



# 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

### COMMUNITY ADVISORY COMMITTEE

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

**August 29, 2022**  
**5:30 p.m.**

### Join on your computer or mobile app

[Click here to join the meeting](#)

Meeting ID: 245 235 528 001

Passcode: 7EdQrV

### Or call in (audio only)

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[\(888\) 595-9475, 12749997#](#) United States (Toll-free)

Phone Conference ID: 127 499 97#

## AGENDA

- 5:30 p.m. Welcome & Introductions – LaGrieta Acheampong, Chair**
- 5:32 p.m. Approval of August 1, 2022 Meeting Minutes**
- 5:33 p.m. Metropolitan Planning Organization (MPO) Report – Nick Gill, MORPC, Jennifer Noll, MORPC**
- Transit Agency Reports
    - Delaware County Transit – Nick Gill, MORPC
    - COTA Update – Josh Roth, COTA
- 5:45 p.m. Resolutions**
- Resolution T-9-22: Amending the 2020-2050 Metropolitan Transportation Plan – Maria Schaper, MORPC
  - Resolution T-10-22: Amending the State Fiscal Year 2021-2024 Transportation Improvement Program – Thomas Graham, MORPC
  - Resolution T-11-22: Establishing Priorities for Central Ohio Candidate Projects Submitted in 2022 for TRAC Funding – Elliott Lewis, MORPC
  - Resolution T-12-22: Accepting the Planning Work Program Completion Report for State Fiscal Year 2022 – Nick Gill, MORPC

**William Murdock, AICP**  
Executive Director

**Erik J. Janas**  
Chair

**Chris Amorose Groomes**  
Vice Chair

**Michelle Crandall**  
Secretary

- Resolution T-13-22: Support ODOT Federal Performance Measure Targets – Maria Schaper, MORPC

**6:15 p.m. 2024-2050 Metropolitan Transportation Plan**

- 2024-2050 Metropolitan Transportation Plan Goals & Objectives– Maria Schaper, MORPC

**6:20 p.m. Informational Items**

- 5310 Program Management Plan Update – John Gardocki, MORPC
- COG Trail Town Framework - Melinda Vonstein, MORPC

**6:45 p.m. Other Business**

- Nominating Committee - LaGrieta Acheampong, Chair

**7:00 p.m. Adjourn**

PLEASE NOTIFY CHUCK RATLIFF AT 614.233.4115 OR EMAIL [cratliff@morpc.org](mailto:cratliff@morpc.org) TO  
CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR IF YOU REQUIRE SPECIAL  
ASSISTANCE.

The next CAC Meeting is  
**Wednesday, November 2, 2022, at 5:30 p.m.**

# Mid-Ohio Regional Planning Commission

## Community Advisory Committee Meeting Minutes



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

Date: **August 1, 2022**  
Time: **5:30 p.m.**  
Location: **MORPC**

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### **Members**

LaGrieta Acheampong  
Bill Allman  
Jasmine Ayres  
Hugo Beltran (online)  
Eli Bohnert

Naima Ilmi  
William Needleman  
David Paul  
Stokley Onuba  
John Rist

Bob Roehm  
Helen Rollins (online)  
Erin Synk  
Ira Weiss (online)

### **Guests**

Jadalyn Holloway  
Kailan Holloway  
Josh Roth

### **MORPC Staff**

Mary Ann Frantz  
Nick Gill  
Elliot Lewis

Ralonda Hampton  
Jennifer Noll  
Chuck Ratliff

Maria Schaper

### **I. Welcome & Introductions**

- Chair Acheampong called the meeting to order at 5:35 p.m. There was a quorum present. The new CAC members were welcomed and given the opportunity to introduce themselves.

### **II. Approval of June 1, 2022 Meeting Minutes**

- Chair Acheampong asked for a motion to approve the June 1, 2022 minutes. Ms. Synk moved; Mr. Needleman seconded; and the motion passed.

### **III. Metropolitan Planning Organization (MPO) Report** – Nick Gill, MORPC, Jennifer Noll, MORPC

- Mr. Gill encouraged everyone to review the written report sent in the meeting packet since what is covered during the meeting are highlights and anything new that was not included in the written report.
- Mr. Gill discussed the MORPC Attributable Funding applications that was received in July 2022. Mr. Gill stated that forty-six (46) applications requesting approximately \$267 million was received. MORPC is expecting \$120 million to provide for new projects this round. Final applications are due September 28, 2022.
- Ms. Noll asked everyone to mark their calendars for September 15, 2022, when MORPC will be celebrating the first ever Data Day, a program of the Regional Data Advisory Committee (RDAC). Data Day is an opportunity to learn more about what our region is doing to promote data-driven decision making, and how various communities are using, securing, governing, and visualizing data.

- MORPCs Summit on Sustainability will be held on October 14, 2022 at the Columbus Hilton Downtown where community leaders will be brought together to explore and share sustainable solutions across a variety of topics.
- Ms. Noll informed the committee that MORPC received a grant from the ODOT Statewide Planning Research program to develop a wayfinding strategy for the Central Ohio Greenways Network, which has been an important priority for the Greenways board for quite some time. Ms. Noll explained that wayfinding is how we can use signs and other information to determine one's location on a trail and know nearby landmarks and other points of interest.
- The Sustainability team welcomes its newest member, Prince Kwarteng-Crooklyn, the Air Quality & Sustainability Program Coordinator.
- Ms. Noll mentioned that MORPC is seeking a Director of Data Analytics and Strategy. More information can be found on the MORPC website under Careers.

#### **IV. Transit Agency Reports**

- Delaware County Transit – Nick Gill, MORPC
  - Mr. Gill stated that Delaware County Transit is currently distributing 7,500 free trip tickets thanks to the remaining funds on the Rides to Community for Immunity (RCI) grant through ODOT. They have selected local agencies who serve medical, mental health, or addiction recovery needs to receive 300 trip tickets for their clients in need of transportation.
  - The City FLEX service replacement of the city routes will continue.
  - The Green Route will be replaced by the DCT Express Route from Delaware County Transit Hub to Ohio Health in Westerville beginning August 1st.
- COTA Update - Josh Roth, COTA
  - Mr. Roth, the Economic Development Manager for COTA, discussed COTA's service area stating that 2019 was the highest ridership to date. COTA is currently at around 50 to 60 percent of their pre-pandemic ridership.
  - Mr. Roth gave an overview of COTA services, like COTA Plus, our region's first public micro-transit service.
  - COTA is facing workforce issues which are impacting the service and schedule. COTA is currently hiring operators. More information can be found on COTA's website.
  - Frequency reductions have affected several bus lines. The Zoo Bus service will end on Halloween 2022. AirConnect will end on August 30, 2022.
  - In November of 2021, COTA launched their partnership with the Transit app which offers a new way to pay. The benefits include fare capping, two-hour fares, and a network of up to 350 retailers where customers can load funds to their COTA accounts.
  - Mr. Roth covered other programs such as the Summer Student Pass Program and the Income Assistance Program. Chair Acheampong asked how the Income Assistance Program is performing. Mr. Roth stated that he will provide more specific data later, but signups have not met expectations because of the overlap with other discount programs. At the time of the last CAC meeting, roughly 200 had signed up to participate. Success is hard to evaluate during the pilot phase, in part because of an overlap of eligibility for other discount programs, but also because the program hasn't been widely marketed. Once the program is made permanent a more concerted marketing

effort will be made, including quarterly calls with Human Service Chamber, trainings with NPOs and public Agencies.

- Mr. Roth discussed the LinkUS initiative and how our region is being proactive by planning and potentially leveraging historical federal funds now, to serve future growth. LinkUS combines high-capacity corridors with regionwide improvements in transit, sidewalks and bike trails, and other transit-supportive infrastructure and development.
- Mr. Allman asked if COTA has a policy regarding electric buses. Mr. Roth stated that there is a sustainability plan and that they may not go all electric because of technologies like hydrogen fuel cell that need to be explored. They do have 10 electric buses that have been ordered but plans for a full electric fleet remains to be seen.
- Mr. Roehm asked if the airport is served by a regular, numbered route. Mr. Roth stated that Line 7 currently services the airport.
- Mr. Roehm asked what, besides fixed route trips, will the Transit app funds will pay for. Mr. Roth stated that right now, only fixed route services can be paid for, but other solutions are currently being worked on.
- Ms. Ayres asked for information regarding the levy for LinkUS. Mr. Roth stated it was under consideration to go to ballot in November 2022, but due to the current economic climate, the LinkUS Executive Committee felt it would be best to wait for an election in 2023 or 2024.
- Mr. Beltran asked how the Income Assistance program is communicated to communities and how one qualifies for the program. Mr. Roth stated that although not specifically aware of the methods, COTA does do outreach with specific communities. Proof of eligibility, such as low income, is required to qualify for the program.
- Mr. Rist asked what local match is required for LinkUS and is the private sector being consulted for developments at the LinkUS stations. Mr. Roth said that COTA is seeking funding from the FTA capital investment grant program Small Starts. Among other dollars, the local match would be 20% for the initial investment.
- Mr. Rist asked if COTA is getting interest from the private sector for LinkUS. Mr. Roth answered that both the business and development communities are showing interest. He impressed that it's important that we take the time we have now to be proactive with development incentives and infrastructure in place and that policies are developed to ensure equity is met. Mr. Gill added that LinkUS is the culmination of a process that started in 2014 with insight2050, leading to NextGen in 2017, and insight2050 Corridor Concepts in 2019.

## **V. Informational Items**

- 2020-2050 MTP Amendment - Maria Schaper, MORPC
  - Ms. Schaper gave an overview of what the MTP is and outlined the upcoming proposed amendment which is related to the Intel site development. The project changes proposed in the amendment is consistent with MTP system development strategies.
  - It is being proposed to adjust the limits of Project ID 464, which is a major widening of State Route 161 from I-270 to US-62 to add one lane in each direction. Previously the project was identified on SR-161 between Harlem Rd. and US-62.

- The Air Quality Conformity analysis is complete and conformity determination is expected.
- The public comment period was July 15, 2022, through August 15, 2022.
- More information on the Intel site development can be found at <https://newalbanyohio.org/answers/new-albany-silicon-heartland/>
- Chair Acheampong added that this is a good example of development that we need to get on the MTP so that it can flow to the TIP where the actual spend is reflected.
- Mr. Roehm asked if the entire Intel project is within the city of New Albany and Licking County. Ms. Schaper stated yes.
- Mr. Roehm asked if the people that live in that region vote for a sales tax and support COTA are displaced, where would the tax come from. Ms. Schaper answered that New Albany is not a chartered community so only the residence on the Franklin County side of New Albany would pay that tax.
- Mr. Allman asked if Intel is being asked to provide any funds for the infrastructure changes. Ms. Schaper stated they are not directly contributing to these specific projects. Mr. Gill added that there were many types of negotiations to incentivize Intel to come to Ohio.
- Ms. Synk asked what mobility options currently available and what options are going forward for those that cannot use a single occupancy vehicle. Ms. Schaper answered that with regards to these projects, they are being developed by New Albany standards which include multi-use paths. There are currently several coordination efforts among regional transit agencies to address the path forward for transit.
- Mr. Beltran asked if this addresses full electric vehicle charging stations being made available in the future. Ms. Schaper answered that while electric vehicle charging is not addressed in this amendment, it is generally addressed in the MTP.
- Mr. Beltran asked if there are any projects to enhance the autonomous vehicles in the future. Ms. Schaper stated that like electric vehicle charging stations, this is not specific to this amendment, but is addressed in the MTP.
- Mr. Weiss asked how the new membership of Licking County affects LCATS and its relationship to our MPO. Mr. Gill stated we have collaborated with and supported LCATS often in the past and we do not see that changing. They will still be two distinct MPOs.
- Ms. Ayres asked with what type of questions or feedback should be given when the community gives public feedback on the MTP. Ms. Schaper stated that we are looking for statements of support or any valid concerns. All comments are considered.
- TRAC Project Prioritization and Public Comment Update, Elliot Lewis, MORPC
  - Mr. Lewis gave an update on the Transportation Review Advisory Council (TRAC) in context of the MTP, the prioritization process and public comment update, and reviewed the TRAC cycle timeline for 2022. Mr. Lewis explained that TRAC commits ODOT funding for major new capacity program projects where the overall cost is over \$12 million, increases capacity and/or reduces congestion, and proves to support jobs and/or job creation.
  - TRAC received 31 applications that were submitted statewide, with six (6) applications from MORPC and two (2) from CORPO. The MORPC MPO area projects are requesting a total of \$306 million to advance major capital projects.

- The draft priority list will be presented during the September meeting.
- Mr. Needleman stated that in the criteria mentioned, TRAC projects should support job creation and asked how one proves that it supports jobs and what sort of jobs are focused on. Mr. Lewis replied that the process uses current job access and anticipated job growth from the land use model that is used for the MTP. Mr. Gill added that in addition, specific information gathered during the application process is also used.

**VI. Other Business**

- Mr. Allman asked if printed copies of the meeting packet will be provided going forward. Mr. Ratliff stated that starting at the next meeting, copies of the agenda will be available to everyone, and the full packet will be available for those requesting it.

**VII. Adjourn**

- The meeting was adjourned at 6:52 p.m.

*Charles L. Ratliff*

Charles L. Ratliff, Interim Secretary  
**Community Advisory Committee**





# METROPOLITAN PLANNING ORGANIZATION REPORT

August 2022

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## PROGRAMMING

Thea Ewing, Chief Regional Development Officer & Sr. Director of Programming – [tewing@morpc.org](mailto:tewing@morpc.org)

### Transportation

Nick Gill, Transportation Study Director – [ngill@morpc.org](mailto:ngill@morpc.org)

#### Metropolitan Transportation Plan:

- A formal public comment period on a proposed amendment to the 2020-2050 Metropolitan Transportation Plan (MTP) began on July 15, 2022 and was open through August 15, 2022. The proposed amendment will adjust the limits of Project ID 464 and add ten new roadway projects to the MTP. All the projects included in this amendment will directly support the Intel site development in New Albany. Ten comments were received during the comment period. The nature of each comment can be categorized into one of the following two categories:
  - Calls for consideration and incorporation of transit and other multi-mobility elements into the identified infrastructure improvements and future infrastructure improvements beyond the area immediately serving the site.
  - Calls for transportation improvements on a broader network than is included in the identified projects. In response to these comments, language is included in the amendment resolution recognizing the need for additional planning on the broader transportation network that incorporates multi-mobility interventions to serve the expected regional growth.
- The Community Advisory Committee (CAC), Transportation Advisory Committee (TAC), and Transportation Policy Committee (TPC) will act on the resolution to adopt the MTP amendment during their September meetings.
- Continued to collect, develop, and compile data for the 2022 MTP Report Card.
- Coordinated with ODOT in compliance with the Federal Performance Management Program. ODOT established two-year and four-year targets for a series of federal performance measures, and MORPC staff is recommending support for these targets, as they are consistent with regional trends, investments, and targets. The CAC, TAC, and TPC will act on a resolution to formally support ODOT's targets during their September meetings.
- Continued to review and refine Goals and Objectives that will guide the development of the 2024-2050 MTP.
- Continued to develop population and employment estimates and forecasts that will guide the development of the 2024-2050 MTP.



## Transit, Mobility & Human Services:

### *Mobility Management*

- Attended the Ohio mobility managers roundtable hosted at ODOT. Updates for the program were provided by ODOT Office of Transit and best practices were shared.
- Held a training session for Ohio mobility managers on continuing development for the statewide specialized transportation search tool, Gohio Mobility.
- Met with select mobility managers individually to ensure all new questions for Gohio Mobility development were answered.
- Attended a Northeast Ohio Areawide Coordinating Agency (NOACA) webinar on mobility access to improve awareness of mobility management and collaboration innovation.
- Continued to work on the Regional Coordinated Plan by meeting with county-level partners and working towards completing quarterly benchmarking.

### *FTA Section 5310 Designated Recipient*

- Awards from the 2021 round of projects were issued for project execution during August.
- MORPC will negotiate with the ODOT vehicle vendors from the cooperative purchasing agreement for 2021 vehicle pricing due to the global production delays.

### *Gohio Commute*

- MORPC's Gohio Commute program was awarded the "Ridesharing Award" by the Association of Commute Transportation (ACT) for creation of the Commute Action Fund. This fund encourages Central Ohio employers to provide commuter benefits to their employees through a fund matching grant.
- MORPC welcomes the Army National Guard to the Gohio Commute Vanpool program. These new vanpoolers will be traveling daily from Licking County to Franklin County.

## Transportation Planning Activities:

### *US 23 Connect Study*

- Staff continues to support the ODOT team and participate in partner meetings. Community Partner Meetings will take place during the last two weeks of August 2022.

### *LinkUS Mobility Initiative*

- Continued to coordinate with LinkUS partner agencies to refine the Transit Supportive Infrastructure (TSI) structure. Ohio Revised Code (ORC) allows MORPC to officially begin TSI activities on August 31, 2022.
- Participated in a LinkUS presentation to ODOT Central Office staff on August 11, 2022. The discussion focused on moving Central Ohio forward with an emphasis on people throughput.

