrosier@franklincountyengineer.org>; David Roseman <droseman@msn.com>

Cc: Ronni G. Nimps <rnimps@franklincountyengineer.org>; James W. Jewell <JJEWELL@franklincountyengineer.org>; tip@morpc.org <tip@morpc.org>

Subject: RE: Agler Road bridge rebuild plan request and comments

Mr. Roseman,

Agler Road over Alum Creek is a large structure with a limited amount of funding. The funding is predicated on fixing a structural problem with the bridge. Because of this, we are limited on what we can do with the layout of the deck (i.e. expanding the current deck width). As you highlight in your email, this project could serve as a much needed connector to the Alum Creek Trail. Franklin County has recognized this and is working closely with our consultant and CRPD on the feasibility of a connector. The consultant is just finishing a feasibility study that provides a means to connect from Agler Road, down to Alum Creek Drive near the southwest vicinity of the bridge. As mentioned prior, the funding for this bridge is limited by the structural repairs we are trying to make. The intent of the feasibility study is to allow us an opportunity to provide the infrastructure on the bridge necessary for CRPD to build the connector in the future.

Franklin County is also working closely with Columbus DPS to determine if modifications to the lane configurations can be made. In order to provide the necessary width for an SUP and a sidewalk across the bridge, we would need to reduce the number of lanes of traffic. DPS is researching a road diet and should have results back to us this month. If the results are favorable, we should be able to accommodate an SUP and a sidewalk across the bridge utilizing the same deck width.

Because we are still in the feasibility stage, I am not able to provide a good plan for the transverse section at this time. However, this information is forthcoming and should be made available soon.

Please let me know if you have further questions.
Thanks.



Edwin H. Herrick, III, P.E.
Bridge Design Engineer

970 Dublin Road
Columbus, Ohio 43215
614-525-2785

eherrick@franklincountyengineer.org

www.franklincountyengineer.org



From: David Roseman <djroseman@msn.com>

Sent: Wednesday, April 8, 2020 11:55 AM

To: Edwin H. Herrick, III, P.E. <EHERRICK@franklincountyengineer.org>; W. Fritz Crosier, P.E. <wcrosier@franklincountyengineer.org>

Cc: Ronni G. Nimps <rnimps@franklincountyengineer.org>; James W. Jewell <JJEWELL@franklincountyengineer.org>; Tip <tip@morpc.org>

Subject: Re: Agler Road bridge rebuild plan request and comments

Dear Ed & Fritz,

Thank you for the prompt follow-up and helpful preliminary information.

I appreciate all in understanding the dual needs - for the roadway bridge to have Complete Street safe accommodation and providing public trail connector access. Yes, a SUP (10 feet wide) plus a sidewalk should certainly be included across the new bridge deck.

I am also in touch with my contacts at Columbus Recreation Parks (CRPD) and Columbus Public Service (DPS) and MORPC encouraging their collaborative support and hopeful added funding to ensure all can best design this Agler project to build a well rounded infrastructure that'll safely serve all present and future travelers, besides motorists.

Please kindly advise me as Agler Road bridge project planning and design progresses, and let me know how we can further help.

All the best,
David Roseman

From: David Poole <dvdtp12@gmail.com>
Sent: Thursday, April 9, 2020 11:45 AM
To: Tip <tip@morpc.org>
Subject: Comment on Final Draft 2021-2024 TIP

I reviewed the document. I noted there does not seem to be any plan for adding bike lanes along Indianola Avenue between Morse Road and Lincoln Street on both sides of the roadway. This could be achieved by widening the berm about 4 feet on both sides and painting in bike lanes. This would make bicycling much safer.

An alternative could be to add a dedicated trail to either the east or west side of the roadway.

Adding bike lanes on Indianola would relieve congestion and bicycling hazards on High Street north of Morse (near Graceland). Many cyclists use this corridor to access Broad Meadows to the Olentangy trail and/or the crosstown bike route at Kanawha. The Indianola route would be a good alternative to High Street at Graceland. It would also make cycling on Indianola much safer. This should be done before more serious accidents occur on either High Street or Indianola Avenue.

David Poole
597 Garden Rd, Columbus, OH 43214

Thank you for your comment. The TIP includes projects that local agencies and ODOT have been developing and have identified specific funding to be able to implement. We will pass your comment onto the City of Columbus for their consideration in developing future bike facilities. We will also consider it as MORPC updates its regional Active Transportation Plan over the next year and a half.

