

Public Involvement

Appendix 2 to SFY 2024-2027 MORPC TIP

- Approved on May 11, 2023, by MORPC Resolution T-5-23

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

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Public Participation Exhibits

Exhibit A	<p>Policies for Managing MORPC-Attributable Funds</p> <ul style="list-style-type: none">• AFC Attendance & Minutes – February 2, 2022• CAC Attendance, Agenda & Minutes – May 2, 2022• TAC Attendance, Agenda & Minutes – May 4, 2022• Transportation Policy Attendance, Agenda & Minutes – May 12, 2022• Press Release – February 10, 2022• Resolution T-5-22 “Adopting Policies for Managing MORPC Attributable Funds”• Social Media Posts
Exhibit B	<p>MORPC Attributable Funding Draft List of Projects</p> <ul style="list-style-type: none">• Press Release – MORPC Proposes over \$148 million for new Transportation Projects – January 10, 2023• Attributable Funds Public Comments• Resolution: T-2-23: “Adopting MORPC-Attributable Funding Commitments”• AFC Attendance & Minutes – December 14, 2022• CAC Attendance & Minutes – February 27, 2023• TAC Attendance & Minutes – March 1, 2023• Transportation Policy Attendance, Agenda & Minutes – March 9, 2023• Social Media Posts
Exhibit C	<p>TIP Update</p> <ul style="list-style-type: none">• Legal Notice – March 8, 2023
Exhibit D	<p>Final Draft SFY 2024 – 2027 Transportation Improvement Program (TIP)</p> <ul style="list-style-type: none">• Social Media Posts and Newsletters
Exhibit E	<p>Draft TIP Open House – March 28, 2023</p> <ul style="list-style-type: none">• Open House Attendance• Exhibits & Displays – Presentation• Social Media Posts

Exhibit F Resolution T-5-23: “ADOPTION OF THE FY 2024-2027 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)”

Introduction

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

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

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

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

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

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

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

The continuous review and update of projects for the TIP involved the coordination and collaboration of ODOT and MORPC members. This process, which parallels the public review process, involved meetings with local governments and ODOT districts to review current and

new projects on the TIP. Staff met with consultants, implementing agencies and ODOT to update costs and schedules for local projects.

Policies for MORPC-Attributable Funding Programs

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

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

In February 2022 the draft Policies for selecting MORPC-funded projects underwent a 30-day public review and comment period. The draft Policies were presented to the CAC and TAC and approved by the Transportation Policy Committee in May 2022. See Exhibit A.

Project Selection for MORPC-Attributable Federal Funds

Project solicitation began in May 2022. Notices to apply for MORPC-attributable federal funds and to attend the May funding workshop were sent to potential applicants and funded agencies. From September through December 2022, staff along with the AFC reviewed, scored and ranked submitted projects. A requirement of the application process included local communities submitting a resolution authorizing submittal of the application for funding. During this time frame, MORPC received 46 applications for funding.

In January 2023, the draft list of 23 new projects was made available for a 45-day public review and comment period. During the review and comment period of the draft listing of MORPC-attributable federal funds, 39 comments were received from the public. See Exhibit C.

In March 2023, MORPC's CAC, TAC and Transportation Policy Committee reviewed, modified and approved project selections. See Exhibit B.

Transportation Improvement Program

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

Social media posts and press releases advertised the TIP open house and comment period. The availability of the draft TIP was announced in notices to members, advertised through legal

notices, electronic newsletters, and press releases and placed on Facebook and Twitter. In each notice the dates for the review and comment period were given and the public invited to review the draft plan on MORPC's website, at the scheduled TIP open house or at the MORPC office.

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

Draft TIP

A legal notice announcing the initiation of the biennial TIP update process for SFY 2024-2027 was electronically distributed in March 2023 to the Columbus Dispatch, Delaware Gazette, Lancaster Eagle Gazette, Newark Advocate and the Columbus Post and distributed through a Sunshine mailing. Announcements were also made at the CAC and TAC meetings. See Exhibit C.

In February 2023 an e-mail was sent to local agencies to identify any significant project funded entirely by local and/or private sources for inclusion in the SFY 2024-2027 TIP.

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

The draft TIP was presented to the CAC in March 2023 and TAC in April 2023. The TIP schedules, as well as funding types, MORPC's TIP fiscal responsibilities under the BIL, regional project priorities, fiscal balance, update of the TIP every two years and the timely development of projects were reviewed and discussed with the committees.

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

Final Draft TIP

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

A public information/open house was held on Tuesday, March 28, 2023 from 3:30-6:30 p.m. During the review and comment period of the final draft TIP, no public comments pertaining to projects included in the draft TIP were received. See Exhibit E.

A formal presentation was made to the CAC on May 1, the TAC on May 3 and the Transportation Policy Committee on May 11, 2023. Proposed Resolution T-5-23: "Adoption of the FY 2024-2027 Transportation Improvement Program (TIP)" will be recommended for approval by all committees. See Exhibit F.

PUBLIC PARTICIPATION EXHIBITS

ADDITIONAL INFORMATION

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

List of Central Ohio Public Libraries

Letters to Member Governments

Sunshine Mailing List

EXHIBIT A

**ATTRIBUTABLE FUNDS COMMITTEE
MEETING SUMMARY**

**Wednesday, February 2, 2022
10 a.m.
Microsoft Teams Meeting**

Members/Alternates Present

<u>Members</u>	<u>Representing</u>	<u>Members</u>	<u>Representing</u>
Matt Huffman	Clinton Twp	Thea Ewing	MORPC
James Young	City of Columbus	Catherine Girves	MORPC CAC
Tim Nittle	City of Columbus	Mike Barker	City of New Albany
Maria Cantrell	City of Columbus	Matthew Peoples	City of Canal Winchester
Reynaldo Stargell	City of Columbus	Alan Haines	City of Pataskala
Bill Ferrigno	City of Delaware	Aaron Scott	City of Upper Arlington
Tiffany Jenkins	Delaware Co. Eng.	Kevin Weaver	City of Westerville
Barb Cox	Franklin Co. Eng.	Eric Walli	Honda
Mike Andrako	Franklin Co. Eng.	Andrew Biesterveld	COTA
Cindi Fitzpatrick	City of Grove City	Kimberly Moss	OSU
Letty Schamp	City of Hilliard	Joshua Lockhart	ACEC
Nick Gill	MORPC		

MORPC Staff Present

Tom Graham
Nathaniel Vogt
Lauren Cardoni
Bevan Schneck
Maria Schaper

1. Introductions

Chair James Young called the meeting to order at 10:00 a.m.

2. Approval of November 3, 2021 Minutes

James Young entertained a motion for the approval of the November 3, 2021 meeting minutes; Letty Schamp moved; Bill Ferrigno seconded; and the motion carried.

3. Report on Working Group Progress and Proposed Changes

Tom Graham updated the committee on the progress of the AFC Policies Working Group. Tom Graham presented on potential changes to activity category definitions, evaluation criteria, and goal weighting. Additionally, the committee was informed of additional changes which the working group had discussed since the November 3 AFC meeting, including the combination of the major and minor categories, revision of the environmental justice criteria, and funding target ranges. Tom Graham explained that further discussion of funding target ranges was needed amongst the AFC.

The committee engaged in discussion of the suggested revisions and suggested that the funding target range for transit be set to 5-15% while the target range for bike and pedestrian be set to 15-25%. Staff answered questions regarding the working group conversations.

4. Approval of Draft Policies for Public Comment

Attributable Funds Committee Meeting Minutes
February 2, 2022

James Young entertained a motion for the approval of the Draft Policies for Managing-MORPC Attributable Funds; Reynaldo Stargell moved; Matt Peoples seconded; and the motion carried.

5. Timeline and Next Steps

Tom Graham explained that following this meeting, the Policies would be made available for public comment. The AFC would meet again in mid-March to discuss any comments if needed before the Policies were sent to CAC, TAC, and the Transportation Policy Committee for approval in May.

6. Other Business

No other business was discussed.

The meeting was adjourned at approximately 10:52 a.m.

Respectfully submitted,

Thea Ewing
Secretary



MID-OHIO REGIONAL **MORPC** PLANNING COMMISSION

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NOTICE OF A MEETING

COMMUNITY ADVISORY COMMITTEE

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

Monday, May 2, 2022
5:30 p.m.

[Click here to join the meeting](#)

Call in (audio only): [+1 614-362-3056,,227494313#](#)
Phone Conference ID: 227 494 313#

AGENDA

- 5:30 p.m. Welcome & Introductions – Helen Rollins, Vice Chair**
- 5:32 p.m. Approval of Feb. 28, 2022 Meeting Minutes**
- 5:33 p.m. Metropolitan Planning Organization (MPO) Report – Nick Gill, MORPC**
- 5:40 p.m. Resolutions**
- Resolution T-5-22: Adopting Policies for Managing MORPC-Attributable Funds – Thomas Graham, MORPC
 - Resolution T-6-22: Acceptance of the MORPC Fiscal Year 2023 Planning Work Program – Nick Gill, MORPC
 - Resolution T-7-22: Certification of the MORPC Metropolitan Transportation Planning Process – Nick Gill, MORPC
- 5:55 p.m. 2024-2050 Metropolitan Transportation Plan**
- MTP Development Process – Maria Schaper, MORPC
- 6:05 p.m. Informational Items**
- LinkUS Funding Strategy and Transit Supportive Infrastructure Update – Kim Sharp, COTA
- 6:15 p.m. Other Business**
- Upcoming Events
- 6:20 p.m. Adjourn**

William Murdock, AICP
Executive Director

Erik J. Janas
Chair

Chris Amorose Groomes
Vice Chair

Michelle Crandall
Secretary

**PLEASE NOTIFY BEVAN SCHNECK AT 614.233.4130 OR EMAIL AT
BSCHNECK@MORPC.ORG TO CONFIRM YOUR ATTENDANCE FOR THIS
MEETING OR IF YOU REQUIRE SPECIAL ASSISTANCE.**

The next CAC Meeting is
WEDNESDAY, June 1, 2022 at 5:30 p.m.
(Moved due to Memorial Day)

Mid-Ohio Regional Planning Commission

Community Advisory Committee Meeting Minutes



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

Date: **May 4, 2022**
Time: **5:30 p.m.**
Location: **MORPC**

Members Present

William Curlis
David Paul
Bob Roehm

Helen Rollins
Erin Synk
Ira Weiss

Members Present Online

Dana Dorsey

Guests

Bill Allman

MORPC Staff

Thea Ewing
Mary Ann Frantz
Amanda Frey

Nick Gill
Thomas Graham
Amanda McEldowney

Maria Schaper
Bevan Schneck

I. Welcome & Introductions

- Vice Chair Rollins called the meeting to order at 5:30 p.m. There was a quorum present (in person and online).

II. Approval of February 28, 2022 Meeting Minutes

- Vice Chair Rollins asked for a motion to approve the February 28, 2022 minutes. Mr. Curlis moved; Mr. Weiss seconded; and the motion passed.

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

- Mr. Gill mentioned MORPC's newest staff members: Data Analyst Sam McLaughlin and Research & Data Officer Adam Porr.
- Transit Updates – Delaware County Transit is working on proposals to provide public transit service in the US-23 corridor in Delaware County and interconnecting with COTA transfer points. May COTA service changes started, and AirConnect returns for selected conventions this summer, as well as the Zoo Bus. As of April, Greyhound service has been completely moved to COTA's South Terminal.
- A MORPC-attributable Funds Workshop will be held for all sponsors of projects with outstanding attributable funding commitments, as well as any potential applicants requesting funding on May 18 from 2:30-4:30 p.m.
- The 2022 TRAC application period is now open. MORPC will be prioritizing projects within the MPO area.
- Federal RAISE grant applications were due April 14, and our region submitted four of them: City of Columbus – Williams Road Multimodal Corridor Planning; LinkUS – Mobility Planning for Equitable Transit Supportive Infrastructure;

Franklin County Engineer's Office – Darby Creek Trail: Hubbard Road Connector; and LCATS – Silicon Heartland Mobility Startup Strategic Plan (planning around Intel).

- On Saturday, April 23, MORPC and partners participated in the annual Celebrate Trails Day and relaunch of the Outdoor Trails Passport, a partnership with Experience Columbus.
- MORPC and the Mid-Ohio Development Exchange (MODE) are co-hosting an update on Central Ohio's readiness to take advantage of funding for passenger rail. It will take place Thursday, May 19 at MORPC. A federal notice of funding opportunity regarding rail funding will come out mid-May.
- The 2024-2050 Metropolitan Transportation Plan is newly in development and will be a standing item on the committee's agenda from now through its adoption.
- Mr. Roehm asked about connections between Delaware County Transit and COTA. Mr. Gill responded that some of the service had stopped during the pandemic, but they are looking to restart it.
- Mr. Allman asked what the rural Trail Town Framework referenced in the MPO printed report is, and it was explained.

IV. Resolutions

- Resolution T-5-22: Adopting Policies for Managing MORPC-Attributable Funds – Thomas Graham, MORPC
 - Mr. Graham explained MORPC's process of considering revisions to the Policies for Managing Attributable Funds, which have already been approved by the Attributable Funds Committee.
 - Mr. Graham highlighted proposed changes in the document for the upcoming round of funding and explained why they are being implemented, along with how the scoring is weighted and the funding target ranges.
 - Mr. Roehm asked how funding is distributed for roadways/projects that overlap jurisdictions. Mr. Gill explained the types of roadways that are eligible for federal funding through MORPC – highlighting interstate projects controlled by ODOT versus the areas controlled by local governments.
 - Vice Chair Rollins asked for a motion to approve Resolution T-5-2022. Mr. Curlis moved; Mr. Weiss seconded; and the motion passed.
- Resolution T-6-22: Acceptance of the MORPC Fiscal Year 2023 Planning Work Program – Nick Gill, MORPC
 - Mr. Gill explained what the Planning Work Program is and highlighted many of the projects and activities that will be performed by MORPC, as an MPO, over the next fiscal year. Each work element has funding associated with it.
 - The resolution memo and summary of the PWP work elements were updated since the committee's packet was distributed to include the work element related to safety.

- Vice Chair Rollins asked for a motion to approve Resolution T-6-2022. Mr. Paul moved; Ms. Synk seconded; and the motion passed.
- Resolution T-7-22: Certification of the MORPC Metropolitan Transportation Planning Process – Nick Gill, MORPC
 - Mr. Gill said this is an annual item to self-certify that MORPC, as an MPO, is following all of the rules and regulations associated with being an MPO.
 - The Federal Transit Administration and Federal Highway Administration will go through the process of certifying MORPC as an MPO this fall.
 - Vice Chair Rollins asked for a motion to approve Resolution T-7-2022. Mr. Paul moved; Mr. Weiss seconded; and the motion passed.

V. 2024-2050 Metropolitan Transportation Plan

- MTP Development Process – Maria Schaper, MORPC
 - Ms. Schaper explained that the MTP is MORPC's long-range plan that identifies prioritized transportation projects for the region, the area to which the plan applies, and why it is important.
 - The process of developing the MTP was highlighted, along with the many considerations and analyses that go into it and a general timeline. The goals will be established in late summer or early fall, which will be the first official action by the committee on the MTP.

VI. Informational Items

- LinkUS Funding Strategy and Transit Supportive Infrastructure Update – Kim Sharp, COTA
 - Ms. Sharp explained that the LinkUS team is doing regional outreach to all the local jurisdictions on what LinkUS is and what it will do. The team is currently focused on how the parts of the initiative can be funded.
 - LinkUS was specifically explained as a tool to help manage regional growth and its effect on how commuting patterns have and will change.
 - Ms. Sharp explained that the backbone of LinkUS relates to high-capacity transit and the cost benefits associated with smart, higher density development along the corridors. The Northwest, W Broad and E Main corridors are those being focused on right now.
 - Based on the financial model, the presentation highlighted what aspects are possible to implement by 2030 and by 2050, as well as the associated expenditures. It also covered from where the funding would come and where it would go.
 - MORPC would partner to administer a process to program the funds for transit-supportive infrastructure that would be different from, but similar to, the attributable funding process.
 - The LinkUS Steering Committee put together a Community Action Plan that will come out later in the month to lay out how

LinkUS can be a reality, how it can be funded, and what outcomes and development will come from it.

- Mr. Weiss asked how to develop more transit partnerships with those in outlying areas, such as near Pickerington and the area near the Intel development. Ms. Sharp specifically highlighted the RAISE grant application focused on how to connect COTA and other mobility options to the development in order to move the work force, as well as the potential of other projects.
- General discussion took place related to how new infrastructure related to the Intel development would be funded.

VII. Other Business

- Mr. Allman asked the group if they were familiar with the Harmony Project and explained it. He invited the group to the “Find Harmony” event on Saturday, May 7, at Lower.com Field.
- Mr. Roehm highlighted four webinars taking place by the Center for Urban and Regional Analysis regarding the impact of the Intel development.
- Mr. Gill highlighted several of the upcoming, major events associated with MORPC the rest of this year, including the National Association of Regional Councils Annual Conference, Ohio Conference on Freight, Columbus International Summit, Ohio Association of Regional Council Gubernatorial Luncheon, and Summit on Sustainability.
- Ms. Synk highlighted that the Ride of Silence would be taking place on May 18.

VIII. Adjourn

- The meeting was adjourned at 6:40 p.m.



Bevan Schneck, Secretary
Community Advisory Committee



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NOTICE OF A MEETING

TRANSPORTATION ADVISORY COMMITTEE

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

Wednesday, May 4, 2022
9 a.m.

[Click here to join the meeting](#)

Call in (audio only): [+1 614-362-3056,,302412544#](#)
Phone Conference ID: 302 412 544#

AGENDA

- 9:00 a.m. Welcome & Introductions – James Young, Chair**
- 9:02 a.m. Approval of April 6, 2022 Meeting Minutes**
- 9:03 a.m. Metropolitan Planning Organization (MPO) Report – Nick Gill, MORPC**
- 9:10 a.m. Funding Programs**
- Attributable Funds Project Status Update – Thomas Graham, MORPC
 - Resolution T-5-22: Adopting Policies for Managing MORPC-Attributable Funds – Thomas Graham, MORPC
- 9:15 a.m. Resolutions**
- Resolution T-6-22: Acceptance of the MORPC Fiscal Year 2023 Planning Work Program – Nick Gill, MORPC
 - Resolution T-7-22: Certification of the MORPC Metropolitan Transportation Planning Process – Nick Gill, MORPC
- 9:20 a.m. 2024-2050 Metropolitan Transportation Plan**
- MTP Development Process – Maria Schaper, MORPC
- 9:30 a.m. Informational Items**
- LinkUS Funding Strategy and Transit Supportive Infrastructure Update – Aslyne Rodriguez, COTA
- 9:40 a.m. Other Business**
- Upcoming Events
- 9:50 a.m. Adjourn**

William Murdock, AICP
Executive Director

Erik J. Janas
Chair

Chris Amorose Groomes
Vice Chair

Michelle Crandall
Secretary

PLEASE NOTIFY BEVAN SCHNECK AT 614-233-4130 OR EMAIL AT BSCHNECK@MORPC.ORG TO CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR IF YOU REQUIRE SPECIAL ASSISTANCE.

The next TAC meeting is
June 1, 2022, at 9 a.m.

Mid-Ohio Regional Planning Commission

Transportation Advisory Committee Meeting Minutes



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

Date: **May 4, 2022**
Time: **9 a.m.**
Location: **MORPC**

Members/Alternates Present

Mike Barker	Tim Nittle
Barbara Cox	James Young
Bill Ferrigno	
Cindi Fitzpatrick	
Corey Francis	

Members/Alternates Participating Online

Mike Andrako	Tiffany Jenkins	Velyjha Southern
Zakee Bashir	Harry Kamdar	Dan Sowry
Greg Butcher	Kim Moss	Kevin Weaver
Brian Davidson	Matt Peoples	
Matt Huffman	Scott Sanders	

Guests Present

Maria Cantrell
John Gallagher
Rozland McKee
Aslyne Rodriguez
Alex Schuler

Guests Online

Jen Alford
Mike Avellano
Mike Hafner
Dan Hoying
Chantil Milam

MORPC Staff

Abby Barnes	Nick Gill	Anabel Pederson
Lauren Cardoni	Thomas Graham	Adam Porr
Thea Ewing	Ralonda Hampton	Maria Schaper
Mary Ann Frantz	Elliott Lewis	Bevan Schneck
John Gardocki	Patty Olmsted	Nathaniel Vogt

I. Welcome & Introductions

- Chair Young called the meeting to order at 9 a.m. There was a quorum present (in person and online).

II. Approval of April 6, 2022 Meeting Minutes

- Chair Young asked for a motion to approve the April 6, 2022 minutes. Ms. Fitzpatrick moved; Mr. Ferrigno seconded; and the motion passed.

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

- Mr. Gill mentioned MORPC's newest staff members: Data Analyst Sam McLaughlin and Research & Data Officer Adam Porr.
- Transit Updates – Delaware County Transit is working on proposals to provide public transit service in the US-23 corridor in Delaware County and interconnecting with COTA transfer points. May COTA service changes started, and AirConnect returns for selected conventions this summer, as well as the Zoo Bus. As of April, Greyhound service has been completely moved to COTA's South Terminal.
- The 2022 TRAC application period is now open. MORPC will be prioritizing projects within the MPO area.
- Federal RAISE grant applications were due April 14 and our region submitted four of them: City of Columbus – Williams Road Multimodal Corridor Planning; LinkUS – Mobility Planning for Equitable Transit Supportive Infrastructure; Franklin County Engineer's Office – Darby Creek Trail: Hubbard Road Connector; and LCATS – Silicon Heartland Mobility Startup Strategic Plan (planning around Intel)
- On Saturday, April 23, MORPC and partners participated in the annual Celebrate Trails Day and relaunch of the Outdoor Trails Passport, a partnership with Experience Columbus.
- The 2024-2050 Metropolitan Transportation Plan is newly in development and will be a standing item on the committee's agenda from now through its adoption.

IV. Funding Programs

- Attributable Funds Project State Update – Thomas Graham, MORPC
 - Mr. Graham gave a report on SFY 2022, saying that the right of way for the 161 at Huntley/Sinclair project and 33/161/Post Road project had been encumbered. There are still outstanding commitments for COTA's corridor projects, but the encumbrances are anticipated by end of the fiscal year.
 - Mr. Graham said that, since bids coming in over estimates, MORPC is increasing its commitments by 10% for the Refugee Road sidewalk project, Agler Road/Alum Creek bridge replacement, and Fishinger Road reconstruction. The City of Columbus Cassady Avenue project right of way will move to SFY 2023.
 - Mr. Graham provided a report on SFY 23 with all the projects and provided a full list of commitment updates due July 8.
 - A MORPC-attributable Funds Workshop will be held for all sponsors of projects with outstanding attributable funding commitments, as well as any potential applicants requesting funding on May 18 from 2:30-4:30 p.m. Commitment applications are due July 8. Screening applications are due July 15. Final applications will be due in September.
- Resolution T-5-22: Adopting Policies for Managing MORPC-Attributable Funds – Thomas Graham, MORPC
 - Mr. Graham explained MORPC's process of considering revisions to the Policies for Managing Attributable Funds, which have already been approved by the Attributable Funds Committee.

- Chair Young asked for a motion to approve Resolution T-5-2022. Ms. Fitzpatrick moved; Mr. Barker seconded; and the motion passed.

V. Resolutions

- Resolution T-6-22: Acceptance of the MORPC Fiscal Year 2023 Planning Work Program – Nick Gill, MORPC
 - Mr. Gill explained what the Planning Work Program is and highlighted many of the projects and activities that will be performed by MORPC, as an MPO, over the next fiscal year. Each work element has funding associated with it, and there is some carry over funding from FY 2022.
 - The resolution memo and summary of the PWP work elements were updated since the committee's packet was first distributed to include the work element related to safety.
 - Mr. Ferrigno asked about federal discretionary program Safe Streets for All applications and partnering with the MPO to do grant applications. Mr. Gill said MORPC will support applicants in these types of applications to bring transportation dollars to our region
 - Chair Young asked for a motion to approve Resolution T-6-22. Mr. Ferrigno moved; Ms. Cox seconded; and the motion passed.
- Resolution T-7-22: Certification of the MORPC Metropolitan Transportation Planning Process – Nick Gill, MORPC
 - Mr. Gill said this is an annual item to self-certify that MORPC, as an MPO, is following all the rules and regulations associated with being an MPO.
 - The Federal Transit Administration and Federal Highway Administration will go through the process of certifying MORPC as an MPO this fall.
 - Chair Young asked for a motion to approve Resolution T-7-22. Ms. Fitzpatrick moved; Mr. Barker seconded; and the motion passed.

VI. 2024-2050 Metropolitan Transportation Plan

- MTP Development Process – Maria Schaper, MORPC
 - Ms. Schaper explained that the MTP is MORPC's long-range plan that identifies prioritized transportation projects for the region, the area to which the plan applies, and why it is important.
 - The process of developing the MTP was highlighted, along with the many considerations and analyses that go into it and a general timeline. The goals will be established in late summer or early fall, which will be the first official action by the committee on the MTP.
 - Members will be receiving an email to review future land use in their communities.

VII. Informational Items

- LinkUS Funding Strategy and Transit Supportive Infrastructure Update – Aslyne Rodriguez, COTA

- Ms. Rodriguez highlighted the importance of LinkUS to the region and explained that the LinkUS team is doing regional outreach to all the local jurisdictions on what LinkUS will do.
- LinkUS was specifically explained as a tool to help manage regional growth and its effect on how commuting patterns have and will change.
- Ms. Rodriguez explained that the backbone of LinkUS relates to high-capacity transit and the cost benefits associated with smart, higher density development along the corridors to provide access to users. The Northwest, W Broad, and E Main corridors are those being focused on right now.
- Based on the financial model, the presentation highlighted what aspects are possible to implement by 2030 and by 2050, as well as the associated expenditures. It also covered from where the funding would come and where it would go.
- MORPC would administer a process to program the funds for transit-supportive infrastructure that would be different from, but similar to, the attributable funding process.
- The LinkUS Steering Committee put together a Community Action Plan that will come out later in the month to lay out how LinkUS can be a reality, how it can be funded, and what outcomes and development will come from it.

VIII. Other Business

- Mr. Schneck highlighted several upcoming events taking place in the immediate future and throughout the rest of this year, including the National Association of Regional Councils Annual Conference, Ohio Conference on Freight, Columbus International Summit, Ohio Association of Regional Council Gubernatorial Luncheon, and Summit on Sustainability.

IX. Adjourn

- The meeting was adjourned at 9:48 a.m.



Thea J Ewing, Secretary



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

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COMMISSION MEETING
MID-OHIO REGIONAL PLANNING COMMISSION
111 LIBERTY STREET, SUITE 100
COLUMBUS, OH 43215
TOWN HALL

Thursday, May 12, 2022
1:30 p.m.

Remote Option

To join by video and see any screen sharing, click on “Join Microsoft Teams Meeting” below. You do not need to have Microsoft Teams for the link to work.

[Join Microsoft Teams Meeting](#)

To participate by phone, use the conference call information below.

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[\(888\) 596-2819](#) United States (Toll-free)
Phone Conference ID: 898 913 206#

AGENDA

- 1:30 p.m.
- 1. Pledge of Allegiance**
 - 2. Welcome and Introductions** – Erik Janas (Franklin County), MORPC Chair
 - **Recognition of Guests and New Members** – Eileen Leuby, MORPC Membership Services Officer
 - 3. Executive Director’s Report** – William Murdock, MORPC Executive Director
 - **Quarterly Membership Update** – Eileen Leuby, MORPC Membership Services Officer
 - 4. RAPID 5 Update** – Kerstin Carr, MORPC Chief Regional Strategy Officer & Senior Director of Planning
 - 5. National Guard Association of the United States & Ohio National Guard Association** – Dana McDaniel, City of Dublin City Manager

William Murdock, AICP
Executive Director

Erik J. Janas
Chair

Chris Amorose Grooms
Vice Chair

Michelle Crandall
Secretary

Committees

- 6. Transportation Policy Committee (MPO)** – Erik Janas (Franklin County), MORPC Chair
 - a. **Call to Order** – Erik Janas (Franklin County), MORPC Chair
 - b. **Metropolitan Planning Organization Report**
 - Programming – Thea Ewing, MORPC Chief Regional Development Officer & Senior Director of Programming
 - c. **MTP Development Process** – Thea Ewing, MORPC Chief Regional Development Officer & Senior Director of Programming
 - d. **Proposed Resolution T-6-22: “Acceptance of the MORPC Fiscal Year 2023 Planning Work Program”** – Thea Ewing, MORPC Chief Regional Development Officer & Senior Director of Programming
 - e. **Transportation Policy Committee Consent Agenda**
 - 1) Approval of [April 14, 2022 Transportation Policy Committee Meeting Minutes](#)
 - 2) [Proposed Resolution T-5-22: “Adopting policies for managing MORPC-Attributable Funds”](#)
 - 3) [Proposed Resolution T-7-22: “Certification of the MORPC Metropolitan Transportation Planning Process”](#)
 - f. **Brownfield Program Report** – Thea Ewing, MORPC Chief Regional Development Officer & Senior Director of Programming
 - g. **Adjourn Transportation Policy Committee (MPO)** – Erik Janas (Franklin County), MORPC Chair
- 7. Regional Data Advisory Committee** – Brad Ebersole (Delaware County), Regional Data Advisory Committee Chair
- 8. Regional Policy Roundtable** – David Scheffler (City of Lancaster), Regional Policy Roundtable Chair
 - a. **Legislative Update** – Steve Tugend, Kegler Brown Hill + Ritter and Joseph Garrity, MORPC Senior Director of Government Affairs & Community Relations
- 9. Sustainability Advisory Committee** – Ben Kessler (City of Bexley), Sustainability Advisory Committee Chair
- 10. Commission Consent Agenda**

- a. Approval of **April 14, 2022 Commission Meeting Minutes**
- b. **Proposed Resolution 06-22: “Authorizing the executive director to file applications with, execute agreements with, and receive funds from the U.S. Department of Transportation and the Ohio Department of Transportation”**
- c. **Proposed Resolution 07-22: “Authorizing the executive director to receive and partner with and distribute funding to the RAPID 5 organization in the amount of up to \$2 million over the course of one year”**
- d. Approval of Actions of the Transportation Policy Committee

11. Other Business

2:45 p.m. **12. Adjourn** – Erik Janas (Franklin County), MORPC Chair

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

The next Commission Meeting is
Thursday, June 9, 2022, 1:30 p.m.
111 Liberty Street, Suite 100
Columbus, Ohio 43215

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

Indoor bike parking is available for MORPC guests.

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MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

Mid-Ohio Regional Planning Commission
Transportation Policy Committee Meeting Minutes

Date: May 12, 2022

Time: 2:11 p.m.