### *Interregional Connections*

- The August 2022 quarterly meeting provided an update to the committee about Amtrak/FRA Passenger Rail Program, ODOT's Alternative Revenue Analysis Study, and the Rapid 5 initiative.

## Central Ohio Rural Planning Organization (CORPO):

- Evaluated two TRAC applications for the CORPO region and shared the priority recommendations with CORPO members for comment.
- Scheduled the next round of CORPO subcommittee meetings for September, which will also act as STIP-related rural consultation.

- Developed draft performance measures for the impending update to the CTP, which will be shared with CORPO members at the subcommittee meetings.

## Transportation Safety:

- Participated as stakeholders for Hilliard's Safe Streets Action Plan, engaging with local officials and community advocates on safety concerns such as speeding, intersection crossings, young drivers, and vulnerable road users.
- MORPC continues to coordinate with members applying for Implementation Grants through the Safe Streets and Roads for All program.

## Technical Assistance Program:

- Hosted final stakeholder workshops with the cities of Columbus and Dublin as part of each city's Trail Access & Connectivity Studies. These workshops presented the alignments that emerged as priorities from the alternatives analyses & site visits, and discussed next steps for funding, implementation, and continued cross-jurisdictional coordination on the trail & bikeway planning.
- Staff will be writing the final Implementation Plans for each of the four projects and sharing initial drafts with the clients over the next month. All projects will be finalized by the end of September 2022.

## Infrastructure Funding:

### *Transportation Improvement Program (TIP)*

- Prepared a TIP amendment for consideration in September 2022.
- Currently working to collect information from peer agencies regarding TIP management. This information is being used to improve MORPC's TIP management process.

### *MORPC-Attributable Funding*

- MORPC received commitment updates for outstanding funding commitments in July 2022. Additionally, forty-six screening applications were submitted for new funding commitments. Staff has provided feedback and guidance for applicants in advance of the final application due date on September 28, 2022.

### *Ohio Public Works Commission (OPWC)*

- Funding applications for improvements to local infrastructure that are scheduled to begin construction between July 1, 2023, and June 30, 2024, are due by 5 p.m. on Friday, September 2, 2022, for all applicants in District 3/Franklin County. More information is available at: <https://www.morpc.org/tool-resource/local-infrastructure-funding-from-ohio-public-works/>.
- Application information for other OPWC districts is available.

### *Transportation Review Advisory Council (TRAC)*

- The public comment period for the six applications submitted within the MORPC MPO region closed Friday, August 12th. MORPC incorporated the comments received into the project prioritization process and will present the recommended priority list of applications to the Community Advisory Committee, Transportation Advisory Committee, and Transportation Policy Committee for approval at their next meetings. The approved priority list and collection of public comments will be transmitted to TRAC for their review. Final awards are expected in December 2022.
- TRAC will host a regional public hearing at ODOT's Central Office on October 12th at 10:00 a.m. for all applications submitted within ODOT Districts 5 and 6.

### *Competitive Advantage Projects (CAP)*

- The MORPC Economic Development team has begun engaging with CAP project partners through the County visits being held in June, July, August, and September.
- Counties have shared that they're looking forward to updating CAP project profiles due to many successful funding developments of current CAP projects and the growing need to identify funding for new and exciting projects in the region.

### *ODOT Revenue Alternatives Study*

- ODOT received a federal grant to study revenue alternatives to replace or otherwise supplement the motor fuel user fees collected in Ohio. The ODOT Revenue Alternatives Study is using this grant to recommend the next steps needed to pilot and implement an alternative user-based revenue program in Ohio. To help work through the alternatives and make recommendations, an External Advisory Committee (EAC) has been created to help provide guidance and feedback. Members of the committee will provide relevant information and perspectives of their organization or industry. MPO's are being represented through OARC by Grace Gallucci, NOACA Executive Director.

## **Economic Development**

### *Comprehensive Economic Development Strategy (CEDS):*

- The Economic Development team has traveled to nearly all the counties in the CEDS territory. MORPC has had the opportunity to share exciting updates on the upcoming EDD application to the U.S. Economic Development Administration, the CEDS, upcoming grant funding opportunities and each meeting/presentation concludes with a request for a letter of support from each county for the EDD designation that will be submitted this fall.
- By the end of August 2022, MORPC's Economic Development team will have presented to Commissioners in eight of eleven CEDS counties. Completed presentations include Fairfield, Knox, Licking, Logan, Madison, Marion, Pickaway, and Union. Delaware, Franklin, and Morrow presentations are scheduled to take place in September 2022.
- MORPC has received the minimum six needed letters of support from CEDS counties, but MORPC has set a goal of receiving letters of support from each of the eleven Counties to show unified support for the EDD designation in the region.
- Progress on the EDD designation formal application is underway.

### *Brownfield Assessments:*

- Current Brownfield grant project(s) update:
  - The Phase II ESA report for the Wirthman Brothers property in Whitehall is now complete.
  - The Phase II ESA report for the Cooper's Glass Field property is now complete.
- While projects under MORPC's current US EPA Brownfield Phase I and Phase II grant wrap-up, MORPC is looking forward to applying for funding from the US EPA again in the fall/winter of 2022.
- MORPC is planning an equity-focused approach to the Brownfield application this year, as it's a main priority of the U.S. EPA. The application will have an emphasis on focusing on areas in the region are noted as food deserts.

# PLANNING

Kerstin Carr, Chief Regional Strategy Officer & Sr. Director of Planning – [kcarr@morpc.org](mailto:kcarr@morpc.org)

## Community Development

### Central Ohio Greenways (COG):

- The COG Trail Development Working Group is working with MORPC's Technical Assistance Team to consider updates to the Regional Trail Vision based on new trail proposals in select locations, including Dublin, Scioto Trail area, Sunbury, and Downtown.
- COG is establishing a Nomination Committee to recruit new board members and to ensure diverse voices in the region are part of the region's trail efforts. This committee's first meeting was held on August 19, 2022. Agenda items included committee bylaws and a review of potential new board member applications.
- The Outdoor Trails Passport, a program in collaboration with Experience Columbus, is live. Residents and visitors are invited to access the passport online any time they explore a greenways trail. By checking in at locations across the COG network, passport users become eligible to win prizes.
- The Final Trail Town Framework Steering Committee meeting was held on August 25, 2022. The committee reviewed the final project document, which includes local community case studies, a regional implementation framework, and local community short-term implementation strategies. The final document will be available on the Central Ohio Greenways website in September 2022.
- COG has been awarded funding from The Columbus Foundation to expand the Trail Town Framework to meet the unique needs of urban communities. COG plans to begin the Urban Trail Town project in the fall of 2022.
- COG has secured funding from ODOT for a Wayfinding Study that will launch in late 2022.

### insight2050:

#### *LinkUS Mobility Initiative*

- Together with the Programming department, team members are engaged in ongoing committee and working group meetings for the LinkUS initiative.

#### *RAPID 5*

- RAPID 5 welcomed its newest team member, Melissa Sever, who serves as Chief of Staff for the organization. Sever brings deep expertise in public health and organizational leadership, including in her most recent role as the Director of Organizational Development and Culture at Columbus Public Health. As RAPID 5 continues to evolve as its own non-profit, the organization will host community events and listening sessions with community leaders. Stay up to date with RAPID 5 news and events at [rapid5.org](http://rapid5.org). MORPC's main contact for the RAPID 5 initiative is Chief Regional Strategy Officer, Kerstin Carr ([KCarr@morpc.org](mailto:KCarr@morpc.org)).

## Regional Housing Strategy (RHS):

### *Outreach*

- Team members met with several community leaders this month, discussing opportunities for collaboration on data analysis and outreach pertaining to regional housing supply and affordability.

### *Implementation Assistance*

- MORPC is accepting requests for presentations and workshops for those interested in a housing workshop for their community's elected officials, staff, or community leaders. The team will work with interested parties to design the agenda and recommend speakers and learning objectives. Contact Jennifer Noll for more information (JNoll@morpc.org).

## Easton Future Vision Fellows 2022

- The Community Development team hosted two Easton Future Vision Fellows this summer. Letitia Cetina and Jake Buchanan started their work in May 2022 and made their final presentations in early August 2022.
- Letitia Cetina's project involved researching and analyzing better ways to connect the Easton Town Center to the Alum Creek Trail.
- Jake Buchanan's project was planning for better access and connectivity to Alum Creek.
- Both Easton Future Vision Fellows that we hosted, along with two others who were hosted by Bexley and COTA, will be recognized at the next State of the Region.

## Sustainability

### Sustainability Advisory Committee:

- The Sustainability Advisory Committee (SAC) will meet at 2:30 p.m. on Thursday, September 29, 2022.

### Sustainable2050:

- The next Sustainable2050 quarterly meeting will be Friday, September 16, 2023 at 9:30 a.m. MORPC is excited to welcome to the team Grant Lach, an AmeriCorps Sustainability Fellow, who will focus on supporting Sustainable2050 in a variety of ways. The agenda for the next meeting is in progress as member input is collected to shape an informative and strategic meeting. Membership and tier status certification are open to MORPC members. Please contact MORPC's Sustainability Officer, Brandi Whetstone, for more information (BWhetstone@morpc.org).

## Water Resources Program:

### *Sustaining Scioto*

- The Board's August meeting was held at 2:00 p.m. on August 24, 2022 at O'Shaughnessy Dam. Board Members toured the hydro-electric power portion of the dam for a brief overview of the power portion components and a project that is currently under construction and underway. Board Members also toured the water supply portion of the dam where City of Columbus officials will provide an overview of the dam from a water supply, sustainability, and flood control perspective.
- The Agricultural & Rural Communities Outreach Team in partnership with Del-Co Water Company, The Nature Conservancy, City of Columbus, Franklin Soil and Water Conservation District, and the City of Marysville successfully held the Future of the Scioto Watershed Webinar on August 15. During the webinar, participants heard from Glenn Marzluf, Chair of the Sustaining Scioto Board, about the Board's goals and objectives. Chris Pancake of the Ohio Department of Agriculture and Region 4 Scioto Watershed Coordinator provided an overview of ongoing and upcoming programming efforts of ODA in the watershed. Finally, John Matthews with Ohio EPA also talked to participants about the state's Nutrient Reduction Strategy.
- On August 16, 2022, the team, in partnership with the Nature Conservancy and others, held the Scioto Watershed Whole Farm Conservation Event in Waldo, Ohio. Discussions were focused on "Return on Investment of Conservation Practices" and "Incentive & Cost Share Opportunities".

## Energy & Air Quality:

### *Air Quality*

- MORPC welcomed Prince Kwarteng-Crooklynn as the Air Quality & Sustainability Coordinator in August 2022. Air quality conditions in Columbus for July 2022 were better than those observed in July 2020 and 2021. Air Quality Index (AQI) levels were Good on 23 days and Moderate on 8 days. No Unhealthy for Sensitive Groups (USG) days were recorded, and no Air Quality Alerts were issued during August.
- The Neighborhood Air Monitoring Project is going well. A six-month data review was conducted, and the team is wrapping up a story map developed in ArcGIS, which will be promoted as an educational resource. The team submitted a successful abstract to present the monitoring project at a conference in December 2022. Additional funding was awarded from the Thriving Earth Exchange to purchase more PurpleAir monitors. There is one more location that the team is working to identify for monitor placement.

### *Energy and Air Quality Working Group (EAQWG)*

- The next Energy & Air Quality Working Group meeting will be held on September 27, 2022 and will be virtual.
- On June 8, 2022, EAQWG leadership presented to the Sustainability Advisory Committee (SAC) on the group's SB 52 Education, Engagement, & Empowerment Strategy. After a robust conversation on the matter, the SAC approved the SB 52 strategy. The next step is to work with the Public Policy Roundtable as they develop their public policy agenda for 2023 - 2024. Additionally, the EAQWG met on July 26, 2022 receiving updates from MORPC on policy, the SB 52 strategy, and the recent air quality alerts. The Ohio EPA furthered the conversation providing a bigger, statewide picture on air quality alerts. Lastly, David Celebrezze of Columbus GreenSpot presented to the group, detailing data collection and research for the Columbus-Franklin County Urban Heat Island Project that took place in August.



## Energy Planning

- MORPC is working on two solar co-ops that will be made available to its members:
  - The Columbus Area Residential Solar Co-op launched on July 12, 2022 and is open to all residents who live in and around Franklin County. If interested in learning more and possibly joining the co-op, please visit [solarunitedneighbors.org/columbus](https://solarunitedneighbors.org/columbus).
  - The Regional Schools Energy Strategy (ReSES) will be an opportunity for schools, school districts, and local governments to purchase solar power through a solar co-op. MORPC is in discussions with interested entities. If any local government or school leader is interested, please contact Brian Filiatraut ([BFiliatraut@morpc.org](mailto:BFiliatraut@morpc.org)).
- The Rickenbacker Energy Consortium (REC) will hold its next meeting, virtually, on Wednesday, September 21, 2022. At that meeting, REC will continue the conversation on developing clean energy opportunities for the Rickenbacker area. Anyone who's interested in learning more should contact Brian Filiatraut ([bfiliatraut@morpc.org](mailto:bfiliatraut@morpc.org)).

## Clean Ohio Conservation Fund:

- Round 17 of the Clean Ohio Conservation Fund will kick off with an applicant workshop on October 3, 2022 at 1:30 pm. The goal of the workshop is to introduce new applicants to the application process for the next funding cycle. Preliminary Screeners are due on December 9, 2022. For more information, please contact Edwina Teye at [eteye@morpc.org](mailto:eteye@morpc.org).

## Data, Mapping & Modeling

### Regional Data Advisory Committee (RDAC):

- The Committee will meet again on September 13, 2022.

### Working Groups & User Groups:

- The Capacity Building & Partnerships Working Group is continuing their efforts for the September 15, 2022 Data Day event.
- The Local Government Resources Working Group has created an online resource hub for data policy resources which will be introduced at the September Data Day event. Members are encouraged to share resources, or recommendations for resources, with the Working Group. Meetings are held the fourth Tuesday of every month.
- The Regional Information & Data Group (RIDG) will meet virtually on September 7, 2022. The focus of the meeting was discussed and agreed upon at the RIDG Steering Committee Meeting on August 10, 2022. Major topics will include an introduction to the Columbus Community Information Exchange (CIE), a demonstration of "webhooks" technology, and a survey of the participants regarding their current data-heavy projects.

### Data Management:

- Continued to explore ways to standardize data tools and workflows and to improve data and workflow version control and documentation. The Data team has adopted GitHub for source code version control and has created a MORPC group in GitHub for this purpose.
- Currently finalizing 2022 member community population estimates, which will be made available to members and the public via the MORPC Population Hub. Additionally, the estimates will inform the determination of 2023 membership dues. A resolution to approve the estimates will be presented for adoption at the October Commission meeting.



- Data team staff have gained access to code for accessing and processing PurpleAir data collected by MORPC and partners and are reviewing this code.

## Outreach

- Continuing to provide timely data and analysis support for requests received from member communities, regional partners, and the media.
- Planning data-focused presentations for several events, including the MORPC Data Day, the MORPC Summit on Sustainability, and the Ohio GIS Conference.
- Select staff will represent Central Ohio at the National Neighborhood Indicators Partnership annual meeting in October.

## Data Analytics, Mapping, and Research:

### *Data & Research Activities*

- Data and research activities are focused on inputs to the land use allocation model for the coming cycle of the MTP / CTP and staff is internally reviewing draft county population projections and conducting research for other county control totals (e.g., households, labor force, employment).
- Working on FTA appropriation data collection and processes for future updates and supported updating points-of-interest for school building locations and building populations. Staff also assisted with the survey analysis for the Central Ohio Trail Town Framework project.
- Received QCEW jobs data via ODOT and is working to locate and clean up the data for use in updating 2021 jobs data as part of the MTP.
- Providing data and analysis support for updates to the Regional Sustainability Agenda metrics as well as the Gentrification and Displacement Risk Analysis.
- Providing data and analysis support for a series of community presentations on regional growth and housing needs.
- Working with community partners to model the potential impacts of the Intel development on the region's economy, demographics, and built environment.

### *Mapping Activities*

- A draft version of existing and future land use as a part of the 2024 MTP is available for viewing via a web map.
- Updated proposed development dots for the region, based on internet searches.
- Working with ESRI and City of Columbus to create a sample land use scenario, using ESRI Urban.
- Working to clean up QCEW employment data to be used as part of the MTP land use model existing conditions.
- Researching how to best create a bike/ped network, for use in various multi-modal related projects.

## Modeling Activities:

- The team is continuing to support the LinkUS project with transportation modeling estimates.
- A consultant has been selected for the traffic count data collection.
- MORPC is working on the Quarry Traffic Impact Study & Renner-Trabue-McKinley Corridor (RTMC) Mobility Study as well as on the I71/36/37 interchange modeling and land use review.