From: David Roseman <djroseman@msn.com>

Sent: Tuesday, April 14, 2020 1:40 PM

To: Nick Gill <NGILL@morpc.org>; Thea Walsh <twalsh@morpc.org>; Tip <tip@morpc.org>

Cc: Melinda Vonstein <mvonstein@morpc.org>

Subject: MORPC TIP, RTP & Active Transportation comments

Below are my MORPC TIP, RTP & Active Transportation comments:

1) A number of bridge replacements &/or deck widening projects do not seem to provide much of any ideal facilities to safely accommodate bike & ped travelers. (The ideal active transportation thoroughfare needed for all decks = 5 foot wide sidewalk on one side and 10 foot wide shared-use sidepath on other side). Many recently rebuilt and new bridges and future designs are falling short of best practices for non-automobile public travelers' usage. How can MORPC ensure they will only fund various bridge requests (via TIP, etc.) if such are consistently designed and built to abide by Complete Streets and Active Transportation standards?

2) Why are painted sharrows and non protected bike lanes still being somewhat encouraged and counted by MORPC when such facilities have proven not to be effective nor to improve safety for bicyclists? Hopefully we can we raise the bar for standards.

3) On SR-23 (north Columbus) what's being done by MORPC to ensure the entire corridor has consistent bicycling facilities (via protected side path) north of Franklin County? Sidewalks are needed and highly appreciated, but they provide inadequate width, and the busy fast roadway is not safe for bikes to share. Columbus and Worthington did create some decent accommodations on SR-23 section north up to Lazelle Road but Delaware County/ODOT/local townships hasn't yet done much beyond. Any SR-23 roadway corridor related projects' TIP and related funding requests via MORPC should only be granted if safe bike/ped travel accommodations are included.

Sincerely,
David Roseman
Columbus, OH resident
Bike & Ped traveler

David,

Thank you for your comments. See below with regard to your particular points.

- 1) MORPC is continually working with project sponsors to expand the bike and pedestrian infrastructure within roadway projects. For project funded by MORPC, project sponsor must comply with MORPC's complete streets policy. This is generally easier when the roadway or bridge is being widened to accommodate traffic. It is more of a challenge when the jurisdiction is simply replacing the facility due to physical deterioration. They generally stay within the existing right-of-way for such projects limiting the space available to add bike and pedestrian

facilities. However, MORPC works with the project sponsor to identify where/how the bike and pedestrian improvements can be made within the context of the project and surrounding area.

- 2) For the TIP we report on what is included in the projects. For the Metropolitan Transportation Plan (MTP) performance measures we do not count facilities with sharrows in our counting of miles of bike facilities. When it comes to MORPC funded projects, sharrows are rarely the treatment used.
- 3) We recognize the need throughout the region that facilities such as US 23 present significant challenges. It was a very cooperative effort among Worthington, Columbus, ODOT and MORPC to provide the facilities up to Lazelle as that project was being developed. We continue to encourage inclusion of appropriate facilities in all projects and assist when possible. All MORPC funded projects do need to comply with our Complete Streets Policy.

From: Christine Raphael <melkatmom@sbcglobal.net>

Sent: Saturday, April 18, 2020 3:15 PM

To: Tip <tip@morpc.org>

Subject: Proposed Big Walnut Interchange

We along with hundreds of other area residents are opposed to the proposed I-71/Big Walnut interchange. We **DO NOT NEED OR WANT** an interchange at this location. Please see the following:

It appears that the draft feasibility study provided by Delaware County failed to meet multiple Ohio Department of Transportation (ODOT) Design Manual requirements regarding new interchanges accessing the interstate highway system (See Section 550.2 Interchange Study).