Location: MORPC Town Hall

Transportation Policy Committee Members Present in Person

Chris Amorose Grooms
Mike Anderson
Karen Angelou
Herb Asher
Jeff Benton
Lee Bodnar
Michaela Burris
Tina Cottone
Michelle Crandall
Karl Craven
Kristen Easterday
Brad Ebersole
Shane Farnsworth

Matt Greeson
Tom Homan
Matt Huffman
Pamela Hykes O'Grady
Laurie Jadwin
Erik Janas
Tom Johnson
Ben Kessler
Bill LaFayette
Greg Lestini
Jill Love
Rory McGuinness
Rozland McKee

Eric Meyer
Megan O'Callaghan
Cornell Robertson
Mike Schadek
Jim Schimmer
Elissa Schneider
Kent Shafer
Kim Sharp for
Joanna Pinkerton
Thom Slack
Ike Stage
Joe Stefanov

Transportation Policy Committee Members Attending Remotely

Trudy Bartley
Joe Begeny
Stacey Boumis
Ron Bullard
Greg Butcher
Chasilyn Carter
Chris Harkness
LaGrieta Holloway

Christine Houk
James Jewell
Harry Kamdar
Emily Keeler
Dana McDaniel
Bonnie Michael
Bryan Rhoads
Eric Richter

Isaac Robinson
Kathy Rose
Lori Sanders
Steve Schoeny
RC Wise
Kenneth Wright

Commission Members Present in Person

Barry Adler
Joe Antram
Stephanie Bosco
Taylor Brill

Franklin Christman
Bill Habig
David Kell
David Scheffler

Chris Schmenk
Andy Ware

Commission Members Attending Remotely

Beth Beatty
Terry Emery
Herb Koehler

Eric Phillips
Jim Stanley
Matt Starr

Tony Vogel
RC Wise

MORPC Staff Present in Person

Kerstin Carr
Thea Ewing
Amanda Frey
Joe Garrity
Nick Gill

Shawn Hufstедler
Niel Jurist
Eileen Leuby
Amanda McEldowney
William Murdock

Anthony Perry
Shari Saunders
Bevan Schneck
Megan Stein
Brandi Whetstone

MORPC Staff Attending Remotely

Abby Barnes
Brian Filiatraut
Mary Ann Frantz

Thomas Graham
Elliott Lewis
Jordan Petrov

Adam Porr

Guests Present in Person

Tim Abraham, Morrow County
Tom Calhoun, Ohio National Guard
Association
Emma Cepek, City of Lancaster
Marcus Duemmel, City of Bexley
Megan Goldstein, City of Grandview Heights
Alex Herridge, Morrow County
Delaney Horton, Village of Buckeye Lake
Maggie Kaniecki, Village of Somerset

Joseph Laborie, Jefferson Township
Ema Qasi, City of Grandview Heights
Molly Ridge, City of Lancaster
Brent Russell, Morrow County
Natalie Ruth, City of Hilliard
Andy Shifflett, Kegler Brown Hill + Ritter
Tim Siegfried, Morrow County
Joseph Tadesse, City of Hilliard
Steve Tugend, Kegler Brown Hill + Ritter

Guests Attending Remotely

Preston Frick, Perry County
Autumn Mitchell, Franklin County

Edie Parker, ODOT

Meeting Called to Order

Chair Erik Janas called the Transportation Policy Committee Meeting to order at 2:11 p.m.

Metropolitan Planning Organization Report

- **Programming – Thea Ewing, MORPC Chief Regional Development Officer & Senior Director of Programming**

Thea Ewing reported there is an Attributable Funds Workshop May 18.

Transportation Review Advisory Council (TRAC) Applications for major new projects larger than \$12 million are due May 31.

The Route 23 Connect Study by ODOT District 6 and MORPC has concluded. After evaluating the study concepts, no concepts can be advanced that will help the motor public any time soon. MORPC is working with ODOT to identify stakeholders and discover their concerns on specific areas. The Executive Summary of the study is available on [ODOT's website](https://publicinput.com/23connect). More detailed information is available at <https://publicinput.com/23connect>.

MTP Development Process – Thea Ewing, MORPC Chief Regional Development Officer & Senior Director of Programming

Ms. Ewing presented the [Metropolitan Transportation Plan Overview](#). The Metropolitan Transportation Plan (MTP) is a long-range plan that identifies regional transportation strategies and projects. It is for the Metropolitan Planning Organization (MPO) only. CORPO is on a similar schedule for a long-range plan in the rural areas. Transportation projects must be on the MTP to be eligible for federal funding. Ms. Ewing shared the process and timeline for the 2024-2050 MTP. Maria Schaper and Nick Gill are the project leads.

Proposed Resolution T-6-22: “Acceptance of the MORPC Fiscal Year 2023 Planning Work Program” – Thea Ewing, MORPC Chief Regional Development Officer & Senior Director of Programming

Thea Ewing presented the [Fiscal Year 2023 Planning Work Program](#).

Pam O’Grady made a motion to approve Resolution T-6-22, second by Greg Lestini; motion passed.

Transportation Policy Committee Consent Agenda

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

Brownfield Program Report – Thea Ewing, MORPC Chief Regional Development Officer & Senior Director of Programming

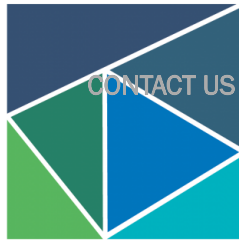
Thea Ewing provided a summary of the [U.S. EPA Brownfield Assessment Grant](#). The grant was focused around the insight2050 high-capacity corridors. MORPC funded 15 projects and only took two years to spend the three-year award. MORPC is eligible to apply again and is looking for potential projects to showcase in the next application. The grant is for conducting assessments and providing reports. Megan Stein and Anabel Pederson are the project leads.

The Transportation Policy Committee Meeting adjourned at 2:33 p.m.

Transportation Policy Committee Meeting
May 12, 2022
Page 3



Michelle Crandall, Secretary
Mid-Ohio Regional Planning Commission



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» [DRAFT POLICIES FOR ALLOCATING MORPC-ATTRIBUTABLE TRANSPORTATION FUNDING AVAILABLE FOR REVIEW AND COMMENT](#)

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

February 10, 2022

Public comment period
ends March 18, 2022.

The Mid-Ohio Regional Planning
Commission (MORPC) is seeking
comments on its policies that determine

how MORPC-attributable federal transportation funding is committed to projects.

Approximately \$65 million is awarded to projects every two years in MORPC's transportation planning area that consists of: Delaware and Franklin counties; Bloom and Violet townships in Fairfield County; Pataskala, New Albany and Etna Township in Licking County; and Jerome Township in Union County.

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

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

“There have been a few adjustments in the policies from the previous cycle. One change from the current policy is that target funding ranges for bike and pedestrian infrastructure projects have been increased. The committee wanted to increase the proportion of MORPC-attributable funding that was committed to projects enhancing infrastructure to support active transportation.”

**Nick Gill, Transportation Study
Director at MORPC**

The Draft Policies for Managing MORPC-Attributable Funds are available for public review and comment on the MORPC website at morpc.org/funding.

“The adjustments to the policies proposed by the committee will improve the project evaluation and selection process for the upcoming application cycle set to begin in Summer of 2022. We encourage public review and comment on these policies as we strive to continually improve our process for allocating MORPC-attributable funding.”

**Thomas Graham, Senior
Planner at MORPC**

**MORPC will be accepting public comments
on the policies through March 18, 2022.**

Comments may be submitted via email to tip@morpc.org or in writing to Nick Gill, Transportation Study Director, 111 Liberty Street, Suite 100, Columbus, OH, 43215-5222.

The Transportation Policy Committee is scheduled to consider adopting the policies on May 12, 2022. For more information, contact Thomas Graham at 614.233.4193 or via email at tgraham@morpc.org.



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Memorandum

TO: Transportation Policy Committee
Community Advisory Committee
Transportation Advisory Committee

FROM: Nick Gill, Transportation Study Director

DATE: April 25, 2022

SUBJECT: **Proposed Resolution T-5-22: “Adopting ‘Policies for Managing MORPC-Attributable Funds’”**

Every two years, MORPC solicits applications for MORPC-attributable federal transportation funding. Approximately \$37 million is available annually to be allocated to projects in MORPC’s transportation planning area. MORPC establishes *Policies for Managing MORPC-Attributable Funds* (*Policies*) to guide the selection of projects to use these funds. Resolution T-5-22 adopts the *Policies* to be used in the upcoming project solicitation cycle.

Prior to formal project solicitation, MORPC reviews, revises as necessary and readopts the *Policies*. Over the last several months, the Attributable Funds Committee (AFC) met to review and update the *Policies*. The drafts of the revised *Policies* were available on the MORPC website at <https://www.morpc.org/program-service/morpc-attributable-funding-for-transportation/> for public review and comment. MORPC accepted public comments on the *Policies* from February 8, 2022 through March 18, 2022. No comments were received.

Major changes from the 2020 version include:

- Adjusting the schedule for the applications
- Revised funding target ranges with an increased emphasis on funding stand-alone bike and pedestrian projects
- Revision to crash criteria to focus on fatal and serious injury crashes
- Revision to congestion criteria to focus on the worst congestion in the region
- Revision to environmental justice criteria to be more context sensitive

MORPC staff will conduct a workshop on May 18 at 2:30 p.m. for potential applicants and agencies that need to submit updates for their outstanding funding commitments. The Screening Applications for new funding will be due on July 15, 2022. Commitment Updates for outstanding commitments will be due on July 8.

Attachment: Proposed Resolution T-5-22

RESOLUTION T-5-22

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

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

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

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

WHEREAS, the Transportation Policy Committee, to fairly allocate these funds in conformance with federal and state laws and regulations, adopted by Resolution T-9-97: “Principles For Allocation Of MORPC-Attributable Federal Funding,” which was subsequently expanded and revised by Resolutions T-15-02, T-15-04, T-12-06, T-10-08, T-8-10, T-3-12, T-3-14, T-4-16, T-5-18, and T-4-20; and

WHEREAS, Resolution T-4-20 included the stipulation that these policies be evaluated prior to each update of the Transportation Improvement Program (TIP); and

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

WHEREAS, the Community Advisory Committee, at its meeting on May 2, 2022, and the Transportation Advisory Committee, at its meeting on May 4, 2022, recommended approval of these policies to the Transportation Policy Committee; now therefore

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

- Section 1. That the Policies for Managing MORPC-Attributable Funds, dated May 2022, are hereby approved to be used and applied in allocating MORPC-attributable federal funding.
- Section 2. That the policies be evaluated and updated as necessary after the completion of upcoming solicitation and selection cycle.

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

Erik J. Janas, Chair

Mid-Ohio Regional Planning Commission

Date

Prepared by: Transportation Staff

Attachment: Policies for Managing MORPC-Attributable Funds



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

Policies for Managing MORPC-Attributable Funds

May 2022

Mid-Ohio Regional Planning Commission

111 Liberty Street, Suite 100 · Columbus, Ohio 43215

T 614.228.2663 F 614.621.2401

TDD 1.800.886.2663

www.morpc.org

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

In accordance with requirements of the U.S. Department of Transportation, MORPC does not discriminate on the basis of age, race, color, national origin, gender, sexual orientation, familial status, ancestry, military status, religion or disability in programs, services or in employment. Information on non-discrimination and related MORPC policies and procedures is available at www.morpc.org.

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1. Introduction

The federal transportation program in the United States was authorized in 2021 by the Infrastructure Investment and Jobs Act. Three of the many funding programs that this law reauthorized are the Surface Transportation Block Grant (STBG) program, the Congestion Mitigation & Air Quality Improvement Program (CMAQ), and the Transportation Alternatives Program (TAP). The Ohio Department of Transportation (ODOT) sub-allocates a portion of these funds to the state's metropolitan planning organizations (MPOs), including the Mid-Ohio Regional Planning Commission (MORPC). MORPC's program depends upon the continuation of federal funding programs and ODOT's policy. Each MPO is charged with attributing the funds to projects and activities sponsored by local public transportation agencies located within the MPO. MORPC's allocations have been about \$37 million annually:

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

*Annual allocations based upon FAST Act allocations.

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

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

2. Attributable Funds Committee

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

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

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

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

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

3. Process Milestones and Schedule

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

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

Below is the schedule for the 2022-2023 application and selection process:

Date	Milestone
MAY 2	Solicitation of funding applications announced.
MAY 18	MORPC hosts an Applicant Workshop from 2:30 p.m. to 4:30 p.m.; select MORPC-generated datasets made available for applicant use.
JULY 8	The Commitment Update Form must be completed online by 5 p.m.
JULY 15	Staff notifies sponsors of any errors and omissions on the Commitment Update Forms. Sponsors have one week to provide corrections.
JULY 15	Screening Applications must be completed online by 5 p.m.
JULY 22	Staff will notify applicants of any errors and omissions on the Screening Applications. Applicants will have one week to provide corrections.
AUG. 1	MORPC posts the summary of Updates and Screening Applications.
AUG. 3	AFC meets at approximately 10 a.m. (following TAC). Staff presents changes requested on the Commitment Update Forms and recommendations for modifications to outstanding funding commitments. Staff presents an overview of Screening Applications received.
AUG. 10	Staff revises the forecast of funding available for new commitments.
AUG. 17	Staff sends feedback to Screening Applicants and guidance for completing the Final Application.
SEP. 28	Final Applications must be completed online by 5 p.m., when staff downloads the data in the online form.
Oct. 5	Staff notifies applicants of any errors and omissions on the Final Applications. Applicants have one week to provide corrections. Applications will be penalized if the applicants fail to respond.
OCT. 5	AFC meets at approximately 10 a.m. (following TAC) to approve modifications to outstanding funding commitments. Project sponsors present a summary of each new application.
OCTOBER	Staff applies scoring criteria to the applications for new funding commitments to develop a preliminary ranking of applications.
NOV. 2	AFC meets at approximately 10 a.m. (following TAC) to review MORPC staff preliminary scoring and ranking of the applications.
NOVEMBER	AFC provides feedback to staff on preliminary scoring. Staff revises scoring as needed.
DEC. 2	Staff's revised ranking within each Activity Category and information relative to preparation for development draft recommendations provided to AFC members for review.
DEC. 7	AFC meets at approximately 10 a.m. (following TAC) to develop a draft recommendation of new funding commitments.
DEC. 14	AFC meets at 0 a.m. to present member feedback on the draft recommendation and to consider final adjustments to the draft recommendation of funding commitments and approve it for the public review and comment period.
JAN. 3, '23	Draft recommendation of funding commitments is announced and made available for public review and comment (30 days).
JANUARY	Sponsors of applications included in the draft recommendations will coordinate with ODOT to program the project (obtain a PID) and initiate project development.
FEB. 3, '23	Close of public review and comment period.
FEB. 10, '23	Staff to send to AFC public comments received and staff recommendations for any changes to the draft funding recommendations.
FEB. 15, '23	AFC meets at 10 a.m. to review public comments received and discuss any changes to the draft recommendations. AFC approves final recommendations for updated and new commitments of MORPC-attributable funding.
MARCH '23	MORPC's CAC, TAC and TPC reviews and approves the awards of MORPC funding.
MARCH '23	Staff incorporates updated and new commitments into the draft SFY 24-27 Transportation Improvement Program
May '23	MORPC's CAC, TAC and TPC adopts the SFY 24-27 Transportation Improvement Program
JULY '23	Partnering Agreements sent to sponsoring agencies.
AUGUST '23	Signed Partnering Agreements are due from sponsoring agencies.

4. Eligibility and Requirements

4.1 Eligible Sponsors

The sponsor submitting an application must be a public agency that is legally eligible to enter into a contract with ODOT. Citizen groups, other private organizations, public school districts, or government agencies ineligible to contract with ODOT may indirectly sponsor an application by coordinating with a sponsoring agency. The sponsoring agency assumes responsibility for executing the project. The sponsoring agency must own the proposed project facility and/or must own the property on which the proposed project will be located upon completion of the project. The sponsoring agency must commit to maintain the facility, equipment, or other activity proposed in the application. Sponsoring agencies that have not adequately maintained prior projects that received MORPC-attributable funds are ineligible to apply for funding for additional projects.

4.2 Eligible Roadways: The Federal-Aid System

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

4.3 Eligible Activities: The Metropolitan Transportation Plan

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

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

4.4 Eligible Costs

4.4.1 Non-Federal Matching Requirements

All of the programs generally limit federal funding to 80 percent of eligible costs and require a 20 percent match from non-federal sources; however, Toll Revenue Credit (TRC) may be used to raise the federal share up to 100 percent of eligible costs, subject to the policy on use of TRC (see Section 4.4.2). Matching funds must be provided in cash, as in-kind contributions are not permitted. Certain safety projects noted in 23 USC 120(c)(1) can be funded 100 percent with MORPC-attributable funds.

4.4.2 Toll Revenue Credit

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

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

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

This section does not apply to the certain safety projects noted in 23 USC 120(c)(1), which are eligible for up to 100 percent funding without use of TRC.

4.4.3 Eligibility of Preliminary Engineering

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

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

4.4.4 Prior Federal Authorization

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

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

4.5 Eligible Activities

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

4.5.1 STBG Eligibility Guidance

STBG is the most flexible of the MORPC-attributable funding programs. Generally, any capital project or program eligible for federal highway or transit funding is eligible for STBG funds. STBG funds may be used for construction, expansion, reconstruction or preservation projects on any federal-aid roadway (See Sec. 4.2) or a bridge on any public road, transit capital projects, bicycle and pedestrian projects, and intracity and intercity bus terminals and facilities. Guidance on the eligibility for STBG funds is available at: <http://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>.

4.5.2 CMAQ Eligibility Guidance

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

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

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

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

4.5.3 TAP Eligibility Guidance

TAP-eligible activities include construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other

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

4.6 Guidance for Applicants

Applicants should consider the following points before applying:

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

5. Activity Categories

5.1 Purpose

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

5.2 Definitions

The six Activity Categories are:

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

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

1. Will a roadway project have motor vehicle operational changes (generally to improve traffic flow)? No = System Preservation
2. Is the project a new interchange or primarily improving freeway operations? Yes = Interchange/Freeway.

3. If a roadway project includes significant bike/pedestrian or transit related components, it will be categorized by the primary purpose of the project.
4. If a roadway project is not System Preservation or Interchange/Freeway it will be categorized as Roadway Capacity/Operational Changes category.

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

5.3 Funding Target Ranges

MORPC has established the target ranges of funding below for different Activity Categories. The basis of the target percentages is the total amount of funding commitment from the present SFY through two SFYs beyond the next TIP update. For this cycle, that is SFYs 2023-2029. The purpose of the criteria is to identify the projects among the various categories that best advance the goals of the MTP. Once the worthiest projects are identified, the appropriate funding source(s) will be identified.

	Roadway Capacity/Operational Changes	Transit	System Preservation	Bike & Pedestrian
Minimum %	40	5	10	15
Maximum %	60	15	15	25

In addition to the above target ranges, for the Roadway Capacity/Operational Changes category, funding requests greater than \$5 million will not be funded until at least 40 percent of the maximum funding available for the category goes to requests that are \$5 million or less (in 2022 dollars).

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

6. Application Process for New Funding Commitments

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

6.1 Applicant Workshop

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

Additionally, staff will explain data sources derived or used by MORPC as part of project evaluation. On or before the date of the workshop, staff will ensure that certain datasets are

available for applicants to review. These datasets are generally those that do not require a specific project to be coded into MORPC's Travel Demand Model, and include:

Jobs within one mile	Uncertainty index
Traffic composition	Sensitive lands
Funding available	Crash reduction (GCAT)
Pavement and bridge condition	Transit line
Census data to identify various population groups	O/D density

6.2 Screening Application

Screening Applications will be submitted through an online form and are due on July 15, 2022. The Screening Application gathers enough information to determine whether the project or program is eligible for funding, which Activity Category is most suitable for the project and the total funding requested for all applications. The construction phase of a project must be scheduled to begin, i.e. receive federal authorization, within two SFYs beyond the next TIP update. For this cycle, that is before the end of SFY 2029.

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

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

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

In mid-August, staff will provide feedback to the applicants on their Screening Applications. The AFC may recommend that sponsors limit the number of applications or amounts requested,

identify ways large funding requests can be split or reduced in scope and identify applications that have little or no chance of success. However, sponsors may submit a Final Application for any request for which a Screening Application was received. The staff will provide guidance to the applicants about the specific information they will need on the Final Application based on the Activity Category.

6.3 Final Application

The Final Application, which is due on September 28, 2022, will request the information shown in the Appendix A, as applicable, in addition to an authorized signature, a supporting resolution, a cost estimate certified by a professional engineer, architect, or other appropriate professional discipline, and the information needed to evaluate the application using the criteria in Section 7.1. The application will consist of an online form to be submitted electronically.

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

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

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

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

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

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

6.4 Penalties for Incomplete Applications

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

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

- **Authorized Signature:** If the signature area is incomplete (including printed name and title) a new project's evaluation score will be reduced by 10 points. The penalty will increase by 5 points for each additional week that passes before the applicant provides complete signature information.
- **Supporting Legislation:** If a copy of enacted supporting legislation is not received by October 29, 2022, a new project's evaluation score will be reduced by 10 points. The penalty will increase by 5 points for each additional week that passes before the applicant provides a copy of enacted supporting legislation.

7. Evaluation and Selection Process

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

The following generally describes the evaluation and selection process:

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

7.1 Evaluation Criteria and Scoring Process

As part of the continuing metropolitan transportation planning process, MORPC adopted the 2020-2050 Metropolitan Transportation Plan in May 2020. The MTP established the following six goals for the region.

Through transportation:

- Reduce per capita **energy** consumption and promote alternative fuel resources to increase affordability and resilience of regional energy supplies.
- Protect **natural resources** and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community.
- Position Central Ohio to attract and retain **economic opportunity** to prosper as a region and compete globally.

- Create **sustainable neighborhoods** to improve residents' **quality of life**.
- Increase regional **collaboration** and employ innovative transportation solutions to maximize the return on **public expenditures**.
- Use public investments to benefit the **health, safety, and welfare** of people.

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

Applications will be scored for each goal on a scale of 1 to 10. The score will be established subjectively based an overall consideration of the MORPC-derived data and qualitative statements provided with regard to the criteria for each goal. Although there is no specific weighting of criteria within each goal, there are three levels of priority among the criteria for each goal. In the following criteria tables, the priority level for each applicable criterion is shown in the corresponding Activity Category column:

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

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

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

7.1.1 Economic Opportunity Goal Criteria

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

Data Source	Economic Opportunity Goal Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
MORPC Derived***	Congestion Relief: Applicant is to provide information on how congestion is hampering economic development in the area. Applications which do not clearly demonstrate how congestion is hampering economic development in the area will not benefit from this criterion. How will improvements to the transportation system because of this project improve economic development? MORPC will estimate the ability of the project to improve travel within a corridor so congested components of the transportation system are relieved. Measured using the regional model by the percentage reduction in 2050 VMT that experiences LOS F or worse within 1 mile of the project.	A			B	
MORPC Derived****	Job Retention & Creation: The number of existing jobs of each type (manufacturing, office, warehousing, retail, institutional) within 1 mile of the project. The Applicant will provide the number of permanent jobs of each type that will be created in the region because of the project. Provide a map showing the locations in relationship to the project. Provide documentation showing that these jobs are committed to being created in this area with the improvements to the area.	A	B	B	B	
	Development Readiness: Describe the presence and timing of all necessary economic development components in the project area, such as infrastructure (e.g., utilities, water and sewer, broadband), access to appropriately trained labor (skilled/unskilled), and other transportation options (e.g., rail, airports, transit or bicycle/pedestrian). This can include how much new private/public capital investment has been made in the project area or will be because of the project. This investment can be within the past 3 years or commitments between now and 5 years after completion of the transportation project. Provide a map showing the past and committed investments. Specify the type of investment and the timeline for this investment.	B			B	
MORPC Derived*	Travel Time Uncertainty & Delay Reduction: Using existing travel time data, the existing travel time uncertainty index will be calculated for the area within 1 mile of the project. Projects in areas with higher uncertainty will score better. Travel delay reduction is the average 2040 travel time reduction per person for a complete trip using the facility during peak periods (including AM and PM peak hours) because of the project as estimated using the regional model. Projects with more delay reduction will score better.	B			C	
MORPC Derived*	Traffic Composition: Current and future Average Daily Traffic and percentage of truck traffic. Higher volume facilities and facilities serving a higher percentage of truck traffic will score higher.	B	A			
	Other Economic Considerations: Describe the type and amount of acreage of site(s) that will primarily benefit from the project's improvements (e.g., greenfields, developed, redeveloped, infill, brownfields, intermodal facilities). Provide information regarding the project's impact on economic development in the area. Is there anything unique about this project that has not been captured by the criteria? This could include how the project will impact a specific industry cluster, innovative business, or industry target as identified by One Columbus.	C	C	A	A	A

*Data relative to the travel time index and delay will be available prior to application submission.

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

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

7.1.2 Natural Resources Goal Criteria

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

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

*Available prior to application submission.

7.1.3 Energy Goal Criteria

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

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

7.1.4 Collaboration and Funding Goal Criteria

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

Data Source	Collaboration and Funding Goal Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
MORPC Provided*	Percent and Amount of MORPC Funding Requested: The percentage will only be based on the total right-of-way and construction cost. If it is not a traditional construction project, the percent of the total program/activity will be used. Applications that provide non-federal match to MORPC funding of 30% or more will score better. Applications that request amounts greater than 25% of the maximum of forecasted funds available for the category or over \$8 million, whichever is smaller, will not benefit in this criterion. Applications that request amounts less than 10% of the maximum of forecasted funds available for the category or less than \$1 million, whichever is greater, will receive maximum benefit in this criterion.	A	A	A	A	A
	Documentation of Support and Collaboration: The applicant is to provide letters of support from neighboring government jurisdictions, community associations, business associations, or others. Additional funding partners are also a sign of support. The focus of this support is to be for the right-of-way and construction phases. Projects that have more support will score better. Additionally, the more private sector funding, the better the score.	A	A	A	A	A
	Origin of Project/Project Readiness: The applicant is to provide the origin of the project including all planning studies recommending the project or activity and which ODOT Project Development Process (PDP) steps have been completed at time of final application submittal. Projects that are further through the planning and PDP process will score better. The sponsor is also to provide documentation on interagency and community collaboration (e.g., identification in MORPC's Competitive Advantage Projects initiative, utilized MORPC's Technical Assistance Program) that has occurred to date to advance the project.	B	B	B	B	B
	Applicant Priority Ranking: Applicants that submit more than one project must also submit a priority ranking of their projects. The applicant's top project within each category, and top two projects within the Roadway Capacity/Operational Changes category, will benefit under this criterion.	C	C	C	C	C
	Small Agency Funding Capacity: For an agency with a small transportation budget, such that the local funding they are contributing to the project phases for which they are requesting assistance is approximately equal to or greater than the usual size of its annual transportation infrastructure expenditures, will benefit under this criterion.	C	C	C	C	C

*Available prior to application submission.

7.1.5 Health, Safety & Welfare Goal Criteria

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

Data Source	Health, Safety & Welfare Goal Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
MORPC Derived*	Crash Reduction: Using the ODOT crash data and tools, crash measures for the project will be calculated, including overall frequency, fatal and serious injury crash frequency, fatal and serious injury bike/ped frequency, and fatal and serious injury crash rate. Additionally, using Crash Modification Factors (CMF) and Highway Safety Manual (HSM) based analyses, project improvement(s) will be evaluated with respect to their estimated impact on expected crashes. Projects that show more projected improvements to safety will score higher..	A	B	A	A	
	Enhance Safety: The applicant describes how the project will improve or maintain safety. Projects which address existing safety issues will score higher, but projects which include systemic safety improvements to maintain safety can benefit in this criterion. Additionally, projects which are identified in local or regional plans as priority safety projects will score higher.	A	B	A	A	
MORPC Derived*	Facility Condition: The average PCR of the existing roadway that would be improved as part of the project based on the most recent ODOT data will be calculated. The worst existing bridge component rating based on ODOT data that would be improved as part of the project. The sponsor should review the ODOT data and may provide supplemental data if desired. Projects that are on facilities with lower PCRs and/or bridge ratings will score higher.	A	A			
	New Transit Ridership: The applicant provides an estimate of the increase in transit ridership. This is to include both the ridership on the specific project or activity as well as overall system ridership. Projects that have higher ridership will score better.				A	
	Regional Transportation System Equity: Measure of how the project addressing unmet needs of a particular population group or groups within their community. With a focus on minority, low income, elderly, disabled or other historically underrepresented population group, the applicant is to provide a description of how the unmet need(s) of the population group(s) is being addressed by the project. Data (census or other) to support the project is serving the specified population(s) should be provided.	A	A	A	A	
	System Life: The applicant is to provide information on the age and condition of the components being replaced. Also provide a statement, if applicable, as to the potential of the project to maximize life of transportation system. This is any extraordinary aspect that is likely to be part of the project.	C	C	C	A	
	Other Health, Safety & Welfare Considerations: Statement by the sponsor with rationale on how the project would further this goal. Reference should be made to as many of the above criteria as applicable in justifying the benefits of the program/activity/project relative to this goal.	C	C	C	C	A

*Available prior to application submission.

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

7.1.6 Sustainable Neighborhoods and Quality of Life Goal Criteria

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

Data Source	Sustainable Neighborhoods and Quality of Life Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
MORPC Derived**	Origin/Destination Density: The average density (population + jobs) of the project users' origins and destinations will be estimated based on existing densities & 2040 projections. The average densities will be calculated for both higher density ends of the trip and lower density ends of the trip. For the Bike and Pedestrian category, the density within 1 mile of the project will be used. Projects that serve travelers going to and from more dense areas will score higher.	A	A	B	A	
	Pedestrian System: The applicant will provide information on the relationship of the project to the existing pedestrian transportation system and/or how the project will include improvements to enhance or connect to the pedestrian system. Projects that facilitate the construction of pedestrian facilities along a regionally significant active transportation corridor will score higher. Projects that provide pedestrian facilities where none currently exist and/or provide connections among existing facilities will score higher.	B	B	A	A	
	Bikeway System: The applicant will provide information on the relationship of the project to the existing bikeway transportation system and/or how the project will include improvements to enhance or connect to the bikeway system. Projects that facilitate the construction of facilities along a regional active transportation corridor will score higher. Projects that provide bike facilities where none currently exist will score higher. Projects that improve the level of stress, per MORPC's Level of Stress map will score higher.	B	B	A	A	
	Displacements: The applicant will provide an estimate of the number of displacements (business and residential) as a result of the project. The information can be provided in terms of a range of likely displacements.	B	C	C	C	
	Transit System: A statement by the applicant as to how the project enhances transit service. Projects along existing transit routes will need to provide appropriate transit related facilities and will score higher. Beyond what transit related facilities may be part of the project if on existing transit line, projects that make additional improvements, improve first and last mile connections to existing service, or that could enhance future transit service while not on a current transit line will score higher.	B	B	A	B	
	Other Sustainable Neighborhoods Considerations: Statement by the applicant with rationale on how the project would further quality of life and relationship of this project to furthering the community's quality of life goals. For projects in the Other Activity Category, also provide additional information especially in regard to any of criteria above criteria as applicable in justifying the benefits of the program/activity/project relative to this goal.	C	C	C	C	A

*Available prior to application submission.

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

7.2 Scoring Phased Construction Projects

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

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

7.3 Agency Prioritization of Multiple Applications

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

7.4 Weighting Scores by Goal and Category

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

Activity Category	Economy	Natural Resources	Energy	Collaboration	Health, Safety & Welfare	Sustainable Neighborhoods
Roadway Capacity/Operational Changes	20	10	5	15	30	20
Bike and Pedestrian	10	10	5	15	30	30
Transit	15	5	15	15	20	30
System Preservation	15	5	5	15	35	25
Other	NA	NA	NA	NA	NA	NA

The overall score for an application will be the sum of all of the weighted scores divided by 10, resulting in an overall score between 0 and 100. Interchange/Freeway projects will be evaluated using the criteria for the Roadway Capacity/Operational Changes category to assess their benefit to the region.