- Conducted a network analysis of the proposed Dublin/Avery Muirfield interchange improvements as well as an Air Quality conformity analysis for the MTP amendment.
- Responded to twelve Traffic Growth Rate requests this month for various locations and continues to maintain the Traffic Count Program.

# COMMUNICATIONS & ENGAGEMENT

Niel Jurist, Sr. Director of Communications & Engagement – [njurist@morpc.org](mailto:njurist@morpc.org)

## News Releases:

- [MORPC to Amend 2021-2024 Transportation Improvement Program to Reflect COTA Changes](#)

## MORPC in the News:

- [COTA board to vote in August on capital budget, extending C-pass in Short North](#)
- [Grove City Council approves I-71 overpass study](#)
- [Grove City Council moves forward with study of I-71 overpass feasibility](#)
- [Intel development requires expanded transportation options, planners say](#)
- [Intel's impact: Fourth Columbus water plant key to serving fast-growing New Albany](#)
- [Jackson Township seeks funding for repairs to Dyer and Brown roads](#)
- [Knox County commissioners say no to wind farms, okay solar on case-by-case basis](#)
- [Licking County Commissioners approve annexations to New Albany, Heath](#)
- [MORPC Amending Transportation Plan to Reflect Intel Infrastructure](#)
- [Prairie Township officials discuss projects that need funding](#)
- [Road expansions underway as Columbus prepares for Intel](#)
- [Thrive Companies donates \\$1 million to RAPID 5 effort to link trails and waterways](#)
- [Township seeks MORPC grant for road repairs](#)
- [Will higher gas prices bring calls to expand public transit in Ohio? Probably not](#)

## Digital Content:

### *Social Media: Instagram, Facebook, Twitter, LinkedIn*

- Careers/Jobs, Central Ohio Greenways, Trails Pass, Columbus Vision Zero, eSource, Gohio Commute, LinkUS, Mid-Ohio Open Data Site, Educational Partnership, TRAC Comments, National Youth Day, and TIP Changes

### *TikTok*

- Social Media Summit, Intern Day, African American Male Wellness Walk, Summit on Sustainability

### *Top Posts*

- Instagram and Facebook Reach
- Best Performing Post-Instagram & Facebook
- Best Performing Post-Twitter

## Diversity & Inclusion:

- Presented a diversity, inclusion, and engagement update to the Regional Policy Roundtable on August 16th. The update included internal initiatives which span the timeframe of July 2021 to July 2022.
- The DE&I internal workgroup met to focus on updating the D&I Work Plan to include a focus on equity.

## Public Involvement & Engagement:

- The New Growth Innovation Network launched four informative sessions for community partners to engage and share best practices. Our staff joined the topic of Inclusive Capital Access to Ensure Equitable Economic Recovery. We heard from leaders who shared their experiences on how to incorporate equity while fostering innovation and encouraging cities and regions to drive investments in community assets and infrastructure.
- MORPC participated in the 19th annual National African American Male Wellness Walk, hosted by the National African American Male Wellness Agency, on August 13th. This year's Honorary Chair was MORPC Board Member Commissioner Kevin L. Boyce. Over 30,000 people were in attendance. MORPC staff participated in the 5K and interacted with attendees to provide information about the agency and its resources, while soliciting public comment on the MTP.
- Engaged with community members at the 4th annual Culture Fusion Festival. This event was located at Nafzger Park and was organized by Liberians in Columbus, Inc. (LICI). The festival hosted nearly 1,000 people and was a great opportunity to share our programs and services with diverse audiences with Limited English Proficiency (LEP).
- MORPC promoted the following requests for public input through social media:
  - 2022 TRAC Projects Funding: [8/12](#) and [8/1](#)
  - [MORPC's Transportation Improvement Plan](#) (also featured on MORPC's [website](#))

## Marketing Campaigns:

- The Gohio Commute program is continuing to run a marketing campaign that is focused specifically on vanpooling and carpooling. This program is being promoted on the music streaming service Spotify.

## Events:

- On August 2, 2022, MORPC held the annual Social Media Summit, which featured speakers from The Ohio State University, the Saunders PR Group, and Homage. Over 75 people attended the event.
- Upcoming events:
  - OARC Gubernatorial Forum, August 26, 2022 at the Hilton Columbus Downtown
  - Summit on Sustainability, October 14, 2022 at the Hilton Columbus Downtown



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  
Transportation Advisory Committee  
Community Advisory Committee

FROM: Nick Gill, Transportation Director

DATE: August 23, 2022

SUBJECT: Proposed Resolution T-9-22: **"AMENDING THE 2020-2050  
METROPOLITAN TRANSPORTATION PLAN"**

To support the development of the proposed Intel site and the resulting regional growth, state and local agencies have committed to advancing area roadway network improvements. Resolution T-9-22 will amend the 2020-2050 Metropolitan Transportation Plan to incorporate the corridor information resulting from the planned state and local Intel-related investments.

For one freeway project already identified in the 2020-2050 MTP, the limit will be extended to the west and the cost estimate will be updated to reflect recent design work. Nine projects that were not previously included in the MTP are to be added as part of this amendment. These projects are all listed and mapped in the resolution attachment along with more information on fiscal balance and air quality conformity.

A formal public comment period on the proposed amendment began on July 15, 2022 and was open through August 15, 2022. Ten comments were received. The nature of each comment received can be categorized into one of the following two categories:

- Calls for consideration and incorporation of transit and other multi-mobility elements into the identified infrastructure improvements and future infrastructure improvements beyond the area immediately serving the site.
- Calls for transportation improvements on a broader network than is included in the identified projects

In response to these comments, language is included in the amendment resolution recognizing the need for additional planning on the broader transportation network that incorporates multi-mobility interventions to serve the expected regional growth.

The amendment and the revised MTP, including the revised project listing, maps, fiscal balance information, air quality conformity documentation and other amendment-related changes, will be placed on the website once the resolution to amend the MTP has been approved.

Attachment: Resolution T-9-22 Amending the 2020-2050 Transportation Plan

## RESOLUTION T-9-22

### **“AMENDING THE 2020-2050 METROPOLITAN TRANSPORTATION PLAN”**

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, New Albany, Pataskala and Etna Township in Licking County, Violet and Bloom townships in Fairfield County, and Jerome Township in Union County; and

WHEREAS, the MPO, pursuant to 23 United States Code 134 and 49 United States Code 1602(a)(2), 1603(1), and 1604(g)(1), has caused the 2020-2050 Metropolitan Transportation Plan (MTP) dated May 2020 to be prepared; and

WHEREAS, the Policy Committee of the Mid-Ohio Regional Planning Commission (MORPC) adopted the 2020-2050 Metropolitan Transportation Plan (MTP) by Resolution T-6-20 and amended it once by Resolution T-9-21; and

WHEREAS, projects must be included in the Metropolitan Transportation Plan to be eligible for federal funding; and

WHEREAS, in early 2022 Intel announced that it will develop a chip manufacturing project in the Licking County portion of the New Albany International Business Park, which is expected to generate thousands of direct and indirect jobs; and

WHEREAS, state and local agencies have committed to advancing area roadway network improvements to support the development of the site and resulting regional growth; and

WHEREAS, one (1) freeway widening project already included in the 2020-2050 MTP (ID 464) was identified to be advanced and project limits extended to support the Intel site development; and

WHEREAS, nine (9) roadway projects in the New Albany area, not previously included in the 2020-2050 MTP, were identified as needed to support the Intel site development; and

WHEREAS, the fiscal balance of the MTP is maintained because the costs of the added projects are within the overall forecasted resources originally identified in the MTP; and

WHEREAS, the information regarding the project changes, additional projects, fiscal balance, and air quality conformity was made available for public comment and review for a 30-day period; and

WHEREAS, pursuant to 49 USC, 1607, 23 USC, 134 and 42 USC, 7506, the 2020-2050 amended MTP 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

WHEREAS, the Transportation Policy Committee recognizes the need for additional infrastructure and service planning beyond the initially identified infrastructure projects included in this amendment; and

WHEREAS, the Community Advisory Committee at its August 29, 2022 meeting, and the Transportation Advisory Committee at its August 31, 2022 meeting recommended approval 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 amends the 2020-2050 Metropolitan Transportation Plan project listing to add and adjust the projects shown in the Attachment.
- Section 2. That it directs staff to update the 2020-2050 MTP project listing, map, and relevant text in the document to reflect the information as shown in the Attachment.
- Section 3. That it affirms the conformity of the 2020-2050 MTP with the State Implementation Plan.
- Section 4. That it directs staff to engage with state, regional, and local partners in the development of multi-mobility plans and services to support the anticipated regional growth and incorporate into the 2024-2050 Metropolitan Transportation Plan.
- Section 5. That the Transportation Policy Committee finds and determines that all formal deliberations and actions of the committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.

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Erik J. Janas, Chair  
**MID-OHIO REGIONAL PLANNING COMMISSION**

---

Date

Prepared by: Programming Department Staff  
Attachment: 2020-2050 Columbus Area Metropolitan Transportation Plan Amendment Narrative



## 2020-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

### *T-9-22 Amendment Narrative*

This amendment is to modify the limits and adjust the cost estimate and construction timeframe of one Freeway project and add nine projects to the 2020-2050 Metropolitan Transportation Plan (MTP).

### Background

In early 2022, Intel, a multinational technology company, announced that it has selected a site in the Licking County portion of the New Albany International Business Park as the location for a \$20 billion+ chip manufacturing project. The company plans to build two state-of-the-art factories by 2025.

The megaproject, which will be the largest single private sector company investment in Ohio's history, is expected to generate thousands of jobs in the state, including direct Intel jobs, jobs supporting chip manufacturing, and construction jobs in New Albany.

To support the development of the site and the resulting regional growth, state and local agencies have committed to advancing area roadway network improvements.

### MTP Project Changes

For one freeway project already identified in the 2020-2050 MTP, the limit will be extended to the west and the cost estimate will be updated to reflect recent design work. The construction timeframe will also advance to reflect ODOT's project delivery timeline.

This project is:

- MTP ID 464: SR-161 from I-270 (*previously Harlem Rd.*) to US-62, Add one lane each direction

The following projects that were not previously included in the MTP are proposed to be added as part of this amendment:

- MTP ID 1840: I-270 from SR-161 to SR-3; Add one lane in northbound direction
- MTP ID 1841: Green Chapel Rd. from US 62 to Clover Valley Rd; Add turn lanes and complete street facilities to 2 lane roadway
- MTP ID 1842: Green Chapel Rd. from Clover Valley Rd. to Mink St; Widen road from 2 lanes to 4 lanes total both directions with complete street facilities
- MTP ID 1843: Mink St. from SR-161 eastbound ramps to Green Chapel Rd; Widen road from 2 lanes to 4 lanes total both directions with complete street facilities
- MTP ID 1844: Harrison Rd. Extension from Clover Valley Rd. to Mink St.; New Roadway 1 lane(s) each direction with complete street facilities
- MTP ID 1845: Clover Valley Rd. from Jug St. to Green Chapel Rd. Add turn lanes and complete street facilities to 2 lane roadway
- MTP ID 1846: Beech Rd. from Innovation Corridor Way to Jug St.; Widen road from 2 to 4 lanes total both directions with complete street facilities

- MTP ID 1847: Beech Rd. from Jug St. to US-62; Add turn lanes and complete street facilities to 2 lane roadway
- MTP ID 1848: Miller Rd. from Beech Rd. to Clover Valley Rd; Add turn lanes and complete street facilities to 2 lane roadway

Figures 1 and 2, below and on the following pages, represent the projects as they will be included in the amended MTP.

**Figure 1: Project Descriptions, Estimated Construction Time Frame, and Cost Estimate**

MTP ID	Project Description	Year	Cost Estimate (YOE \$)
464	SR-161 from <i>I-270</i> to US-62, <i>Add one lane each direction</i>	2024	\$65.8 million
1840	<i>I-270 from SR-161 to SR-3; Add one lane in northbound direction</i>	2024	\$19.8 million
1841	<i>Green Chapel Rd. from US 62 to Clover Valley Rd; Add turn lanes and complete street facilities to 2 lane roadway</i>	2024	\$19.5 million
1842	<i>Green Chapel Rd. from Clover Valley Rd. to Mink St; Widen road from 2 lanes to 4 lanes total both directions with complete street facilities</i>	2024	\$19.5 million
1843	<i>Mink St. from SR-161 eastbound ramps to Green Chapel Rd; Widen road from 2 lanes to 4 lanes total both directions with complete street facilities</i>	2024	\$38.4 million
1844	<i>Harrison Rd. Extension from Clover Valley Rd. to Mink St.; New Roadway 1 lane(s) each direction with complete street facilities</i>	2024	\$9.5 million
1845	<i>Clover Valley Rd. from Jug St. to Green Chapel Rd. Add turn lanes and complete street facilities to 2 lane roadway</i>	2024	\$15.9 million
1846	<i>Beech Rd. from Innovation Corridor way to Jug St.; Widen road from 2 to 4 lanes total both directions with complete street facilities</i>	2030	\$9.3 million
1847	<i>Beech Rd. from Jug St. to US-62; Add turn lanes and complete street facilities to 2 lane roadway</i>	2030	\$16.1 million
1848	<i>Miller Rd. from Beech Rd. to Clover Valley Rd; Add turn lanes and complete street facilities to 2 lane roadway</i>	2030	\$13.7 million

***Bold italics = new or changed project components***

## Fiscal Balance

The 2020-2050 MTP identifies \$31.8 billion in expected resources for transportation projects through 2050 and has identified \$30.3 billion in project costs. The refined and added project cost estimates associated with the projects proposed in this amendment fall within that \$1.5 billion surplus.

## Air Quality Conformity

Due to the significance of the proposed changes to the MTP, it is federally required to do an analysis to confirm the projects included in the amended MTP do not lead to violations in the air quality standard or delay obtaining the standard. This is called a conformity determination. The incorporation of the projects in the proposed amendments into the conformity analysis has been completed. In addition to the project changes, the latest planning assumptions regarding 2050 population and employment for the region were adjusted to reflect the committed known direct impacts of the Intel development. Approximately 8,600 people and 8,500 employees were added to the 2050 forecast and allocated to locations expected to experience immediate direct impacts from the development. Appendix B of the 2020-2050 MTP has been updated accordingly and shows the amended MTP is in conformity.

## Public Involvement

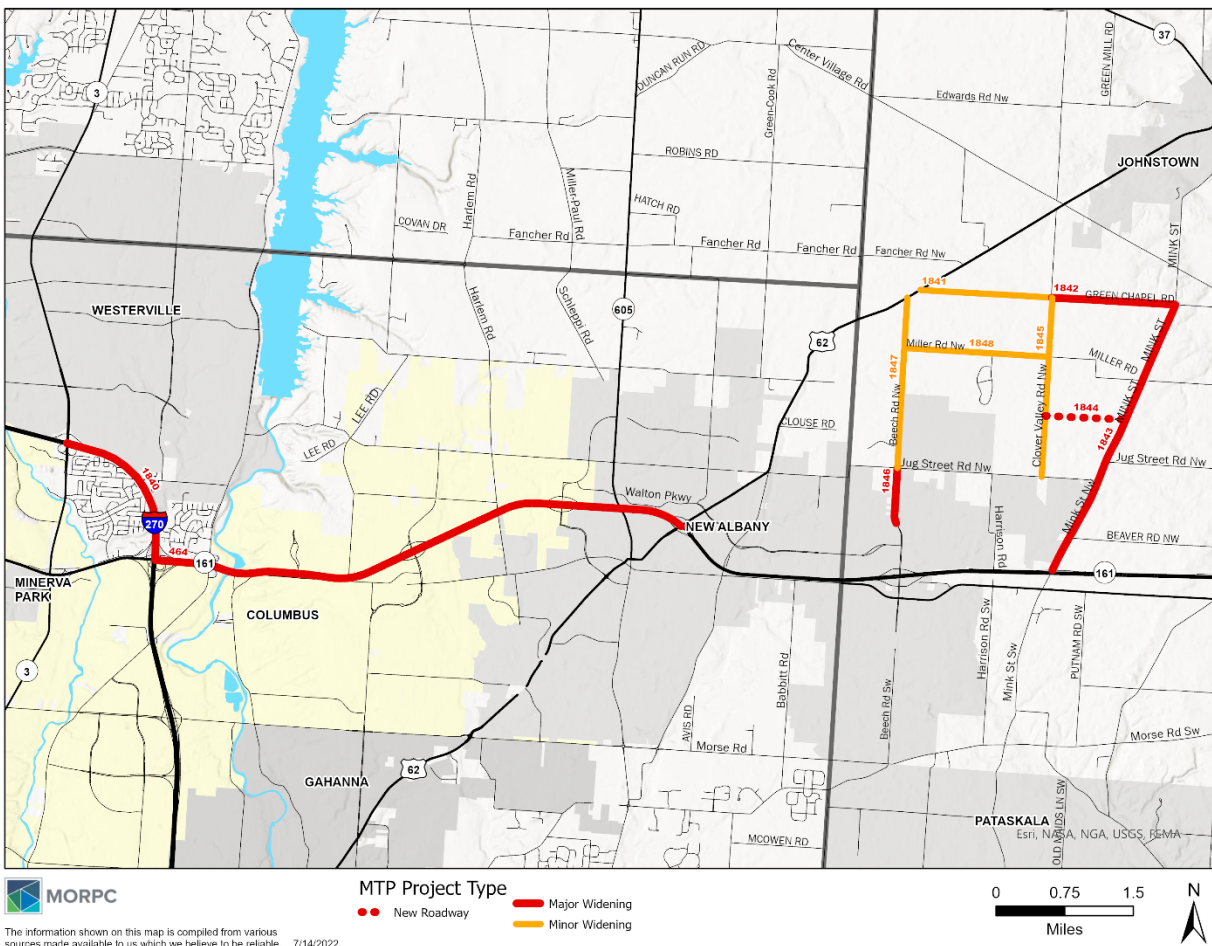
This amendment packet and the revised conformity determination appendix was made available for a 30-day comment period beginning July 14, 2022 through August 15, 2022. Ten comments were received. The nature of each comment received can be categorized into one of the following two categories:

- Calls for consideration and incorporation of transit and other multi-mobility elements into the identified infrastructure improvements and future infrastructure improvements beyond the area immediately serving the site.
- Calls for transportation improvements on a broader network than is included in the identified projects

In response to these comments, language is included in the amendment resolution recognizing the need for additional planning on the broader transportation network that incorporates multi-mobility interventions to serve the expected regional growth. Language was also added that directs staff to continue working with state, regional, and local partners on said activities and incorporate into the 2024-2050 Metropolitan Transportation Plan development.