1. The Design Manual requires evidence that the proposed or revised access will not have significant adverse impact on the safety and operation of the interstate/freeway system. However, the draft feasibility study clearly demonstrates that the proposed interchange would drastically increase northbound traffic volumes during PM peak and southbound traffic volumes during AM peak between Big Walnut and Polaris Parkway, lowering Level of Service (LOS) to F (the worst level of service possible). LOS F is characterized by stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure.
2. The Design Manual also includes requirements for ensuring local roadways are adequate for collecting and distributing traffic to and from the new interchange. The draft feasibility study demonstrates that the local roadways, even if improved per the proposed plan (scheduled to take some twenty years to complete), cannot address the demand for accessing I-71. It even suggests that as many as 1,000 cars will have to find alternative routes during the AM peak hour. It goes on to say that it would have a major impact on Africa Road creating a 4.5 mile queue to get on the freeway. The hope is that a timed traffic light entrance ramp and driver decision will lessen the burden but it's hard to imagine that would even come close to being sufficient to meet the overload demands.
3. Traffic projections and impact analyses are inconsistent and do not appear to meet ODOT's traffic modeling requirements. Specific concerns relate to volumes and projected back-ups on both Big Walnut and Africa roads during the AM and PM peak hour usage. The study indicates a failing level of service both with and without ramp metering and the resultant inability to provide for the projected number of vehicles wanting to access I-71 at the Big Walnut location. Additionally, there is great concern regarding safety of children attending Walnut Creek elementary school due to

the large increase in traffic and the extremely close proximity of the proposed interchange.

4. It doesn't appear that any consideration has been given to the project's impacts along Big Walnut Road regarding the intersections that service existing residential neighborhoods. Such intersections would just continue as stop sign controlled drastically impeding the ability for exit from all surrounding neighborhoods. The draft feasibility study suggests that these stop controlled residential streets will operate at LOS F.
5. Although the draft feasibility study doesn't appear to address it, numerous residents to the north of Big Walnut and Lewis Center Roads currently commute to downtown Columbus and surrounding areas via Route 23 to I-270, State Route 3 to I-270, or Sunbury Road to I-270. If an interchange were to be built at Big Walnut, many of these residents would opt for a direct commute downtown via Big Walnut and Lewis Center Roads. Although this might help alleviate some congestion on I-270, it would cause further degradation of I-71, the only major freeway system currently servicing central Ohio from North to South.

Furthermore, a letter was sent during your original comment period prior to the TRAC meeting at ODOT that wasn't given the appropriate consideration. One of the respondents, Mr. Frederick Cope, provided a very detailed comment opposing the proposed Big Walnut/I-71 interchange. Mr. Cope's comment included more than a hundred signatures but was only counted as one in MORPC's statistics part of the presentation to ODOT. This action very much skewed the numbers.

If it is indeed determined that an additional interchange is needed between Polaris Parkway/Gemini and State Routes 36/37, consideration should be given to an area north of Big Walnut. An interchange at Big Walnut would be a mere two miles from the Gemini entrance to I-71 yet the exit at State Routes 36/37 is some eight and a half miles north. Moving the interchange north would greatly reduce the negative impact on the densely populated area currently proposed. The entire Africa Road area north of Big Walnut is sparsely populated and offers vast areas of vacant land which would allow sufficient enough space to handle entrance and exit ramps that could more adequately accommodate the anticipated traffic back up. It would also be in a much more centrally located area between Polaris/Gemini and Routes 36/37 and much better suited for future development.

John and Christine Raphael

Sent from my iPad

Thank you for your comments. A new Big Walnut interchange is not included in the SFY 2021-2024 TIP. We do know Delaware County officials are continuing to study constructing an interchange in that area. We will pass your comment along to them.

We have included an interchange concept in that area in the 2020-2050 Metropolitan Transportation Plan (MTP). The MTP is the region's long range planning document for the vision of transportation through the year 2050. It is updated every 4 years. The vast majority of the projects included are in the very early planning stages and will not be implemented prior to the next MTP update in 2024. With each update the entire region is relooked at with projects added, removed or modified based on updated trends and planning that has occurred since the previous MTP was developed.

From: Vera Howard <verajhoward@gmail.com>

Sent: Saturday, April 18, 2020 2:15 PM

To: Tip <tip@morpc.org>

Subject: Comment for TIP comment period

Please see attached comments opposing the proposed I-71/Big Walnut interchange.

Thank You! Vera Howard

I along with hundreds of other area residents are opposed to the proposed I-71/Big Walnut interchange. We **DO NOT NEED OR WANT** an interchange at this location. Please see the following:

It appears that the draft feasibility study provided by Delaware County failed to meet multiple Ohio Department of Transportation (ODOT) Design Manual requirements regarding new interchanges accessing the interstate highway system (See Section 550.2 Interchange Study).