7.5 Prioritizing and Recommending Applications for Funding

Once the overall score is established, the applications are ranked within each category. The AFC will review the ranking and make adjustments to the preliminary goal scores if necessary.

During the ranking and prioritization process, sponsors may voluntarily reduce the amount of funding requested in an application by increasing the local match or reducing the scope. This would increase the amount of funding available for other applications or make the reduced request more feasible within available funding.

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

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

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

Commitment Type	SFYs	Specific SFY?	Max % Funding Committed	Typical Uses
TIP	24-27	Yes	100%	Prior Construction, New Right-of-Way, New Fast-Developing Construction
Post-TIP	28-29	No	75%	New Construction, New Right-of-Way
Long Range	30+	NA	25% of 24-29	Debt Payment

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

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

7.6 Reservoir Commitments

Even in a well-managed program, there will be occasions when not all of the projects will be able to be obligated as scheduled. Consequently, it is desirable to create a “reservoir” of projects that are ready ahead of funding availability that could be obligated when necessary to

effectively manage the program. MORPC will first develop a program based on expected funding per year, the applicants' schedules and the evaluation criteria results. Then, project phases for which there are insufficient funds available in the requested SFY will receive a funding commitment in a later fiscal year. Sponsors with a delayed commitment should work to maintain the intended schedule and will be considered to be reservoir commitments. The following commitments will have priority in keeping their requested fiscal year:

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

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

8. Project Development Requirements

8.1 Federal and State Requirements

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

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

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

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

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

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

properly.

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

MORPC will include new and outstanding funding commitments in SFYs 2024-2027 in the updated Transportation Improvement Program (TIP). For a project or activity to be eligible to receive federal funds, it must be included in the TIP.

8.2 Complete Streets Policy

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

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

8.3 Smart Streets Policy

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

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

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

9. Maintaining Funding Commitments

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

9.1 Partnering Agreements

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

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

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

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

9.2 Project Monitoring

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

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

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

9.3 Commitment Update Form

After receiving a commitment, sponsors must submit a Commitment Update Form every two years, during the application period, until the funds have received federal authorization. If MORPC does not receive a Commitment Update Form, the commitment is considered to be cancelled (see Sec. 9.6). Exceptions will be made for funds expected to receive authorization for the final phase before SFY 2024. At the time MORPC requests Update Forms, sponsors of construction projects with a final plan package submittal date after December 31, 2022, are expected to submit an Update Form. Staff may grant exceptions at their discretion.

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

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

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

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

9.4 Cost Overruns at Time of Authorization

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

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

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

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

9.5 Delays and Penalties

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

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

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

9.6 Cancelled Commitments

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

10. Other Policies for Program Management

10.1 Out-of-Cycle Requests

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

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

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

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

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

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

10.2 Trading Funds with Other MPOs

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

10.3 Ohio Statewide Urban CMAQ Program

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

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

10.4 Participation in ODOT Freeway Projects

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

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

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

10.5 State Infrastructure Bank Loans

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

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

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

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

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

Appendix A: Project Application Form

The following pages are the questions that will be included in the project application form. The application process will utilize an online form for project updates, screening application and final application. The format of the information requested may be modified slightly for the online system. Applicants will be required to register with MORPC to be provided access to the online system. The application form as presented in the following pages will be available for download as a Word document from the online system for the convenience of applicants. All submissions must be through the online system. Additional detail about the online system will be provided when project solicitation begins and during the applicant workshop on May 18, 2022.

**Application Form for
MORPC-Attributable Transportation Funding – 2022**
State Fiscal Years 2024-2029

Screening Application Deadline: July 15, 2022, at 5 p.m. (Highlighted items only)

Final Application Deadline: September 28, 2022 at 5 p.m. (All items)

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

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

Signature

Date

Name (type/print)

Title

Reference Information

2. Primary Facility (Road or Path)

Name: _____

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

From: _____ To: _____

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

At/Over: _____

5. Project Length: _____ miles

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

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

8. ODOT PID (if assigned): _____

Applicant Information

9. Sponsoring Local Public Agency: _____

See Policies Sec. 4.1 for sponsor eligibility.

10. Project Legislation – Effective Date: _____ Check if attached: ☐

Attach a copy of the most recent project legislation. The effective date of the most recent project legislation approved by the sponsoring agency's legislative body (e.g., city council) must be after June 30, 2011.

NOTE: If a copy of approved supporting legislation is not received by October 29, 2022, the application's evaluation score will be reduced by 10 points. The penalty will increase by 5 points for each additional week that passes before the applicant provides a copy of enacted supporting legislation.

11. Sponsor Project
Manager
(responsible for all
project
communication):

Name	Title		
Street			
City	State	ZIP	
Phone:			
E-mail:			

Provide contact information for one person employed by the sponsoring agency who can assume responsibility for routing all project-related communications. The project manager may change as the project develops if the Sponsor notifies all other parties.

NOTE: The application could be penalized if the sponsor does not respond within one week of a request for additional information. MORPC will send any requests to the Sponsor Project Manager. Therefore, it is very important that the Sponsor Project Manager is able to respond quickly to requests while MORPC is reviewing the applications in late August and September, or that this person delegates that responsibility. See Policies Sec. 6.3.

Project Information

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

- System Preservation
- Roadway Capacity/Operational Changes
- Bike and Pedestrian
- Transit
- Interchange/Freeway
- Other

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

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

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

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

☐ See Attachment

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

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

New Question If there are any businesses located within the project limits, which steps will be taken to minimize construction impacts to these businesses?

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

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

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

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

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

Pedestrian Components of the Project			
Included	Pedestrian Component	Length (mi.)	Comments (e.g., details, locations, quantities)
<input type="checkbox"/>	ADA curb ramps		
<input type="checkbox"/>	Audible signals		
<input type="checkbox"/>	Lighting		
<input type="checkbox"/>	Maybe - To be determined		
<input type="checkbox"/>	Modify existing facilities		

Pedestrian Components of the Project			
Included	Pedestrian Component	Length (mi.)	Comments (e.g., details, locations, quantities)
<input type="checkbox"/>	Multi-use path		
<input type="checkbox"/>	Multi-use path on 2 sides		
<input type="checkbox"/>	No change to existing conditions		
<input type="checkbox"/>	None		
<input type="checkbox"/>	Not applicable		
<input type="checkbox"/>	Other		
<input type="checkbox"/>	Pedestrian detectors		
<input type="checkbox"/>	Replace existing facilities		
<input type="checkbox"/>	Sidewalk on 1 side		
<input type="checkbox"/>	Sidewalk on 1 side, multi-use path on 1 side		
<input type="checkbox"/>	Sidewalk on 2 sides		
<input type="checkbox"/>	Signalized crosswalk		
<input type="checkbox"/>	Transit shelters		
<input type="checkbox"/>	Transit stop/ Paved waiting area		
<input type="checkbox"/>	Unsignalized marked crosswalk		
<input type="checkbox"/>	Widen shoulder		
<input type="checkbox"/>	Yes - Type to be determined		

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

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

Transit Facilities

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

Traffic Calming Elements

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

Digital Infrastructure

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

22. Explain how the proposed project will accommodate pedestrians (including ADA compliance), bicyclists, transit users, and digital infrastructure once completed, in conformance to MORPC's Complete Streets Policy and Smart Streets Policy. Include a description of how the project will connect to the nearest existing facilities of each type.

23. If you are not providing any pedestrian, bicycle, or transit facilities, or connecting to the facilities nearest to the project, please explain what alternatives were considered and why they were rejected for each type of facility.

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

☐ Yes ☐ No

Please explain:

Project Schedule

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

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

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

Milestone	Date (MM/DD/YY)	Mark if Completed
Consultant Authorized to Begin Design: Must be completed before the first Commitment Update Form is due (approx. July 2024).		<input checked="" type="checkbox"/>
Submittal of Alternative Evaluation Report or Feasibility Study: The date when the Alternative Evaluation Report or Feasibility Study is received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
Preferred Alternative Approval: The date when a single Preferred Alternative is approved. For Path 1 Projects and simple Path 2 Projects, the preferred alternative may be established at scope development. If so, provide the scoping date. Otherwise, enter the appropriate approval date associated with the Alternative Evaluation Report or Feasibility Study.		<input type="checkbox"/>
Stage 1 Design Plan Submittal: The date when Stage 1 design plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
Preliminary Right-of-Way Plan Submittal: The date when Preliminary RW plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
Stage 2 Design Plan Submittal: The date when Stage 2 design plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
Final Right-of-Way Plan Submittal: The date when Final RW plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
Environmental Document Approval: The date when the responsible agency (FHWA or ODOT) approves the document or the District confirms the project is exempt from documentation.		<input type="checkbox"/>
Right-of-Way Authorization: The date when authorization is given to a local public agency to begin acquisition activities.		<input type="checkbox"/>
Stage 3 Design Plan Submittal: The date when Stage 3 design plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
Right-of-Way Acquisition Complete: Date on which the local public agency certifies the completion of RW acquisition activities. (Utilities/encroachments not included.)		<input type="checkbox"/>
Final Plans and Bid Package Submittal to ODOT: Not permitted in January through June (the second half of a SFY). Must occur in July through December.		<input type="checkbox"/>
Award Contract: The date the local public agency approves a contract with a successful bidder.		<input type="checkbox"/>

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

Cost Estimate and Funding Request

27. Cost Estimate Table

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

Use ODOT's preliminary cost estimating procedure or some similarly detailed procedure. Refer to ODOT's Office of Estimating website for guidance:
<http://www.dot.state.oh.us/Divisions/ConstructionMgt/Estimating/Pages/default.aspx>

Estimate costs in current (2022) dollars. Do not adjust construction cost estimates for inflation or include inflation in contingency costs.

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

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

Preliminary Engineering

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

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

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

Right-of-Way

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

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

Construction

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

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

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

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

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

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

Grand Total				\$0
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28. When was this cost estimate prepared? Cost estimates must have been prepared after June 30, 2021, using plans that were current at the time and consistent with the current scope of the project.

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

Evaluation Information

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

GOAL: Economic Opportunity

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

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

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

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

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

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

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

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

GOAL: Natural Resources

Preserve and protect natural resources to maintain a healthy ecosystem.

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

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

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

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

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

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

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

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

GOAL: Energy

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

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

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

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

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

GOAL: Collaboration and Funding

Increase collaboration to maximize the return on public expenditures.

Categories:	A ✓ Roadway Capacity	A ✓ Preservation	A ✓ Bike & Ped	A ✓ Transit	A ✓ Other
42. Documentation of Support and Collaboration. Provide letters of support from neighboring government jurisdictions, community associations, business associations, or others.. Also provide names of entities that are expected to contribute financially to the project. Provide the amount or magnitude of the contribution and include documentation. This includes those entities funding any aspects of project development as well as the number contributing to right-of-way and construction. Projects with more private sector funding will score better. Projects that have more support and documentation will score better. Additionally, the more private sector funding, the better the score.					
<input type="checkbox"/> See related attachment					

Categories:	B ✓ Roadway Capacity	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	B ✓ Other
43. Origin of Project/Project Readiness. Please explain the origin of the project including all planning studies recommending the project or activity and which ODOT Project Development Process (PDP) steps have been completed at time of final application submittal. Projects that that are further through the planning and PDP process will score better. Where applicable, the sponsor is encouraged to provide additional documentation on interagency (other local governments, ODOT, transit, etc.) and community collaboration (e.g., identification in MORPC's Competitive Advantage Projects initiative) that has occurred to date to advance the project.					
<input type="checkbox"/> See related attachment					

Categories:	C ✓ Roadway Capacity	C ✓ Preservation	C ✓ Bike & Ped	C ✓ Transit	C ✓ Other
44. Applicant Priority Ranking. Applicants that submit more than on project must also submit a priority ranking of their projects. The applicant's top project within each category, and top two projects within the Roadway Capacity/Operational Changes category, will benefit under this criterion.					
<input type="checkbox"/> See related attachment					

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

GOAL: Health, Safety & Welfare

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

Categories:	A ✓ Roadway Capacity	B ✓ Preservation	A ✓ Bike & Ped	A ✓ Transit	Other
46. Enhance Safety. Describe how the project will improve or maintain safety. Projects which address existing safety issues will score higher, but projects which include systemic safety improvements to maintain safety can benefit in this criterion. Additionally, projects which are identified in local or regional plans as priority safety projects will score higher.					
<input type="checkbox"/> See related attachment					

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

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

Categories:	A ✓ Roadway Capacity	A ✓ Preservation	A ✓ Bike & Ped	A ✓ Transit	Other
49. Regional Transportation System Equity. With a focus on minority, low income, elderly, disabled or other historically underrepresented population group, provide a description of how the unmet need(s) of the population group(s) is being addressed by the project. Please provide data (census or other) to support the project is serving the specified population(s) should be provided					
<input type="checkbox"/> See related attachment					

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

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

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

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

GOAL: Sustainable Neighborhoods and Quality of Life

Create sustainable neighborhoods to improve residents' quality of life.

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

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

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

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

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

Appendix B: Sample Partnering Agreement

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

Partnering Agreement Template for New Funding Commitment

August ##, 2023

«AddressBlock»

«GreetingLine»

MORPC has selected your project, «Project_Name», for MORPC-attributable funding. MORPC receives this allocation of federal transportation funding in accordance with federal transportation law and by Ohio Department of Transportation (ODOT) policy. MORPC has established Policies for Managing MORPC-Attributable Funds (Policies) to guide the solicitation, selection and administration of these funds. MORPC last adopted the Policies in March 2022.

Beginning in the summer of 2022, MORPC requested updated cost and schedule information from previous funding commitments and then solicited, evaluated and selected projects for new funding commitments in accordance with the Policies for Managing MORPC-Attributable Funds (Policies) adopted in March 2020. This process concluded with the adoption of the program of projects to receive MORPC-attributable funding via resolution T-#-21 on June 10, 2021.

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

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

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

Commitments of MORPC-attributable funding in SFY 28/29 are not assigned a specific year. During future attributable funding cycles, as project updates are received, the specific fiscal year will be defined based on progress of projects and availability of funding.

The partnering agreement would include a paragraph here describing any specifics with regard to the funding plan such as: local match percent (generally 20%); is MORPC funding a fixed

amount; if there are multiple funding sources and the cost estimate changes, what is the expectations on the change in MORPC's and the other funding sources.

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

To ensure the implementation of this schedule and the availability of funding for this and other projects, MORPC monitors project milestones. The Policies outline two key dates, right-of-way authorization and final plan and bid package submittal to ODOT, which if not met will trigger penalties. If either of these milestones is delayed by more than one year, new projects submitted for MORPC-attributable funding will have their score reduced by 5 points; if either of these milestones is delayed by more than two years, the sponsoring agency will be ineligible to submit new projects for MORPC-attributable funding. The date included in the new application for funding is used as the scheduled date with trigger dates as described above. However, in cases where the funding commitment is in a later fiscal year than the schedule proposed, the first trigger date is set such that if met, the funding would still be encumbered in the committed fiscal year and the second trigger date one year later. The scheduled dates listed below for Right-of-Way Authorization and the Final Plans and Bid Package Submittal to ODOT were used to establish the dates that will trigger penalties per the Policies if not met.

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

If penalties are applied, they remain in effect until the milestone that triggered the penalty is complete.

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

If the milestone for Final Plans and Bid Package Submittal to ODOT is after December 31, 2024, MORPC requires the project sponsor to submit an update in summer of 2024.

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

Sincerely,

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

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

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

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

Partnering Agreement Template for Updated Funding Commitment

August ##, 2023

«AddressBlock»

«GreetingLine»

Beginning in the summer of 2022, MORPC requested updated cost and schedule information from previous funding commitments and then solicited, evaluated and selected projects for new funding commitments in accordance with the *Policies for Managing MORPC-Attributable Funds* (Policies) adopted in March 2022. This process concluded with the adoption of the program of projects to receive MORPC-attributable funding via resolution T-#-21 on June 10, 2021. This resolution maintained the commitment of MORPC-attributable funds to your project, «Project_Name».

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

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

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

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

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

To ensure the implementation of this schedule and the availability of funding for this and other projects, MORPC monitors project milestones. The Policies outline two key dates, right-of-way authorization and final plan and bid package submittal to ODOT, which if not met will trigger

penalties. If either of these milestones is delayed by more than one year, new projects submitted for MORPC-attributable funding will have their score reduced by 5 points; if either of these milestones is delayed by more than two years, the sponsoring agency will be ineligible to submit new projects for MORPC-attributable funding. The date included in the new application for funding is used as the scheduled date with trigger dates as described above. However, in cases where the funding commitment is in a later fiscal year than the schedule proposed, the first trigger date is set such that if met, the funding would still be encumbered in the committed fiscal year and the second trigger date one year later. The 20## partnering agreement established the dates listed below for Right-of-Way Authorization and the Final Plans and Bid Package Submittal to ODOT. These continue to be the dates that will trigger penalties per the Policies if not met.

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

If penalties are applied, they remain in effect until the milestone that triggered the penalty is completed.

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

If the milestone for Final Plans and Bid Package Submittal to ODOT is after December 31, 2024, MORPC requires the project sponsor to submit an update in summer of 2024.

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

Sincerely,

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

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

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

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

Appendix C: One-Pager Template

The following page is a template for the informational handouts which will be produced for each final application. These handouts will be provided to the AFC and posted online.

108 - Orange Road under CSX/NS Grade Separation

Project Scope

Construction of a 5-lane curb and gutter roadway between Green Meadows Drive and Blue Holly Drive/Northpointe Meadows Blvd for the purpose of a railroad grade separation under the CSX and Norfolk Southern Railroads. There will be 4-lanes, a center median and a 10' wide multi-use path under the railroad with center turn lanes at each intersection. The at-grade structures are proposed as two-span steel beam bridges to carry the railroads over Orange Road. LED lighting will be provided in the underpass. Project will include relocation of existing telecommunication facilities and provisions for future fiber optic cables.

Applicant: Delaware County TID

ACITIVITY CATEGORY: Roadway Capacity/
Operational Changes

- **Primary Project Type:** Major Widening
- **Secondary Project Type:** Grade Separation

BIKE/PED ACCOMADATIONS: 10' MUP

ESTIMATED COST: \$22,908,235

REQUESTED FUNDING: \$7,366,590 (32%)

- **CON:** \$7,366,590 (35%) in SFY 26/27

OTHER COMMITTED FUNDING:

- Orange TWP: \$3,000,000
- Delaware County TID: \$500,000

Milestones

Stage 1 Plans: 2/1/2022

Stage 2 Plans: 10/1/2022

ROW Authorization: 6/1/2023

Stage 3 Plans: 12/1/2024

ROW Certification: 6/1/2024

Final Plan Submittal: 9/1/2025

Award: 12/1/2025

*completed

MAP GOES HERE

FOR MORE INFORMATION:

Tom Graham, Senior Planner
Mid-Ohio Regional Planning Commission
tgraham@morpc.org | 614.233.4193



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MORPC
PLANNING COMMISSION

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MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

February 2022



MEETINGS & EVENTS

NEWS



MID-OHIO REGIONAL PLANNING COMMISSION | 2022 STATE OF THE REGION

STATE OF THE REGION IS BACK, IN-PERSON ON MARCH 16

The State of the Region will return in-person at the Greater Columbus Convention Center on **March 16, 2022**. The State of the Region is one of Central Ohio's most significant events of the year. During the State of the Region, we highlight community accomplishments and showcase upcoming plans for

leading our region into the future. It is attended by Central Ohio's top political, business, and civic leaders as the year's premier event. [Register today!](#)



MORPC AMENDS 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM TO REFLECT COTA CHANGES

MORPC is amending the State Fiscal Year 2021-2024 Transportation Improvement Program (TIP) to include changes to Federal Transit Administration's (FTA's) Section 5307 Program of Projects. Comments are due **March 2, 2022**. [Read more.](#)



DRAFT POLICIES FOR ALLOCATING MORPC-ATTRIBUTABLE TRANSPORTATION FUNDING AVAILABLE FOR REVIEW AND COMMENT

MORPC is seeking comments on its policies that determine how MORPC-attributable federal transportation funding is committed to projects. Public comment period ends **March 18, 2022**. [Read more.](#)

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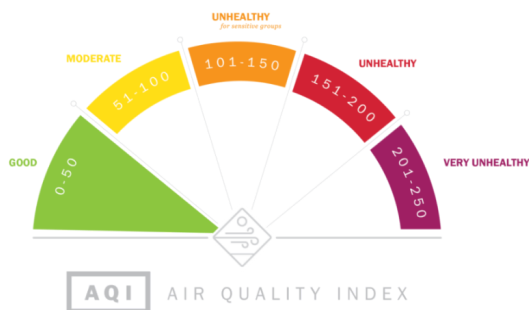
MORPC IS HIRING!

Looking for a new career or internship? MORPC has multiple full-time job openings, including director-level openings in Data & Geospatial Analysis and Human Resources. For students and recent graduates, the MORPC Local Government Summer Internship Program seeks passionate leaders from diverse backgrounds that desire career preparation in public service. Apply for full-time or internship employment [here](#).

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empowering women**
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columbus ohio

MORPC AND YWCA PARTNER TO ADVANCE RACIAL EQUITY

MORPC is proud to partner with the YWCA Columbus to advance racial equity and work towards building more inclusive communities. The YWCA Columbus has recently launched the "American Electric Power Foundation Center for Racial Equity" to advance diversity, equity and inclusion education, while focusing on civic engagement and advocacy. Watch "Delivering on the Dream" [here](#).



MORPC RELEASES 2021 REPORT ON CENTRAL OHIO AIR QUALITY

The Air Quality Report provides a summary of air quality data from November 2020 to October 2021.

For the first time since air quality record-keeping began in 1980, no Unhealthy for Sensitive Groups (USG) Air Quality Index (AQI) days for ozone were observed during the ozone forecast season. [Read more.](#)



**INFRASTRUCTURE
BILL RESOURCE
PAGE**



**MORPC'S
COMPREHENSIVE
ECONOMIC STRATEGY
(CEDS) APPROVED**

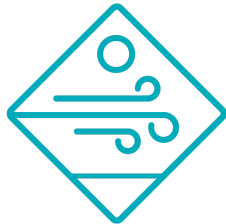


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Mid-Ohio Regional Planning Commission (MORPC) ✓

March 10, 2022 · 🌐

MORPC News: Draft Policies for Allocating MORPC-Attributable Transportation Funding Available for Review and Comment. MORPC will accept comments through March 18, 2022. Learn more: <http://ow.ly/vzys50la7f3>

PUBLIC COMMENT



Like



Comment



Mid-Ohio Regional Planning Commission (MORPC) ✓

February 10, 2022 · 🌐

MORPC News: Draft Policies for Allocating MORPC-Attributable Transportation Funding Available for Review and Comment. MORPC will accept comments through March 18, 2022. Learn more: <https://www.morpc.org/.../draft-policies-for-allocating.../>

PUBLIC COMMENT



Like



Comment

EXHIBIT B



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» **MORPC PROPOSES MORE THAN \$148 MILLION FOR NEW TRANSPORTATION PROJECTS**

MORPC Proposes More Than \$148 Million for New Transportation Projects

TRANSPORTATION

January 10, 2023

Public comment period on proposed projects open through February 8, 2023

The Mid-Ohio Regional Planning Commission (MORPC) now has

available a list of proposed, new transportation projects set to receive more than \$148 million in federal funds from State Fiscal Years (SFY) 2024 to 2029. ***MORPC is seeking public comment on the proposed projects through 5 p.m. on February 8, 2023.***

“MORPC received approximately \$260 million in requests for funding of new transportation projects from across the region.

The Attributable Funding Committee worked collaboratively to identify the projects with the greatest regional impact for these limited resources.”

**MORPC Senior Planner Thomas
Graham**

The following 23 projects are proposed for a new funding commitment:

- Cassady Avenue (I-670 to Agler Road) – \$10,189,663
- SR-161 at Busch Boulevard & Ambleside Drive – \$11,053,364
- Alum Creek Drive (SR 317 to Groveport Road) – \$8,500,000
- E. Broad Street from Outerbelt Street to Reynoldsburg-New Albany Road, Major widening – \$7,913,607
- Ferris Road (Karl Road to Westerville Road) – \$4,583,380
- Hilliard-Rome Road at Renner Road – \$3,747,438
- Sunbury Parkway, Phase B & C – \$3,000,000
- Refugee Road Intersection Safety Improvement Project – \$750,000
- Zollinger Road Mobility and Safety Improvement Project – \$3,294,352
- Livingston Avenue, from IR-70 to Kellner Road – \$16,593,981
- 17th Avenue, from IR-71 to Billiter Boulevard – \$6,701,955

- Etna-Pike Street (Licking County TID) – \$2,684,877
- SR 37 (East Central) Preservation Project – \$2,540,554
- LinkUS W. Broad BRT Corridor Construction – \$13,100,000
- Big Walnut Trail – Refugee Road to East Main Street – \$7,483,914
- Sullivant Avenue SUP – \$4,133,352
- McNaughten Road SUP – \$7,834,505
- Dublin Road Shared-Use Path (Quarry Trails Metro Park to Limestone Ridge Drive) – \$10,351,449
- Scioto Trail Bridge Over State Route 104 as part of the Scioto Greenway Trail Extension – \$7,980,683
- Cemetery Road/I-270 Trail Overpass and Safety Improvements (CIP T-162) – \$7,097,717
- Fairway Boulevard Multi-Use Path – \$3,169,511
- Dublin-Granville Road (SR-161) SUP – \$2,266,149

- Cassady Avenue SUP –
\$3,057,201

Every two years, MORPC solicits projects to receive federal transportation funding in the MORPC transportation planning area which includes Franklin and Delaware counties, Bloom and Violet Townships in Fairfield County, New Albany, Pataskala and Etna Township in Licking County, and Jerome Township in Union County.

Transportation improvement projects eligible for funding range from highways, bridges, and public transit, to bikeways, pedestrian facilities, and traffic signal upgrades.

“As a result of increased funding from the bipartisan infrastructure law, MORPC is making the largest commitment of funding to new projects ever. Furthermore, the commitment of more than \$53 million to new

bike and pedestrian projects follows through on the commitment to substantially increase funding for these types of projects.”

**MORPC Transportation Director
Nick Gill**

In addition to the 23 projects listed, MORPC’s Attributable Funding Committee is proposing to recommend continued funding for 31 projects and programs to which MORPC had previously committed funds. A total of more than \$325 million in future funding commitments is being proposed. To see the draft list of all projects recommended for funding visit the website at the [MORPC Attributable-funding for Transportation](#) page.

MORPC will consider final approval of the funding commitments on March 9, 2023, after which they will be incorporated into the Transportation Improvement Program (TIP). The adopted funding commitments for SFYs prior to 2028 will be incorporated into the

SFY 2024-2027 Transportation Improvement Program (TIP) by amendment. The TIP is a financially balanced listing of federal, state and locally funded projects that are scheduled for some phase of implementation or development in a four-year period.

Copies of the draft listing are available by calling MORPC at 614.228.2663 or can be viewed [online](#).

Questions or comments on proposed projects should be submitted in writing to Nick Gill, Transportation Director, Mid-Ohio Regional Planning Commission, 111 Liberty Street, Suite 100, Columbus, Ohio 43215, or via email at tip@morpc.org by 5 p.m. on Feb. 8, 2023.

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Phone: 614.228.2663

Fax: 614.228.1904

TTY Number: 1.800.750.0750

Email: info@morpc.org

The Columbus Dispatch

BUSINESS

MORPC proposes more than \$148 million for new transportation projects

Provided by Mid-Ohio Regional Planning Commission

Published 2:13 p.m. ET Jan. 6, 2023 | Updated 3:43 p.m. ET Jan. 6, 2023

A Columbus agency is seeking comment on 23 central Ohio road projects expected to receive \$148 million in federal funds.

Proposed improvements include major projects on state Route 161, Cassady Avenue, East Broad Street, Livingston Avenue and a Dublin bike path.

The Mid-Ohio Regional Planning Commission published the list Friday, and is seeking public comment on the proposed projects through Feb. 8.

“MORPC received approximately \$260 million in requests for funding of new transportation projects from across the region,” MORPC senior planner Tom Graham said in a news release.

Graham said a MORPC committee sought to identify "projects with the greatest regional impact for these limited resources.”

MORPC Matters: Federal funding advances regional goals, but only with local collaboration

The 23 projects selected for to receive funding commitment from 2024 to 2029 are:

Cassady Avenue (Interstate 670 to Agler Road) — \$10,189,663

State Route 161 at Busch Boulevard and Ambleside Drive — \$11,053,364

Alum Creek Drive (state Route 317 to Groveport Road) — \$8,500,000

East Broad Street from Outerbelt Street to Reynoldsburg-New Albany Road, major widening — \$7,913,607

Ferris Road (Karl Road to Westerville Road) — \$4,583,380

Hilliard-Rome Road at Renner Road — \$3,747,438

Sunbury Parkway, Phase B&C — \$3,000,000

Refugee Road Intersection safety improvement project — \$750,000

Zollinger Road mobility and safety improvement project — \$3,294,352
Livingston Avenue, from Interstate 70 to Kellner Road — \$16,593,981
17th Avenue, from Interstate 71 to Billiter Boulevard — \$6,701,955
Etna-Pike Street (Licking County Transportation Improvement District) — \$2,684,877
State Route 37 (East Central) preservation project — \$2,540,554
LinkUS West Broad Street BRT (bus rapid transit) corridor construction — \$13,100,000
Big Walnut Trail (Refugee Road to East Main Street) — \$7,483,914
Sullivant Avenue SUP (shared-use path) — \$4,133,352
McNaughten Road SUP — \$7,834,505
Dublin Road shared-use path (Quarry Trails Metro Park to Limestone Ridge Drive) — \$10,351,449
Scioto Trail bridge over state Route 104 as part of the Scioto Greenway Trail extension — \$7,980,683
Cemetery Road/I-270 trail overpass and safety improvements (CIP T-162) — \$7,097,717
Fairway Boulevard multiuse path — \$3,169,511
Dublin-Granville Road (state Route 161) SUP — \$2,266,149
Cassady Avenue SUP — \$3,057,201

Every two years, MORPC solicits projects to receive federal transportation funding in its transportation planning area that includes Franklin and Delaware counties, Bloom and Violet townships in Fairfield County, New Albany, Pataskala and Etna Township in Licking County, and Jerome Township in Union County, the MORPC release said. Transportation improvement projects eligible for funding include highways, bridges and public transit to bikeways, pedestrian facilities, and traffic signal upgrades.

In addition to the 23 projects listed, MORPC is recommending continued funding for 31 projects and programs to which MORPC previously had committed funds, the release said. In total, more than \$325 million in future funding commitments is being proposed. To see the draft list of all projects recommended for funding, visit the MORPC Attributable-funding for Transportation page.

MORPC will consider final approval of the funding commitments March 9, after which they will be incorporated into the Transportation Improvement Program (TIP).

Copies of the draft listing are available by calling MORPC at 614-228-2663 or can be viewed online.

Questions or comments on proposed projects should be submitted in writing to Nick Gill, Transportation Director, Mid-Ohio Regional Planning Commission, 111 Liberty St., Suite 100, Columbus, Ohio 43215, or via email at tip@morpc.org by 5 p.m. on Feb. 8.