The amendment and the revised MTP, including the revised project listing, maps, fiscal balance information, air quality conformity documentation and other amendment-related changes, will be placed on the website once the resolution to amend the MTP has been approved.

**Figure 2: Proposed New or Modified MTP Projects**





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**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:** Community Advisory Committee  
Transportation Advisory Committee

**FROM:** Nick Gill, Transportation Director

**DATE:** August 23, 2022

**SUBJECT:** Proposed Resolution T-10-22: **“Amending the State Fiscal Year (SFY) 2021-2024 Transportation Improvement Program”**

Proposed Resolution T-10-22 will add or modify 15 projects to the SFY 2021-2024 Transportation Improvement Program (TIP) with commitments totaling over \$500 million. Additionally, one project will be removed. These changes are necessary to enable the projects to advance and to maintain fiscal constraint. In October, the Ohio Department of Transportation (ODOT) will ask the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to amend the Statewide TIP to include these changes.

Continued maintenance of the TIP is a key element of implementing the strategies in the 2020-2050 Metropolitan Transportation (MTP). The projects included in this amendment specifically relate to implementation of these MTP strategies:

- PRES 2: Repave or reconstruct roads in poor physical condition
- PRES 4: Replace transit vehicles that are beyond their useful life
- SAF 3: Implement countermeasures that address priority safety locations
- RDWY 1: Add capacity, where appropriate, to alleviate existing or anticipated congestion along existing freeways and at interchanges
- RDWY 5: Add capacity, where appropriate, at locations such as intersections to alleviate existing or anticipated congestion

Attachment 1 to the resolution provides a description of the funding and scope of the projects, including a description of the bicycle and pedestrian components. Three projects include MORPC-attributable funding.

An explanation of the proposed changes to the TIP follows.

COTA: – The following additions or modifications to the TIP are being made for a COTA projects:

- PID 105895 – Paratransit Vehicles and Technology: Reduce funding and change funding sources in the TIP.
- PID 112208 – Electric Buses: Add funding for purchases in FY23 and FY24.

- PID 99929 – CNG Bus Replacements: Reduce funding for FY23 and remove funding for FY24. This project contains MORPC-attributable funding in FY21, but no changes are being made to MORPC commitments as these funds have already been encumbered.
- PID 114757 – Rickenbacker Area Mobility Center: Increase funding in the TIP. This project contains MORPC-attributable funding in FY23, but no changes are being made to MORPC commitments.
- PID 117641 – COTA Electric Infrastructure: Add project to the TIP.

Delaware – The following modification to the TIP is being made for a Delaware project:

- PID 103626: US-36 & US-37 aka “The Point”: Increase funding in the TIP to accommodate rising costs. Total increase for the construction phase is \$6,804,685, which includes increasing the MORPC funding commitment by \$3,721,385.50 to accommodate increased project costs, specifically increases to railroad reimbursement costs.

New Albany – The following additions to the TIP are being made for New Albany projects:

- TIP ID 3941 – Green Chapel Rd from US 62 to Clover Valley Rd: Add locally funded minor widening to the TIP in SFY 2024.
- TIP ID 3942 – Green Chapel Rd from Clover Valley Rd to Mink St: Add locally funded major widening to the TIP in SFY 2024.
- TIP ID 3943 – Mink St from SR-161 to Green Chapel Rd: Add locally funded major widening to the TIP in SFY 2024.
- TIP ID 3944 – Harrison Rd from Clover Valley Rd to Mink St: Add locally funded new roadway to the TIP in SFY 2024.
- TIP ID 3945 – Clover Valley Rd from Jug St to Green Chapel Rd: Add locally funded minor widening to the TIP in SFY 2024.

ODOT: – The following additions or modifications to the TIP are being made for ODOT projects:

- PID 116322 – SR-161 from I-270 to US-62: Add project to the TIP.
- PID 106959 – I-71 at Sunbury Parkway, New Interchange: Remove construction phase from the TIP. Funding was delayed to SFY 2025 and this project must be removed from the TIP to maintain fiscal balance.
- PID 117463 – Arthur Drive Connector: Add ODOT J&C funded project to the TIP.
- PID 105588 – I-70/I-71 Innerbelt Phase 6R: Add utility reimbursement funding to the TIP in SFY 2023.
- PID 110273 – I-71 Hard Shoulder Running (HSR) Feasibility: Reduce funding in the TIP.

NTG:TG

Attachment: Resolution T-10-22

## RESOLUTION T-10-22

### **“Amending the State Fiscal Year (SFY) 2021-2024 Transportation Improvement Program”**

WHEREAS, the Transportation Policy Committee of the Mid-Ohio Regional Planning Commission (MORPC) adopted the SFY 2021-2024 Transportation Improvement Program (TIP) by Resolution T-7-20; and

WHEREAS, one project addition and four project modifications to the 2021-2024 TIP have been identified as needed for COTA projects as shown in Attachment 1; and

WHEREAS, two project additions and two project modifications to the 2021-2024 TIP have been identified as needed for Ohio Department of Transportation projects as shown in Attachment 1; and

WHEREAS, one project phase deletion from the 2021-2024 TIP has been identified as needed for an Ohio Department of Transportation project as listed in the resolved section; and

WHEREAS, one project modification to the 2021-2024 TIP has been identified as needed for a Delaware project as shown in Attachment 1; and

WHEREAS, five project additions to the 2021-2024 TIP have been identified as needed for New Albany projects as shown in Attachment 1; and

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

WHEREAS, continued maintenance of the TIP implements the goals, objectives and strategies identified in MORPC’s 2020-2050 Metropolitan Transportation Plan, specifically these projects’ further implementation of strategies – PRES 2: Repave or reconstruct roads in poor physical condition, SAF 3: Implement countermeasures that address priority safety locations, RDWY 5: Add capacity, where appropriate, at locations such as intersections to alleviate existing or anticipated congestion; and

WHEREAS, the amendment includes non-exempt air quality projects which have been included in the most recent Metropolitan Transportation Plan conformity determination; and

WHEREAS, the Community Advisory Committee at its meeting August 29, 2022, and the Transportation Advisory Committee at its meeting on August 31, 2022, 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 the MORPC SFY 2021-2024 TIP be amended to include the project information as shown in Attachment 1.
- Section 2. That the construction phase of PID 106959, I-71 at Sunbury Parkway, be removed from the MORPC SFY 2021-2024 TIP.



- Section 3. That it affirms that the fiscal balance of the SFY 2021-2024 TIP is maintained.
- Section 4. That the determination of conformity between the TIP and the State Implementation Plan (SIP) is hereby reaffirmed, as the projects are exempt from conformity requirements and non-exempt projects have been appropriately included in the most recent air quality conformity determination.
- Section 5. That it affirms that the amendment was developed in compliance with the transportation performance measures as described in Section 6 of the SFY 2021-2024 TIP as modified.
- Section 6. That this resolution will be transmitted to ODOT and all sponsoring agencies in Attachment 1 for appropriate action.
- Section 7. 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.

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Erik J. Janas, Chair  
**MID-OHIO REGIONAL PLANNING COMMISSION**

---

Date

Prepared by: Transportation Staff

Attachment 1: Amended Project Information for the SFY 2021-2024 TIP

# Resolution T-10-22

## Attachment 1 - Amended Project Information

**Agency:** COTA

**PID:** 105895

**TIP ID:** 3429

**MTP ID:** 142

**Co-Route-Sec:** FRA-COTA Paratransit Veh and Tech-

**Length (mi.):**

**Project Type(s):** Transit Replacement Capital

**Air Quality:** Exempt

**Description:** COTA Paratransit Veh and Tech, Transit Replacement Capital, 18 vehicles. Paratransit Vehicle Replacement, Expansion Vehicles, COTA Plus Vehicles, and on-Board Technology. ALI 11.12.04, 11.13.04, 11.42.20

**Bike Components:** Bicycle racks.

**Ped Components:** Not applicable.

<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>
2021	Other	Local-Transit	\$2,367,619
2022	Other	Local-Transit	\$2,438,648
2023	Other	FFY21 Sec 5307	\$1,019,954
2023	Other	FFY21 Sec 5339	\$447,542
2023	Other	Local-Transit	\$368,374
2024	Other	FFY23 Sec 5307	\$1,640,997
2024	Other	Local-Transit	\$401,463
<b>Total:</b>			<b>\$8,684,597</b>

**Agency:** COTA

**PID:** 112208

**TIP ID:** 3744

**MTP ID:** 142

**Co-Route-Sec:** FRA-COTA Electric Buses - Full Route-

**Length (mi.):**

**Project Type(s):** Transit Replacement Capital

**Air Quality:** Exempt

**Description:** COTA Electric Buses - Full Route, Transit Replacement Capital, Buy Replacements - Bus STD 40 FT. ALI 11.12.01

**Bike Components:** Bicycle racks.

**Ped Components:** Not applicable.

<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>
2021	Other	Sec 5307	\$1,150,000
2021	Other	DERG	\$432,977
2021	Other	Local-Transit	\$617,023
2022	Other	Local-Transit	\$8,800,000
2023	Other	GRF	\$2,785,977
2023	Other	FFY21 Sec 5339	\$1,949,779
2023	Other	FFY21 Sec 5307	\$12,607,861
2023	Other	Local-Transit	\$698,261
2024	Other	FFY22 Sec 5307	\$13,298,384
2024	Other	Local-Transit	\$17,816,719
<b>Total:</b>			<b>\$60,156,981</b>

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# Resolution T-10-22

## Attachment 1 - Amended Project Information

**Agency:** COTA

**PID:** 114757

**TIP ID:** 3839

**MTP ID:** 1711

**Co-Route-Sec:** FRA-COTA Rickenbacker Mobility Center-

**Length (mi.):**

**Project Type(s):** Transit Activity

**Air Quality:** Exempt

**Description:** COTA Rickenbacker Mobility Center, Transit Activity, The Rickenbacker Area Mobility Center is envisioned as a hub connecting multiple rural, workforce, and urban transit systems. ALI 11.31.03 and 11.33.03

**Bike Components:** Yes - Type to be determined.

**Ped Components:** Transit shelters.

<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>	
2021	Other	Local-Transit	\$1,000,000	
2023	Construction	FFY22 Sec 5307	\$5,500,000	
2023	Construction	STBG-M	\$3,375,000	<b>MORPC Funds - Cap Amount</b>
2023	Construction	Local-Transit	\$10,125,000	
<b>Total:</b>			<b>\$20,000,000</b>	

**Agency:** COTA

**PID:** 117641

**TIP ID:** 3938

**MTP ID:** 142

**Co-Route-Sec:** FRA-COTA Electric Infrastructure-

**Length (mi.):**

**Project Type(s):** Transit Activity

**Air Quality:** Exempt

**Description:** COTA Electric Infrastructure, Transit Activity, ALI 11.43.03. 90 electric vehicle chargers, 170 battery electric bus (BEB) depot chargers, 45 BEB pantograph (overhead) chargers, a new dedicated medium voltage circuit and service upgrades for McKinley and

**Bike Components:** No information provided.

**Ped Components:** No information provided.

<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>	
2023	Other	FFY23 Sec 5307	\$7,000,000	
2023	Other	Local-Transit	\$7,000,000	
2024	Other	FFY23 Sec 5307	\$4,839,836	
2024	Other	FFY23 Sec 5339	\$439,711	
2024	Other	Local-Transit	\$28,440,906	
LR	Other	Local-Transit	\$35,500,000	
LR	Other	Local-Transit	\$28,500,000	
LR	Other	Local-Transit	\$25,500,000	
<b>Total:</b>			<b>\$137,220,453</b>	

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# Resolution T-10-22

## Attachment 1 - Amended Project Information

**Agency:** COTA

**PID:** 99929

**TIP ID:** 3053

**MTP ID:** 142

**Co-Route-Sec:** FRA-COTA 2021-2024 Bus Replacement-

**Length (mi.):**

**Project Type(s):** Transit Replacement Capital

**Air Quality:** Exempt

**Description:** COTA 2021-2024 Bus Replacement, Transit Replacement Capital, 29 CNG-powered 35' or 40' replacement buses, 8 of which are funded with CMAQ dollars. ALI 11.12.01

**Bike Components:** Bicycle racks. on buses

**Ped Components:** Not Applicable.

<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>	
2021	Other	FFY18 Sec 5339	\$225,783	
2021	Other	FFY19 Sec 5339	\$2,175,505	
2021	Other	FFY20 Sec 5339	\$1,081,712	
2021	Other	CMAQ-M	\$7,174,384	<b>MORPC Funds - Cap Amount</b>
2021	Other	Local-Transit	\$7,830,365	
2023	Other	FFY20 Sec 5339	\$1,495,163	
2023	Other	FFY21 Sec 5307	\$7,174,384	
2023	Other	Local-Transit	\$2,167,388	
			<b>Total:</b>	<b>\$29,324,684</b>

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# Resolution T-10-22

## Attachment 1 - Amended Project Information

**Agency:** Delaware

**PID:** 103626

**TIP ID:** 3212

**MTP ID:** 1347

**Co-Route-Sec:** DEL-US036-11.030

**Length (mi.):** 0.72

**Project Type(s):** Major Widening/Bridge Replacement

**Air Quality:** System Analyzed

**Description:** US-36 & SR-37 from W of Foley St & E of East St to SR-521, Major Widening from 2 lanes to 5 lanes & Bridge Replacement, Construct additional lanes on US 36/SR 37 and reconstruct the CSXT Railroad structure on the east side of Delaware. AKA "the Point."

**Bike Components:** Multi-use path. 10' path on south side of US 36 from East Point Crossing to Mill Run Crossing. No path on E Central Ave. 0.56 mi. added to bike network.

**Ped Components:** Sidewalk on 1 side, multi-use path on 1 side. 6' wide sidewalk on N side of SR-37 from East St to Kilbourne Rd and on both sides from East St to East Point Crossing. 1.77 mi. added to ped network.