1. The Design Manual requires evidence that the proposed or revised access will not have significant adverse impact on the safety and operation of the interstate/freeway system. However, the draft feasibility study clearly demonstrates that the proposed interchange would drastically increase northbound traffic volumes during PM peak and southbound traffic volumes during AM peak between Big Walnut and Polaris Parkway, lowering Level of Service (LOS) to F (the worst level of service possible). LOS F is characterized by stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure.
2. The Design Manual also includes requirements for ensuring local roadways are adequate for collecting and distributing traffic to and from the new interchange. The draft feasibility study demonstrates that the local roadways, even if improved per the proposed plan (scheduled to take some twenty years to complete), cannot address the demand for accessing I-71. It even suggests that as many as 1,000 cars will have to find alternative routes during the AM peak hour. It goes on to say that it would have a major impact on Africa Road creating a 4.5 mile queue to get on the freeway. The hope is that a timed traffic light entrance ramp and driver decision will lesson the burden but it's hard to imagine that would even come close to being sufficient to meet the overload demands.

3. Traffic projections and impact analyses are inconsistent and do not appear to meet ODOT's traffic modeling requirements. Specific concerns relate to volumes and projected back-ups on both Big Walnut and Africa roads during the AM and PM peak hour usage. The study indicates a failing level of service both with and without ramp metering and the resultant inability to provide for the projected number of vehicles wanting to access I-71 at the Big Walnut location. Additionally, there is great concern regarding safety of children attending Walnut Creek elementary school due to the large increase in traffic and the extremely close proximity of the proposed interchange.
4. It doesn't appear that any consideration has been given to the project's impacts along Big Walnut Road regarding the intersections that service existing residential neighborhoods. Such intersections would just continue as stop sign controlled drastically impeding the ability for exit from all surrounding neighborhoods. The draft feasibility study suggests that these stop controlled residential streets will operate at LOS F.
5. Although the draft feasibility study doesn't appear to address it, numerous residents to the north of Big Walnut and Lewis Center Roads currently commute to downtown Columbus and surrounding areas via Route 23 to I-270, State Route 3 to I-270, or Sunbury Road to I-270. If an interchange were to be built at Big Walnut, many of these residents would opt for a direct commute downtown via Big Walnut and Lewis Center Roads. Although this might help alleviate some congestion on I-270, it would cause further degradation of I-71, the only major freeway system currently servicing central Ohio from North to South.

Furthermore, a letter was sent during your original comment period prior to the TRAC meeting at ODOT that wasn't given the appropriate consideration. One of the respondents, Mr. Frederick Cope, provided a very detailed comment opposing the proposed Big Walnut/I-71 interchange. Mr. Cope's comment included more than a hundred signatures but was only counted as one in MORPC's statistics part of the presentation to ODOT. This action very much skewed the numbers.

If it is indeed determined that an additional interchange is needed between Polaris Parkway/Gemini and State Routes 36/37, consideration should be given to an area north of Big Walnut. An interchange at Big Walnut would be a mere two miles from the Gemini entrance to I-71 yet the exit at State Routes 36/37 is some eight and a half miles north. Moving the interchange north would greatly reduce the negative impact on the densely populated area currently proposed. The entire Africa Road area north of Big Walnut is sparsely populated and offers vast areas of vacant land which would allow sufficient enough space to handle entrance and exit ramps that could more adequately accommodate the anticipated traffic back up. It would also be in a much more centrally located area between Polaris/Gemini and Routes 36/37 and much better suited for future development.

To be same as previous response

From: Mark Farmer <mtbwrx@gmail.com>

Sent: Monday, April 20, 2020 1:16 PM

To: Tip <tip@morpc.org>

Subject: TIP Feedback

I did a read through of that 300 page document.

Some general feedback.

I didn't see any planning for a rail system. I know many that live at or near the poverty line rely on COTA, but there didn't appear to be a long term, annual plan from now to the next 5 years to start building infrastructure for rail transportation.

From Circleville to Delaware or beyond. Newark to London.

Upper Arlington, doesn't need MUT as much as Delaware County and the Lewis Center/Powell area.

There are NO - NO safe routes by bicycle from Worthington Hills Mall to Powell Road.

Additionally, there is NO East to West - West to East MUT From Wilson Bridge Road (worth) all the way to South Delaware Ohio.

None. I would challenge you or someone from Delaware Engineer's office to ride their bicycle from the Zoo to Alum Creek or from Worthington Hills to East Orange Road. Home Road is being improved and there isn't what I can see any accommodations for a MUT along side or even across Route 23.