Summary of Public Comments on Draft Recommendations

MORPC-Attributable Funding Proposed Projects for State Fiscal Years 2024 to 2029

February 2023

MORPC staff solicited public comments on the draft listing of projects proposed to receive MORPC-attributable funding, as approved by the Attributable Funding Committee on December 14, 2022. Public comments were received between January 6, 2023 and February 8, 2023. MORPC received a total of 39 emails containing comments in addition to numerous questions. No comments were received in writing by mail.

The comments are summarized below, and attached to this document for your reference.

Comments opposed to projects included in the draft funding recommendations:

- 2 comments received which opposed both phases of the E Broad St, Major Widening (PIDs 105734 and 115646). Comments expressed concerns over inducing additional demand and negatively impacting safety along the corridor. One comment also suggested that funding for these projects should be conditional upon additional lanes being reserved for transit.
- 1 comment received opposing continued funding for the Paving the Way Program, claiming that the program is no longer useful.
- 1 comment received opposing funding for Alum Creek Drive (Map ID 110). Comment expressed concerns over inducing additional demand and negatively impacting safety along the corridor.
- 1 comment received opposing funding for Sunbury Parkway, Phase B&C (Map ID 114). Comment expressed concerns over supporting car-centric developments and encouraged funding to be used for infrastructure to support transit oriented development.
- 1 comment received opposing funding for the Cemetery Road / I-270 Trail Overpass and Safety Improvements project (Map ID 404). Comment expressed concern over the lack of existing facilities along Cemetery Road for this project to connect to.

Comments received supporting proposed updates to exiting commitments:

Map ID	ODOT PID	Agency	Project Description	Support
3289	112116	COTA	Corridor Initiative - Project Development and Right-of-Way	1
3283	105736	Columbus	Souder Ave from W Broad St to Dublin Rd, Multi-Use Path	1
3595	112036	Columbus	Olentangy Trail from Northmoor Park to Clinton Como Park, Multi-use path	1
3851	116785	Columbus	Big Walnut Trail - Little Turtle to Cherrybottom Park/Alum Creek Trail	1

Comments received supporting proposed new funding recommendations:

Map ID	Agency	Project Description	Support
101	Columbus	Hilliard Rome Road at Renner Road	1
304	COTA	LinkUS W Broad BRT Corridor Construction	2
403	Columbus	Sullivant Avenue SUP	1
404	Hilliard	Cemetery Road / I-270 Trail Overpass and Safety Improvements (CIP T-162)	1
405	Metro Parks	Scioto Trail Bridge Over State Route 104 as part of the Scioto Greenway Trail Extension	1
407	Franklin County	Dublin Road Shared-Use Path (Quarry Trails Metro Park to Limestone Ridge Drive)	4
411	Whitehall	Fairway Boulevard Multi-Use Path	1
415	Columbus	Big Walnut Trail--Refugee Road to East Main Street	1
418	Columbus	Dublin-Granville Road (SR-161) SUP	4

Comments received supporting projects not recommended for funding:

Map ID	Agency	Project Description	Support
104	Columbus	Roberts Road at Frazell Road & Spindler Road	3
409	Metro Parks	Olentangy River Trail Extension	1

Comments which included project scope suggestions:

- 1 comments received suggesting that ID 108 Ferris Road (Karl Road to Westerville Road) should include a SUP as opposed to bike lanes.
- 1 comments received suggesting that ID 118 Zollinger Road Mobility and Safety Improvement Project should include a SUP as opposed to bike lanes.
- 1 comment received suggesting that the Sullivant Road SUP be extended further east.

General comments received:

- 1 comment received which was generally opposed to major widenings in favor of additional transit funding.
- Multiple comments advocating for improved transit service.
- Multiple comments expressed support for additional bike and pedestrian funding.

Thomas Graham

From: Gary Fiordalis <zipfiordalis@gmail.com>
Sent: Thursday, January 26, 2023 6:41 PM
To: Thomas Graham
Subject: #407 Dublin rd bike/walk path

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

Dear Mr. Graham,

I am writing you directly (because I cannot figure out how to do it on the website) in total support of #407 the Dublin rd bike/walk path as described in the website.

Hoping this passes I will only be a young 75 and will be thrilled to ride/walk along this stretch to the fabulous new quarry park. This will be wonderful exercise.

As you are aware there is absolutely no way to traverse this area if you live (as we do) on the east side of 270 in Norwich Township.

This will also let us ride into old Dublin safely as well.

This is an amazing opportunity and we hope we get the funding.

Is there a way I can follow up to see if this project is successfully funded?

Please let me know.

Thank you for your support,

Faith and Zip Fiordalis
3447 Braidwood Dr
Hilliard Ohio 43026

Sent from my iPhone

Thomas Graham

From: Fritz Monroe <f5349monroe@gmail.com>
Sent: Tuesday, January 10, 2023 7:12 AM
To: Transportation Improvement Program
Subject: 270 paving

Categories: Red category

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

Hi,

After seeing the article in the Dispatch on proposed road projects, I have to ask why 270 from 70 south to Alum Creek isn't on the list? This final stretch of the outer belt has been ignored for years and is very rough.

Why not get that done in lieu of say Dublin's, who doesn't need the money, Quarry Trail path?

Thank you,

Fritz Monroe

Dublin, Ohio

Thomas Graham

From: Bevan Schneck <bevan.schneck@gmail.com>
Sent: Sunday, January 8, 2023 7:23 PM
To: Transportation Improvement Program
Subject: Attributable Funds Public Comment

Categories: Green category

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

To whom it may concern:

I am emailing to express my enthusiastic support for the following projects being considered for MORPC-attributable funding commitments.

Cemetery Road/I-270 Trail Overpass & Safety Improvements -- I absolutely support this project, as it is in a high-traffic and pedestrian location, but it is not safe for pedestrians, and the interstate is effectively splitting the community into two sections. This would be my most favored project of all the proposed attributable-funding commitments, and it should be financially supported by MORPC.

Dublin Road Shared-use Path -- This shared-use path should be a high-priority in funding, as it would create a badly needed connection to the Quarry Trails Metro Park and the larger regional trail network for those in the most northwest portions of Franklin County. Not only will this allow for better connection to the park, but it would also allow for those who commute to and from the core of Columbus to have a safer, more accessible alternative transportation route.

Roberts Road and Frazell Road and Spindler Road -- This project should be supported because of the bike and pedestrian access it would add to accommodate residents to the west, such as the Alton Place development, as well as those traveling to and from Hilliard City Schools' western-most school locations. More importantly, there are often accidents at Roberts and Spindler, and this project will contribute to a safer environment.

Hilliard Rome at Renner Road -- These proposed changes would be welcome in reducing congestion. There are many lower-income pedestrians who walk through this area, and the project would provide them with safer travel.

Thank you for your attention to these project locations. :)

Bevan Schneck

419.615.8674

Thomas Graham

From: Harold Powers <hpowers7976@att.net>
Sent: Thursday, January 19, 2023 12:08 PM
To: Transportation Improvement Program
Subject: Comment on projects around franklin county

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I have a suggestion to be added to your list of projects.

Add exit to I70 and Alton Darby Creek Road

Widen Alton Darby Creek Rd from Renner Rd to Cemetery Rd

Put in a Roundabout @Spindler Rd, Roberts Rd and Frazell Rd

The reason I suggest these areas because there are 7 subdivisions Under construction Both single family and apartments.

Harold Powers Home Phone: (614) 876-5484 Cell Phone: (614) 404-4066 Emergency Cell Phone: (614) 264-0220

Thomas Graham

From: Les Wibberley <leswibberley@gmail.com>
Sent: Friday, January 20, 2023 11:48 AM
To: Transportation Improvement Program
Subject: Comments on MORPC Attributable-funding for Transportation

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

I write to express disappointment in the continued deferral of the proposed trail project to connect River Bluff Park to Highbanks Park (409 - Olentangy River Trail Extension).

This project has been requested and proposed for several years, and continues to be deferred and delayed.

The OPAL Trails Committee of Liberty Township worked with Delaware County Commissioners to help obtain easement for this trail, and has supported development of this trail for several years.

Residents of Powell, Liberty Township, and Dublin currently have no safe way to walk or bike to Highbanks Park.

Implementation of this trail would help fill this gap. Meanwhile, a very large number of Central Ohio residents remain underserved.

Residents of Powell, Liberty Township, and Dublin would access this trail via Manning Parkway, which connects to SR 315, right across the street from the new trail.

Until the section of Olentangy Trail is completed through Mt. Air, this Riverbluff Park trail would also provide a connector between Worthington Hills and Highbanks Park (From Worthington Hills up Clubview Blvd. to Fariway Dr. to Churchill Dr. to Loch Lomand Drive to Manning Parkway to SR315). This would thus provide all users of the Olentangy Trail access to Highbanks Park.

It is wonderful that so many trails south of our area continue to receive funding.

But we continue to feel underserved by MORPC and Metro Parks, since this important trail project (and others) continue to be deferred.

We respectfully request that you please reconsider your low ranking of this project, and fund it.

Thank you for considering this request.

Best Regards,
Les Wibberley,
OPAL Trails Chairman
(Olentangy Powell And Liberty Township Trails Committee)

Thomas Graham

From: Benjamin Keith <benkeith@gmail.com>
Sent: Saturday, January 14, 2023 9:31 PM
To: Transportation Improvement Program
Subject: Comments upon proposed projects for SFY 2024-2029

Categories: Red category, Green category

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

Hi,

I've read through MORPC's list of proposed new projects for attributable funding, and I have some concerns about how these projects will induce demand for driving, without meaningfully improving the mode split away from individual cars.

- 101 - Hillard Rome Road at Renner Road - I was going to complain that widening Renner Road would have no effect on congestion, because the wider roads would merely increase accessibility of the immediate area to drivers, but Hilliard-Rome Road in this location is located just off of I-70, and the "neighborhood" as such is a car-oriented asphalt wasteland whose redemption would require significant rezoning and reconstruction. No objections; thank you for adding sidewalks and a SUP.
- 108 - Ferris Road (Karl Road to Westerville Road) proposes to add on-street bike lanes and new sidewalks on both sides of Ferris Road. Ferris Road passes through a school zone, and is a 35mph road. ODOT and FHWA guidance says that, on 35mph roads, lower-skill bicyclists prefer off-street bike facilities such as Shared Use Paths. FCEO should build a SUP on Ferris Road from Karl to Westerville Road. This will improve the quality of service for bike riders, accommodate children who ride their bikes to school as part of the SRTS program, and provide a safer experience for Vulnerable Road Users.
- 110 - Alum Creek Drive (SR 317 to Groveport Road) proposes to widen Alum Creek Drive from four to six lanes. Adding a shared use path and sidewalks is nice, and I applaud the Franklin County TID for including it in the project. However, widening this road will not alleviate traffic or congestion, nor will it help keep travel speeds below the speed limit. MORPC should invest in improved transit and housing densification along this corridor in order to reduce passenger VMT, and invest in multimodal facilities near Rickenbacker in order to divert freight from area roadways onto rail.
- 114 - Sunbury Parkway, Phase B, proposes to build a new 4-lane divided roadway, replacing existing farmlands, in order to relieve traffic at the existing interchange of I-71 and SR36. It proposes to "accommodate development in the nearby areas", by which I take it to mean that there are plans to convert the farmlands into more car-dependent housing. I am unequivocally opposed to this project. The increased property taxes from development in this area will not pay for the ongoing maintenance of the proposed new infrastructure. The \$31 million here would be better spent on improving the existing interchange and on accommodating transit-oriented development along S 3 Bs and K Rd, Africa Road, and SR36.
- 118 - Zollinger Road Mobility and Safety Improvement - if you're going to reduce the width of Zollinger from 4 to 3 lanes, and widen the sidewalks, you should at least entertain the idea of sidewalk-level bike sidepaths, instead of installing bike gutters.
- 119 - East Broad Street Widening, Phase 2, proposes to widen East Broad Street from 4 to 6 lanes, and add complete street facilities. Columbus will not benefit from this widening unless the new lanes are exclusively reserved for transit use, as is proposed as part of the LinkUS initiative. Adding more vehicle lanes will merely induce demand, increasing VMT without decreasing congestion along this corridor. This project should be funded conditional on the reservation of the new lanes for transit.

- 201 - 17th Avenue, from IR-71 to Billiter Boulevard - Please turn one of those new 6' sidewalks into a SUP, or sidepaths in both directions. Sharrows do not provide a safe environment for bike riders, especially low-skill riders such as children who might want to bike to school or to the State Fair.

With that said: I truly do wish to congratulate you on funding all the expansions of trails and sidewalks, and on LinkUS finally getting funding.

Thanks for your time,
Ben Keith

Thomas Graham

From: Les Carrier <lcarrier@hilliardohio.gov>
Sent: Saturday, January 7, 2023 1:08 PM
To: Transportation Improvement Program
Subject: Dublin Rd connection from Quarry to Limestone

Categories: Green category

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

Good afternoon -

I wish to express my support for funding of the Dublin Rd. Project - the completion of this section will allow thousands in our community to finally connect - increasing our pedestrian mobility and doing so safely !

Thank you -

My Best,

Les Carrier
Hilliard City Councilman
614-397-4356

Thomas Graham

From: Mick N <mnewman2015@gmail.com>
Sent: Tuesday, January 10, 2023 12:59 PM
To: Transportation Improvement Program
Subject: Dublin Rd/limestone ridge dr shared path

Categories: Yellow category

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

Regarding article in the Dispatch, where is Limestone dr? Can you send a link to the proposed shared path?

Sincerely
Michael Newman

PS Who determined that this path be built? Was input solicited from the West Scioto Area Commission?

Second. How are these projects selected? Is there a long term list? Is Trabue Rd expansion on this list?

Thomas Graham

From: Roger Digel-Barrett <digbar1@yahoo.com>
Sent: Tuesday, January 10, 2023 11:20 AM
To: Transportation Improvement Program
Subject: Etna Pike Street project

Categories: Green category

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The sooner the better for this important connector between SR310 and US40 from both ends of Etna!

Maybe soon we can also get bus service to the thousands of warehouse workers in the Etna Corporate Park, as well.

Roger Digel-Barrett

Thomas Graham

From: Erik Thiem <erikthiem@gmail.com>
Sent: Sunday, January 15, 2023 7:31 PM
To: Transportation Improvement Program
Subject: Feedback on proposed new projects

Categories: Green category

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Nick Gill, Transportation Director, Mid-Ohio Regional Planning Commission,

I am a frequent bike commuter and runner in Columbus and as such I have a good deal of interest in the proposed new MORPC projects listed here <https://www.morpc.org/news/morpc-proposes-more-than-148-million-for-new-transportation-projects/>.

I strongly encourage you to pursue as many shared-use paths, bike lanes, and bike trails that you are able to. They make the city safer for all by reducing bike-car and pedestrian-car collisions and they are good for the city economically by reducing long-term road maintenance and pollution-associated expenses. They also make the city more attractive to those considering a move here.

I am particularly keen on the "Scioto Trail Bridge Over State Route 104 as part of the Scioto Greenway Trail Extension" item. South side neighborhoods have the least bike and trail infrastructure of the entire city and extending the scioto trail further south (to eventually connect to a few southern metroparks) will have immense benefit to south side residents. I hope that you are able to fund as much bike and pedestrian infrastructure as possible and I hope that this SR 104 bike trail bridge project in particular is fully funded.

Thank you very much,
Erik Thiem

Thomas Graham

From: Gregory Bosko <gregorybosko@gmail.com>
Sent: Sunday, January 15, 2023 10:30 AM
To: Transportation Improvement Program
Subject: Feedback on proposed road changes

Categories: Green category

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Hello,

I'd like to add feedback on one of the newly proposed road changes announced, most notably the Roberts Road at Frazell Road & Spindler Road project (map ID 104).

As someone that lives very close to the intersection of Roberts and Spindler (I live on Brookmont Court approximately 500 feet away) I am very much in favor of updating these intersections into roundabouts as these intersections are very dangerous and there is at least one significant accident per month here. This would also alleviate the significant amount of traffic backup that occurs every weekend coming from the spindler soccer complex. I encourage you to fast-track these improvements to be done as soon as possible.

In addition to my absolute support of this project, I encourage you to consider adding sidewalks to spindler road between roberts and the spindler sports complex. There is a large amount of foot traffic walking down spindler from the large apartment complex, that walk down Spindler and then down Roberts as well. I think this would not only go a long way to connecting all the neighborhoods around here (allowing for additional running/biking space) as well as providing safety for those walking to work and/or the bus stop on hilliard Rome road.

Please consider this addition to your plan, I would be happy to provide any additional feedback you may be seeking.

Thank you,

--

- Greg
(419) 545-6364

Thomas Graham

From: Stephen Garrahy <garrahy@sbcglobal.net>
Sent: Friday, January 27, 2023 1:59 PM
To: Thomas Graham
Subject: Fw: #407 Dublin rd bike/walk path

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

Hello,

My wife and I completely agree with Mr. Fiordalis' enthusiasm for the funding of the bike trail along Dublin Rd in Hilliard. We are avid bikers and don't feel comfortable going off a bike path and onto busy streets. It would be great to bike from our Hilliard neighborhood to the new metro park and other areas as well.

Regards,

Steve and Barbara Garrahy
4010 Ridgewood Dr
Hilliard, OH 43026

----- Forwarded Message -----

From: Gary Fiordalis <zipfiordalis@gmail.com>
To: "tgraham@morpc.org" <tgraham@morpc.org>
Sent: Thursday, January 26, 2023 at 03:40:43 PM PST
Subject: #407 Dublin rd bike/walk path

Dear Mr. Graham,

I am writing you directly (because I cannot figure out how to do it on the website) in total support of #407 the Dublin rd bike/walk path as described in the website.

Hoping this passes I will only be a young 75 and will be thrilled to ride/walk along this stretch to the fabulous new quarry park. This will be wonderful exercise.

As you are aware there is absolutely no way to traverse this area if you live (as we do) on the east side of 270 in Norwich Township.

This will also let us ride into old Dublin safely as well.

This is an amazing opportunity and we hope we get the funding.

Is there a way I can follow up to see if this project is successfully funded?

Please let me know.

Thank you for your support,

Faith and Zip Fiordalis
3447 Braidwood Dr
Hilliard Ohio 43026

Sent from my iPhone

Thomas Graham

From: info
Sent: Tuesday, January 17, 2023 1:21 PM
To: Thomas Graham
Cc: Nick Gill; Thea Ewing
Subject: FW: MORPC Roadway Projects projected for Columbus

Categories: Administrative

Hello,
Please see the note below about the Attributable Funds and let me know if you would like to respond.

Thanks,

NÍEL M. JURIST, APR

Senior Director of Communications & Engagement | Mid-Ohio Regional Planning Commission

T: 614.233.4126 | C: 614.204.8722

111 Liberty Street, Suite 100 | Columbus, OH 43215



From: Scott Jewell <cwohsdj@aol.com>
Sent: Tuesday, January 17, 2023 11:40 AM
To: info <info@morpc.org>
Subject: MORPC Roadway Projects projected for Columbus

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

I am flabbergasted by the number of road projects that ignore the south, southwest, and especially southeast sides of Columbus.

<https://www.nbc4i.com/news/local-news/columbus/here-are-the-roadway-transit-projects-that-could-come-to-columbus/>

Of the 20 projects shown in the project list above, 18 are above-north of I70. Maybe the people deciding the approval of projects lives north, but the constant selection of overwhelming improvement projects north of I70 is shameful. There are a thousand areas of road improvements that could be made in the south and southeast - yet these are constantly ignored. I don't need to point to any factual issues - because if you don't know them - you are not investigating them enough. Eighteen of 20 projects should say enough. Moreover, Franklin County to the south is always ignored. Decision makers would rather go to the country ties north of Franklin County to improve areas there. Present decision making is exceptionally shameful - leaders should be more thoughtful to the growth of Columbus to the south and southeast.

Thomas Graham

From: Joan Buffington <joanbuffington@gmail.com>
Sent: Tuesday, January 10, 2023 9:14 AM
To: Transportation Improvement Program
Cc: Joan Buffington
Subject: Road improvements

Categories: Red category

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

How about that poorly planned split from 270 east to 71 north and south? Columbus north side. One lane was “an improvement” years ago. It is always backed up.

Sent from my iPad

Thomas Graham

From: Osborne Dodson <skipdodson@att.net>
Sent: Wednesday, January 18, 2023 11:22 PM
To: Transportation Improvement Program
Cc: Guzman Henry; Chamberlain Jennifer
Subject: McNaughten Rd Improvements, 2024–2029 funding plan

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

Good morning,

I see the McNaughten Rd improvements in the 2024–2029 funding plan include bike and pedestrian improvements from Broad to Main. Where can we get more detail on what is proposed?

1. Is lighting included?
2. What about the severe traffic congestion issues caused by a school, COTA bus stops, a fire station, and emergency squads going Mt Carmel. This is a two lane road, and it can't handle the current traffic load.

If these issues aren't addressed, how do we get them addressed?

We have been successful in getting two apartment projects totaling about 350 units rejected by the FEAC and the Development Commission because of these issues. This is a dangerous area and these issues must be addressed before new development can proceed.

Sincerely,

The McNaughten Corridor Coalition
Skip Dodson
614-507-3355
Sent from my iPad

Thomas Graham

From: Benjamin Cirker <bcirker@gmail.com>
Sent: Wednesday, January 11, 2023 10:16 AM
To: Transportation Improvement Program
Subject: MORPC Attributable-funding for Transportation

Categories: Yellow category, Red category

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

Good morning,

I am submitting the following comments on the Draft Recommendations for MORPC-Attributable Funding Proposed Projects for State Fiscal Years 2024 to 2029.

Central Ohio's transportation infrastructure is a critical component of the region's economy. Indeed, the success that the area has seen over the past decades would no doubt be impossible without it. As we move towards further increases in population expected in the coming decades, it is imperative that upgrades and improvements to our infrastructure are done with safety, equity, and a human centered approach over one that prioritizes speed above all else.

With those ideas in mind, I'd like to go through each of the Tables in the draft document and provide comments.

Table 1:

First, I need to point out that a number of the projects including ODOT PID 105759, Trabue Road; ODOT PID 115411, East Cooke Road Phase 1, were not included in the companion Final Application summary. It is difficult to comment on projects where details were not provided. In fact, given widespread mistrust in government, citizens may be left to wonder whether the commission is intentionally obfuscating where and how the money is spent. Certainly, I hope that is not the case here, but the appearance isn't good. I implore MORPC to make full details on these projects available to the public prior to making a decision on funding.

I strongly support all updated Transit and Bike & Pedestrian funding commitments, including ODOT PIDs 112116, 105736, 112036, and 116785.

All are critical to improving non-vehicular travel options for the region. I also strongly support the Air Quality Awareness project.

That said, I have serious concerns about a number of projects in Table 1.

For PIDs 105734 & 115646, I am concerned that the proposed "improvements" to East Broad Street will only serve to make things worse in the long run. Time and time again, we are told "just one more lane and we'll solve traffic!". There does not appear to be a serious effort made here to consider other options including reducing demand. We must remember that widening roads like this to three lanes in each direction makes it easier for drivers to go very fast. The faster people are going, the more dangerous a road becomes for all users, particularly one like this with many intersections and driveways.

These projects go against the City of Columbus' stated goals in Vision Zero – to prevent all road traffic fatalities. I urge MORPC not to fund these projects. As an alternative, I urge the city of Columbus, Gahanna, and Whitehall to consider an

extension of Claycraft Road from its current dead end just west of I-270. Claycraft could be extended to connect to North Hamilton Road at East 5th Avenue using mostly low value private land that could be purchased along with a small amount of public land on the Airport Golf Course. This would provide a bypass and could be built to better accommodate all road users with an adjacent multi-use trail.

I strongly oppose PID 88310, 270/33/161 interchange modifications.

Here again, no details were provided in the companion document. The major construction of this interchange was completed prior to 2020 and is operating adequately, so there is no need for any further funding.

It is unconscionable to spend \$18,000,000 for a project with no obvious purpose when so many necessary projects go unfunded.

Further, I oppose continued funding for the Paving the Way program.

While this program was useful in decades past, it has not been maintained at all over the past three years. It is also duplicative of ODOT's OHGO website and app. The top project on the site currently listed is the I-670 Smart Lane, a project that was completed in October of 2019. We should not be throwing money at a program that does not provide timely and useful information, even if those sums are small compared to other items.

Table 2:

As with Table 1, I strongly support all Transit and Bike & Pedestrian funding commitments. Each of these are critical to improving non-single occupancy vehicle travel in the region and reducing congestion.

Here again, I am opposed to the current plan for further improvements along East Broad Street in Columbus, Map ID 119 for the aforementioned reasons in previous paragraphs.

I strongly oppose funding the Sunbury Parkway project, Map ID 114.

Rather than rely on public funding, this project should ask the developers to provide funding. This is hardly unprecedented in Central Ohio, with the interchanges at Polaris Parkway and Easton Way both having been funded by the developers of those respective areas.

I also strongly opposed funding the Alum Creek Drive project, Map ID 110. This improvement would only serve the needs of highly profitable companies that operate warehouses in the area. If the companies feel that the infrastructure in the area is inadequate, they are welcome to provide their own funding for improvements. Taxpayers should not be on the hook to subsidize existing profitable industries.

Table 3:

I agree with MORPC's decision not to fund the listed roadway capacity or system preservation projects on this list. However, I feel that some of the other Transit and Bike & Pedestrian projects warrant further consideration for support.

Critically, I urge MORPC to fund the LinkUS Electrification projects, Map IDs 302 & 303. There are major air quality and noise reduction benefits to electrifying our transit system.

I also urge MORPC to fund the Olentangy River Trail Extension, Map ID 409 and the Big Walnut Trail Section 8, Map ID 412. Both are important pieces of the puzzle to have a truly interconnected off-street trail network for safe bicycle and pedestrian travel throughout the region.

I hope MORPC will reconsider its decision.

Thank you for taking the time to consider these comments. Please confirm once they are received. I look forward to seeing smart and carefully considered improvements to our transportation system.

Sincerely,

Ben Cirker

Thomas Graham

From: Andrew Pinkerton <andrew.pinkerton@live.com>
Sent: Wednesday, January 18, 2023 6:23 PM
To: Transportation Improvement Program
Subject: New transportation projects

Categories: Green category

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

Good evening,

Just wanted to send a quick email to voice my support for the BRT funding in the funding proposal for 2023. While the W Broad route will not directly benefit me, the eventual Olentangy River route will, and I am looking forward to getting the ball rolling on this important transportation project.

Best,

Andrew Pinkerton

Sent from my iPhone

Thomas Graham

From: Barry, Brendan <barry.265@buckeyemail.osu.edu>
Sent: Thursday, January 19, 2023 3:21 PM
To: Transportation Improvement Program
Subject: Proposed Transit Projects Public Comment

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

Hey Nick,

As a graduate of the OSU CRP program I really appreciate MORPC accepting public comments on the projects that are impactful here in Columbus. I work in economic development so I understand that there are budgetary constraints that limit what is possible.

Although it doesn't mean much, I wanted to provide my public comment for what it's worth on the MORPC-Attributable Funding Proposed Projects for State Fiscal Years 2024 to 2029. I appreciate that MORPC puts a heavy emphasis on bike/ped. Infrastructure. I ride my bike frequently and I really like to see that money is proposed to expand on our infrastructure that promotes a multitude of transportation modes.

As a COTA rider though, I would really like to see more money put into transit. I understand that Central Ohio is car centric and it's important to preserve our existing infrastructure but I think the \$50M+ going towards roadway capacity is counter intuitive and a bad use of funds. As I'm sure you know, adding more capacity to our roads only incentivizes more people to choose their car over other transportation options that are better for our community and the environment. I hope you'll consider in the future allocating more money towards our struggling public transit system (COTA).

Thanks,
Brendan

Thomas Graham

From: John Fernow <johnfernnow@gmail.com>
Sent: Monday, January 30, 2023 9:34 AM
To: Transportation Improvement Program
Subject: Public comment on proposed projects

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

Hi, in regards to the proposed new transportation projects from SFY 2024 to 2029, I am very thankful to see funding for 9 new SUP (shared-use path) additions, as well as funding for the 3 *complete streets* additions. I think those are excellent ideas and I would love to see more of them.

Research in both the U.S. and abroad show that, in cities with safe pedestrian and cycling infrastructure, pedestrians and cyclists spend more money per month in local shops than drivers [1] [2] [3], so I would like to see more money allocated towards cycling and pedestrian infrastructure.

On average, every \$1 invested in public transit generates approximately \$5 in economic returns, with 87% of public transportation trips directly benefiting the economy by getting people to work and connecting them to local businesses [4], so I would like to see more invested in public transit.

The U.S. has an extraordinarily high traffic-fatality rate compared to other developed nations (higher than any other developed country in the world per capita) [5], with it being a leading cause of death in the U.S. for people ages 1–54 [6]. We have over 2x as many traffic-related fatalities per 100k people as Canada, over 5x more than the UK, and over 12x more than Norway. So again, I would like more invested in cycling infrastructure and public transportation and less on car-centric infrastructure.

Sources:

[1] https://pdxscholar.library.pdx.edu/cengin_fac/145/

[2] <https://journals.sagepub.com/doi/10.3141/2115-09>

- note: can read the study above for free here if you don't have access: https://web.archive.org/web/20190402193934/https://www.sfcta.org/sites/default/files/content/Planning/CongestionPricingFeasibilityStudy/PDFs/SF-ModalChoices-SpendingPatterns_RevisedFinal.pdf

[3] study: <https://content.tfl.gov.uk/street-appeal.pdf>

- summary: <https://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>

[4a] analysis by APTA:

- <https://www.apta.com/news-publications/public-transportation-facts/>

[4b] analysis above based on their own studies [i], and studies conducted by external organizations for them [ii]

- [i] https://www.researchgate.net/publication/336614845_The_Economic_Cost_of_Failing_to_Modernize_Public_Transportation
- [ii] <https://www.apta.com/wp-content/uploads/APTA-Economic-Impact-Public-Transit-2020.pdf>

[5] <https://www.cdc.gov/mmwr/volumes/71/wr/pdfs/mm7126a1-H.pdf>

[6] <https://www.cdc.gov/injury/features/global-road-safety/index.html>

Thanks!

-John Fernow

Thomas Graham

From: heidi hughes <hollyheidi.hughes@gmail.com>
Sent: Tuesday, January 17, 2023 7:10 PM
To: Transportation Improvement Program
Subject: Public Comment projects

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

Hello Director Gill,

What portion of Sullivant Ave. will be included for the “shared use path” within this project?

I beg you to please include in future projects if possible, a sound wall along 70 West from downtown to Mound St. in Franklinton. I live on Hawkes Ave and the noise from the freeway is absolutely deafening. Not to mention, the freeway is literally the front view from many of my neighbors homes that live on Thomas Ave. We have been told a sound barrier has been planned for over 15 years. Nothing so far, just a lot of noise! I’m sure the constant freeway noise contributes to the low life expectancy in this area along with a litany of other miserable factors.

Thank you in advance for your effort. Hopefully the shared path on Sullivant will include the area from Central east to Davis. Please advise.