<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>	
2021	PE-Detailed Design	HSIP	\$374,279	
2021	PE-Detailed Design	Local	\$41,587	
2023	Construction	Major/New-S	\$1,600,000	
2023	Construction	LABR-F	\$36,834	
2023	Construction	LABR-L	\$2,277,836	
2023	Construction	Preserv-Federal	\$460,429	
2023	Construction	Major/New-F	\$6,400,000	
2023	Construction	STBG-M	\$18,609,158	<b>MORPC Funds - Cap Amount</b>
2023	Construction	Local	\$5,057,554	
2023	Construction	Local-Other	\$2,000,000	
<b>Total:</b>			<b>\$36,857,676</b>	

**Agency:** New Albany

**PID:** NP

**TIP ID:** 3941

**MTP ID:** 1841

**Co-Route-Sec:** LIC-Green Chapel Rd--

**Length (mi.):** 1.44

**Project Type(s):** Minor Widening

**Air Quality:** Exempt

**Description:** Green Chapel Rd from US 62 to Clover Valley Rd, Minor Widening from 2 lanes to 2 lanes, Add turn lanes and complete street facilities to 2 lane roadway

**Bike Components:** Yes - Type to be determined. 1.44 mi. added to bike network.

**Ped Components:** Yes - Type to be determined. 1.44 mi. added to ped network.

<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>
2024	Construction	Local	\$19,500,000
<b>Total:</b>			<b>\$19,500,000</b>

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# Resolution T-10-22

## Attachment 1 - Amended Project Information

<b>Agency:</b> New Albany		<b>PID:</b> NP	<b>TIP ID:</b> 3942	<b>MTP ID:</b> 1842
<b>Co-Route-Sec:</b> LIC-Green Chapel Rd--		<b>Length (mi.):</b> 2.16		
<b>Project Type(s):</b> Major Widening		<b>Air Quality:</b> System Analyzed		
<b>Description:</b> Green Chapel Rd from Clover Valley Rd to Mink St, Major Widening from 2 lanes to 4 lanes, Widen road from 2 lanes to 4 lanes total both directions with complete street facilities				
<b>Bike Components:</b> Yes - Type to be determined. 2.16 mi. added to bike network.				
<b>Ped Components:</b> Yes - Type to be determined. 2.16 mi. added to ped network.				
<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>	
2024	Construction	Local	\$19,500,000	
<b>Total:</b>			<b>\$19,500,000</b>	

<b>Agency:</b> New Albany		<b>PID:</b> NP	<b>TIP ID:</b> 3943	<b>MTP ID:</b> 1843
<b>Co-Route-Sec:</b> LIC-Mink St--		<b>Length (mi.):</b> 3.2		
<b>Project Type(s):</b> Major Widening		<b>Air Quality:</b> System Analyzed		
<b>Description:</b> Mink St from SR-161 to Green Chapel Rd, Major Widening from 2 lanes to 4 lanes, Widen road from 2 lanes to 4 lanes total both directions with complete street facilities				
<b>Bike Components:</b> Yes - Type to be determined. 3.2 mi. added to bike network.				
<b>Ped Components:</b> Yes - Type to be determined. 3.2 mi. added to ped network.				
<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>	
2024	Construction	Local	\$38,400,000	
<b>Total:</b>			<b>\$38,400,000</b>	

<b>Agency:</b> New Albany		<b>PID:</b> NP	<b>TIP ID:</b> 3944	<b>MTP ID:</b> 1845
<b>Co-Route-Sec:</b> LIC-Harrison Rd--		<b>Length (mi.):</b> 0.8		
<b>Project Type(s):</b> New Roadway		<b>Air Quality:</b> System Analyzed		
<b>Description:</b> Harrison Rd from Clover Valley Rd to Mink St., New Roadway, New Roadway 1 lane(s) each direction with complete street facilities				
<b>Bike Components:</b> Yes - Type to be determined. 0.8 mi. added to bike network.				
<b>Ped Components:</b> Yes - Type to be determined. 0.8 mi. added to ped network.				
<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>	
2024	Construction	Local	\$9,500,000	
<b>Total:</b>			<b>\$9,500,000</b>	

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# Resolution T-10-22

## Attachment 1 - Amended Project Information

Agency: New Albany		PID: NP	TIP ID: 3945	MTP ID: 1845
Co-Route-Sec: LIC-Clover Valley Rd--		Length (mi.): 1.96		
Project Type(s): Minor Widening		Air Quality: Exempt		
Description: Clover Valley Rd from Jug St to Green Chapel Rd, Minor Widening from 2 lanes to 2 lanes, Add turn lanes and complete street facilities to 2 lane roadway				
Bike Components: Yes - Type to be determined. 1.96 mi. added to bike network.				
Ped Components: Yes - Type to be determined. 1.96 mi. added to ped network.				
State Fiscal Year	Phase	Source	Amount	
2024	Construction	Local	\$15,900,000	
Total:			\$15,900,000	

Agency: ODOT		PID: 116322	TIP ID: 3940	MTP ID: 464/ 1840
Co-Route-Sec: FRA-SR161-15.80		Length (mi.): 6.3		
Project Type(s): Major Widening/Interchange Modification		Air Quality: System Analyzed		
Description: SR 161 from IR 270 to US 62, Major Widening & Interchange Modification, This project will add a thru lane in both directions along SR 161 from IR 270 to US 62 and widen structures to accommodate the added lane. The project also includes widening the ramp				
Bike Components: Not applicable.				
Ped Components: Not applicable.				
State Fiscal Year	Phase	Source	Amount	
2022	PE-Environmental Study	J&C	\$3,830,031	
2023	PE-Environmental Study	GRF	\$7,235	
2023	PE-Environmental Study	J&C	\$1,500	
2023	PE-Detailed Design	GRF	\$6,000,000	
2023	Construction	LABR-S	\$5,600,000	
2023	Construction	GRF	\$90,000,000	
Total:			\$105,438,766	

Agency: ODOT		PID: 117463	TIP ID: 3939	MTP ID: 185
Co-Route-Sec: FRA-Arthur Drive connector--		Length (mi.):		
Project Type(s): Intersection Modification/New Roadway		Air Quality: Exempt		
Description: Arthur Drive connector from North Clara Circle to Lyman Drive, Intersection Modification, 2 lanes & New Roadway, A construction of a new roadway to access new acreage for development.				
Bike Components: Maybe - To be determined.				
Ped Components: Maybe - To be determined.				
State Fiscal Year	Phase	Source	Amount	
2023	Construction	ODSA	\$400,000	
2023	Construction	J&C	\$200,000	
2023	Construction	Local	\$1,069,650	
Total:			\$1,669,650	

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# Resolution T-10-22

## Attachment 1 - Amended Project Information

**Agency:** ODOT 6

**PID:** 105588

**TIP ID:** 3306

**MTP ID:** 189/ 270

**Co-Route-Sec:** FRA-IR071-14.36 (Prj 6R)

**Length (mi.):** 4.61

**Project Type(s):** Major Widening/Interchange Modification

**Air Quality:** System Analyzed

**Description:** I-70/I-71 Innerbelt (Project 6R), Major Widening & Interchange Modification, Project construction of PID 105588 combined with PID 105523 as Part 2.

Project 6R builds a new ramp from Mound St to I-71 S including a new 4000' structure over the Scioto River

**Bike Components:** Multi-use path. A new shared use path will be constructed along Short Street from Mound to the existing path across from Liberty Place. A sharrow will be marked along Mound Street from Second to Front. 0.08 mi. added to bike network.

**Ped Components:** Sidewalk on 1 side, multi-use path on 1 side. A new sidewalk will be constructed along Short Street from Mound to Liberty Place. A new shared use path will be constructed along Short Street from Mound to the existing path across from Liberty Place 0.23 mi

<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>
2023	Right-of-Way	Major/New-F	\$715,264
2023	Right-of-Way	Major/New-S	\$178,816
<b>Total:</b>			<b>\$894,080</b>

**Agency:** ODOT 6

**PID:** 110273

**TIP ID:** 3824

**MTP ID:** 144

**Co-Route-Sec:** FRA-IR071-HSR Feasibility

**Length (mi.):** 7.68

**Project Type(s):** Preliminary Development

**Air Quality:** Exempt

**Description:** I-71 from I-670 to SR-161, Preliminary Development, FRA IR 71 from IR 670 (18.52) to SR 161 (26.20). Feasibility study for hard shoulder running

**Bike Components:** Not applicable.

**Ped Components:** Not applicable.

<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>
2021	Other	State Safety	\$185,140
2022	PE-Environmental Study	HSIP	\$450,000
2022	PE-Environmental Study	State Safety	\$50,000
<b>Total:</b>			<b>\$685,140</b>

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Monday, August 22, 2022

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# Resolution T-10-22

## Attachment 1 - Amended Project Information

### Summary of Funding Sources

<u>Source</u>	<u>Description</u>	<u>Total Amount</u>
CMAQ-M	Congestion Mitigation/Air Quality Improvement, Attributable to MORPC	\$7,174,384
DERG	Diesel Emissions Reduction Grant	\$432,977
FFY18 Sec 5339	Transit Bus and Bus Facilities	\$225,783
FFY19 Sec 5339	Transit Bus and Bus Facilities	\$2,175,505
FFY20 Sec 5339	Transit Bus and Bus Facilities	\$2,576,875
FFY21 Sec 5307	Transit Formula Block Grants	\$20,802,199
FFY21 Sec 5339	Transit Bus and Bus Facilities	\$2,397,321
FFY22 Sec 5307	Transit Formula Block Grants	\$18,798,384
FFY23 Sec 5307	Transit Formula Block Grants	\$13,480,833
FFY23 Sec 5339	Transit Bus and Bus Facilities	\$439,711
GRF	General Revenue Fund	\$98,793,212
HSIP	Highway Safety Improvement Program	\$824,279
J&C	State Jobs & Commerce Funds	\$4,031,531
LABR-F	Labor - Federal	\$36,834
LABR-L	Labor - Local	\$2,277,836
LABR-S	Labor - State	\$5,600,000
Local	Local Public Agency	\$108,968,790
Local-Other	Local Public Agency Funds or Other Source	\$2,000,000
Local-Transit	Local Public Transit Authority	\$179,571,766
Major/New-F	Major/New Program - Federal	\$7,115,264
Major/New-S	Major/New Program - State	\$1,778,816
ODSA	Ohio Development Services Agency Roadwork Development Fund	\$400,000
Preserv-Federal	District Preservation (Pv & Br) - Federal	\$460,429
Sec 5307	Transit Formula Block Grants	\$1,150,000
State Safety	State Safety	\$235,140
STBG-M	Surface Transportation Block Grant, Attributable to MORPC	\$21,984,158
<b>Grand Total:</b>		<b>\$503,732,027</b>

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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  
Transportation Advisory Committee  
Community Advisory Committee

**FROM:** Nick Gill, Transportation Director

**DATE:** August 23, 2022

**SUBJECT:** Proposed Resolution T-11-22: “Establishing Priorities for Central Ohio Candidate Projects Submitted in 2022 for TRAC Funding”

As reported to you previously, six projects were submitted to the Transportation Review Advisory Council (TRAC) for the 2022 funding cycle. TRAC is responsible for committing development and construction funding toward projects that meet the criteria of the Major New Capacity Program (generally projects that cost over \$12 million and increase roadway capacity and/or reduce congestion). Information sheets (attached) were prepared and posted to our website over the summer with details on the projects.

Resolution T-11-22 establishes MORPC’s priorities for the 2022 TRAC funding requests that fall within MORPC’s Metropolitan Organization Planning (MPO) area. Facilitating the development and implementation of these projects is an element of implementing the strategies in the 2020-2050 Metropolitan Transportation (MTP). The projects wanting to advance with TRAC funding specifically relate to implementation of these MTP strategies:

- SAF 3: Implement countermeasures that address priority safety locations
- OP 4: Apply access management along arterial and collector corridors
- RDWY 1: Add capacity, where appropriate, to alleviate existing or anticipated congestion along existing freeways and at interchanges
- RDWY 2: Continue conversion of key divided expressways into limited access freeways

MORPC accepted comments on the projects from the public, and staff completed a technical evaluation of the projects. This memo provides a summary of how the projects were evaluated and concludes with a recommendation on project prioritization. The priorities will be presented to TRAC at their October 12 public hearing, and upon adoption of Resolution T-11-22, submitted in writing by October 5.

## Project Evaluation Summary

MORPC staff evaluated the six TRAC projects requesting funding based on the 2020-2050 Metropolitan Transportation Plan (MTP) goals and objectives. Key elements of the MTP evaluation criteria were used for the evaluation.

For the projects being ranked, the analysis results by goal are:

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

The criteria for this goal focus on congestion relief and the total number of jobs as well as non-retail jobs within one mile of the facility at present and projected in 2050. Both the I-70/I-71 Downtown Ramp Up Phase 2D and Phase 3 ranked highest for this goal, primarily due to the high number of existing and projected jobs in the area. The US 33 Southeast Corridor and the US 33 & Pickerington Road Interchange showed the strongest impact on future congestion relief

*Adopted Goal: Protect natural resources and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community.*

The criteria for this goal considered reductions in emissions (VOC and NOx). The US 33 & Pickerington Road Interchange performed the strongest for this goal, with the US 33 Southeast Corridor also demonstrating moderate emissions reductions. All other projects showed a relatively negligible difference in emissions reduction.

*Adopted Goal: Reduce per capita energy consumption and promote alternative fuel resources to increase affordability and resilience of regional energy supplies.*

The criteria for this goal considered reduction in regional vehicle-miles traveled. The US 33 & Pickerington Road Interchange and US 33 Southeast Corridor projects showed the greatest reduction of vehicle-miles traveled under 2050 anticipated conditions. All other projects exhibited a small increase in vehicle-miles traveled.

*Adopted Goal: Increase regional collaboration and employ innovative transportation solutions to maximize the return on public expenditures.*

The criteria for this goal included the number of communities being served by the project, consideration for collaboration with regards to project development and funding the project, new development in the area and whether any phase of the project was already constructed or under construction. The I-70/I-71 Phase 2D and 3 projects scored better than the rest due to anticipated new development and existing constructed phases of the overall Innerbelt improvements. Next came the US 33 & Pickerington Road Interchange, also due to new development and the history of collaboration in project planning not only at this location but along the longer US 33 corridor.

*Adopted Goal: Use public investments to benefit the health, safety, and welfare of people.*

The criteria for this goal considered the safety/crash ranking analysis, pavement and bridge condition, and Environmental Justice (EJ) populations served. The US 23 Corridor Improvements

ranked highest for safety and pavement and bridge condition improvements. It is followed by the I-70/I-71 Phase 2D and 3 projects and the US 33 Southeast Corridor project.

*Adopted Goal: Create sustainable neighborhoods to improve residents' quality of life.*

The criteria for this goal considered which projects serve users going to or coming from higher density areas and multimodal elements of the project, such as facilities for transit, bicyclists, and pedestrians. The I-70/I-71 Phase 2D and 3 projects scored highest for this goal, owing to their locations in downtown Columbus and bike and pedestrian enhancements. They were followed by the US 33 Southeast Corridor, I-270 & I-71 Interchange, then the US 33 & Pickerington Road Interchange and US 23 Corridor Improvements; however, these all scored relatively low compared to the I-70/I-71 projects.

### Comments Received from the Public

On June 27, MORPC issued a press release requesting comments from the public on this year's TRAC applications. Comments were due by August 12. The table below summarizes the number of comments received.

Application	In Support	Opposed	Total Comments
I-270 & I-71 Interchange (North)	19	0	19
I-70/I-71 Downtown Ramp Up Phase 2D	0	0	0
I-70/I-71 Downtown Ramp Up Phase 3	0	0	0
US 33 Southeast Corridor (I-270 to Fairfield County)	40	3	43
US 33 & Pickerington Road Interchange	5	0	5
US 23 Corridor Improvements	1	0	1
<b>Total</b>	<b>65</b>	<b>3</b>	<b>68</b>

Most of the comments received were in support of the US 33 Southeast Corridor project, with residents citing concerns with increased traffic, development, and safety, particularly at the Bixby Road and Rager Road intersections. Many comments desired improvements along US 33 beyond the project area to Carroll or Lancaster, which would also include the Pickerington Road Interchange. Residents who expressed opposition to the project discouraged the widening of the corridor, instead focusing on safety improvements. The I-270 & I-71 Interchange also received notable public support, particularly from the business community near the project area.

### MORPC Staff Ranking Recommendation

Based on the goal-by-goal evaluation summarized above, the public comments and the phase for which money is being requested, MORPC staff recommends the following priority ranking for the nine TRAC applications requesting funding:

Priority 1 I-70/I-71 Downtown Ramp Up Phase 2D & I-70/I-71 Downtown Ramp Up Phase 3

Priority 2: US 33 & Pickerington Road Interchange

Priority 3: US 33 Southeast Corridor (I-270 to Fairfield County)

Priority 4: I-270 & I-71 Interchange (North)

Priority 5: US 23 Corridor Improvements

Note that staff considered the Downtown Ramp Up projects the highest priority and would defer to ODOT onto which phase to fund should funding not be available for both projects.

Resolution T-11-22 recommends these rankings.

TE:NG:EL

Attachment: Resolution T-11-22



## RESOLUTION T-11-22

### **“ESTABLISHING PRIORITIES FOR CENTRAL OHIO CANDIDATE PROJECTS SUBMITTED IN 2022 FOR TRAC FUNDING”**

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

WHEREAS, the Transportation Review Advisory Council (TRAC) selects major new projects to receive funding from the Ohio Department of Transportation's (ODOT's) major new capacity program; and

WHEREAS, the TRAC has requested that each MPO submit its priorities for projects in that MPO's planning area; and

WHEREAS, six projects requesting funding have been submitted to MORPC for acknowledgement prior to their submittal to the TRAC (see Attachment A); and

WHEREAS, MORPC members and the public were asked to submit comments on the projects; and

WHEREAS, staff provided the Community Advisory, Transportation Advisory and Transportation Policy committees information regarding the applications, including public comments received for staff recommendation; and

WHEREAS, staff evaluated the projects with regard to the six goals of the 2020-2050 Metropolitan Transportation Plan and along with public comments developed the attached priorities; and

WHEREAS, the Community Advisory Committee at its meeting on August 29, 2022 and the Transportation Advisory Committee at its meeting on August 31, 2022 meeting recommended approval 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 attached listing of projects (Attachment A) be established as the order of priorities for the candidate projects submitted to TRAC from the MORPC transportation planning area for major new capacity program funding.
- Section 2. That the TRAC is strongly discouraged from funding lower priority projects on this list at the expense of higher priority projects.
- Section 3. That it directs MORPC staff to forward these priorities to the TRAC and to present the priorities to the TRAC.