That Orange Twp Bridge is in the wrong place and was built without any thought to who would use it or how they might access each end of it - 5 years I have been driving to work under that bridge, NEVER have I seen one person on it. Maybe move it to the HOME Road intersection or to the Powell Road intersection and put it to better use.

- Home Road - No MUT - No bike lane.
- Hyatt's Road - No MUT - No bike lane.
- Powell Road & Polaris Parkway - NO MUT - No bike lane.
- Orange Road - No MUT - No bike lane.

Great that Lazelle Road is getting improved, but how is anyone going to get to Lazelle and Route 23 by bicycle.

There is a SIDEWALK across 270 bridge in Worthington from the Worthington Mall - crossing a major freeway Ramp.

I still am baffled by the stupidity of the design and the lack of planning for an MUT along Route 23 through that tunnel project. A major reconstruction, NO MUT and no installation of future systems for a Rail system.

Dublin Road, Riverside Dr both need MUT that stretch from one end of downtown Cbus to Delaware County.

- More education for the public about the rights of Cyclists on the roads.

- More education for Roundabouts and their history in the World and how they improve the flow of traffic.
- More penalties for those that kill, harm, hurt Pedestrians, and Cyclists.

I think the Maps that Consider Biking put out years ago were very helpful, from a bicycle rider standpoint. Where to ride, where not to ride. If there was an active online website of that - with a date posted of when it was last updated, that would also be helpful.

Lastly -

Shawnee Hills area -

There is no safe Walking or Bicycle Path along Glick Road to Cross the Dam to the Zoo.

Can someone from your office contact Shawnee Hills Mayor/Offices and help them navigate fixing this - seems like it could provide a safe route for so many families in this area to access the Zoo and the Water park by foot or bicycle.

Also - there is no Pedestrian Entrance to the Zoo or Water park that is convenient to Non-Vehicles. Who is in charge of the Dam project and opening up those parks on the West side of the Dam? GlickRoad is in need of some MUT from crossing of O'Shaughnessy Dam to Murfield.

Thank you,

Mark Farmer

Thank you for taking time to review the TIP and provide us comments. First, we will pass on your comments to all of the jurisdictions in the several specific areas you mentioned.

On transit ...

On broader bike and pedestrian infrastructure.

EXHIBIT G



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

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info@morpc.org

Memorandum

TO: Transportation Policy Committee
Transportation Advisory Committee
Community Advisory Committee

FROM: Thea Ewing, Director
Transportation & Infrastructure Development

DATE: April 27, 2020

SUBJECT: Proposed Resolution T-7-20: "Adoption of the FY 2021-2024 Transportation Improvement Program (TIP)"

As was presented during previous meetings, the TIP is a four-year program of projects and strategies that state and local governments have selected from MORPC's long-range transportation plan as priorities for Central Ohio's transportation system. It contains a listing of all regionally significant projects and projects that will require the authorization of funds by FHWA or FTA. For each project, the list describes the scope of the project and the amount and type of funds committed to each phase of the project by state fiscal year (SFY). The TIP may be updated through formal amendments or administrative modifications.

MORPC's TIP is a component of the Statewide TIP (STIP). MORPC adopts an updated TIP every two years. Coordination with the MPO member governments and transit agencies began in January with an announcement of the beginning of the update process. In March, MORPC announced the availability of the final draft TIP and held a virtual open house for the TIP on March 30th. The Transportation Policy Committee was regularly updated about the process through monthly reports and a presentation of the draft TIP.

From March 27th to April 20th, MORPC conducted a public involvement process for the Final Draft SFY 2021-2024 TIP, which included the virtual open house on March 30th. Staff received several comments during the virtual open house which were answered. Comments were also received via email. Comments on specific projects were passed along to specific project sponsors. None of the comments significantly changed the final draft TIP.

The final SFY 2021-2024 TIP was due to ODOT on May 1st and will be available at www.morpc.org/tip by May 4th. In order to remain coordinated with the statewide process and MORPC's meeting schedules, the Transportation Policy Committee is being asked to adopt the TIP after the final TIP is required to be submitted to ODOT. In the event that the Transportation Policy Committee modifies the TIP or fails to adopt it, this will be coordinated with ODOT. ODOT is aware of this situation.