Heidi Hughes
427 Hawkes Ave.
Columbus, Ohio 43223

Sent from my iPhone

Thomas Graham

From: David Roseman <djroseman@msn.com>
Sent: Wednesday, January 11, 2023 10:42 AM
To: Transportation Improvement Program
Subject: Re: TIP question - locations of SUPs

Categories: Yellow category

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

Dear Tom,

Very impressive info. Thank you much for the swift response. The detailed project fact sheets are helpful. About when will finalists be announced for fed funding awards? On a recent large spread sheet list 'table 3' I reviewed I noticed projects 'not proposed for funding' - like the Olentangy trail extension. Do those still have a chance for reconsideration at this point for latest attributable round or not? Keep up the wonderful work.

From: Transportation Improvement Program <tip@morpc.org>
Sent: Wednesday, January 11, 2023 9:57:00 AM
To: David Roseman <djroseman@msn.com>; Transportation Improvement Program <tip@morpc.org>
Subject: RE: TIP question - locations of SUPs

Good morning,

Please find responses to your questions below. Please let me know if you have any further questions or comments.

Thanks,
Tom

Thomas Graham

He/Him

Senior Planner | Mid-Ohio Regional Planning Commission

T: 614.233.4193 | C: 330.907.0875

111 Liberty Street, Suite 100 | Columbus, OH 43215



From: David Roseman <djroseman@msn.com>
Sent: Tuesday, January 10, 2023 10:18 PM
To: Transportation Improvement Program <tip@morpc.org>
Subject: Re: TIP question - locations of SUPs

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

Dear MORPC TIP team,

Please see my below location questions in *red* re requested SUP's and kindly answer

1. Big Walnut Trail — Refugee Road to East Main Street – \$7,483,914 *Is this a recreational trail, located: cut within the riparian corridor or via sidepath along existing Noe Bixby Road?*
 - This trail will be a recreational trail not exclusively existing via side path, although this project will provide many connections to existing facilities along the corridor.
2. Sullivant Avenue SUP – \$4,133,352 *Project corridor length - located between what streets?*
 - From Georgesville Road to S. Wilson Rd.
3. McNaughten Road SUP – \$7,834,505 *Project corridor length - located between what streets?*
 - From East Main St to Ganse Lane, where it will connect with a SUP being constructed via another project.
4. Dublin Road Shared-Use Path (Quarry Trails Metro Park to Limestone Ridge Drive) – \$10,351,449 *3.5 miles along existing Dublin road; to which QT entrance?*
 - This project will connect to Quarry Trails on the North side.
5. Scioto Trail Bridge Over State Route 104 as part of the Scioto Greenway Trail Extension – \$7,980,683 *Is this cost only for a new dedicated bridge, or what all?*
 - This funding is specifically for the proposed SUP bridge over SR 104. Metro Parks is committing to building out the Scioto Trail further North and South of SR 104 separately from this project.
6. Cemetery Road/I-270 Trail Overpass and Safety Improvements (CIP T-162) – \$7,097,717
7. Fairway Boulevard Multi-Use Path – \$3,169,511 *Project corridor length - located between what streets?*
 - From East Main St to South Hamilton Rd.
8. Dublin-Granville Road (SR-161) SUP – \$2,266,149 *Project corridor length - located between what streets?*
 - From Sawmill Rd to just west of Linworth Rd, where it will connect with improvements from another project at SR 161 and Linworth Rd.
9. Cassady Avenue SUP – \$3,057,201 *Project corridor length - located between what streets?*
 - From E 7th Ave to Plaza Properties Blvd. Projects are being constructed both North and South of this corridor and will also be providing SUP which this project will connect between.

Thanks,

David Roseman

From: David Roseman
Sent: Tuesday, January 10, 2023 9:41 PM
To: tip@morpc.org <tip@morpc.org>
Subject: TIP question - locations & SUPs

Please see below location questions in *red* and kindly answer.

Which of the below 14 listed new requested TIP funding requests are to include shared-use sidepaths &/or bikelanes:

1. Cassady Avenue (I-670 to Agler Road) – \$10,189,663
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5. Ferris Road (Karl Road to Westerville Road) – \$4,583,380
6. Hilliard-Rome Road at Renner Road – \$3,747,438
7. Sunbury Parkway, Phase B & C – \$3,000,000 *Where is this located?*
8. Refugee Road Intersection Safety Improvement Project – \$750,000 *Located where- road intersection?*
9. Zollinger Road Mobility and Safety Improvement Project – \$3,294,352 *The entire road?*
10. Livingston Avenue, from IR-70 to Kellner Road – \$16,593,981
11. 17th Avenue, from IR-71 to Billiter Boulevard – \$6,701,955
12. Etna-Pike Street (Licking County TID) – \$2,684,877
13. SR 37 (East Central) Preservation Project – \$2,540,554 *Located where?*
14. LinkUS W. Broad BRT Corridor Construction – \$13,100,000 *Located where, between what roads?*

Thanks,
David Roseman

Sent from [Mail](#) for Windows

Thomas Graham

From: David Roseman <djroseman@msn.com>
Sent: Tuesday, January 10, 2023 10:18 PM
To: Transportation Improvement Program
Subject: Re: TIP question - locations of SUPs

Categories: Yellow category

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9. Cassady Avenue SUP – \$3,057,201 *Project corridor length - located between what streets?*

Thanks,

David Roseman

From: David Roseman
Sent: Tuesday, January 10, 2023 9:41 PM
To: tip@morpc.org <tip@morpc.org>
Subject: TIP question - locations & SUPs

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14. LinkUS W. Broad BRT Corridor Construction – \$13,100,000 *Located where, between what roads?*

Thanks,
David Roseman

Sent from [Mail](#) for Windows

Thomas Graham

From: David Roseman <djroseman@msn.com>
Sent: Wednesday, January 11, 2023 11:12 AM
To: Transportation Improvement Program
Subject: Re: TIP question - locations of SUPs

Categories: Red category

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

Very good. My priority alternative active transportation preferences are for adding safe and handy bike & ped accommodations along existing/improved roadways. I'm opposed to the recreational trail type layout in middle of nowhere - that's destructive to existing environment, waterways, wetlands, forests, woodlands, native habitat, etc. But a rail-to-trail route conversion is fine. Stay tuned for my formal comments under separate cover.

From: Transportation Improvement Program <tip@morpc.org>
Sent: Wednesday, January 11, 2023 10:55:42 AM
To: David Roseman <djroseman@msn.com>; Transportation Improvement Program <tip@morpc.org>
Subject: RE: TIP question - locations of SUPs

David,

We expect to formally adopt funding awards in early March. We do still have time to reconsider funding recommendations, although I will mention that the Olentangy trail extension is very unlikely to be funded this round as it scored rather poorly relative to other bike and pedestrian applications, and the draft recommendations for funding have already exceeded the target maximum amount of funding we allocate towards bike and pedestrian projects this round.

Thanks,
Tom

From: David Roseman <djroseman@msn.com>
Sent: Wednesday, January 11, 2023 10:42 AM
To: Transportation Improvement Program <tip@morpc.org>
Subject: Re: TIP question - locations of SUPs

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Dear Tom,

Very impressive info. Thank you much for the swift response. The detailed project fact sheets are helpful. About when will finalists be announced for fed funding awards? On a recent large spread sheet list 'table 3' I reviewed I noticed projects 'not proposed for funding' - like the Olentangy trail extension. Do those still have a chance for reconsideration at this point for latest attributable round or not? Keep up the wonderful work.

From: Transportation Improvement Program <tip@morpc.org>
Sent: Wednesday, January 11, 2023 9:57:00 AM
To: David Roseman <djroseman@msn.com>; Transportation Improvement Program <tip@morpc.org>
Subject: RE: TIP question - locations of SUPs

Good morning,

Please find responses to your questions below. Please let me know if you have any further questions or comments.

Thanks,
Tom

Thomas Graham

He/Him

Senior Planner | Mid-Ohio Regional Planning Commission

T: 614.233.4193 | C: 330.907.0875

111 Liberty Street, Suite 100 | Columbus, OH 43215



From: David Roseman <djroseman@msn.com>
Sent: Tuesday, January 10, 2023 10:18 PM
To: Transportation Improvement Program <tip@morpc.org>
Subject: Re: TIP question - locations of SUPs

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Thanks,

David Roseman

From: David Roseman

Sent: Tuesday, January 10, 2023 9:41 PM

To: tip@morpc.org <tip@morpc.org>

Subject: TIP question - locations & SUPs

Please see below location questions in *red* and kindly answer.

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14. LinkUS W. Broad BRT Corridor Construction – \$13,100,000 *Located where, between what roads?*

Thanks,
David Roseman

Sent from [Mail](#) for Windows

Thomas Graham

From: Terry Driscoll <Terry.L.Driscoll@outlook.com>
Sent: Tuesday, January 17, 2023 9:50 AM
To: Transportation Improvement Program
Subject: Road project required

Categories: Green category

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Here is another road project that is needed:

Location: Intersection Rosehill Rd and East Broad St by Menards for traffic headed south on Rosehill Rd

Requirement: Right Turn Lane for traffic turning West on E. Broad St.

Best regards,
Terry Driscoll

Sent from [Mail](#) for Windows

Thomas Graham

From: gdddd1234@gmail.com
Sent: Tuesday, January 10, 2023 12:33 PM
To: Transportation Improvement Program
Subject: Rome Hilliard-Renner Rd intersection

Categories: Yellow category

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

Good afternoon. Could we have some details on the proposed improvements to Rome Hilliard-Renner Rd intersection please? Today's edition of the Columbus Dispatch was short on information. Thanks.

Gary Colangelo

Sent from [Mail](#) for Windows

Thomas Graham

From: Elizabeth Werle <elizabeth.werle@icloud.com>
Sent: Saturday, January 21, 2023 11:58 PM
To: Transportation Improvement Program
Subject: SFY2024-2029 Transportation Project Proposals comment

Categories: Red category

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

Hello,

I was just writing to say that I think paying for roadway capacity projects is a bad idea because it just induces further demand for expensive car-centric infrastructure. "One more lane" has never fixed the problem and comes at an incredible cost to our community.

Instead please focus funding on new transit and pedestrian/bike infrastructure projects to encourage more sustainable development, strengthen our communities, and promote human scale city design.

Thanks,
Elizabeth Werle (she/they)

Thomas Graham

From: James Roach <james.roach.esq@gmail.com>
Sent: Sunday, January 15, 2023 2:37 PM
To: Transportation Improvement Program; Thomas Graham
Subject: SR 161 SUP Comment/Question

Categories: Yellow category

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

Hello,

My name is James Roach, and I live at 6664 Maplebrook Lane. My property is at the corner of SR 161 and Maplebrook Lane, and my property line runs parallel to SR 161 for approximately 130 feet.

My understanding is that both the 2014 MORPC traffic study and the ODOT 2018 Feasibility Study supported the widening of SR 161 - at least a center two-way-left-turn lane east of Federated Boulevard. How will the proposed SUP affect the ability to widen SR 161 in the future? One concern is that if the SUP is on the south side of SR 161, road widening would have to occur on the north side of SR 161. Another concern is that the people who would want to use the SUP the most are the people who live just north of SR 161, but with the traffic congestion on SR 161, the SUP will be inaccessible for large periods of time. I would like to see both a SUP and road widening extending to the south of SR 161, as well as traffic lights and crosswalks to make the SUP accessible from the north.

James Roach

Thomas Graham

From: David Roseman <djroseman@msn.com>
Sent: Tuesday, January 10, 2023 9:42 PM
To: Transportation Improvement Program
Subject: TIP question - locations & SUPs

Categories: Yellow category

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14. LinkUS W. Broad BRT Corridor Construction – \$13,100,000 *Located where, between what roads?*

Thanks,
David Roseman

Sent from [Mail](#) for Windows

Thomas Graham

From: elkgirl <elkgirl@gmail.com>
Sent: Tuesday, January 17, 2023 11:56 AM
To: Transportation Improvement Program
Subject: Transit projects

Categories: Green category

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

Hello,

I read about the potential project list online and, as a Worthington resident, I'd like to see more bike lanes included whenever a major roadway is added/updated/expanded/etc. I enjoy the bike paths around parks, but more safe bike lanes on major routes would be useful to commuters.

Thanks,
-Laura Rusnak

Thomas Graham

From: heidi hughes <hollyheidi.hughes@gmail.com>
Sent: Tuesday, January 10, 2023 7:05 AM
To: Transportation Improvement Program
Subject: Upgrades

Categories: Green category, Red category

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

Dear Mr. Gill,

I am responding after reading the article about potential road upgrades in todays Dispatch. I am writing specifically about Sullivant Ave. from Central Ave. to Souder. This stretch has been overlooked and neglected for many years. It is unsafe and an eyesore on many fronts.

I will list just a few current issues with hopes some improvement can be made through this project.

1. Mud along the roadway from ruts between the sidewalk and road from cars parking. Areas often filled with sludge, trash, needles etc.
2. Crime galore, shootings, prostitution, drug sales and use galore, 24/7. Need cameras
3. Old and leaning street signs, utility poles
4. Road has been patched a zillion times. Needs to be totally resurfaced
5. No bike lanes
6. Poorly maintained sidewalks
7. Additional cross walks
8. Narrow or speed bumps or something to slow traffic especially near school
9. Absent of trees. A canopy of trees would improve area, might even reduce crime and improve air quality (both choke us on a daily basis).

Thank you.
Heidi Hughes
614-270-6934

Sent from my iPhone

Thomas Graham

From: Rudy Kaplan <rudykaplan@gmail.com>
Sent: Wednesday, February 1, 2023 9:45 AM
To: Transportation Improvement Program
Subject: Comment on Attributable Funding Proposed Projects

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Hello,

Thank you for the opportunity to comment on the proposed MORPC attributable funding projects for 2024 - 2029. I would like to express my strong support of the following two projects:

- Fairway Boulevard Multi-Use Path (Whitehall)
- Big Walnut Trail - Refugee Road to East Main Street (Columbus)

I'm very pleased to see these projects included in the list of recommendations. They will benefit thousands of residents by connecting neighborhoods to the broader regional trail network and providing opportunities for safe recreation and alternate transportation.

Thank you again,
Rudy Kaplan

Thomas Graham

From: Les Wibberley <leswibberley@gmail.com>
Sent: Wednesday, February 1, 2023 9:53 AM
To: Transportation Improvement Program
Cc: Les Wibberley; Arthur Siegesmund; Phil Pavlovicz; Dave Anderson; Donaldson, Scott; Claudia Husak; Christina Drummond
Subject: Comment on proposed path along SR 161

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Good Morning Nick,

I am writing to express strong support for the proposed multi-use path along Route 161 on Columbus' Northwest Side (Map ID 418 - Dublin-Granville Road (SR-161) Shared Use Path):

This project will add bicycle and pedestrian facilities to Dublin-Granville Road (SR-161) from Sawmill Road to the start of the planned improvements for the intersection of Dublin-Granville Road (SR-161) at Linworth Road. The project will add a sidewalk to the north side of SR161, from Sawmill Road to Federated Boulevard; and a shared-use path to the south side, from Sawmill Road to the western limits of the planned project at the intersection of Dublin-Granville Road (SR-161) at Linworth Road.

As has been noted:

"One of the more important things to think about the overall bike and trail system regionally is we don't have a lot of east-west connections in Columbus,"

This project would provide a critical link between the Dublin Trail system and the Olentangy Trail. It is currently impossible to safely walk or bike this section of 161 between Sawmill Road and Linworth Road. So it would be a project of great value to both those living in this area of Central Ohio and those cycling through this area.

If adequate funding is unavailable for both the sidewalk and the multi-use trail, please implement at least the multi-use trail, since that would accommodate both pedestrians and bicycles, whereas a sidewalk only accommodates pedestrians.

Thank you very much for considering this request.

Best Regards,
Les Wibberley
Chair, OPAL Trails Committee
Olentangy, Powell, And Liberty Township

Thomas Graham

From: Joe Florian <bikerjff@gmail.com>
Sent: Wednesday, February 1, 2023 11:02 AM
To: Transportation Improvement Program
Subject: Proposed W. Dublin Granville Rd. multi-use path

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Dear sir,

This is to express my utmost support for the proposed multi-use trail between Sawmill Road and the Linworth area. As a cyclist I would greatly appreciate the extended safe cycling corridor that this would provide and the opportunity it would provide me to use my bike as an alternative to my car when traveling through this area.

I look forward to seeing more and more progress on trails in this area that will help connect bike friendly Dublin to more outlying areas.

Joe Florian
Dublin, OH
phone (614) 296-6245
Email: bikerjff@gmail.com

Thomas Graham

From: Andrew Jones <jonesandrewd@fastmail.fm>
Sent: Tuesday, February 7, 2023 11:16 AM
To: Transportation Improvement Program
Subject: AFP Feedback

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

Good morning,

I realized today is the last day to provide AFP feedback. My primary interest is in seeing improved pedestrian and cyclist infrastructure, and overall I am pretty happy with the proposed funding. I see that about 70% of the projects in that category are being funded (by funding amount), and many of the road projects also include SUPs. I can't really argue that any of the 30% that weren't proposed for funding make more sense than those that were.

My main feedback for next year is, it would be helpful if the summary maps either indicated which road projects also included SUPs, or showed interconnections with existing cycling networks. For example, it's not entirely clear to me if projects 111 and 401 (Cassady Ave) will connect up easily with the Alum Creek Trail and the bridge re-build of Agler Road over that trail, but if they do it makes even more sense to build those projects.

I've also been looking at "does project 418 easily connect up with the Olentangy Trail?" (I think the answer is yes) and "do 411/402/415/119 connect up with each other, or other existing infrastructure?" I don't think those do, although I might be wrong. Notably there's a small gap between 402 (McNaughten) and 119 (East Broad), from McNaughten to Outerbelt, that if bridged by existing or new SUPs, would increase the value of both projects.

In short, a connected network of trails is more valuable than a bunch of isolated trails.

I'm also curious if MORPC has ideas for what can be done to fund remaining projects? Is there another tranche of Infrastructure Bill funding that will be allocated next year?

Finally, I'm curious what thought has gone into publicizing the existing (as well as new) trails? For example, in 2022 I realized that Columbus's recently completed SUP along Lazelle Road lets you go all the way from US-23 to Westerville's entire trail system, and via a sidepath along the east side of US-23, you can get into Worthington and eventually to the Olentangy Trail with the only shared-road part being a low-speed road behind the Shops at Worthington (Worthington Mall), and a fraction of a mile along Wilson Bridge. But there's no signage to indicate that, I only discovered it by seeing how far I could go along Lazelle, and I don't see many other cyclists or pedestrians along that route.

Our recreational trails (Alum Creek, Olentangy, Blacklick Creek, etc.) have good signage, but the other routes don't. Some more maps and signage indicating what is reachable could help more people realize that they can get more places than they thought without driving. The Olentangy-Alum Creek Connector via Clintonville is another example of an east-west path that could benefit from improved signage; there's no signage at the Wingfield Street exit of the Alum Creek Trail indicating that it connects up with the Olentangy (nor with Kilbourne Run Sports Park).

The newly-proposed SUPs will be great, but making sure there is signage and maps letting people discover where they can go will help improve their ridership.

Sorry for providing so much feedback and questions all at once - I never know where to share these thoughts when I think of them, so when I find an opportunity I tend to write them all down at once!

Sincerely,

Andrew Jones

Thomas Graham

From: Leah Brudno <leah.brudno@gmail.com>
Sent: Wednesday, February 8, 2023 1:02 PM
To: Transportation Improvement Program
Subject: Please Fund LinkUS!

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

Good afternoon Mr. Gill,

I am writing to express my full support for the LinkUS Broad Street BRT project receiving all \$13.1M proposed funding dollars--the sooner the better. As a Hilltop resident and member of the Greater Hilltop Area Commission, I have been involved in a number of project feedback and information sessions for the East West Corridor BRT, and it's time to get this started. The Hilltop has been cut out of City developments for decades, and this line will have immediate tangible impacts on quality of life and access to resources for our community.

I look forward to further progress.

Thank you,
Leah Brudno
740-856-2096

Thomas Graham

From: Paul Riewe <paulriewe20@gmail.com>
Sent: Wednesday, February 8, 2023 4:10 PM
To: Transportation Improvement Program
Subject: Proposed Funding - Cemetery Road/I270 Overpass

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

I am writing in opposition to the proposed funding for the Cemetery Road/I-270 trail overpass and safety improvements. It has been the City of Hilliard's desire to make the community more bike friendly. While a worthy objective this overpass construction to allow bike traffic to pass under the I270 entrance ramp and over the bridge is not well conceived nor will it allow for better biking opportunities.

The proposed changes are on the South side of Cemetery Road. Currently there are no sidewalks or bike paths to the West of the entrance ramp nor are there any on the East side of the bridge along Cemetery Road. Even if installed to the traffic light at the intersection of Cemetery Road and Trueman Blvd, there are no existing bike lanes or sidewalks through Mill Run and down Fishinger Road. These are all 4 lane roads at 35 mph and are heavily traveled at most times of days. There is no logical biking path anyone would take on Cemetery Road. I have not seen one bike on Cemetery Road East of Leap Road and I travel that road nearly every day. It's not because they can't get over the bridge it's that there is no place to bike to. You are putting bicyclist in a very hazardous position by trying to "improve" bike travel in Hilliard. This proposal is similar to what was done years ago on Roberts Road and there is no bike traffic on that road and it has bike lanes. Why? 4 -5 lanes of traffic and 45 mph speed limits. It is an accident waiting to happen.

A much better use of the funds would be to use them to improve the Rails to Trails leading out of Hilliard towards the City of Columbus by going down the abandoned railroad right of way and then down Scioto Darby Road. The goal should be to try to connect into the Scioto bike trail by the new metro park on Old Dublin Road and down to 5th avenue. You could then bike into Columbus to a Crew game or to the festivals on the Scioto.

I strongly urge you to deny the funding for this ill conceived project and use the money of either the trail extension of re-working the interchange to relieve the bottlenecks caused by people exiting 270 onto Cemetery Road from the South (exit 13B).

Thank you for the opportunity to comment.

Paul Riewe
paulriewe20@gmail.com

Thomas Graham

From: Redfern, Eli <redfern.16@buckeyemail.osu.edu>
Sent: Wednesday, February 8, 2023 4:57 PM
To: Transportation Improvement Program
Cc: lbrudno17@gmail.com; Thomas Graham
Subject: PUBLIC COMMENT: Transportation Improvement Program

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

To whom it may concern:

I am writing to share some general comments with respect to MORPC's Transportation Improvement Projects:

- I am a Hilltop Resident, living on South Richardson Avenue between W. Broad and Sullivant, who commutes to either OSU campus for school or downtown for work, almost exclusively via COTA, carpooling, or some combination thereof.
- Our public transit system desperately needs an overhaul and major investment.
- Our bike infrastructure is only for the brave of heart, except for those who can take advantage of the few bike paths (e.g. along the Camp Chase Trail).
- The CMAX line should be extended down Sullivant Avenue, a vital central Hilltop thoroughfare. The W. Broad Rapid Transit investments are helpful, but still ignore transit investment in the real central thoroughfare of the Hilltop.
- The Sullivant Avenue SUP needs to be extended into the central Hilltop neighborhood, ie through Hague and further east. Note that in the 2020 City of Columbus Envision Hilltop Plan, central Hilltop (east of Hague and beyond) was identified as the central area of need. The MORPC Sullivant Avenue SUP ignores an opportunity to collaborate with this other plan, and lift up an otherwise underserved part of the neighborhood. I challenge any MORPC staff person to bike along that section of Sullivant (and not use the sidewalks), and they will see how needed bike infrastructure is in this part of then neighborhood.
- Finally, MORPC should take steps to combat redlining and advance the Hilltop's economic vitality by connecting it with adjacent job centers, namely 1) Grandview and 2) Grove City. Both are essentially inaccessible (or only very indirectly accessible by COTA bus). I have two proposals for MORPC to consider:
 - A) create a north-south bus route through the Hilltop along Hague avenue to get to Grandview and Grove City. Our hub and spoke bus system makes it very difficult for Hilltop residents to access these areas.
 - B) work with the State, the City, and private landowners to extend Grandview Avenue south to West Broad. This would mitigate the natural and man-made (see comment above re: redlining) barriers between the Hilltop and Grandview. Note also that this has historically been requested by Hilltop residents and is a policy proposal found in the 2020 Envision Hilltop Plan.

Please let me know if I can elaborate further on any of these public comments. I would be glad to consult with you further to help advance MORPC's work on the west side of Columbus.

For your reference, here is a link to the Envision Hilltop Plan I reference above: www.envisionhilltop.com.

Respectfully,

Eli Redfern

(740) 591-5251

Thomas Graham

From: Aaron Neumann <a.neumann@live.com>
Sent: Wednesday, February 8, 2023 7:03 PM
To: Transportation Improvement Program
Cc: Far Northwest Coalition
Subject: Support for Proposed New Funding: Dublin-Granville Road (SR-161)

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To whom it may concern,

I write to express vehement support for the proposed pedestrian and multi-use improvements to West Dublin-Granville Road.

As President of the Far Northwest Coalition of Columbus, it is clear that these and other updates to West Dublin-Granville Road are overdue and needed to keep up with the continual economic and residential growth in this dynamic part of central Ohio.

Given the various jurisdictions and municipalities that are responsible for this section of West Dublin-Granville Road, Federal support will serve as a beneficial catalyst to implement these overdue and vital improvements.

Please reach out if I can provide any more information, and thank you for your consideration.

Aaron Neumann

A.Neumann@live.com
FarNorthwestColumbus@gmail.com
202-631-3370

From: [Mari Johnson](#)
To: [Transportation Improvement Program](#)
Subject: Public Comments on Proposed Projects
Date: Monday, January 30, 2023 3:46:14 PM

Caution: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact the IT team

Public Comments regarding proposed projects:

Map ID: 101 – Hilliard Rome Road at Renner Road

I want to express my support for this project. It will be a good start to help ease congestion and increase pedestrian safety.

With the huge development being built at the corner of Renner and Alton Darby Creek Road, either a new ramp to 70 will need to be built by ODOT, and/or Renner Road is going to need to be widened the entire length, which leads me to:

Map ID: 104 - Roberts Road at Frazell Road & Spindler Road

We also support the proposed roundabout. With the current increased traffic and the future traffic from the aforementioned development, the roundabout will help with traffic flow and reduce potential accidents on Roberts Road.

QUESTION: With the increased traffic on Renner Road, which government entity would be responsible for adding turn arrows to the traffic light at Renner and Spindler?

Thanks,

Marjorie Johnson



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 Study Director

DATE: February 22, 2023

SUBJECT: Proposed Resolution T-2-23: “**Adopting MORPC-Attributable Funding Commitments**”

Proposed Resolution T-2-23 completes the biennial process of soliciting, reviewing and recommending requests for MORPC-attributable transportation funding. Attachment 1 to the proposed resolution is a summary of all the recommended commitments of MORPC-attributable funding for SFY 2023 and beyond.

Each year MORPC receives an allocation of approximately \$50 million of federal transportation funds for use in Central Ohio. MORPC-attributable funds come from four federal programs, three of which originated with ISTEA and continued under TEA-21 - SAFETEA-LU, MAP-21, FAST Act, and now the IIJA, which added a fourth federal program. These programs are:

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

MORPC adopted its updated policies for allocating and managing MORPC-attributable funds by the passage of Resolution T-5-22. MORPC staff solicited and received applications for these funds during the summer of 2022. Over the past several months, the Attributable Funds Committee and staff members have been evaluating the applications to make funding recommendations.

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

The funding recommendations were made available for public review and comment from January 6, 2023, to February 8, 2023. MORPC received a total of 39 comments from the public via email during this time. These comments did not necessitate any adjustments to the funding recommendations.

In summary, as shown in the table below, Resolution T-2-23 commits approximately \$212 million in MORPC-attributable federal funding for SFY 2023 and beyond. This is for 56 projects or activities throughout the MORPC transportation planning area, 33 of which are continuations of previous commitments and 23 of which are new commitments.

Summary of Funding Recommendations

	Total (Millions)
Previous Commitments & Cost Increases	\$178
New Commitments	\$148
Total Recommended for Funding	\$326
Total of Requests Not Recommended for Funding	\$156
Total for All Requests	\$482

Attachments:

- Proposed Resolution T-2-23

RESOLUTION T-2-23

“Adopting MORPC-Attributable Funding Commitments”

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

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

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

WHEREAS, it most recently adopted revised management tools in the Policies by Resolution T-5-22, “Adopting ‘Policies for Managing MORPC-Attributable Funds’”; and

WHEREAS, in accordance with these policies, in May 2022 project applications were solicited to use MORPC-attributable funding, and the applications received were reviewed by MORPC staff and the Attributable Funds Committee; and

WHEREAS, a draft list of MORPC-attributable funding recommendations was released for public review and comment on January 6, 2023, with the public comment period ending on February 8, 2023; and

WHEREAS, 39 comments from the public were received and no adjustments to the funding recommendations were deemed necessary as a result of these comments; and

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

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

WHEREAS, the Community Advisory Committee at its meeting on February 27, 2023 and the Transportation Advisory Committee at its meeting on March 1, 2023, recommended approval of these funding commitments to the Transportation Policy Committee; now therefore

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

- Section 1. That it commits to allocating its attributable federal funding to the projects in the attached program of projects at the amounts and schedules shown in Attachment 1 pending continued availability of MORPC-attributable federal funding at the levels needed for the program.
- Section 2. That staff prepare an amendment to the State Fiscal Year 2021-2024 Transportation Improvement Program (TIP) consistent with the attached program of projects using MORPC-attributable funds through SFY 2023.

- Section 3. That it directs staff to prepare partnering or other appropriate agreements with project sponsors outlining the MORPC-attributable funding commitment.
- Section 4. That it directs staff to continue to actively participate in the large MPO CMAQ process to ensure the projects eligible for CMAQ shown in Attachment 1 receive CMAQ funds through the large MPO CMAQ process.
- Section 5. That this resolution will be transmitted to ODOT and all local agencies listed as sponsoring agencies in the attachments for appropriate action including ODOT reflecting the updated costs and schedules in Ellis.
- Section 6. That it emphasizes the importance of the project sponsors maintaining the project schedule and remaining within the current cost estimates, as there is no guarantee that additional MORPC-attributable funding or statewide CMAQ funding will be available should costs increase or the project be delayed.
- Section 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.