Section 4. 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.

---

Erik Janas, Chair  
**MID-OHIO REGIONAL PLANNING COMMISSION**

---

Date

Prepared by: Elliott Lewis

Attachments:

- A. Establishing Priorities for Central Ohio Candidate Projects Submitted in 2022 for TRAC Funding



**Priorities for the 2022 TRAC Major/New Program Candidate Projects**

<b>Rank</b>	<b>Project</b>	<b>Tier Request</b>	<b>2022 TRAC Funding Request</b>	<b>Total Project Cost</b>
1	I-70/I-71 Downtown Ramp Up Phase 2D & I-70/I-71 Downtown Ramp Up Phase 3	Tier I	\$120 million & \$72 million	\$127.9 million & \$87 million
2	US 33 & Pickerington Road Interchange	Tier I	\$59.5 million	\$64.1 million
3	US 33 Southeast Corridor (I-270 to Fairfield County)	Tier II	\$31 million	\$167 million
4	I-270 & I-71 Interchange (North)	Tier II	\$2 million	\$33.32 million
5	US 23 Corridor Improvements	Tier II	\$19 million	\$157.5 million

# I-70 & I-71 Phase 2D

## PROJECT OVERVIEW

This project rebuilds the east interchange of I-70 and I-71 by eliminating weaves, consolidating ramps, and adding capacity. It is one phase of the larger Downtown Ramp Up / Columbus Crossroads vision to reconstruct and reconfigure I-70 and I-71 through downtown Columbus.

## 2022 TRAC REQUEST

ODOT District 6 is requesting to move to Tier I status and requests \$3 million for Detailed Design in fiscal year 2023 and \$117 million for Construction in fiscal year 2025.

## PROJECT DETAILS

**Project Name:** FRA-70-14.48  
Project 2D

**Common Name:** I-70 & I-71 Phase 2D

**Sponsor:** ODOT District 6

**ODOT Project ID:** 77370

**MORPC MTP Project:** Yes

**Competitive Advantage Project:**  
Yes

**Total Project Cost:** \$127.9 million

**Current TRAC Status:** Tier III —  
Development & Multi-Phase  
Projects

**Requested TRAC Status:** Tier I —  
Construction

## PROJECT SCHEDULE

### PLANNING STUDIES

COMPLETE  
1/14/2009

### INTERCHANGE STUDIES

COMPLETE  
1/14/2009

### PRELIMINARY ENGINEERING

COMPLETE  
1/14/2009

### ENVIRONMENTAL NEPA APPROVAL

COMPLETE  
5/20/2015

### DETAILED DESIGN

In Progress  
4/1/2024 (est.)

### RIGHT-OF-WAY ACQUISITION

In Progress  
4/1/2024 (est.)

### UTILITY RELOCATION

In Progress

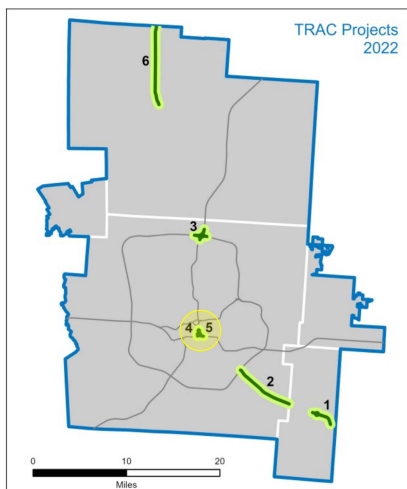
## PROJECT LOCATION

**County:** Franklin

**Municipality:** Columbus

**ODOT District:** District 6

**Routes:** I-70, I-71



# I-70 & I-71 Phase 3

## PROJECT OVERVIEW

This project would reconstruct I-71 between Main St. and Broad St. The new Lester Dr. (SB) and Elijah Pierce Ave. (NB) urban avenues will be constructed adjacent to I-71. The Town and Oak St. bridge over I-71 will also be replaced. It is part of the larger Downtown Ramp Up / Columbus Crossroads project through downtown Columbus.

## 2022 TRAC REQUEST

ODOT District 6 is requesting to move to Tier I status, and requests \$2 million for detailed design in fiscal year 2023, and requests \$70 million for construction in fiscal year 2025.

## PROJECT DETAILS

**Project Name:** FRA-71-17.14 Project 3

**Common Name:** I-70 & I-71 Phase 3

**Sponsor:** ODOT District 6

**ODOT Project ID:** 77371

**MORPC MTP Project:** Yes

**Competitive Advantage Project:** Yes

**Total Project Cost:** \$87 million

**Current TRAC Status:** Tier III—Development & Multi-Phase Projects

**Requested TRAC Status:** Tier I—Construction

## PROJECT SCHEDULE

### PLANNING STUDIES

COMPLETE  
1/14/2009

### INTERCHANGE STUDIES

COMPLETE  
1/14/2009

### PRELIMINARY ENGINEERING

COMPLETE  
1/14/2009

### ENVIRONMENTAL NEPA APPROVAL

COMPLETE  
5/20/2015

### DETAILED DESIGN

In Progress  
7/1/2024 (est.)

### RIGHT-OF-WAY ACQUISITION

In Progress  
7/1/2024 (est.)

### UTILITY RELOCATION

In Progress

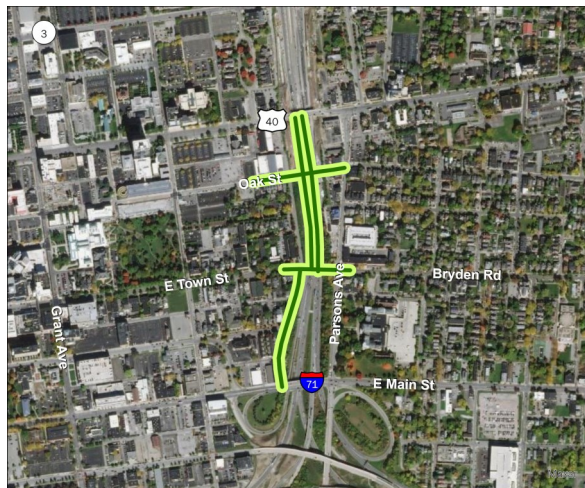
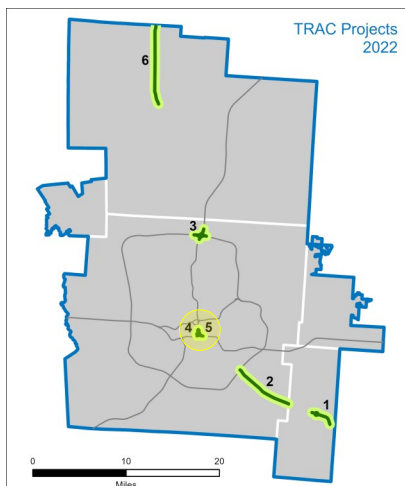
## PROJECT LOCATION

**County:** Franklin

**Municipality:** Columbus

**ODOT District:** District 6

**Routes:** I-70, I-71



# US 33 & Pickerington Rd Interchange

## PROJECT OVERVIEW

Replacement of the existing, at-grade intersection of US 33 and Pickerington Road with an interchange facility and connecting service roads. The scope of the project also includes removal of an at-grade rail crossing and four other at-grade access points along US 33.

## 2022 TRAC REQUEST

ODOT District 5 is requesting to move to Tier I status, and requests \$0.5 million for Detailed Design in fiscal year 2023, \$12 million for Right-of-Way acquisition in fiscal year 2023, and \$47 million for Construction in fiscal year 2025.

## PROJECT DETAILS

**Project Name:** FAI US 33 2.64

**Common Name:** US 33  
Pickerington Rd Interchange

**Sponsor:** ODOT District 5

**ODOT Project ID:** 77555

**MORPC MTP Project:** Yes

**Competitive Advantage Project:**  
Yes

**Total Project Cost:** \$64.10 million

**Current TRAC Status:** Tier II—  
Development

**Requested TRAC Status:** Tier I—  
Construction

## PROJECT SCHEDULE

### PLANNING STUDIES

COMPLETE  
3/26/2021

### INTERCHANGE STUDIES

COMPLETE  
8/15/2021

### PRELIMINARY ENGINEERING

In Progress  
12/1/2022 (est.)

### ENVIRONMENTAL NEPA APPROVAL

In Progress  
10/1/2022 (est.)

### DETAILED DESIGN

Not Started  
12/1/2023 (est.)

### RIGHT-OF-WAY ACQUISITION

In Progress  
12/1/2023 (est.)

### UTILITY RELOCATION

Not Started  
5/1/2024 (est.)

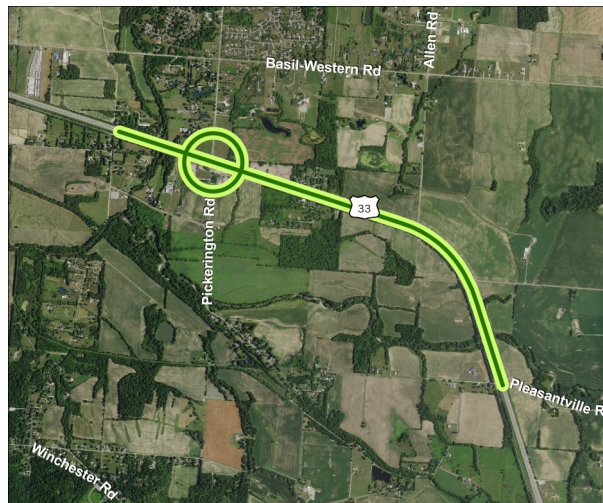
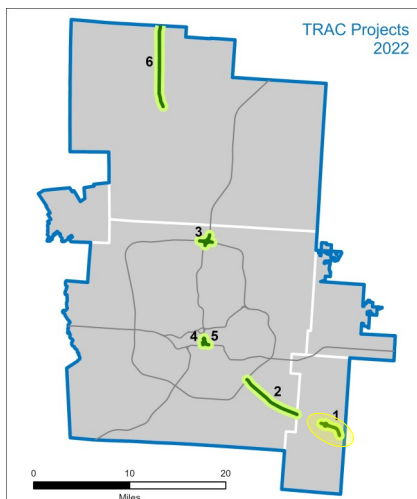
## PROJECT LOCATION

**County:** Fairfield

**Municipality:** Violet Township

**ODOT District:** District 5

**Routes:** US 33, Pickerington Rd





# US 33 Southeast Corridor

## PROJECT OVERVIEW

Mainline widening of US 33 from four lanes to six lanes between I-270 and the Fairfield County line. Other work includes improvements at the interchange of I-270/US 33 and replacing two existing, at-grade intersections at US 33/Bixby Road and US 33/Rager Road with a grade-separated interchange at Bixby Road. Rager Road will be removed by converting the intersection to two cul-de-sacs on either side of US 33.

## 2022 TRAC REQUEST

ODOT District 6 is requesting New Project status, and requests \$19 million for Preliminary Engineering in fiscal year 2023, \$6 million for Detailed Design in fiscal year 2025, and \$6 million for Right-of-Way acquisition in fiscal year 2025.

## PROJECT DETAILS

**Project Name:** FRA-33-24.76 to 31.23

**Common Name:** US 33 Southeast Corridor

**Sponsor:** ODOT District 6

**ODOT Project ID:** 76687

**MORPC MTP Project:** Partial

**Competitive Advantage Project:** Yes

**Total Project Cost:** \$167 million

**Current TRAC Status:** Tier II—Development

**Requested TRAC Status:** New Project

## PROJECT SCHEDULE

### PLANNING STUDIES

COMPLETE  
6/1/2019

### INTERCHANGE STUDIES

Not Started  
6/1/2023 (est.)

### PRELIMINARY ENGINEERING

In Progress  
6/1/2025 (est.)

### ENVIRONMENTAL NEPA APPROVAL

Not Started  
6/1/2025 (est.)

### DETAILED DESIGN

Not Started  
6/1/2025 (est.)

### RIGHT-OF-WAY ACQUISITION

Not Started  
6/1/2025 (est.)

### UTILITY RELOCATION

Not Started  
12/1/2026 (est.)

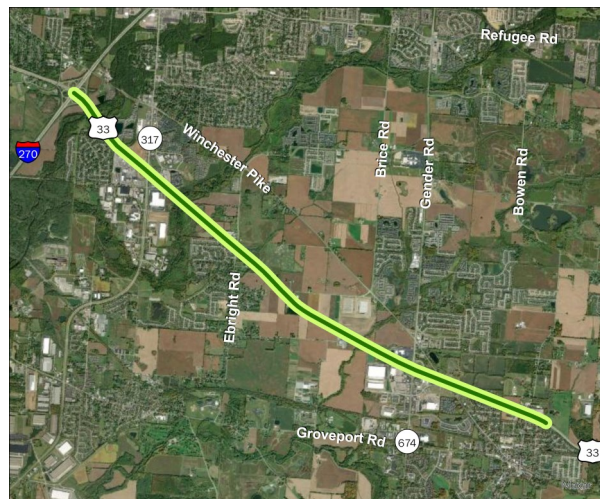
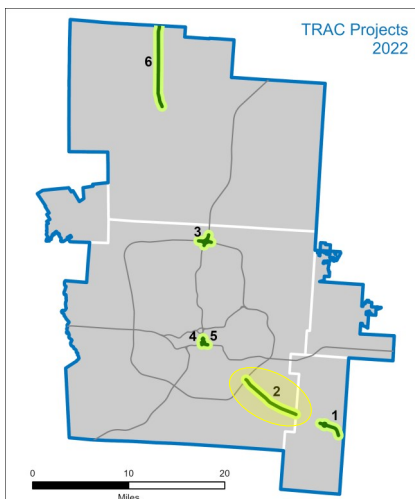
## PROJECT LOCATION

**County:** Franklin

**ODOT District:** District 6

**Municipalities:** Columbus, Groveport, Madison Township, Canal Winchester

**Routes:** US 33



# I-270 & I-71 North Interchange

## PROJECT OVERVIEW

This project will widen the I-270 EB to I-71 NB ramp to two lanes using the existing structure. Other improvements will include lane modifications, replaced bridge decks, and other bridge rehabilitations.

## 2022 TRAC REQUEST

ODOT District 6 is requesting to enter Tier II status, and requests \$2 million for detailed design in fiscal year 2022.

## PROJECT DETAILS

**Project Name:** FRA-71/270-28.27/25.99A

**Common Name:** I-270 & I-71 North Interchange

**Sponsor:** ODOT District 6

**ODOT Project ID:** 105435

**MORPC MTP Project:** Yes

**Competitive Advantage Project:** Yes

**Total Project Cost:** \$33.32 million

**Current TRAC Status:** New Project

**Requested TRAC Status:** Tier II—Development

## PROJECT SCHEDULE

### PLANNING STUDIES

COMPLETE  
9/15/2019

### INTERCHANGE STUDIES

In Progress  
8/19/2022 (est.)

### PRELIMINARY ENGINEERING

COMPLETE  
9/3/2021

### ENVIRONMENTAL NEPA APPROVAL

Not Started  
7/31/2023 (est.)

### DETAILED DESIGN

In Progress  
3/14/2024 (est.)

### RIGHT-OF-WAY ACQUISITION

Not Started  
2/1/2025 (est.)

### UTILITY RELOCATION

Not Started  
2/16/2024 (est.)

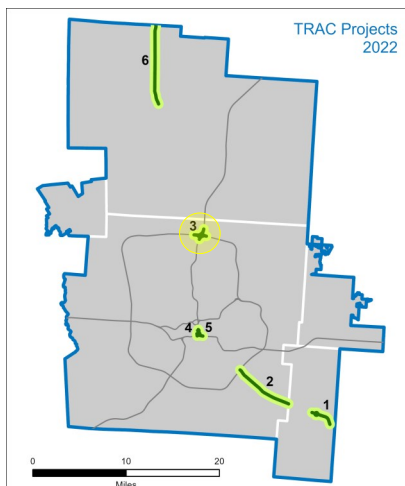
## PROJECT LOCATION

**County:** Franklin

**Municipality:** Columbus

**ODOT District:** District 6

**Routes:** I-270, I-71



# US 23 Corridor Study

## PROJECT OVERVIEW

This project will construct localized improvements within the existing US 23 corridor. It will eliminate existing signals by constructing interchanges and innovative intersections. The design request is for the construction of an interchange at US 23 and SR 229, and an R-Cut at the Delaware State Park Dr. The project would also include studying solutions for the intersections from Pennsylvania Ave. to Coover Rd.