Attachment: Proposed Resolution T-7-20

William Murdock, AICP
Executive Director

Karen J. Angelou
Chair

Erik J. Janas
Vice Chair

Chris Amorose Groomes
Secretary

RESOLUTION T-7-20

“Adoption of the FY 2021-2024 Transportation Improvement Program (TIP)”

WHEREAS, the Mid-Ohio Regional Planning Commission is designated as the metropolitan planning organization (MPO) by the Governor, acting through the Ohio Department of Transportation and in cooperation with locally elected officials for Franklin and Delaware counties, the cities of New Albany and Pataskala and Etna Township in Licking County, and Violet and Bloom townships in Fairfield County, and Jerome Township in Union County; and

WHEREAS, pursuant to 23 United States Code 134, and 49 United States Code 5303, 5305, and 5306, MORPC, as the MPO, has caused the 2020-2050 Metropolitan Transportation Plan (MTP) dated May 2020 to be prepared concurrently with the SFY 2021-2024 TIP; and

WHEREAS, pursuant to 23 United States Code 134, and 49 United States Code 5304, MORPC, as the MPO, has prepared a Transportation Improvement Program (TIP) for Fiscal Years 2021 through 2024 dated May 1, 2020, and available at www.morpc.org/tip; and

WHEREAS, all projects in the TIP are included in the 2020-2050 Metropolitan Transportation Plan; and

WHEREAS, pursuant to 23 USC 134 and 42 USC 7506, the 2020-2050 Metropolitan Transportation Plan has been analyzed based on accepted methodology and has been determined to be in conformity with the requirements of the Clean Air Act Amendments of 1990, and said fact is documented in the Air Quality Conformity appendix of the MTP dated May 2020, and the SFY 2021-2024 TIP projects are consistent with this conformity determination; and

WHEREAS, the TIP includes the Central Ohio Transit Authority's (COTA's) Short-Range Transit Plan (SRTP) with specific details provided in Appendix A of the TIP, which will be adopted by the COTA board at its May 2020 meeting; and

WHEREAS, in compliance with the U.S. Department of Transportation's Title VI regulations, solicitation of citizens' comments on the TIP was made by following MORPC's adopted Public Involvement Process including review by the Community Advisory Committee (CAC), advertisements in the *Columbus Dispatch*, *Delaware Gazette*, *Newark Advocate*, *Lancaster Eagle-Gazette*, and *Columbus Post*, sunshine mailings and an open house meeting; and

WHEREAS, in response to the Federal Transit Administration's guidelines on private sector participation, private transportation operators in the region have been involved in the planning process through representation on the Transportation Advisory Committee, the CAC and/or the Transportation Policy Committee; and

WHEREAS, pursuant to 23 USC 134, the financial plan for the TIP demonstrates that it can be implemented and that it is consistent with funding reasonably expected to be available; and

WHEREAS, the TIP does not become effective until approval is received from the federal and state authorities; and

WHEREAS, the Community Advisory Committee at its meeting on May 4, 2020 and the Transportation Advisory Committee at its meeting on May 6, 2020 recommended approval of this resolution to the Transportation Policy Committee; now therefore

BE IT RESOLVED BY THE TRANSPORTATION POLICY COMMITTEE OF THE MID-OHIO REGIONAL PLANNING COMMISSION:

- Section 1. That it adopts the Transportation Improvement Program for Fiscal Years 2021 through 2024 dated May 1, 2020, as provided on the MORPC website at www.morpc.org/tip and recommends that its members incorporate these improvements into their transportation improvement programming for their governmental units.
- Section 2. That it affirms the consistency between the Fiscal Years 2021 through 2024 TIP and the 2020-2050 Metropolitan Transportation Plan and thus the determination of conformity between the TIP and the State Implementation Plan (SIP).
- Section 3. That it authorizes the Transportation & Infrastructure Development Director to approve administrative modifications to the TIP as provided in Appendix D of the document.
- Section 4. That staff is authorized to make such changes to the TIP document as are needed to satisfy clarifying comments from the Ohio and U.S. Departments of Transportation, but which do not change the intent of the document.
- Section 5. That the Transportation Policy Committee finds and determines that all formal deliberations and actions of this committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.

Karen J Angelou, Chair
MID-OHIO REGIONAL PLANNING COMMISSION

Date

Prepared by: Transportation & Infrastructure Development Staff