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

Date

Prepared by: Transportation Staff

Attachment:

1. Summary of Projects using MORPC-Attributable Funding for SFY 2023 and beyond
2. Map of Existing Commitments Proposed for Continued Funding
3. Map of Proposed Funding for New Project Requests

Resolution T-2-23 - Attachment 1 MORPC-Attributable Funding Commitments

Updated Funding to Previous Commitments

Map ID	ODOT PJD	Agency	Project Description	Construction SFY	Total 2023+	SFY 2023	SFY 2024	SFY 2025	SFY 2026	SFY 2027	SFY 2028/29^	SFY 2030+
929	105734	Columbus	E Broad St from I-270 to Outerbelt St, Major Widening	2024	\$11,975,596	\$1,560,000	\$10,415,596					
718	105732	Columbus	Cassady Ave from CSX Railroad to north of E 7th Ave, Minor Widening	2024	\$11,009,751	\$1,542,658	\$9,467,093					
3847	115768	Columbus	Sancus Boulevard, from Worthington Woods Boulevard to Lazelle Road	2027	\$10,034,556			\$1,151,475		\$8,883,081		
3846	115797	Columbus	Dublin-Granville Road (SR-161), from Ambleside Drive to Maple Canyon Avenue	2026	\$13,403,607			\$1,880,000	\$11,523,607			
3836	114254	Columbus	SR-161 at Parkville/Spring Run, Intersection modification	2023	\$1,127,170	\$1,127,170						
3845	115566	Delaware County TID	DEL-TR114-01.93 Orange Road under CSX/NS Grade Separation	2026	\$8,387,599				\$8,387,599			
3278	105759	Franklin County	Trabue Road (Lake Shore Drive to Riverside Drive)	2024	\$9,499,581		\$9,499,581					
3852	115179	Franklin County TID	SR 161 and Linworth Road Improvements	2026	\$7,138,600		\$4,800,000		\$2,338,600			
3253	105768	Whitehall	E Broad St at Hamilton Rd, Intersection Modification	2023	\$5,055,577	\$5,055,577						
3844	115646	Columbus	E. Broad Street, Outerbelt Street to Reynoldsburg-New Albany Road	2025	\$1,360,000		\$1,360,000					
3594	111991	Upper Arlington	Fishinger Rd from Riverside Dr. to 400 feet west of Mountview Rd, Reconstruction	2024	\$5,505,857		\$5,505,857					
3849	115410	Columbus	Downtown Signals, Rich Street Signal Replacements	2025	\$2,125,422			\$2,125,422				
3850	115411	Franklin County	East Cooke Road Phase 1	2026	\$3,055,930				\$3,055,930			
3592	NP	Columbus	Concrete Bus Pad Upgrades, , Reconstruction	2025	\$1,068,399			\$1,068,399				
3276	105739	Delaware County	Red Bank Rd from Smothers Rd to Gorsuch Rd, Resurfacing	2023	\$872,907	\$872,907						
3280	105806	Powell	Sawmill Pkwy from Seldom Seen Rd to Home Rd, Resurfacing **	2020	\$755,867	\$188,967	\$377,933	\$188,967				
3593	113309	Columbus	SR 161 at Huntley/Sinclair, Signalization	2023	\$701,668	\$701,668						
3289	112116	COTA	Corridor Initiative - Project Development and Right-of-Way	NA	\$7,520,000			\$7,520,000				
3839	112116	COTA	Rickenbacker Area Mobility Center	2023	\$3,375,000	\$3,375,000						
3595	112036	Columbus	Olentangy Trail from Northmoor Park to Clinton Como Park, Multi-use path	2024	\$5,417,132		\$5,417,132					
1331	77370	Columbus	I-70/I-71 Innerbelt (Phase 2D), Major Widening/Interchange Modification	28/29	\$860,769						\$860,769	
1333	77372	Columbus	I-70/I-71 Innerbelt (Phase 4A), Major Widening/Interchange Modification	2024	\$4,855,908		\$4,855,908					
3214	103487	Columbus	I-70/I-71 Innerbelt (Additional Phases), Major Widening/Interchange Modification	28/29	\$4,000,000						\$4,000,000	
2874	96053	Columbus	I-70/I-71 Innerbelt (Phase 4B), Interchange Modification/Major Widening	2024	\$2,775,118		\$2,775,118					
1332	77371	Columbus	I-70/I-71 Innerbelt (Phase 3), Interchange Modification/Major Widening	28/29	\$1,160,772						\$1,160,772	
3851	116785	Columbus	Big Walnut Trail - Little Turtle to Cherrybottom Park/Alum Creek Trail	2025	\$5,572,703			\$5,572,703				
3283	105736	Columbus	Souder Ave from W Broad St to Dublin Rd, Multi-Use Path	2023	\$3,904,938	\$3,904,938						
3089	98232	Columbus	Brice Road, from Chantry Drive to south of Channingway Boulevard	2024	\$15,000,000		\$15,000,000					
1946	88310	Dublin	I-270 at US-33/SR-161, Interchange Modification **	2015	\$17,982,619	\$598,164	\$1,223,380	\$1,260,357	\$1,298,451	\$1,337,697	\$2,797,911	\$9,466,660
Multiple	Multiple	MORPC	Paving the Way Program	NA	\$350,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$100,000	
Multiple	Multiple	MORPC	Air Quality Awareness, Air Quality Project	NA	\$4,000,000	\$550,000	\$575,000	\$575,000	\$575,000	\$575,000	\$1,150,000	
Multiple	Multiple	MORPC	insight2050, Technical Assistance Program	NA	\$1,900,000	\$250,000	\$275,000	\$275,000	\$275,000	\$275,000	\$550,000	
Multiple	Multiple	MORPC	Gohio, Ridesharing	NA	\$5,100,000	\$700,000	\$750,000	\$750,000	\$750,000	\$750,000	\$1,400,000	
Multiple	Multiple	MORPC	Supplemental Planning, Planning Activity	NA	\$2,750,000	\$350,000	\$400,000	\$400,000	\$400,000	\$400,000	\$800,000	
Multiple	Multiple	MORPC	Misc TBD Planning Activities	NA	\$1,200,000		\$200,000	\$200,000	\$200,000	\$200,000	\$400,000	

New Commitments

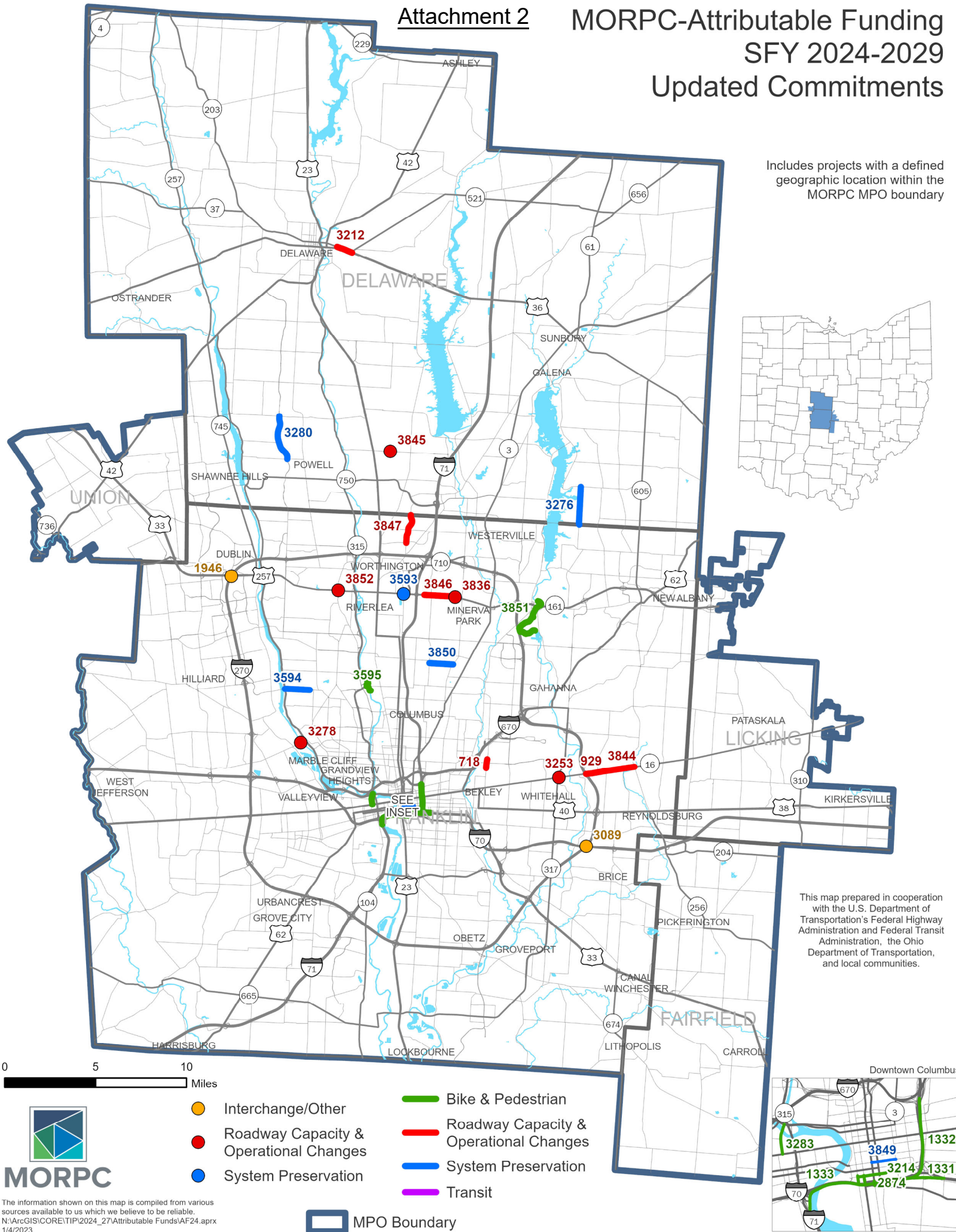
111		Franklin County	Cassady Avenue (I-670 to Agler Road)	28/29	\$10,189,663				\$573,600		\$9,616,063	
115		Columbus	SR-161 at Busch BLVD & Ambleside DR	28/29	\$11,053,364				\$970,593		\$10,082,771	
110		Franklin County TID	Alum Creek Drive (SR 317 to Groveport Road)	28/29	\$10,500,000			\$341,538			\$10,158,463	
119		Columbus	E Broad St from Outerbelt St to Reynoldsburg New Albany Rd	2025	\$7,913,607			\$7,913,607				
108		Franklin County	Ferris Road (Karl Road to Westerville Road)	28/29	\$2,583,380				\$146,823		\$2,436,557	
101		Columbus	Hilliard Rome Road at Renner Road	28/29	\$3,747,438					\$740,000	\$3,007,438	
114		Delaware County TID	Sunbury Parkway, Phase B & C	2027	\$3,000,000					\$3,000,000		
112		Fairfield County	Refugee Road Intersection Safety Improvement Project	2024	\$750,000		\$750,000					
118		Upper Arlington	Zollinger Road Mobility and Safety Improvement Project	2027	\$3,294,352					\$3,294,352		
203		Bexley	Livingston Avenue, from IR-70 to Kellner Road	28/29	\$16,593,981					\$1,787,200	\$14,806,781	
201		Columbus	17th Avenue, from IR-71 to Billiter Boulevard	28/29	\$6,701,955					\$480,000	\$6,221,955	
205		Licking County TID	Etna- Pike St (Licking County TID)	2024	\$2,684,877		\$2,684,877					
204		Delaware	SR 37 (East Central) Preservation Project	2027	\$2,540,554				\$257,690	\$2,282,864		
304		COTA	LinkUS W Broad BRT Corridor Construction	2027	\$13,100,000					\$13,100,000		
415		Columbus	Big Walnut Trail--Refugee Road to East Main Street	2027	\$7,483,914					\$7,483,914		
403		Columbus	Sullivant Avenue SUP	28/29	\$4,133,352				\$720,000		\$3,413,352	
402		Columbus	McNaughten Road SUP	28/29	\$7,834,505				\$1,296,542		\$6,537,963	
407		Franklin County	Dublin Road Shared-Use Path (Quarry Trails Metro Park to Limestone Ridge Drive)	28/29	\$10,351,449				\$1,800,000		\$8,551,449	
405		Metro Parks	Scioto Trail Bridge Over SR 104 as part of the Scioto Greenway Trail Extension	2027	\$7,980,683					\$7,980,683		
404		Hilliard	Cemetery Road / I-270 Trail Overpass and Safety Improvements (CIP T-162)	2027	\$7,097,717			\$180,000		\$6,917,717		
411		Whitehall	Fairway Boulevard Multi-Use Path	2027	\$3,169,511			\$108,000		\$3,061,511		
418		Columbus	Dublin-Granville Road (SR-161) SUP	28/29	\$2,266,149				\$404,456		\$1,861,693	
401		Columbus	Cassady Avenue SUP	28/29	\$3,057,201				\$300,000		\$2,757,201	

^Funding is SFY 2028/29 is not identified for a specific year. A specific year will be established when project updates are received and reviewed during the 2024 cycle

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

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

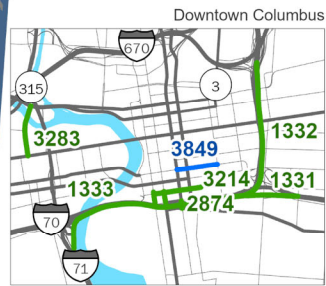
Includes projects with a defined geographic location within the MORPC MPO boundary



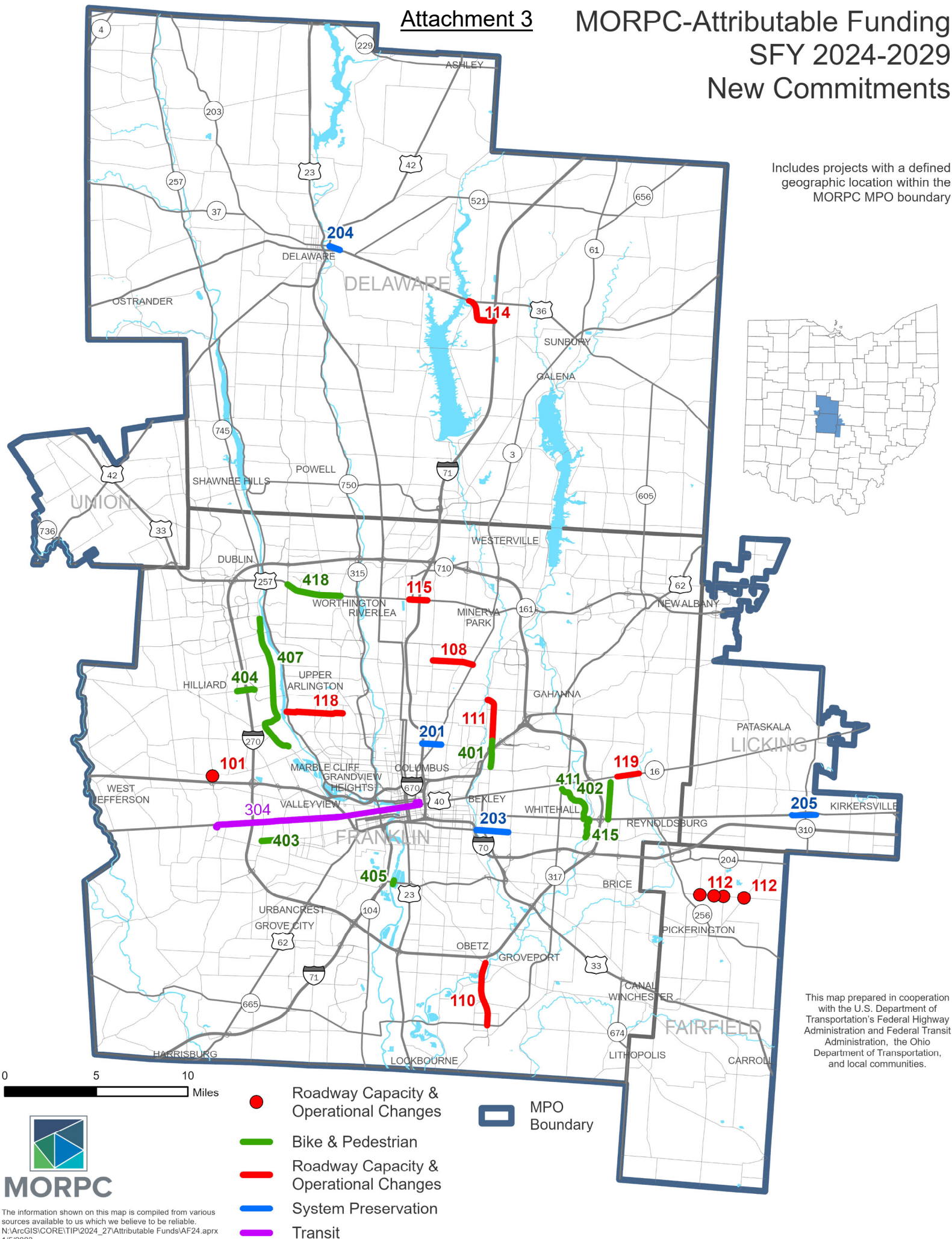
The information shown on this map is compiled from various sources available to us which we believe to be reliable.
N:\ArcGIS\CORE\TIP\2024_27\Attributable Funds\AF24.aprx
1/4/2023

MPO Boundary

- Interchange/Other
- Roadway Capacity & Operational Changes
- System Preservation
- Bike & Pedestrian
- Roadway Capacity & Operational Changes
- System Preservation
- Transit



Includes projects with a defined geographic location within the MORPC MPO boundary



**ATTRIBUTABLE FUNDS COMMITTEE
MEETING SUMMARY**

**Wednesday, December 14, 2022
10 a.m.
Microsoft Teams Meeting**

Members/Alternates Present

<u>Members</u>	<u>Representing</u>	<u>Members</u>	<u>Representing</u>
Ben Kessler	City of Bexley	Kevin Weaver	City of Westerville
Matt Huffman	Clinton Twp*	Bill Lozier	Licking Co. TID
Corey Francis	COTA	Stephanie Ferrell	City of Gahanna
James Young	City of Columbus	Jill Love	Village of Galena
Reynaldo Stargell	City of Columbus*	Cindi Fitzpatrick	City of Grove City
Jud Hines	City of Columbus*	Mike Barker	City of New Albany
Kelly Scocco	City of Columbus*	Nick Gill	MORPC
Scott Tourville	City of Columbus	Catherine Girves	MORPC CAC
Alan Moran	City of Columbus*	Ira Weiss	MORPC CAC*
Tim Nittle	City of Columbus	Zach Woodruff	City of Whitehall
Matt Peoples	City of Canal Winchester	Kimberly Moss	OSU*
Bill Ferrigno	City of Delaware	Christine Boucher	Columbus Chamber*
Tiffany Jenkins	Delaware Co. Eng.	Ginger Tornes	Sierra Club
Eric McCrady	Fairfield Co. Eng.		
Mike Andrako	Franklin Co. Eng.		
Barb Cox	Franklin Co. Eng.		

*Attended virtually via Teams

MORPC Staff Present

Tom Graham
Maria Schaper
Elliott Lewis
Kelsey Matson

Guests Present

John Moorehead
Brad Westall
Rozland McKee
Alan Little
Tom Hibbard
Shannon Sorrell
Ronni Nimps
Fritz Crosier

1. Introductions

Chair James Young called the meeting to order at 10:00 a.m.

2. Approval of November 30, 2022 Minutes

James Young entertained a motion for the approval of the November 30, 2022 meeting minutes; Matt Peoples moved; Cindi Fitzpatrick seconded; and the motion carried.

3. Funding Scenario Discussion

Tom Graham presented a summary of the seven funding scenarios received by MORPC staff from members of the committee. Tom explained that staff had worked to create a funding scenario which blended these seven scenarios and could serve as a starting point for the AFC's discussion.

The committee discussed funding scenarios for each project, specifically addressing the viability of projects if they were to receive less than 100% of their requested funding. Additionally, Nick Gill explained in greater detail the decisions which went in to creating the staff funding scenario spreadsheet.

The committee asked how much funding could be allocated this round. Nick Gill explained that staff were comfortable exceeding the Policies limit of allocating less than 75% of the expected funding in SFYs 2028 and 2029.

The committee further discussed possible funding scenarios before settling on a scenario which allocated a total of \$148,027,652 to 23 new projects across 13 different agencies.

James Young entertained a motion for the approval of funding recommendations for public comment, contingent upon the viability of Upper Arlington's Zollinger Road project at 75% of its requested funding; Zach Woodruff moved; Matt Peoples seconded; and the motion carried with one vote in opposition.

4. Other Business

Staff explained that a public involvement process would be opened in January of 2023, following which an AFC meeting would be held on February 15, 2023, to address comments if needed.

The meeting was adjourned at approximately 11:15 a.m.

Respectfully submitted,

Nick Gill
Secretary

Mid-Ohio Regional Planning Commission

Community Advisory Committee Meeting Minutes



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

Date: **February 27, 2023**
Time: **5:30 p.m.**
Location: **MORPC**

Members Present

Acheampong, LaGrietta
Beltran, Hugo
Curlis, William
Girves, Catherine

Needleman, William (online)
Paul, David
Rist, John
Roehm, Bob (online)

Rollins, Helen
Weiss, Ira

Guests

Holloway, Jadalyn
Holloway, Kailan

MORPC Staff

Gill, Nick
Graham, Thomas
Lewis, Elliott
Jurist, Niel

Matson, Kelsey
Schaper, Maria

I. Welcome & Introductions

- Chair Acheampong called the meeting to order at 5:30 p.m. There was not a quorum present.
- Initially, a quorum was not present to approve the previous minutes and the resolutions, Chair Acheampong advanced the agenda to the non-voting items and returned to them when a quorum was present.

II. Approval of January 30, 2023 Meeting Minutes

- Once a quorum was present, Chair Acheampong asked for a motion to approve the January 30, 2023 minutes. Mr. Weiss moved; Mr. Curlis seconded; and the motion passed.

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

- Mr. Gill provided an update from Delaware County Transit. They are launching a strategic plan RFP for solicitation on March 6, 2023. The proposal period will close on April 4, 2023. They are also purchasing four used buses from COTA via Share Mobility. Ridership is up over 25% compared to January 2022. They serviced about 8,200 trips. They continue to review internal policies and industry best practices, ensuring they are positioned well to service the continued growth in the region.
- Mr. Gill informed the committee that although not specifically MPO related, but important for regional planning, we received a \$200,000 federal discretionary

award for the Safe Streets for All program to do a comprehensive safety action plan for the CORPO area. This will set up CORPO communities to apply for construction dollars for the future.

- There was one construction implementation grant from the Safe Streets for All program for the City of Columbus Livingston Ave. project which received approximately \$13 million dollars to make it a safer facility. It was the only construction implementation grant awarded in the state. Mr. Roehm asked if Safe Streets for All refers to things that might be called complete streets in transportation safety or street safety with regards to individuals feeling safe. Mr. Gill stated that it is the former, making complete streets and safe for all on the street.
- Ms. Jurist informed the committee that the MORPC State of the Region will be held on March 31, 2023 at the downtown Hilton. The guest speaker is Charles Small, the Deputy Assistant Secretary for the U.S. Department of Transportation. This year, the event will focus on transportation.

IV. Resolutions

- Proposed Resolution T-2-23: "Adopting MORPC Attributable Funding Commitments" – Thomas Graham, MORPC
 - Mr. Graham stated the funding recommendations were made available for public review and comment from January 6, 2023, to February 8, 2023. MORPC received a total of 39 comments from the public via email during this time. Staff felt these comments did not necessitate any adjustments to the funding recommendations.
 - Mr. Graham stated there was one request from an applicant to move \$2 million from the Ferris Road project to the Alum Creek Drive project as a result of a federal earmark that was allocated towards the Ferris Road project. Mr. Graham stated he reached out to AFC members and there were no issues with the adjustment. The funding recommendations that are attached to Proposed Resolution T-2-23 does reflect that \$2 million was shifted back to the Ferris Road project.
 - Mr. Weiss stated he hopes in the future that the City of Columbus can fund the Refugee Road intersection with Heinz Road. Mr. Graham replied that we are working to help communities find alternative resources of funding and understands that this project has consistently been scored low in the attributable funding process, but we understand the importance of that project.
 - Chair Acheampong asked for a motion to approve Resolution T-2-23; Mr. Weiss moved; Mr. Curlis seconded; and the motion passed.
- Proposed Resolution T-3-23: "Amending the State Fiscal Year (SFY) 2021-2024 Transportation Improvement Program" – Thomas Graham, MORPC
 - Mr. Graham stated this will be the last amendment of SFY 2021-2024 Transportation Improvement Program. In July, the SFY will move to 2024-2027 TIP. There will be more information available in the future.
 - Mr. Graham focused on the 2021-2024 TIP program stating Proposed Resolution T-3-23 is one of the normal quarterly amendments. It will add or modify five projects in the SFY 2021-2024 TIP with commitments totaling over \$115 million. Mr. Graham provided a brief overview of these projects.

- Mr. Weiss asked why when the SR 161/Sinclair project has crosswalks it was not considered a pedestrian improvement. Mr. Graham stated that we can make the edit on that project before presenting to the TAC and Transportation Policy Committee since it is adding a crosswalk that does not currently exist.
- Mr. Rist expressed his concern with the language in the proposed resolution when considering the future for high-capacity transit engineering. He does not see it reflected in the proposed resolution and wonders if ODOT is held accountable for discrepancies in previous resolutions passed vs. their proposed projects shown. He is concerned about how we move forward with design and engineering projects if they are not identified now, and there is a current focus on projects like widening lanes. Mr. Gill answered that it is a process we are working on to make sure transit is at the forefront as an option to move people around the region. Chair Acheampong asked Mr. Gill if there's something the committee can do to express the importance of this matter to ODOT. Mr. Gill indicated that MORPC is taking care of the matter.
- Mr. Paul stated that for Project 464, it is described as a lane in both directions. He asked if this is an express lane that will be segregated from local traffic. Mr. Graham stated that it is just one additional lane in both directions.
- Mr. Beltran asked if it's correct that two electric buses are being purchased and how many buses do we have and what is the plan to replace all to electric. Mr. Gill stated that he believes COTA's fleet numbers around 300, replacing approximately 20 to 25 buses on an annual basis. Mr. Graham stated that COTA is in the process of replacing their entire fleet with electric buses.
- Chair Acheampong asked for a motion to approve Resolution T-3-23; Ms. Girves moved; Mr. Weiss seconded; and the motion passed.
- Proposed Resolution "T-4-23 Adopting Updated Air Quality Conformity Determination for The Central Ohio Ozone Maintenance Area". – Maria Schaper, MORPC
 - Ms. Schaper stated Resolution T-4-23 adopts and updates air quality conformity determination necessitated by an amendment being made by the Licking County Area Transportation Study (LCATS) to their 2020-2050 Long Range Transportation Plan.
 - Ms. Schaper stated there are six counties in Central Ohio, which span both the MORPC and LCATS geographies, and are currently classified as a maintenance area with regard to ozone NAAQS. In March, LCATS is completing their process to adopt an amendment to their 2020-2050 Transportation Plan to a freeway widening project. MORPC, working with LCATS has updated the previous air quality conformity determination document. The updated document is available on the 2020-2050 Metropolitan Transportation Plan section of the MORPC website at www.morpc.org/mtp. Resolution T-4-23 completes our part of the collaborative process with LCATS for this matter.
 - Chair Acheampong asked for a motion to approve Resolution T-4-23; Mr. Paul moved; Ms. Girves seconded; and the motion passed.

V. 2024-2050 Metropolitan Transportation Plan

- Ms. Schaper presented a status update and upcoming milestones. Ms. Schaper stated the MTP identifies regional transportation strategies and projects that span 20+ years, are fiscally constrained, and is formal document submitted to ODOT and U.S. DOT every four years. It is the guiding document that U.S. DOT refers to when considering federal investments. All projects must be on this plan to be eligible for federal funding. In 2022, we adopted six goals that guided the development of this plan. Ms. Schaper stated that in February 2023, we adopted objectives and performance measures to measure progress.
- Ms. Schaper informed the committee that over the course of the next 25+ years, Central Ohio will see a growth of 726,000 people, which equates to 272,000 additional households and 357,000 additional workers.
- Ms. Schaper closed the presentation stating that the current activities of the MTP include 2050 population and employment forecasts, compiling candidate projects, and developing project evaluation criteria. The 2024-2050 MTP will be adopted in May of 2024.

VI. Informational Items

- Transportation Review Advisory Council Project List Update – Elliott Lewis, MORPC
 - Mr. Lewis presented the TRAC Draft Recommended Program. There were 30 applications submitted statewide requesting \$815 million in new construction funds. There were six applications from the MORPC MPO area for \$304 million in requests, over one-third of the statewide requests.
 - Mr. Lewis stated that all 6 projects were funded, with four receiving full funding. Statewide, we had one-fifth of the implications and nearly a quarter of the draft award.
 - Mr. Lewis indicated that right now, there is a TRAC Draft Recommended Program. TRAC will vote on a final program on March 29, 2023. The public comment period is currently open until March 23, 2023 and comments can be submitted online at www.transportation.ohio.gov/programs/trac.
- State Fiscal Year 2024-2027 Transportation Improvement Program – Thomas Graham, MORPC
 - Mr. Graham stated that we are in the process of fully updating the TIP for the SFY 2024-2027.
 - Mr. Graham explained what the TIP is one of three required products that the MPO produces. Based on the MTP, it focuses on the transportation improvement to the region over the next four years.
 - Mr. Graham continued, describing the contents of the TIP and the process in developing the product. The draft was submitted to ODOT in February 2023. MORPC is working toward a final draft submission for March 9, 2023.
 - Mr. Graham concluded stating that the final draft will be posted online by March 10, 2023. The TIP Open House will be hosted at MORPC on March 28, 2023, with COTA, DCT, and ODOT present. Public comments will be accepted through April 10, 2023 at tip@morpc.org. Comments can also be mailed to Nick Gill, Transportation Director, Mid-Ohio Regional Planning Commission, 111 Liberty St. Columbus, OH 43215.

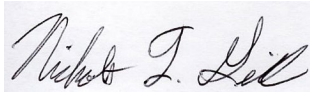
- State Fiscal Year 2024 Planning Work Program - Nick Gill, MORPC
 - Mr. Gill stated that the resolution for the SFY 2024 Planning Work Program (PWP) will come forth to the committee during its May 2023 meeting.
 - Mr. Gill informed the committee that the PWP is one of three federally required products which describe the transportation planning, projects, and studies that the MPO conducts during the state fiscal year which runs from July 1st through June 30th.
 - Mr. Gill outlined various core and special work elements that are part of the PWP.
 - The draft PWP will be sent to the committee through email in April.
 - Mr. Gill concluded by reviewing the development schedule.

VII. Other Business

- Chair Acheampong informed the committee that the next meeting will be held on May 1, 2023 at 5:30 p.m.
- Mr. Rist asked when the committee will get the briefing on the Alternative Revenue survey. Mr. Gill replied that it could be sometime at the end of the year before conclusions are made. We will get more information to provide to the committee.

VIII. Adjourn

- The meeting was adjourned at 7:15 p.m.

A handwritten signature in black ink, reading "Nick I. Gill". The signature is written in a cursive, flowing style.

Nick Gill, Secretary
Community Advisory Committee

Mid-Ohio Regional Planning Commission

Transportation Committee Meeting Minutes



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

Date: **March 1, 2023**
Time: **9:00 a.m.**
Location: **MORPC**

Members Present

Andrako, Mike (online)	Huffman, Matt (online)	Peoples, Matthew
Biesterveld, Andrew	Jenkins, Tiffany	Sanders, Scott
Boucher, Christine	Komlanc, Tom	Schamp, Letty
Comek, Laura (online)	Lockhart, Josh (online)	Toth, Kelly
Cox, Barbara	Moran, Alan	Weaver, Kevin
Davidson, Brian	Moss, Kimberly (online)	Wilfong, Gary
Ferrigno, William	Nittle, Tim	Young, James
Francis, Corey		

Guests

Bakare, Tajudeen (online)	Hibbard, Tom
Bender, Doug	Hill, Anthony
Ciotola, Michael (online)	Keegan, Jack
Gallagher, John	

MORPC Staff

Balkun, Susan	Lewis, Elliott
Fay, Xander (online)	Matson, Kelsey
Gardocki, John	Ratliff, Chuck
Graham, Thomas	Schaper, Maria
Hinder, John	Strange, Emma

I. Welcome & Introductions

- Chair Young called the meeting to order at 9:00 a.m. There was a quorum present.