## 2022 TRAC REQUEST

ODOT District 6 is requesting to remain in Tier II status, and requests \$15 million for Preliminary Engineering in fiscal year 2023, \$3 million for Detailed Design in fiscal year 2024, and \$1 million for Right-of-Way in fiscal year 2025.

## PROJECT DETAILS

**Project Name:** US 23 Corridor Study

**Common Name:** US 23 Corridor Study

**Sponsor:** ODOT District 6

**ODOT Project ID:** 112768

**MORPC MTP Project:** Partial

**Competitive Advantage Project:** Yes

**Total Project Cost:** \$157.5 million

**Current TRAC Status:** Tier II—Development

**Requested TRAC Status:** Tier II—Development

## PROJECT SCHEDULE

### PLANNING STUDIES

COMPLETE  
5/1/2022

### INTERCHANGE STUDIES

Not Started  
7/1/2024 (est.)

### PRELIMINARY ENGINEERING

Not Started  
7/1/2024 (est.)

### ENVIRONMENTAL NEPA APPROVAL

Not Started  
7/1/2024 (est.)

### DETAILED DESIGN

Not Started  
7/1/2025 (est.)

### RIGHT-OF-WAY ACQUISITION

Not Started  
12/1/2025 (est.)

### UTILITY RELOCATION

Not Started  
4/1/2026 (est.)

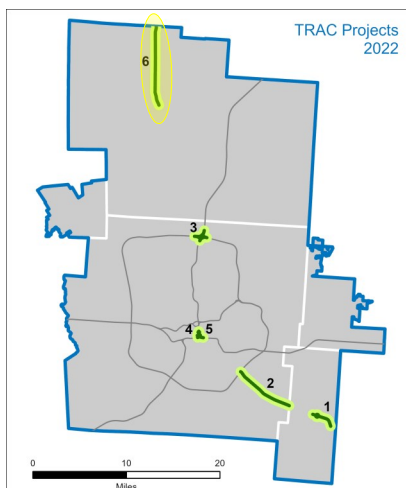
## PROJECT LOCATION

**County:** Delaware

**ODOT District:** District 6

**Municipalities:** Delaware, Troy Township, Marlboro Township, Delaware Township

**Routes:** US 23





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

**FROM:** Nick Gill, Transportation Director

**DATE:** August 23, 2022

**SUBJECT:** Proposed Resolution T-12-22: **"ACCEPTING THE PLANNING  
WORK PROGRAM COMPLETION REPORT FOR STATE  
FISCAL YEAR 2022"**

Annually, MORPC is required to submit a report to the Ohio Department of Transportation (ODOT) describing the work completed with federal planning funds provided to continue the metropolitan transportation planning process, as defined by the FAST Act and now the Infrastructure Investment and Jobs Act.

For State Fiscal Year (SFY) 2022, the use of these funds was outlined in the SFY 2022 Planning Work Program (PWP) adopted by Resolution T-4-21. The PWP serves as the scope of work, the schedule, and the budget for the federally funded planning activities.

The PWP included such activities as follow up of the SFY 21-24 TIP, continued delivery of projects using MORPC-attributable funds, follow up of the 2020-2050 Metropolitan Transportation Plan (MTP), assistance on freeway and arterial studies, support for safety and operations and management of the transportation system, and support for transit, bike and pedestrian planning. The SFY 2022 PWP also included the continuation of ridesharing/demand reduction and air quality awareness activities. As part of this scope of work, MORPC also updated the Public Participation Plan, completed the selection process for FTA Section 5310 funding, continued the Regional Data Advisory Committee, continued outreach and developed resources related to insight2050, including the technical assistance program, transformed the Rapid Speed Transportation Initiative into the Interregional Connections Committee, continued the LinkUs initiative with other regional partners, and other projects and activities that have been presented over the state fiscal year.

A summary of the PWP activities is included as an attachment to the resolution. A full report is available upon request. Resolution T-12-22 approves the completion report and requires that it be forwarded to ODOT.

Attachment: Resolution T-12-22



RESOLUTION T-12-22

**“ACCEPTING THE PLANNING WORK PROGRAM COMPLETION REPORT FOR STATE FISCAL YEAR 2022”**

WHEREAS, it is the role of the metropolitan planning organization (MPO) to help encourage, facilitate, and provide a forum for regional, cooperative transportation planning and decision-making; and

WHEREAS, the Planning Work Program (PWP) is the document that outlines the work of the MPO, the use of regional transportation planning funds and the regional planning activities that will be conducted each state fiscal year; and

WHEREAS, the Policy Committee adopted the SFY 2022 Planning Work Program (PWP) by Resolution T-4-21; and

WHEREAS, the activities described in the PWP have been completed or carried over into SFY 2023 and reported in the PWP Completion Report, a summary of which is attached; and

WHEREAS, major products of the PWP have been presented previously; and

WHEREAS, these products include the core work with the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP) and the continued delivery of projects using MORPC-attributable funds, as well as the freeway and arterial studies, local traffic forecasting and continuing updates to the travel demand model, maintaining data to support modeling and planning needs, support for transit planning and ODOT planning studies, ITS, ridesharing/demand reduction, bike and pedestrian planning, safety planning and air quality awareness; and

WHEREAS, ODOT requires approval of this PWP Completion Report by the Transportation Policy Committee as the Metropolitan Planning Organization; and

WHEREAS, the Community Advisory Committee at its August 29, 2022 meeting, and the Transportation Advisory Committee at its August 31, 2021 meeting recommended approval 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 Transportation Policy Committee approves the PWP Completion Report for SFY 2022.
- Section 2. That this resolution and the PWP Completion Report be forwarded to the Ohio Department of Transportation for appropriate action.
- Section 3. That the Transportation Policy Committee finds and determines that all formal deliberations and actions of the committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.

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Eric J. Janas, Chair  
**MID-OHIO REGIONAL PLANNING COMMISSION**

---

Date

Prepared by: Programming Staff  
Attachment: Summary of Completion Report for the SFY 2022 Planning Work Program

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## SUMMARY

### FISCAL YEAR 2022 PLANNING WORK PROGRAM-COMPLETION

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#### I. Formula Funded Planning Program Projects

**Total Budget \$3,081,691**

**Balance Remaining for SFY 2021 or later is \$296,490**

#### WORK ELEMENT      REPORT SUMMARY FUNDING SUMMARY

##### 60111-1000

##### Active Transportation Planning-FY21

Budget      \$173,150

Carryover work element from  
SFY 21

Spent 6/30      \$173,150

MORPC continued to assist local governments with executing the strategies of the regional active transportation plan, including reviewing roadway project designs for Complete Streets compliance and educating communities on the importance of, and assisting them with planning for safe, comfortable and connected bicycle and pedestrian infrastructure. With FHWA and TPCB, team members hosted a peer exchange for local governments and partner agencies on non-motorized volume data collection and management. The team worked with MetroParks, Columbus, and other local governments and partners to conduct trail counts at selected segments throughout the region. The Central Ohio Greenways (COG) Board accomplished many items set out in its 5-year strategic plan, including encouraging completion of trail segments identified in the COG Trail Prioritization effort, completion of a Trail Town Framework, and obtaining funding to complete a trail wayfinding strategy.

##### 60112-1000

##### Active Transportation Planning

Budget      \$420,000

Spent 6/30      \$230,231

MORPC continued to assist local governments with executing the strategies of the regional active transportation plan, including reviewing roadway project designs for Complete Streets compliance and educating communities on the importance of, and assisting them with planning for safe, comfortable and connected bicycle and pedestrian infrastructure. With FHWA and TPCB, team members hosted a peer exchange for local governments and partner agencies on non-motorized volume data collection and management. Team worked with MetroParks, Columbus, and other local governments and partners to conduct trail counts at selected segments throughout the region. The Central Ohio Greenways (COG) Board accomplished many items set out in its 5-year strategic plan, including encouraging completion of trail segments identified in the COG Trail Prioritization effort, completion of a Trail Town Framework, and obtaining funding to complete a trail wayfinding strategy.

##### 60122-3000

##### Management & Operations Planning

Budget      \$175,000

Spent 6/30      \$155,623

Meetings of the Central Ohio ITS committee were held in July, October, and April. Project updates were provided at each meeting.

MORPC continued to engage in the OARC freight transportation working group over FY 2022. MORPC organized several virtual meetings for the OARC Freight Working Group. MORPC participated in events organized by the Columbus Region Logistics Council, the Mid-Ohio Development Exchange (MODE), and other Chamber of Commerce and OneColumbus events related to freight and logistics in Central Ohio. MORPC hosted the Ohio Conference on Freight in June 2022.

##### 60132-1000

##### Safety Planning

Budget      \$125,000

Spent 6/30      \$60,552

The team was actively involved in local safety initiatives and assisted other departments and agencies with project evaluation based on crash data. Staff has also provided assistance with local communities' applications for the federal discretionary grant program, Safe Streets and Roads for All. MORPC continues to be the OARC representative on statewide and regional safety committees, such as the Transportation Records Coordination Committee, the Ohio Strategic Highway Safety Plan Steering Committee, and Safe Communities, including the Franklin County Traffic Fatality Review Board.

**60152-3000****Budget** \$75,000**Spent 6/30** \$70,116**Transit and Human Services Planning**

Provided coordination, assistance, and oversight to improve transit service and workforce mobility. This work includes the integration of all aspects of transit and mobility to ensure that an adequate level of access is afforded to all populations while improving the range of options for meeting diverse mobility needs.

**60202-3000****Budget** \$275,000**Spent 6/30** \$274,301**Transportation Improvement Program (TIP) and Implementation**

Revisions to the SFY 2021-2024 TIP were coordinated with ODOT and local agencies by reviewing the monthly S/TIP Revision Report. Staff approved administrative modifications monthly and prepared four amendment resolutions, which were approved by the Transportation Policy Committee.

MORPC approved Policies for Managing MORPC-Attributable Funds following several meetings of the Attributable Funds Committee and a formal public comment period. MORPC solicited applications for funding early in May with a virtual workshop held on May 18th. Updated previous commitments were due July 8th and applications for new funding on July 15th.

Federally funded projects were coordinated with local agencies, ODOT and the Ohio Public Works Commission. ODOT District staff held quarterly meetings with local sponsoring agencies, their consultants, and MORPC staff to monitor project development and address any issues. Monthly reports on the status of the MORPC-attributable projects were provided to the TAC. MORPC, COTA, DCT, and ODOT Transit met quarterly to stay current on transit-specific TIP issues.

For SFY 2021, approximately \$31 million of attributable funds were encumbered for use on transportation projects and programs in the region.

ODOT accepted TRAC applications in May. Six projects were submitted in the MORPC area. Project fact sheets were prepared and a public comment period will begin in July to solicit comments on the MPO prioritization of the projects.

**60512-2000****Budget** \$445,000**Spent 6/30** \$424,217**Manage, Map, Collect, and Share Data**

Maintained an open data site called Mid-Ohio Open Data (MOOD) - <https://public-morpc.hub.arcgis.com/> to make GIS and other data files available for download. To make data accessible to nontechnical audiences and those without GIS capabilities, many of MORPC's data is available for viewing through interactive maps on the same MOOD open data site.

The Population Resource Hub at [www.morpc.org/popdata](http://www.morpc.org/popdata) was provided to share the various estimates and forecast data, including the 2020 Census data.

MORPC expanded our COVID-19 resource hub with data and links specific to Central Ohio and targeted primarily toward the needs of local governments. In addition, we produced a series of Central Ohio COVID-19 Policy Briefs located at [morpc.org/covid19policybriefs](http://morpc.org/covid19policybriefs), with the additional support of grant funding awarded by the Robert Wood Johnson Foundation.

MORPC's Regional Data Advisory Committee (RDAC) continues to meet on a quarterly basis and advises staff and Commission on MORPC's role as a leader in regional data efforts. This year, there are 3 working groups: Local Government Resources, Partnerships & Capacity Building, Fiber.

MORPC continues to lead and host two data and mapping focused user groups. The Central Ohio GIS User Group consists of public sector GIS officials from throughout Central Ohio and RIDG for data centric professionals in the region.

Continued to facilitate the maintenance of several regional GIS data layers, structured so local communities can jointly edit common files stored at MORPC. These files include the Franklin County LBRS road centerlines and address point files, and the regional bikeways and sidewalk inventory.

MORPC updated new build residential permit data. This data is used as part of population estimates and the land use model for the MTP.

***^ Project continues beyond SFY 2022***

**60522-2000**

Budget \$400,000

Spent 6/30 \$374,202

**Data Analytics and Research for Transportation Projects and Programs**

As part of the 2024 MTP, MORPC updated existing and future land use at parcel level for a 10 county area.

MORPC produced a web map and an ATP storymap as part of the Active Transportation Plan. Staff provided mapping support for Attributable Funding, TRAC and other core projects.

MORPC continues working with partners, other agencies, and ESRI to gather data for use with the new ESRI ArcGIS Urban program, for 3D scenario planning. Staff created a 3D base for Franklin County, using 2019 lidar data, compiled local zoning and parcel data.

MORPC is now a partner of the National Neighborhood Indicators Partnership (NNIP). The NNIP is a network of 30+ independent partner organizations whose mission is to ensure all communities have access to data and the skills to use information to advance equity and well-being across neighborhoods.

MORPC continues to maintain resources and produce analysis related to several regional efforts, incl. GoOhio, economic development, or the Regional Housing Strategy.

**60552-3000**

Budget \$280,000

Spent 6/30 \$324,373

**Transportation Systems Analysis Techniques and Applications**

MORPC continued working closely with the consultant, ODOT and other MPOs on the improvements of the 3C regional travel demand model. Staff continued conducting test runs of the 3C model on MORPC's server and worked diligently with the consultant to refine/improve the 3C model. The model was used for several planning studies.

Air quality analysis was conducted for projects requesting CMAQ eligibility. Staff continued using travel time data from INRIX/NPMRDS to produce measures for various studies and showing the COVID impacts of reduced travel on peak period speeds. The origin-destination (O-D) data was obtained from ODOT's subscription to Streetlight Insight and produced meaningful measures for several studies.

Many traffic growth rate requests were fulfilled throughout the region.

***^ Project continues beyond SFY 2022***

**61012-3000****Budget** \$290,000**Spent 6/30** \$262,567**Long-Range Multimodal Transportation Planning**

Maintenance of the 2020-2050 MTP included one amendment to the plan. This amendment added one high capacity transit corridor and made adjustments to the cost estimates, construction time frame, and alignments of three high capacity transit corridors to reflect work completed as part of the LinkUS Mobility Initiative. The amendment followed a formal process including an interagency consultation, air quality conformity determination, a public comment period, and committee engagement. The amendment was adopted by resolution in September 2021. Work began on a second amendment to reflect roadway improvement needs as a result of the Intel announcement.

MORPC continued to coordinate with ODOT in the establishment of performance measure targets as part of the federal performance management program. MORPC passed a resolution to support ODOT's established safety targets and reviewed and commented on draft targets for the other federal performance measures.

MORPC partnered with ODOT on the Route 23 Connect Study and provided data, technical assistance, and support during stakeholder and public engagement activities.

MORPC initiated the addition of two roadway segments to the Federal Functional Class system resulting from recent growth and localized contextual changes. MORPC continues to coordinate with ODOT on Functional Class designations in the region.

MORPC organized, hosted, and facilitated a series of listening sessions and workshops in response to the announcement that Intel will be developing a site in Central Ohio.

Staff began to review and refine goals and objectives to guide the development of the 2024-2050 Metropolitan Transportation Plan.

**61022-0400****Budget** \$118,541**Spent 6/30** \$136,708**Transportation Public Involvement**

Eight meetings of the Community Advisory Committee (CAC) and 10 meetings of the Transportation Advisory Committee (TAC) took place. All transportation-related topics included elsewhere in the PWP report were presented. The committees reviewed and passed 18 transportation-related resolutions over the year.

Press Releases, printed materials, and digital content (social media and electronic newsletters) were regularly used to solicit public participation and involvement on transportation-related activities. Topics included were: Central Ohio Transit Authority and Delaware County Transit updates; MORPC-attributable Funds; Transportation Improvement Program, Amending the MTP, Transportation Review Advisory Committee Process/Projects; Complete Streets Policy; Active Transportation Plan; Technical Assistance Program; Central Ohio Greenways; Planning Work Program; Gohio Commute Mobility; LinkUS Mobility Initiative; Population Estimates; Air Quality; Annual Safety Performance Measures; Smart Region Task Force; Regional Sustainability Dashboard; Regional Sustainability Agenda; Ohio Public Works Commission; Competitive Advantage Projects; Regional Mobility Plan; Intelligent Transportation Systems; Public Participation Plan.

**62512-1000****Budget** \$200,000**Spent 6/30** \$199,808**Planning Coordination and Support**

MORPC met regularly with its member communities to receive planning updates and to provide assistance and coordination for some of their projects, including updates to their comprehensive, greenways, and transportation plans. Four times a year, MORPC held regional collaboration meetings, and at least monthly, MORPC provided educational transportation workshops and forums.