II. Approval of February 1, 2023, Meeting Minutes

- Chair Young asked for a motion to approve the February 1, 2023 meeting minutes. Mr. Nittle moved; Ms. Schamp seconded; and the motion passed.

III. Metropolitan Planning Organization (MPO) Report – Maria Schaper, MORPC

- Ms. Schaper provided an update from Delaware County Transit. They are launching a strategic plan RFP for solicitation on March 6, 2023. The proposal period will close on April 4, 2023. They are also purchasing four used buses from COTA via Share Mobility. Ridership is up over 25% compared to January 2022. They serviced about 8,200 trips. They continue to review internal policies and industry best practices, ensuring they are positioned well to service the continued growth in the region.

- MORPC convened the first Franklin County Mobility Advisory Committee, and they began to revise strategies for Franklin County's coordinated plan and established a monthly meeting schedule.
- Ms. Schaper stated there were five RAISE grant applications submitted by the due date of February 28, 2023. Awarded grants are expected to be announced by the U.S. DOT in June 2023. Four grant applications were submitted from the MPO region and one from Licking County.

IV. Funding Programs

- Attributable Funds Project Status Update – Thomas Graham, MORPC
 - Mr. Graham presented the project status updates for the Attributable Funds Commitments for State Fiscal Year 2023.
 - The right-away commitments for East Broad Street and Cassidy Avenue have been encumbered. A portion of the funding for the Delaware Point Project has been encumbered. There will be more funds encumbered as the project progresses. All projects are moving forward.
- Proposed Resolution T-2-23: "Adopting MORPC Attributable Funding Commitments" – Thomas Graham, MORPC
 - Mr. Graham stated the funding recommendations were made available for public review and comment from January 6, 2023, to February 8, 2023. MORPC received a total of 39 comments from the public via email during this time. Staff felt these comments did not necessitate any adjustments to the funding recommendations.
 - Mr. Graham stated there was one request from an applicant to move \$2 million from the Ferris Road project to the Alum Creek Drive project as a result of a federal earmark that was allocated towards the Ferris Road project. Mr. Graham stated he reached out to Attributable Funds Committee members and there were no issues with the adjustment. The funding recommendations that are attached to Proposed Resolution T-2-23 reflects that \$2 million was shifted back to the Ferris Road project.
 - Chair Young asked for a motion to approve Resolution T-2-23; Mr. Ferrigno moved; Mr. Sanders seconded; and the motion passed.
- Proposed Resolution T-3-23: "Amending the State Fiscal Year (SFY) 2021-2024 Transportation Improvement Program" – Thomas Graham, MORPC
 - Mr. Graham stated this will be the last amendment of SFY 2021-2024 Transportation Improvement Program. In July, the SFY will move to 2024-2027 TIP. There will be more information available in the future.
 - Mr. Graham focused on the 2021-2024 TIP program stating Proposed Resolution T-3-23 is one of the normal quarterly amendments. It will add or modify five projects in the SFY 2021-2024 TIP with commitments totaling over \$115 million. Mr. Graham provided a brief overview of these projects.
 - Chair Young asked for a motion to approve Resolution T-3-23; Mr. Weaver moved; Mr. Peoples seconded; and the motion passed.
- Transportation Review Advisory Council Project List Update – Elliott Lewis, MORPC

- Mr. Lewis presented the TRAC Draft Recommended Program. There was a total of 30 applications submitted statewide requesting \$815 million in new construction funds. There were six applications from the MORPC MPO area for a total of \$304 million in requests, which was over one-third of the statewide requests.
- Mr. Lewis stated that all 6 projects were funded, with four receiving full funding. Statewide, we had one-fifth of the implications and nearly a quarter of the draft award.
- Mr. Lewis indicated that right now, there is a TRAC Draft Recommended Program. TRAC will vote on a final program on March 29, 2023. The public comment period is currently open until March 23, 2023 and comments can be submitted online at www.transportation.ohio.gov/programs/trac.

V. Resolutions

- Proposed Resolution “T-4-23 Adopting Updated Air Quality Conformity Determination for The Central Ohio Ozone Maintenance Area”. – Maria Schaper, MORPC
 - Ms. Schaper stated Resolution T-4-23 adopts and updates air quality conformity determination necessitated by an amendment being made by the Licking County Area Transportation Study (LCATS) to their 2020-2050 Long Range Transportation Plan.
 - Ms. Schaper stated there are six counties in Central Ohio, which span both the MORPC and LCATS geographies, are currently classified as a maintenance area with regard to ozone NAAQS. In March, LCATS is completing their process to adopt an amendment to their 2020-2050 Transportation Plan to a freeway widening project. MORPC, working with LCATS has updated the previous air quality conformity determination document. The updated document is available on the 2020-2050 Metropolitan Transportation Plan section of the MORPC website at www.morpc.org/mtp. Resolution T-4-23 completes our part of the collaborative process with LCATS for this matter.
 - Chair Young asked for a motion to approve Resolution T-4-23; Mr. Nittle moved; Ms. Schamp seconded; and the motion passed.

VI. 2024-2050 Metropolitan Transportation Plan (MTP)

- Ms. Schaper presented a status update and upcoming milestones. Ms. Schaper stated the MTP identifies regional transportation strategies and projects that span 20+ year, are fiscally constrained and is formal document submitted to ODOT and U.S. DOT every four years. It is the guiding document that U.S. DOT refers to when considering federal investments. All projects must be on this plan to be eligible for federal funding. In 2022, we adopted six goals that guided the development of this plan. Ms. Schaper stated that in February 2023, we adopted objectives and performance measures in order to measure progress.
- Ms. Schaper informed the committee that over the course of the next 25+ years, Central Ohio will see a growth of 726,000 people, which equates to 272,000 additional households and 357,000 additional workers.
- Ms. Schaper closed the presentation stating that the current activities of the MTP include 2050 population and employment forecasts, compiling candidate

projects, and developing project evaluation criteria. The 2024-2050 MTP will be adopted in May of 2024.

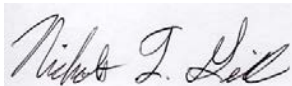
- Ms. Schamp asked if we have changed the way we look at traffic zones and growth rates and can we learn from mistakes made in the past. Ms. Schaper stated that at a regional level, it is a different process than at a local level. From a regional level, it is based on the land use policy that each region has in place and attractiveness factors that would contribute to growth. MORPC is looking at each study and developing creative ways to forecast. It is an iterative process.
- Mr. Nittle asked that within the fifteen county area, what counties are involved in the process of developing the model? Ms. Schaper stated that it is the MPO and CORPO areas, Licking, Logan, and Fayette counties that comprise MORPC's area of interest.
- Mr. Nittle stated that although the MTP is for the MPO area, it seems we are taking into account other areas in the plan. Ms. Schaper confirmed that the MTP is for the MPO area only and further commented that we use the land use allocation model from other areas mainly for planning purposes.

VII. Other Business

- No other business was brought forward.

VIII. Adjourn

- The meeting was adjourned at 9:45 a.m.

A handwritten signature in black ink, appearing to read "Nick Gill".

Nick Gill, Secretary
Transportation Advisory Committee



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

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

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

NOTICE OF A MEETING

COMMISSION MEETING
MID-OHIO REGIONAL PLANNING COMMISSION
111 LIBERTY STREET, SUITE 100
COLUMBUS, OH 43215
TOWN HALL

Thursday, March 9, 2023
1:30 p.m.

Remote Option

To join by video and see any screen sharing, click on “Join Microsoft Teams Meeting” below. You do not need to have Microsoft Teams for the link to work.

[Click here to join the meeting](#)

Meeting ID: 234 934 269 421

Passcode: jSHjSN

To participate by phone, use the conference call information below.

[+1 614-362-3056](#) Columbus

[\(888\) 596-2819](#) United States (Toll-free)

Phone Conference ID: 151 558 509#

AGENDA

- 1:30 p.m.
- 1. Pledge of Allegiance**
 - 2. Welcome and Introductions** – Erik Janas (Franklin County), MORPC Chair
 - **Nominating Committee Report** – Michelle Crandall (City of Hilliard), Nominating Committee Chair
 - **Recognition of Guests and New Members** – Eileen Leuby, MORPC Membership Services Officer
 - 3. Executive Director’s Report** – William Murdock, MORPC Executive Director

William Murdock, AICP
Executive Director

Erik J. Janas
Chair

Chris Amorose Groomes
Vice Chair

Michelle Crandall
Secretary

Committees

4. **Regional Data Advisory Committee** – Brad Ebersole (Delaware County), Regional Data Advisory Committee Chair
5. **Regional Policy Roundtable** – David Scheffler (City of Lancaster), Regional Policy Roundtable Chair
 - **Legislative Update** – Steve Tugend, Kegler Brown Hill + Ritter and Joseph Garrity, MORPC Senior Director of Government Affairs & Community Relations
6. **Sustainability Advisory Committee** – Ben Kessler (City of Bexley), Sustainability Advisory Committee Chair
7. **Transportation Policy Committee (MPO)** – Erik Janas (Franklin County), MORPC Chair
 - a. **Call to Order** – Erik Janas (Franklin County), MORPC Chair
 - b. **Metropolitan Planning Organization Report**
 - Programming – Maria Schaper, MORPC Associate Director of Transportation & Interim Economic Development Officer
 - c. **Draft 2024-2027 Transportation Improvement Program** – Maria Schaper, MORPC Associate Director of Transportation & Interim Economic Development Officer
 - d. **Transportation Policy Committee Consent Agenda**
 - 1) Approval of **February 9, 2023 Transportation Policy Committee Meeting Minutes**
 - 2) **Proposed Resolution T-2-23: “Adopting MORPC-Attributable Funding Commitments”**
 - 3) **Proposed Resolution T-3-23: “Amending the State Fiscal Year (SFY) 2021-2024 Transportation Improvement Program”**
 - 4) **Proposed Resolution T-4-23: “Adopting Updated Air Quality Conformity Determination for the Central Ohio Ozone Maintenance Area”**
 - e. **Adjourn Transportation Policy Committee (MPO)** – Erik Janas (Franklin County), MORPC Chair
8. **Commission Consent Agenda**
 - a. Approval of **February 9, 2023 Commission Meeting Minutes**
 - b. Approval of Actions of the Transportation Policy Committee

9. Other Business

2:45 p.m. **10. Adjourn** – Erik Janas (Franklin County), MORPC Chair

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

The next Commission Meeting is
Thursday, April 13, 2023, 1:30 p.m.
111 Liberty Street, Suite 100
Columbus, Ohio 43215

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

Indoor bike parking is available for MORPC guests.

MORPC is accessible by COTA BUS. The closest bus stop to MORPC southbound is High Street & W. Blenkner Street. Buses that accommodate this stop are the 5 - West 5th Ave./Refugee, and the 8 - Karl/S. High/Parsons. The closest stop to MORPC northbound is High Street & E. Hoster Street. Buses that accommodate this stop are the 5 - West 5th Avenue/Refugee and the 8 - Karl/S. High/Parsons. Accessible from the Courthouse stop by a quick walk are COTA lines 1, 2, 4, and CMAX.



Mid-Ohio Regional Planning Commission Transportation Policy Committee Meeting Minutes

Date: March 9, 2023
Time: 2:19 p.m.
Location: MORPC Town Hall

Transportation Policy Committee Members Present in Person

Chris Amorose Groomes	Shane Farnsworth	Bonnie Michael
Karen Angelou	Cindi Fitzpatrick	Michael Schadek
Herb Asher	Jennifer Gallagher	Jim Schimmer
Kristen Atha	Matt Huffman	Elissa Schneider
Lee Bodnar	Pamela Hykes O'Grady	Kimberly Sharp
Ron Bullard	Erik Janas	Thom Sack
Michaela Burris	James Jewell	Christie Ward
Ben Collins	Ben Kessler	Brent Welch for Cornell
Tina Cottone	Bill LaFayette	Robertson
Michelle Crandall	Glenn Marzluf	Nancy White
Karl Craven	Rory McGuiness	Kenneth Wright
Brad Ebersole	Eric Meyer	

Transportation Policy Committee Members Attending Remotely

LaGrieta Acheampong	Chris Harkness	Alana Shockey
Barry Adler	Tom Homan	Joe Stefanov
Bob Arnold	Christine Houk	Robyn Stewart
Andy Bashore	Laurie Jadwin	Shanette Strickland
Greg Butcher	Kim Maggard	Andy Volenik
Christina Drummond	Steve Mazer	Michael Watson
Kristen Easterday	Lauren Rummel	

Commission Members Present in Person

Joe Antram	Bill Habig	RC Wise
Stephanie Bosco	Brent Russell	
Jamie Brucker	David Scheffler	

Commission Members Attending Remotely

Franklin Christman	Jeff Gotke	Jim Stanley
Joy Davis	Mark Johns	Evelyn Warr-Omness
Terry Emery	James Layton	
Sam Filkins	Ben Stahler	

Associate Members Attending Remotely

Kristy Hawthorne	Kristin Sutton
------------------	----------------

MORPC Staff Present in Person

Kerstin Carr	Niel Jurist	Chuck Ratliff
Dave Dixon	Eileen Leuby	Shari Saunders
Joe Garrity	Kelsey Matson	Maria Schaper
Ralonda Hampton	William Murdock	Robin Underwood
Shawn Hufstедler	Kyle Probert	Robert Williams
Madison Jones	Melissa Rapp	

MORPC Staff Attending Remotely

Todd Bradley	Brian Filiatraut	Anthony Perry
Andrea Doolittle	John Gardocki	Brandi Whetstone

Guests Present in Person

Steve Tugend, Kegler Brown Hill + Ritter

Teri Wise, Village of Centerburg

Guests Attending Remotely

Joe Allen, Village of South Bloomfield

Andy Shifflett, Kegler Brown Hill + Ritter

Kathy Rose, City of Bexley

Meeting Called to Order – Erik Janas (Franklin County), MORPC Chair

Chair Erik Janas called the Transportation Policy Committee Meeting to order at 2:19 p.m.

Metropolitan Planning Organization Report

- **Programming – Maria Schaper, MORPC Associate Director of Transportation & Interim Economic Development Director**

Maria Schaper presented the [Metropolitan Planning Organization Report](#). This year is a big year for developing the 2024-2050 Metropolitan Transportation Plan (MTP). The goals, objectives, and performance measures are adopted as of February 2023. Upcoming activities include population and employment forecasts at smaller geography, candidate project collection, and project evaluation criteria development.

The Transportation Review Advisory Council (TRAC) voted on a draft project list at their February 22 meeting. All applications submitted for projects in Central Ohio (six from the MPO area and two from the CORPO area) were recommended for funding in some capacity. The downtown innerbelt projects (Phases 2D and 3) did not receive construction funds but did receive detailed design funding. The public comment period is open through March 23. TRAC votes on the final project list March 29.

Draft 2024-2027 Transportation Improvement Program – Maria Schaper, MORPC Associate Director of Transportation & Interim Economic Development Director

Maria Schaper presented the [2024-2027 Draft Transportation Improvement Program \(TIP\)](#). The TIP includes only the communities within the official Metropolitan Planning Organization boundary based on the census urbanized area. For Central Ohio this includes all of Franklin and Delaware Counties and parts of Union, Licking and Fairfield Counties.

The TIP lists projects and programs and the specific funding sources committed to each. All projects receiving federal funding must be included. We try to include local projects to show a full regional snapshot of transportation projects. It totals \$2.4 billion.

MORPC is submitting the final 2024-2027 TIP Draft to ODOT on March 10. There is an Open House March 28 for the MORPC and CORPO TIPs. Public comments are accepted through April 10 at tip@morpc.org.

Transportation Policy Committee Consent Agenda

Nancy White made a motion to accept the Transportation Policy Committee Consent Agenda, second by Brad Ebersole; motion passed.

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

Michelle Crandall, Secretary

Mid-Ohio Regional Planning Commission



Mid-Ohio Regional Planning Commission (MORPC) ✓

February 8 · 🌐

Today is the final day to submit comments on the proposed new transportation projects slated to receive more than \$148 million in federal funds from 2024-2029. Public comments are due by 5 p.m. today. For more info, visit <http://ow.ly/O7j450MFJCI>
#Transit #Transportation #Ohio #CentralOhio #Trails
#DelawareCounty #FranklinCounty #FairfieldCounty #UnionCounty
#LickingCounty #BloomTownship #VioletTownship #JeromeTownship
#NewAlbany #Pataskala #EtnaTownship



👍 1

👍 Like

💬 Comment



MORPC @MORPC · Jan 10

...

MORPC now has available a list of proposed new transportation projects set to receive more than \$148 million in federal funds from State Fiscal Years 2024 to 2029 and is seeking public comment through 5 p.m. on Feb. 8, 2023. For more information, visit ow.ly/nsEM50Mn9Qw



202





MORPC @MORPC · Jan 12

...

[#MORPC](#) In The News: MORPC is proposing more than \$148 million for new transportation projects and seeks public comment on the proposed projects through Feb. 8. Read more: [ow.ly/uQSI50MptN3](https://www.dispatch.com/content/stories/local/2018/01/11/morpc-proposes-more-than-148-million-for-new-transportation-projects.html) [#Transit](#) [#Transportation](#) @VioletTownship @NewAlbanyOhio @ColumbusGov @GROWLickingCo



dispatch.com

MORPC proposes more than \$148 million for new transportation pro...

MORPC has available a list of proposed transportation projects set to receive more than \$148 million in federal funds from state fiscal year...





MORPC @MORPC · Feb 2

...

MORPC has released a list of proposed new transportation projects set to receive more than \$148 million in federal funds from State Fiscal Years 2024 to 2029 and is seeking public comment through 5 p.m. on Feb. 8. For more info visit ow.ly/xoa850MzfwX #Transit #CentralOhio



2



2



256





MORPC @MORPC · Feb 8



Today is the final day to submit comments on the proposed new transportation projects slated to receive more than \$148 million in federal funds from 2024-2029. Public comments are due by 5 p.m. today. For more info, visit ow.ly/7ruX50Mzj7a
[#Transit](#) [#CentralOhio](#)





Mid-Ohio Regional Planning Commission (MORPC) ✓

January 10 · 🌐

MORPC now has available a list of proposed new transportation projects set to receive more than \$148 million in federal funds from State Fiscal Years 2024 to 2029 and is seeking public comment on the proposed projects through 5 p.m. on February 8, 2023. For more information visit <http://ow.ly/9IVJ50Mn9Qy>



4

5 8



Like



Comment



Mid-Ohio Regional Planning Commission (MORPC) ✓

January 12 · 🌐

[#MORPC](#) In The News: MORPC is proposing more than \$148 million for new transportation projects and is seeking public comment on the proposed projects through Feb. 8. Every two years, MORPC solicits projects to receive federal transportation funding in its transportation planning area that includes Franklin and Delaware counties, Bloom and [Violet Townships](#) in Fairfield County, [New Albany, Ohio Government](#), [Pataskala Ohio](#) and Etna Township in [Licking County, Ohio](#) and [Jerome Tow...](#) [See more](#)



DISPATCH.COM

MORPC proposes more than \$148 million for new transportation projects

👍 3

1 ➦

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➦ Share



Mid-Ohio Regional Planning Commission (MORPC) ✓

February 2 · 🌐

MORPC has released a list of proposed new transportation projects set to receive more than \$148 million in federal funds from State Fiscal Years 2024 to 2029 and is seeking public comment through 5 p.m. on Feb. 8. For more info visit <http://ow.ly/gZpr50MBiHs> #Funding #Comment #Transit #Transportation #Ohio #CentralOhio #Trails



👍 3

1 💬

👍 Like

💬 Comment

EXHIBIT C

LOCALiQ

The Alliance Review | Ashland Times Gazette
The Daily Jeffersonian | Record-Courier
The Daily Record | The Repository
The Times-Reporter | The Independent
Akron Beacon Journal | Columbus Dispatch

PO Box 630599 Cincinnati, OH 45263-0599

PROOF OF PUBLICATION

Mid-Ohio Regional Planning Commi
Attn: Accounts Payable
Mid-Ohio Regional Planning Commission (Morpc)
111 Liberty ST # 100
Columbus OH 43215-5850

STATE OF OHIO, COUNTY OF FRANKLIN

The Columbus Dispatch, a newspaper printed and published at Columbus, Franklin County, Ohio, and of general daily circulation, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue dated on:

03/08/2023

and that the fees charged are legal.
Sworn to and subscribed before on 03/08/2023

MORPC UPDATES TRANSPORTATION IMPROVEMENT PROGRAM

The Mid-Ohio Regional Planning Commission (MORPC) is updating the Transportation Improvement Program (TIP) for state fiscal years 2024-27. The TIP is a schedule of projects proposed for construction from July 2023 through June 2027 within Delaware and Franklin counties; Bloom and Violet townships in Fairfield County; New Albany, Pataskala and Etna Township in Licking County; and Jerome Township in Union County. It documents how approximately \$2 billion will be used for highway, public transit, and bikeway/pedestrian projects over the next four years. Projects must be included in the TIP to be eligible for federal funding. The TIP must adhere to requirements of the federal Infrastructure Investment and Jobs Act (IIJA) and be analyzed for conformity with federal air quality requirements and effects upon low-income and minority residents. MORPC will host an Open House on Tuesday, March 28 from 3:30-6:30 p.m. on the Transportation Improvement Program at 111 Liberty St., Suite 100, Columbus, OH 43215. Public comment period opens March 10. The public participation process for the TIP will also meet the public participation requirements for COTA's and Delaware County Transit's programs of projects. Copies of the current TIPs are available at MORPC's office, 111 Liberty St., Ste. 100, Columbus, OH, 43215; MORPC's website, morpc.org/tip; Columbus and main libraries in Delaware, Licking, Fairfield and Franklin counties; or by calling (614) 228-2663. The final draft of the state fiscal years 2024-27 TIP will be posted on the MORPC website by March 10. Comments may be submitted in writing to Nick Gill, Transportation Study Director, at the above street or at TIP@morpc.org through 5 p.m. on April 10, 2023.

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MORPC @MORPC · Mar 2



Save the date for our TIP Open House! Come join us on March 28th to hear presentations on the future of Central Ohio transportation. This event is at MORPC from 3:30 - 6:30 p.m., with presentations beginning at 5:30 p.m. [#Transit](#) [#Transportation](#) [#Events](#) [#PublicInvolvement](#)



1



1



5



471





Mid-Ohio Regional Planning Commission (MORPC) ✓

April 10 at 10:45 AM · 🌐

Today is the final day to submit comments on our 2024-2027 Transportation Improvement Programs. The drafts are available at:

CORPO: www.morpc.org/committees/corpo

Comments: corpo@morpc.org

TIP: www.morpc.org/tip

Comments: tip@morpc.org... [See more](#)

PUBLIC COMMENT



MID-OHIO REGIONAL
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Comment



Mid-Ohio Regional Planning Commission (MORPC) ✓

March 28 at 8:50 AM · 🌐

Tonight we will be hosting the Transportation Improvement Program open house. Join us from 3:30-6:30 p.m. to learn how approximately \$2 billion in federal, state, and local funds are proposed to be used for 2024-2027 projects. [#Funding](#) [#Transit](#) [#PublicComment](#) [#Events](#) [#CentralOhio](#)

2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

OPEN HOUSE

Tuesday, March 28, 2023 | 3:30 – 6:30 PM

Mid-Ohio Regional Planning Commission

111 Liberty Street, Suite 100, Columbus, OH 43215

PRESENTATION STARTS AT 5:30 PM



Like



Comment



Mid-Ohio Regional Planning Commission (MORPC) ✓

March 26 · 🌐

Join us this Tuesday for our TIP open house! Central Ohio residents and communities can see what transportation projects are receiving funding for the next four years. It includes a listing of the projects and programs and the specific funding sources committed to each of them. [#Community](#) [#PublicInvolvement](#) [#PublicComment](#) [#CentralOhio](#) [#Transportation](#)

2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

OPEN HOUSE

Tuesday, March 28, 2023 | 3:30 – 6:30 PM

Mid-Ohio Regional Planning Commission

111 Liberty Street, Suite 100, Columbus, OH 43215

PRESENTATION STARTS AT 5:30 PM



1 ↗



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Comment



Mid-Ohio Regional Planning Commission (MORPC) ✓

March 22 · 🌐

We are seeking public comments on our 2024-2027 Transportation Improvement Programs. The drafts are available at:

CORPO: www.morpc.org/committees/corpo

Comments: corpo@morpc.org

MTP: www.morpc.org/tip

Comments: tip@morpc.org ... [See more](#)

PUBLIC COMMENT



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Mid-Ohio Regional Planning Commission (MORPC) ✓

March 10 · 🌐

Join us on March 28th for the Transportation Improvement Program open house. Can't make it in person? The comment period is now open until April 10th. Comments can be submitted via email to tip@morpc.org or in writing to MORPC. Visit: www.morpc.org/tip #Transit #Comment #Ohio #Involvement #Events #Transportation

2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

OPEN HOUSE

Tuesday, March 28, 2023 | 3:30 – 6:30 PM

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111 Liberty Street, Suite 100, Columbus, OH 43215

PRESENTATION STARTS AT 5:30 PM



1



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Comment



Mid-Ohio Regional Planning Commission (MORPC) ✓

March 2 · 🌐

Save the date for our TIP Open House! Come join us on March 28th to hear presentations on the future of Central Ohio transportation. This event is at MORPC from 3:30 - 6:30 p.m., with presentations beginning at 5:30 p.m. [#Transit](#) [#Transportation](#) [#Events](#) [#PublicInvolvement](#)

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Mid-Ohio Regional Planning Commission

111 Liberty Street, Suite 100, Columbus, OH 43215

PRESENTATION STARTS AT 5:30 PM



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Comment



MORPC @MORPC · Mar 26



Join us this Tuesday for our TIP open house! Central Ohio residents and communities can see what transportation projects are receiving funding for the next four years. It includes a listing of the projects and programs and the specific funding sources committed to each of them.





MORPC @MORPC · Mar 22



We are seeking public comments on our 2024-2027 Transportation Improvement Programs. The drafts are available at:

CORPO: [morpc.org/committees/cor...](https://morpc.org/committees/corpo)

Comments: corpo@morpc.org

TIP: morpc.org/tip

Comments: tip@morpc.org

All comments are due to MORPC by 4/10/2023 by 5 p.m.

PUBLIC COMMENT



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION



2



2



262





MORPC @MORPC · Mar 10



Join us on March 28th for the Transportation Improvement Program open house. Can't make it in person? The comment period is now open until April 10th. Comments can be submitted via email to tip@morpc.org or in writing to MORPC. Visit: morpc.org/tip
[#Transit](#) [#Comment](#)

2024-2027
TRANSPORTATION IMPROVEMENT PROGRAM

OPEN HOUSE

Tuesday, March 28, 2023 | 3:30 – 6:30 PM
Mid-Ohio Regional Planning Commission
111 Liberty Street, Suite 100, Columbus, OH 43215
PRESENTATION STARTS AT 5:30 PM







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FEBRUARY 2023

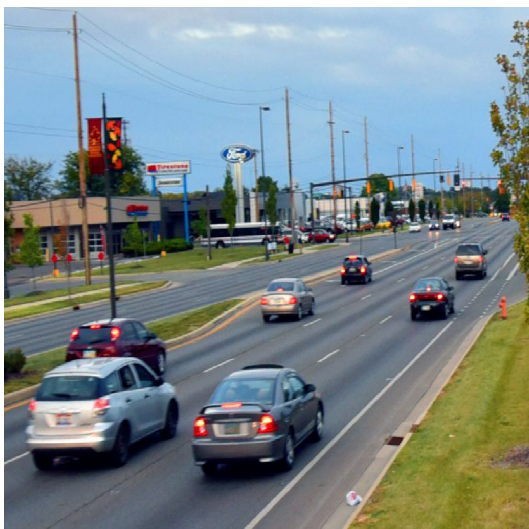
MEETINGS & EVENTS

NEWS



COLUMBUS NEEDS BIG IDEAS, BUT IS A SECOND OUTERBELT THE FIX?

A second outer belt has been discussed many times since I-270 was built. By MORPC's estimates, a second outer belt would involve building more than 150 miles of new highway at a potential cost of \$10 to \$15 billion. We need big ideas to build a better future, but is a second outer belt the fix? [Read more >](#)

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PUBLIC INPUT SOUGHT ON TRANSPORTATION PROJECTS

Join us **Tuesday, March 28** from 3:30-6:30 p.m. at an Open House on the Transportation Improvement Programs impacting Delaware and Franklin counties and portions of Fairfield, Licking counties, and Jerome Township in Union County; as well CORPO members. Public comment period opens **March 10**.

[Learn more >](#)

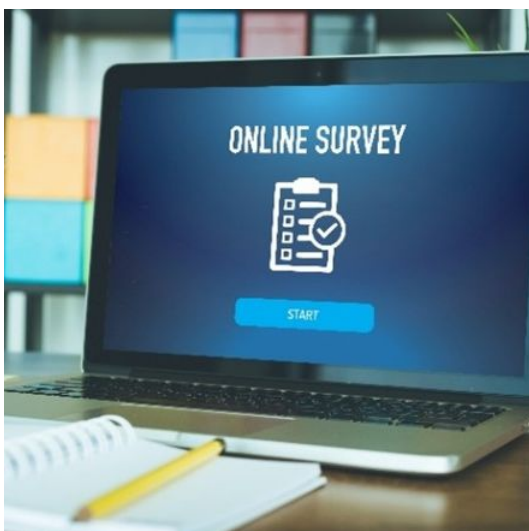
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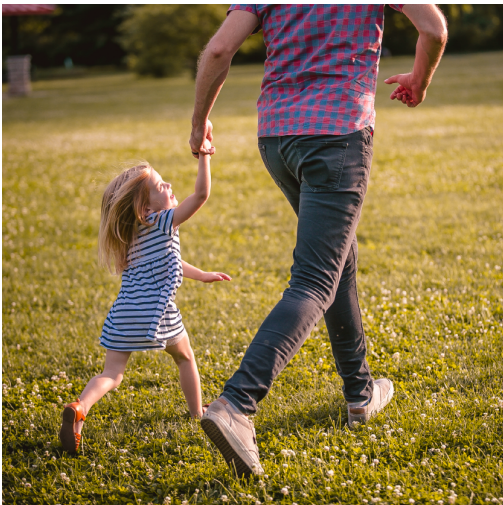
LEADERS LISTEN: PARTICIPATE TODAY TO INFORM TOMORROW

MORPC wants to hear Central Ohio residents' opinions on transportation-related experiences and services in the region. By participating in this brief survey, participants will be placed in a prize drawing with an opportunity to win 1 of 200 \$10 eGift cards. [Provide your insight >](#)

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2050

The Central Ohio region continues to grow and is on track to reach 3.15 million residents by 2050, based on the most recent data from MORPC. Recent modeling projections of 3.15 million for the 15-county region represent a slight uptick from previous projections. [Read more >](#)



MORPC RELEASES END-OF-SEASON AIR QUALITY REPORT

MORPC released its annual Air Quality Report, summarizing air quality data from November 2021 to October 2022. MORPC issues daily air quality forecasts and public notices when ground-level ozone and particle pollution levels are forecasted to be unhealthy through Air Quality Alerts. [Read more >](#)



DR. BRADLEY JOINS MORPC AS REGIONAL INVESTMENT OFFICER

Dr. Todd Bradley has been tapped to serve as MORPC's new Regional Investment Officer. In this role, he is responsible for seeking and attracting federal and state investment opportunities back to Central Ohio. These critical funds will advance regional infrastructure, plan for growth, and cultivate job-creating projects. [Read more >](#)

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MID-OHIO REGIONAL
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MARCH 2023



REGIONAL eSOURCE NEWSLETTER

MEETINGS & EVENTS

NEWS

**POWERING
OUR REGION
FORWARD**



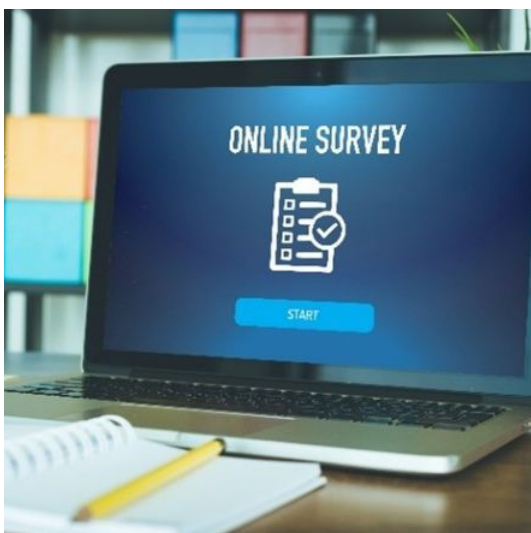
2023 STATE OF THE REGION: SOLD OUT!