**69712-3000****Budget** \$105,000**Spent 6/30** \$99,354**Program Administration**

Meetings of the MPO transportation committees (CAC, TAC & Policy) were conducted throughout the year, with the CAC holding eight meetings and the TAC and Policy Committee each holding ten meetings. The 2021 PWP completion report was prepared as well as the 2023 PWP.

***^ Project continues beyond SFY 2022***

## **II. Special Studies**

**Total Budget \$2,078,412**

**Balance Remaining for SFY 2021 or later is \$484,773**

### **WORK ELEMENT      REPORT SUMMARY** **FUNDING SUMMARY**

<b>66507-1000</b>		<b>Central Ohio Greenways Planning</b>
Budget	\$200,000	Only minor wrap up work was completed in SFY 2022 to finish expending this two year activity begun in SFY2020.
100% MORPC STBG with Toll Credit		
Spent 6/30	\$200,000	However, through other funding sources, with local governments and partners, MORPC continued to execute the Regional Trail Prioritization plan which prioritizes implementation of future trail segments. Team members secured funding for and developed a rural Trail Town Framework which will guide Central Ohio communities through the process of formalizing a regional trail town initiative. This Framework can be replicated by agencies across the State.
		The team completed the Economic Impact of Trails study, which quantifies the returns on investing in a fully realized COG Trail Vision in terms of transportation and healthcare costs as well as real estate development and jobs creation.
		The RAPID 5 project, a vision for activating Central Ohio's river corridors and supporting a network of linear, paved transportation connections within and between the corridors, was advanced. The Regional Trail Vision remains at the core of this effort.
<b>66522-3000</b>		<b>LinkUS Regional Corridors Planning</b>
Budget	\$500,000    ^	MORPC worked with COTA, Franklin County, and the City of Columbus on the LinkUS Mobility Initiative. MORPC lead regional engagement efforts, meeting with each jurisdiction within the service area individually at least twice to discuss what the LinkUS Initiative with each community.
100% MORPC STBG with Toll Credit		
Spent 6/30	\$258,827	MORPC also lead the establishment of performance measures and developed and collected benchmark data for each measure.
		MORPC began leading the formation of a Transit Supportive Infrastructure Committee, which will be charged with developing a regional program of projects that will support the transit corridors.
<b>66542-0400</b>		<b>Paving The Way</b>
Budget	\$50,000	The Paving the Way web-based platform was maintained.
100% MORPC STBG using toll credit		
Spent 6/30	\$5,386	

**^ Project continues beyond SFY 2022**

**66562-3000****Budget** \$350,000

100% MORPC STBG using toll credit

**Spent 6/30** \$350,000**Supplemental Planning**

- 1) See 60202-3000 for activities related to the TIP and project expedition.
- 2) Our traffic count consultant collected 184 traffic counts which were loaded in to the online system. Numerous other traffic provided by local governments or other consultants were loaded into the online system.
- 3) See 60522-2000 for activities related to the data sharing tools.
- 4) MORPC provided planning data and travel demand forecasting support for several local and regional planning activities, including: ODOT US 23 Connect Study, Columbus Quarry area studies, Dublin studies, Hilliard Comprehensive Plan update and other smaller requests.
- 5) The Rapi Speed Transportation Initiative transformed into the establishment of the Interregional Connections Committee (ICC). The ICC, is tasked with planning and developing regional mobility initiatives that promote mode choice options to connect Midwest cities. The committee meets quarterly.
- 6) The Sustainability team continued to identify research needs and projects around climate change adaptation and resiliency. The Sustaining Scioto project continues to pursue updated precipitation data to inform infrastructure planning. The Air Quality Program also engages with climate resiliency initiatives in the region working with several partners.
- 7) Working with the Sustainability Advisory Committee and Sustainable2050 members, the team updated the Sustainable2050 certification program to reflect the current Regional Sustainability Agenda and ensured that its goals were aligned with the MTP and were focused around equity.

**66572-1000****Budget** \$250,000

100% MORPC STBG using toll credit

**Spent 6/30** \$244,502**Technical Assistance Program**

MORPC revised the program guidelines and administered a third cycle of the Technical Assistance Program. Six applications were received and four activities were awarded. The City of Columbus, City of Dublin, Franklin County Metro Parks, and City of Sunbury were all granted assistance in refining the Central Ohio Greenways vision in their communities.

MORPC worked with each community to develop a scope of work and timeline. MORPC then carried out the work activities which included collecting, developing, and compiling data, alternatives development and analyses, stakeholder engagement, and drafting an implementation plan and process documentation.

**67410-3000****Budget** \$222,368100% FTA 5310 Administration  
10% of Apportionment**Spent 6/30** \$222,368**5310 Designated Recipient-2020 & 2021**

MORPC carried out the responsibility and authority for the administration of the FTA Section 5310 Program for Enhanced Mobility of Seniors and Individuals with Disabilities for the federal fiscal year apportionment for the Columbus urbanized area. MORPC administered contracts after execution in TrAMS with subrecipients receiving 5310 funding from apportionments to the Columbus, Ohio UZA according to MORPC's Program Management Plan (PMP).

**67412-3000****Budget** \$116,044 ^100% FTA 5310 Administration  
10% of Apportionment**Spent 6/30** \$0**5310 Designated Recipient-2022**

No funds were expended for this work element. It is carried over into the SFY 23 PWP. See 67410 for Section 5310 Designated Recipient activity in FY 2022.

**67420-3000****Budget** \$260,000

80% FTA 5310, 20% local

**Spent 6/30** \$260,000**Mobility Management 2020 & 2021**

MORPC completed updating the Regional Mobility Coordinated Plan and the Coordinated Plan for nine counties per ODOT Office of Transit's Human Service Transportation Coordination Region 6. Counties include Delaware, Fairfield, Fayette, Franklin, Licking, Logan, Madison, Pickaway and Union. MORPC transitioned to the implementation of the plan by continuing to meet with the various stakeholders who helped develop the plan.

**^ Project continues beyond SFY 2022**

**67422-3000****Mobility Management 2022**

**Budget**      \$130,000    ^    A minimal amount of funds were expended for this work element. It is carried over into the SFY 23 PWP. See 67420 for Mobility management activity in FY 2022.  
100% FTA 5310, 0% local per  
COVID-19 Relief

**Spent 6/30**    \$2,444

***^ Project continues beyond SFY 2022***



**III. Ridesharing and Air Quality Projects**

**Total Budget \$1,250,000**

**WORK ELEMENT      REPORT SUMMARY**  
**FUNDING SUMMARY**

**66712-3000**

Budget      \$700,000  
100% MORPC CMAQ  
Spent 6/30    \$668,169

**Transportation Services (Ridesharing)**

Promoted Travel Demand Reduction (TDM) in Central Ohio and marketed programs and service in a 15-county area. Program services include carpool matching, vanpool formation, transit, bike and pedestrian support, and strategies for employers and the general public. MORPC administered an emergency ride home program, vanpool program, and a multiregional rideshare matching vendor contract in coordination with OARC rideshare agencies.

**66732-1000**

Budget      \$550,000  
100% MORPC CMAQ  
Spent 6/30    \$538,169

**Air Quality Awareness**

MORPC maintained its daily air quality forecasting program and coordinated digitally focused marketing to educate the public about air quality. MORPC convened bi-monthly Energy and Air Quality Working Group meetings to share best practices. MORPC was also an active partner with the US EPA Advance Program, focused on resources and activities to support air quality attainment.

In partnership with Franklin County Public Health and working group members, MORPC deployed particulate matter monitors across Franklin County to increase awareness of air pollution and monitor for potential differences in air pollution levels between neighborhoods. The goal is to collect data for one year, analyze outcomes, and inform strategies for reducing emissions and protecting public health especially in the most vulnerable communities.

MORPC has advanced a partnership with the Smart Columbus program and continues to be a resource to its members around EV infrastructure, clean energy solutions, and greenhouse gas emissions. MORPC created the greenhouse gas inventory for City of Columbus and actively participated in working groups to support climate action planning.

***^ Project continues beyond SFY 2022***

**IV. Projects Undertaken By Other Entities**

**Total Budget \$0**

**WORK ELEMENT      REPORT SUMMARY**  
**FUNDING SUMMARY**

**66505-3000**

Budget      \$0

No funding

Spent 6/30      \$0

**Ongoing Local Planning**

MORPC regularly monitors local planning activities and participates in planning efforts of local communities.

The CAP initiative is a partnership between MORPC and One Columbus, to advance strategic infrastructure projects across Central Ohio by developing a vetted list of regional infrastructure project priorities. During the past fiscal year, MORPC continued to advocate and assist in finding funding for CAP projects.

MORPC continued to assist with administration of the Franklin County Transportation Improvements District (TID), a tool for advancing transportation projects.

**67401-3000**

Budget      \$0

No funding

Spent 6/30      \$0

**Ongoing COTA Activities**

COTA generally makes service changes three times a year - the first Monday of every January, May and September. Public information, review and comment take place before each service change.

The 2021-2024 Transportation Improvement Program was maintained as needed, including public involvement requirements for FTA Section 5307. COTA submitted grant requests to FTA. MORPC worked with COTA to develop the 2021-2024 TIP and monitor the MTP.

COTA continued their multi county IMI grant and County Connections program.

COTA continued to work with partners to promote compainion services like GREAT and New Albany SmartRide and expansion of COTA Plus. COTA continued the Mainstream on Demand Pilot to provide non-ADA trips to eligible Mainstream paratransit riders.

**67402-3000**

Budget      \$0

No funding

Spent 6/30      \$0

**Ongoing DCT Activities**

Delaware County Transit continued to review and make adjustments to their service to best serve the county within their budget constraints.

***^ Project continues beyond SFY 2022***



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  
Transportation Advisory Committee  
Community Advisory Committee

FROM: Nick Gill, Transportation Director

DATE: August 23, 2022

SUBJECT: Proposed Resolution T-13-22: **“Supporting the Ohio Department of Transportation’s Targets for Federal Performance Measures”**

As the designated Metropolitan Planning Organization (MPO) for the Columbus Urbanized area, MORPC is required to participate in the federal Transportation Performance Management Program. The program is defined by a series of rulemakings that delineate a process in which MPO’s and State Departments of Transportation coordinate on target-setting and reporting for a series of federal transportation performance measures.

As part of this process, the Ohio Department of Transportation (ODOT) is required to establish statewide targets for the transportation performance measures identified within those regulations. MORPC, as the MPO, is required to either adopt the statewide targets, or may develop our own measures specific to our region.

Resolution T-13-22 is specifically to support the ODOT statewide annual safety targets and the targets established by ODOT for the 2022-2026 federal performance period, as shown in the resolution attachment. MORPC staff finds these targets to be consistent with current regional performance measures and targets, reflective of regional investment strategies, and reasonable based on recent trends and benchmarks.

These federal performance measures and targets will be incorporated into the development of the 2024-2050 Columbus Area Metropolitan Transportation Plan (MTP), which is currently underway. These measures will be included in addition to other regional performance measures and targets established as part of the MTP development process. Regional performance measures will be recommended for adoption by a separate resolution in coming months.

## RESOLUTION T-13-22

### **“SUPPORTING THE OHIO DEPARTMENT OF TRANSPORTATION’S TARGETS FOR FEDERAL PERFORMANCE MEASURES”**

WHEREAS, the Mid-Ohio Regional Planning Commission (MORPC) is designated as the metropolitan planning organization (MPO) by the governor acting through the Ohio Department of Transportation (ODOT) and in cooperation with locally elected officials; and

WHEREAS, Infrastructure Investment and Jobs Act (IIJA) is the federal transportation legislation with which MORPC's transportation planning must comply including performance measures which were originally included in MAP-21; and

WHEREAS, the U.S. Department of Transportation has established transportation performance management rules and processes to be incorporated into metropolitan transportation planning, which includes state and MPO adoption of certain performance measures; and

WHEREAS, the rules require the states to set targets for five safety performance measures annually by August 31 each year, and that MPOs set support or set their own targets for the five measures annually by February 27 each year; and

WHEREAS, the performance management rules require the state to develop Full Performance Reports every four years which provides updated baseline information and two and four year targets for certain performance measures in the area of infrastructure condition, and congestion; and

WHEREAS, the Ohio Department of Transportation (ODOT) has established updated targets for the federally required performance measures as shown in the Attachment to be included in their 2022 Full Performance Report; and

WHEREAS, MPO's are required to support the state targets or establish their own; and

WHEREAS, MORPC has been incorporating performance measures with targets into the region's Metropolitan Transportation Plans (MTP) since 2012; and

WHEREAS, the current 2020-2050 MTP includes a variety of performance measures with short and long range targets, including the federal performance measures, with targets consistent with or more aggressive than those established by ODOT; and

WHEREAS, MORPC is developing the 2024-2050 Metropolitan Transportation Plan for the MPO area and will incorporate these performance measures and additional regional performance measures and targets; and

WHEREAS, the Community Advisory Committee at its meeting August 29, 2022, and the Transportation Advisory Committee at its meeting on August 31, 2022, 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 supports ODOT's annual safety and two year and four targets for the federal performance measures as shown in the Attachment and will plan and program projects that contribute towards the achievement of the ODOT targets.
- Section 2. That it directs staff to monitor rule-making guidance from the U.S. Department of Transportation and ODOT with regard to performance measurement requirements.
- Section 3: That it directs staff to reflect the ODOT targets into the 2024-2050 Columbus Area Metropolitan Transportation Plan performance measures and the MTP's short and long

range targets.

Section 4: 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.

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Erik J. Janas, Chair

**MID-OHIO REGIONAL PLANNING COMMISSION**

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Date

Prepared by: Programming Department Staff

Attachment: Federal Performance Measures and ODOT 2022-2026 Targets

## **Resolution T-13-22 Attachment: Federal Performance Measures and ODOT 2022-2026 Targets**

### Federal Safety Performance Measures

The first set of federal performance measures established was for safety. These are often referred to as PM1 measures. There are 5 different measures as shown in the table below. By August 31<sup>st</sup> of each year the state must establish targets for each. By February 27<sup>th</sup> of each year MPOs must adopt resolution to support the state targets or they may establish their own. In August 2022 ODOT establish the following as their annual target for calendar year 2023.

Safety Targets (PM1)	
Measure	Statewide Annual Target
Number of Fatalities	2% annual reduction
Number of Serious Injuries	2% annual reduction
Rate of Fatalities	2% annual reduction
Rate of Serious Injuries	2% annual reduction
Frequency of non-motorized fatalities and non-motorized serious injuries	2% annual reduction

### Federal Infrastructure Condition Performance Measures

The second set of federal performance measures established was for infrastructure condition. These are often referred to as PM2 measures. There are 6 different measures as shown in the table below. Unlike the safety targets which apply to the entire roadway system, the PM2 measures apply only to the Interstate and National Highway System roadways. The ODOT 2 and 4 year targets are shown in the table below.

Infrastructure Condition Targets (PM2)		
Measure	2022 statewide 2 Year Target	2022 Statewide 4 year Target
% Interstate Pavement: Good	N/A	> 55%
% Interstate Pavement: Poor	N/A	< 1%
% Non-Interstate NHS Pavement: Good	> 40%	> 40%
% Non-Interstate NHS Pavement: Poor	< 2%	< 2%
% NHS Bridges: Good	> 55%	> 55%
% NHS Bridges: Poor	< 3%	< 3%

## Federal Congestion Reduction Performance Measures

The third set of federal performance measures established was around congestion. These are often referred to as PM3 measures. There are 8 different measures divided into three groupings as shown in the table below. The first category is around reliability with three measures related to Interstate and NHS system reliability for of travel time for persons and truck travel. The second category are estimates of statewide emissions benefit attributable to Congestion Mitigation and Air Quality (CMAQ) funds. The third category is specific to each MPO over 200,000 in population and includes two measures. The targets for each are shown in the table below.

Travel Time Reliability Targets (PM3)		
Measure	2022 statewide 2 Year Target	2022 Statewide 4 year Target
% of Person-Miles Traveled on the Interstate that are Reliable	> 85%	> 85%
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	N/A	> 80%
Level of Truck Travel Time Reliability (LOTR)	< 1.50	< 1.50
Total CMAQ Emission Reduction Targets (PM3)		
Measure	2022 statewide 2 Year Target	2022 Statewide 4 year Target
Volatile Organic Compounds (VOC) Total Emission Reduction	> 60.000 kg/day	> 60.000 kg/day
Nitrous Oxide (NOx) Total Emission Reduction	> 250.000 kg/day	> 250.000 kg/day
Particulate Matter 2.5 (PM2.5) Total Emission Reduction	> 30.000 kg/day	> 30.000 kg/day
PHED and Non-SOV Travel Targets (PM3)		
Measure (Columbus urbanized area)	2022 Target 2 Year	2022 Target 4 Year
Person Hours of Excessive Delay (PHED)	N/A	< 10.0 hr/yr
Non-SOV Travel	> 18.5%	> 19.0%