If you missed your opportunity to attend the Mid-Ohio Regional Planning Commission's (MORPC) 2023 State of the Region in person, you still have options. Catch the event on Friday, March 31 on [CTV](#) or [watch a recap online](#). Also, mark your calendar for the 2024 State of the Region planned for **March 15, 2024**.



INPUT SOUGHT ON TRANSPORTATION IMPROVEMENT PROGRAM

Join us **Tuesday, March 28** from 3:30-6:30 p.m. for an Open House on the Transportation Improvement Program impacting Delaware and Franklin counties; portions of Licking and Fairfield counties, and Jerome Township in Union County; and CORPO agencies. Public comments will be accepted until **April 10**. [Learn more >](#)



"LEADERS LISTEN" SURVEY SERIES LAUNCHED

MORPC launched the "Leaders Listen" survey series, in partnership with *The Columbus Dispatch* and CHRR at The Ohio State University, to obtain residents' opinions on experiences and services in the region. The initial findings of the survey will be released on the first topic, which is transportation, at the State of the Region on **March 31**. [Read more >](#)

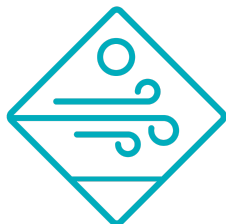


AIR QUALITY ALERTS AVAILABLE AS OZONE MONITORING SEASON BEGINS

March kicked off ozone monitoring season, a time when air pollution can reach unhealthy levels for sensitive individuals. Part of a network of agencies across the U.S., MORPC issues daily air quality forecasts and notifies the public when levels are a threat to public health. Learn about the Air Quality Program and [sign up for alerts](#).



OUR SERVICES



AIR QUALITY ALERTS



GOHIO COMMUTE



WEATHERIZATION &
HOME REPAIR

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EXHIBIT E



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

TIP OPEN HOUSE

March 28, 2023

PLEASE SIGN-IN

NAME	E-MAIL	COMPANY (Optional)
JUSTIN GOODWIN	imgoodwin@calumetbus.gov	CITY OF CALUMETUS
BEN BOYER	Ben.Boyer@DOT.ohio.gov	ODOT DS
Ty Thompson	ty.thompson@dot.ohio.gov	ODOT DS
Brian Davidson	brian.davidson@dot.ohio.gov	ODOT DS
Alex Hertridge	alexhertridge@gmail.com	Post MORPC Intern
ALICE ALICE	alice.villareal@morpc.org	Village of Columbus
Peggy Kilty	PeggyKilty@outlook.com	
Bevan Schneck	bevan.schneck@gmail.com	
Amy Elisea	amy.elisea@cesoinc.com	LESO
Elliot Dora	DORAELC@COTA.com	COTA
Walter Hardy		



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

WELCOME TO THE 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM OPEN HOUSE

Presentation at 5:30 p.m.

STATE FISCAL YEAR 2024-2027 TRANSPORTATION IMPROVEMENT
PROGRAM

WHAT IS THE TIP?

Transportation Improvement Program

The Transportation Improvement Program (TIP) is the four-year program of projects and strategies implementing the near-term priorities in the Metropolitan Transportation Plan (MTP).



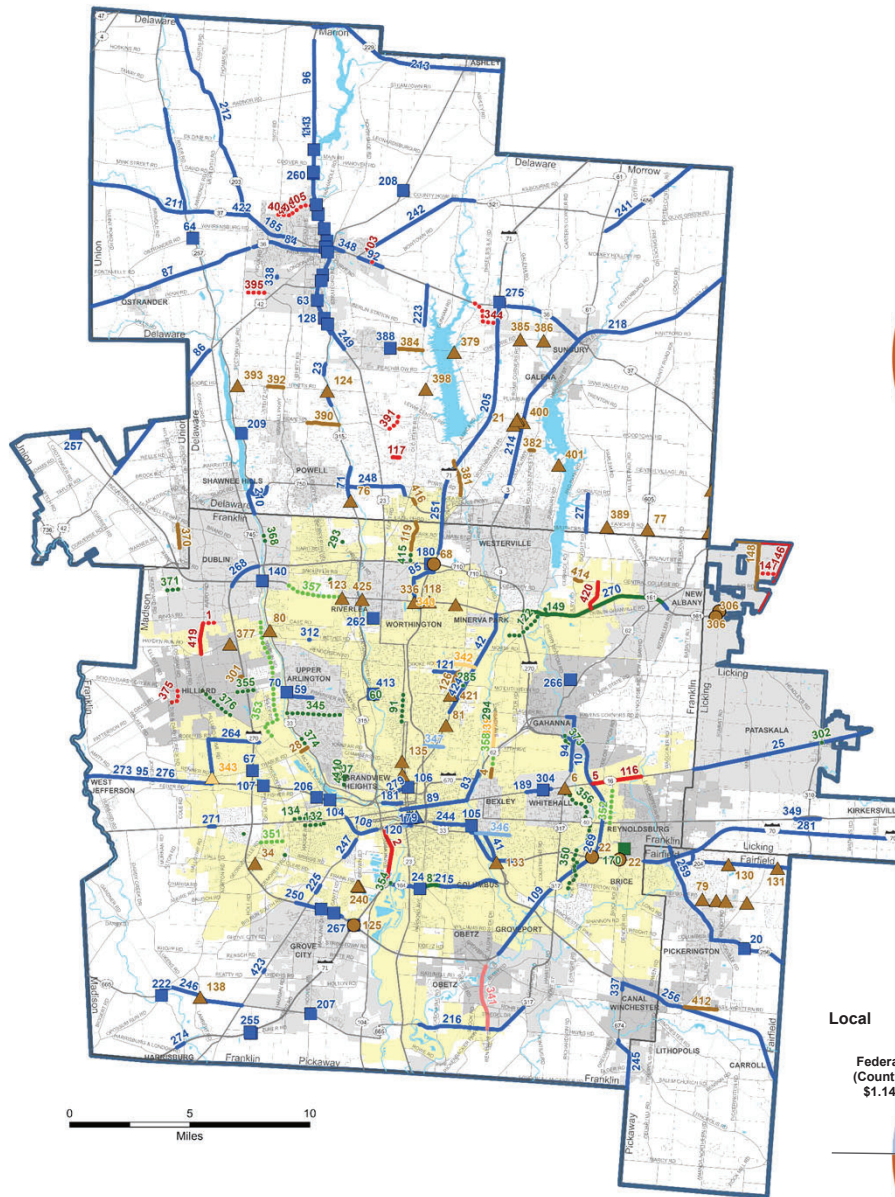
The TIP:

- Identifies federal, state, and local funding sources committed to each project and strategy in each year.
- Can only include projects identified in the MTP.
- Is constrained by available funding.
- Requires approval by MORPC, the state, and U.S. Department of Transportation.
- Is updated every two years and amended quarterly.
- Is analyzed for impacts on air quality and disadvantaged populations.

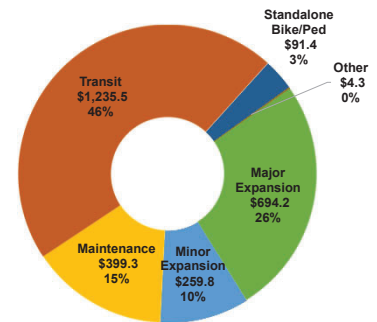
A project or strategy must be in the TIP before it can use federal funds.

STATE FISCAL YEAR 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

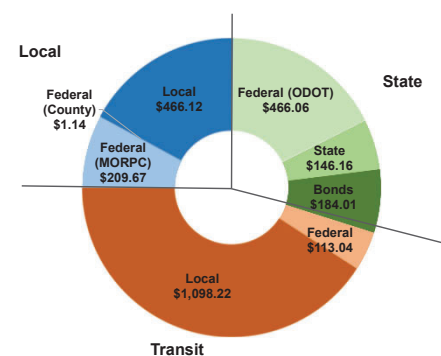
SUMMARY OF PROJECTS



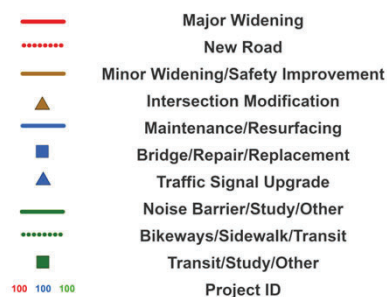
Total Funding by Project Type
(\$ in millions)



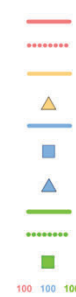
Total Funding by Administration
(\$ in millions)



Construction Phase
FY 2024 - 2027

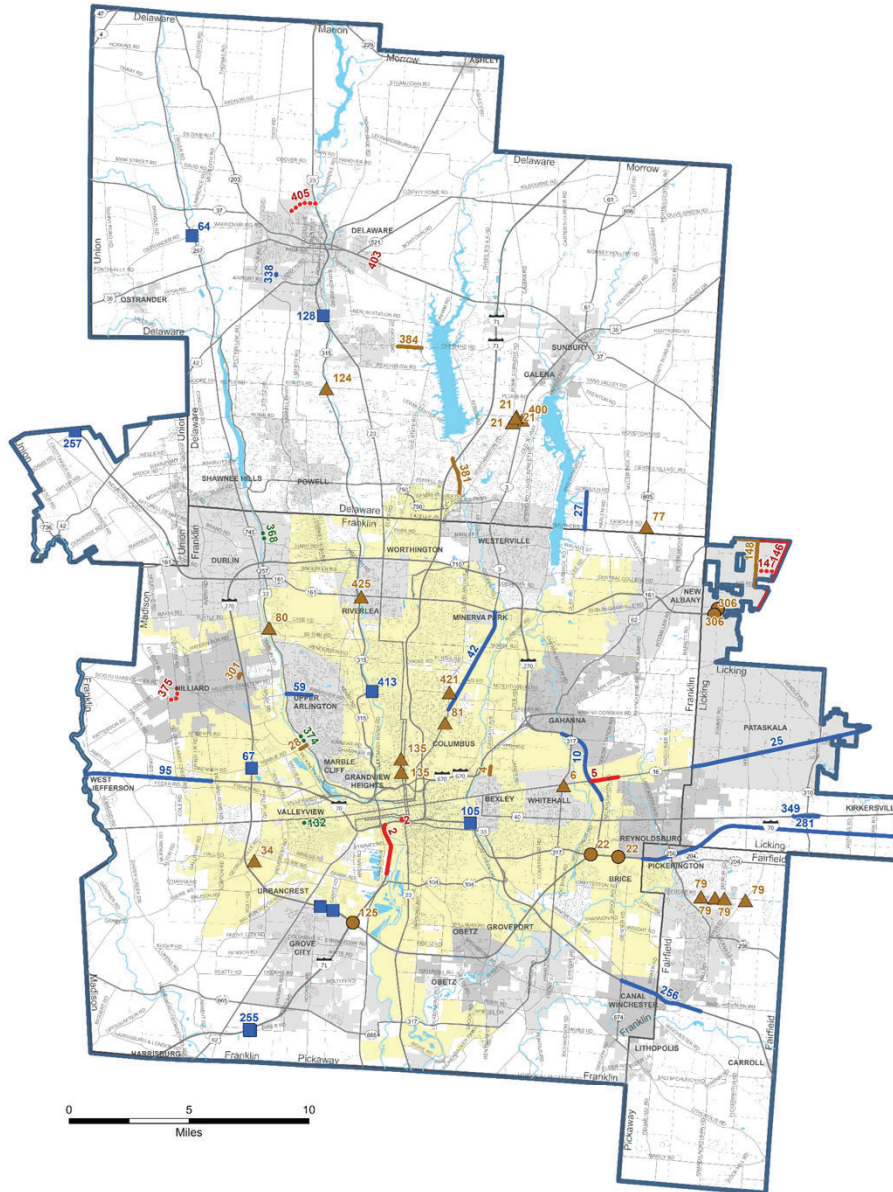


Construction Phase
after FY 2027
(Construction not part of TIP)



STATE FISCAL YEAR 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

2024 CONSTRUCTION FUNDING



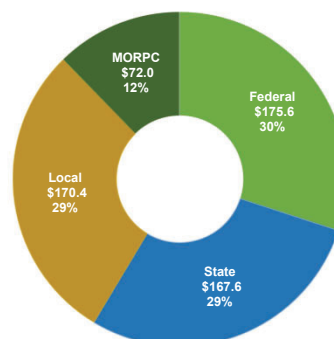
Construction Phase
FY 2024 - 2027



Construction Phase
after FY 2027
(Construction not part of TIP)

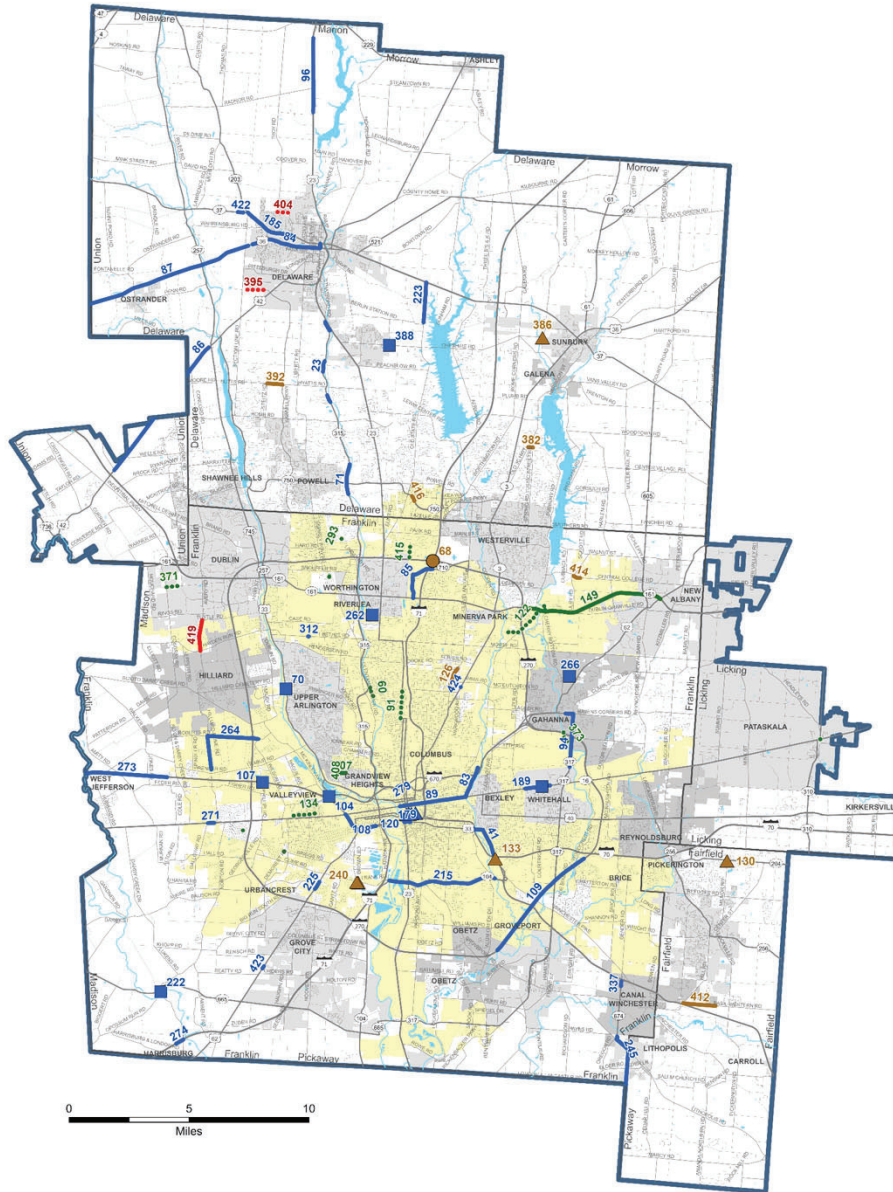


SFY2024 Construction Funding Sources
(\$ in millions)



STATE FISCAL YEAR 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

2025 CONSTRUCTION FUNDING



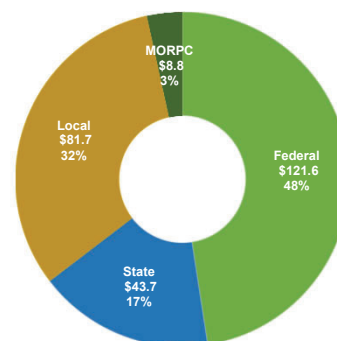
Construction Phase
FY 2024 - 2027



Construction Phase
after FY 2027
(Construction not part of TIP)

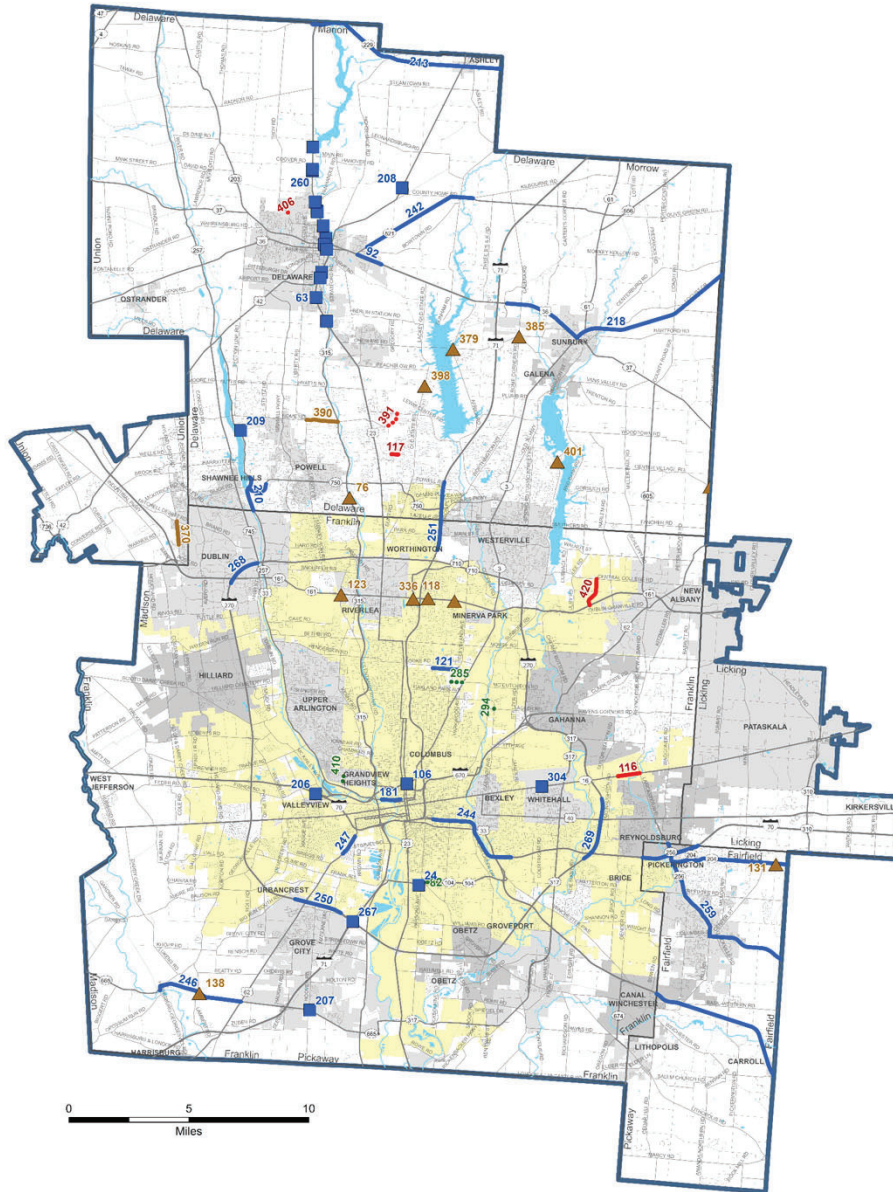


SFY2025 Construction Funding Sources
(\$ in millions)



STATE FISCAL YEAR 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

2026 CONSTRUCTION FUNDING



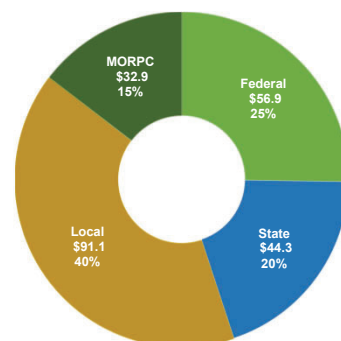
Construction Phase
FY 2024 - 2027



Construction Phase
after FY 2027
(Construction not part of TIP)

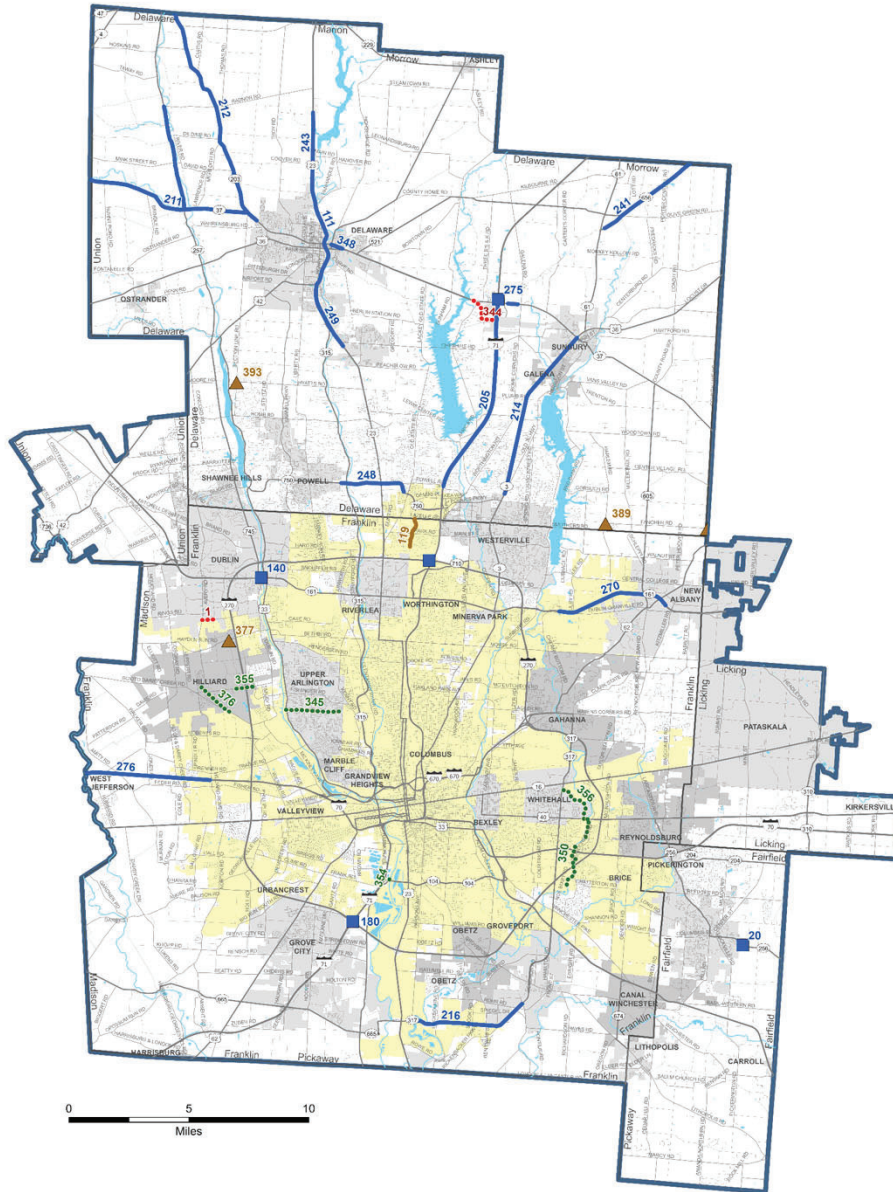


SFY2026 Construction Funding Sources
(\$ in millions)



STATE FISCAL YEAR 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

2027 CONSTRUCTION FUNDING



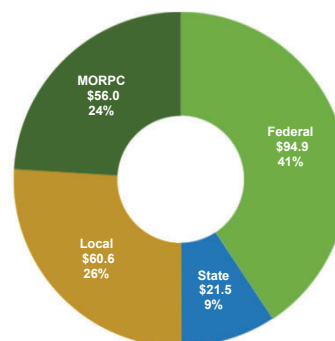
Construction Phase
FY 2024 - 2027



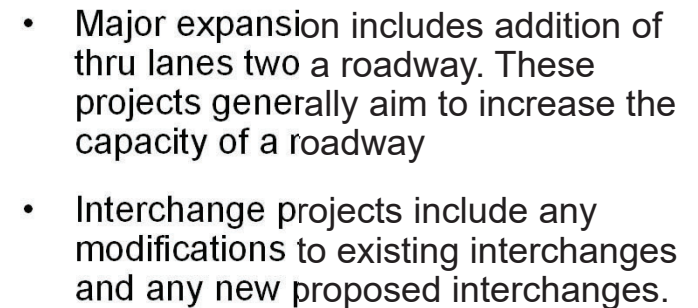
Construction Phase
after FY 2027
(Construction not part of TIP)



SFY2027 Construction Funding Sources
(\$ in millions)



MAJOR EXPANSION & INTERCHANGE PROJECTS

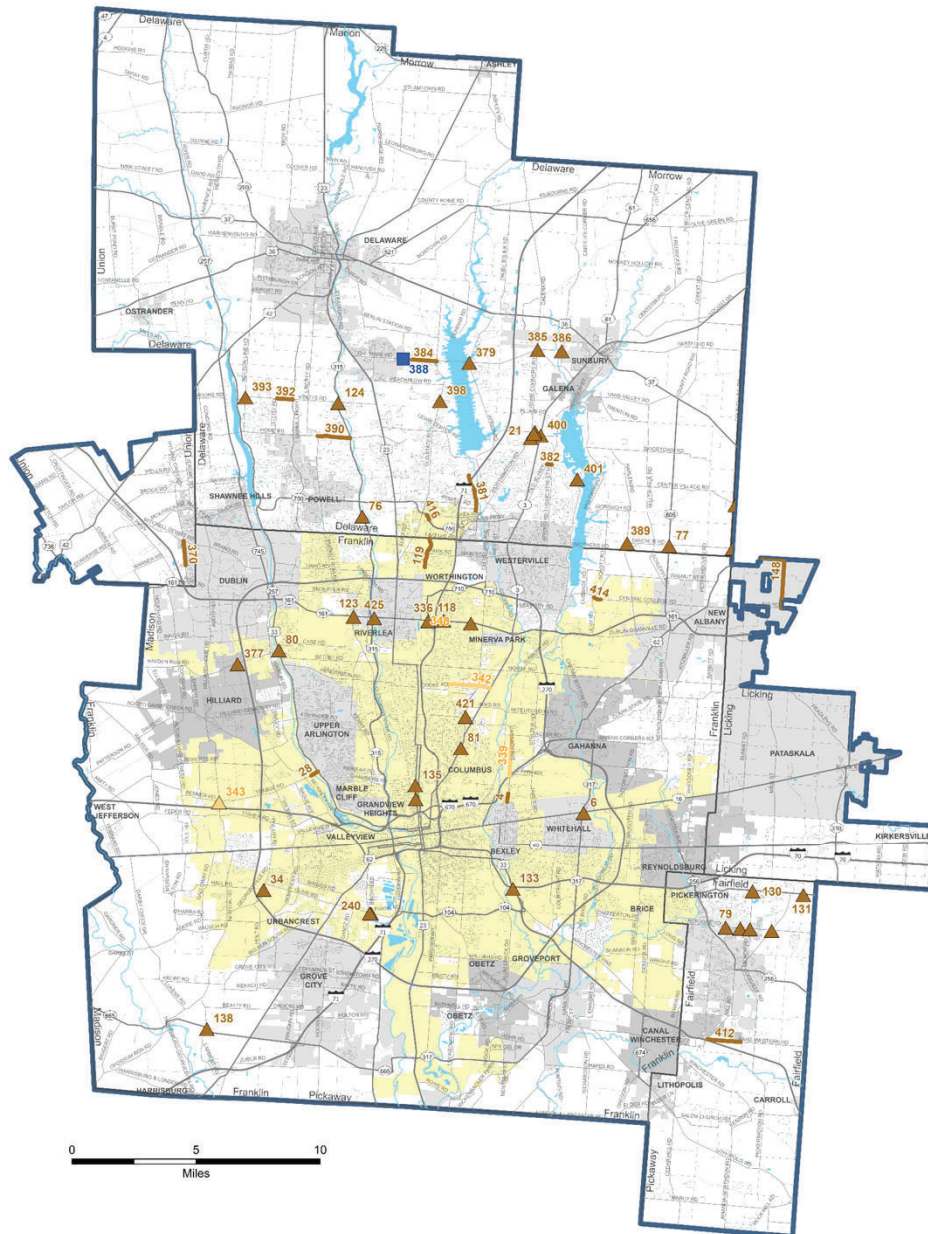


Revenue Source	Amount (\$)	Percentage (%)
Local	\$257.2	37%
Federal	\$236.2	34%
State	\$141.6	20%
MORPC	\$59.2	9%

**Construction Phase
after FY 2027**
(Construction not part of TIP)

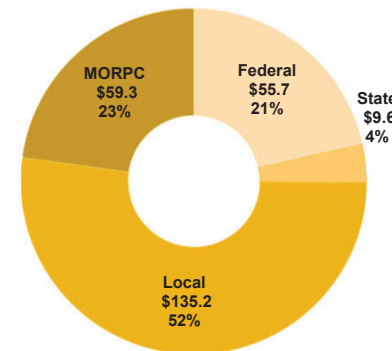


MINOR EXPANSION & INTERSECTION PROJECTS



- Minor expansion includes addition of center turn lanes and other safety focused improvements.
- Intersection projects include addition of turn lanes, signalization of intersections, construction of roundabout, and other safety focused improvements.

Minor Expansion & Intersection Projects
(\$ in millions)



Construction Phase
FY 2024 - 2027

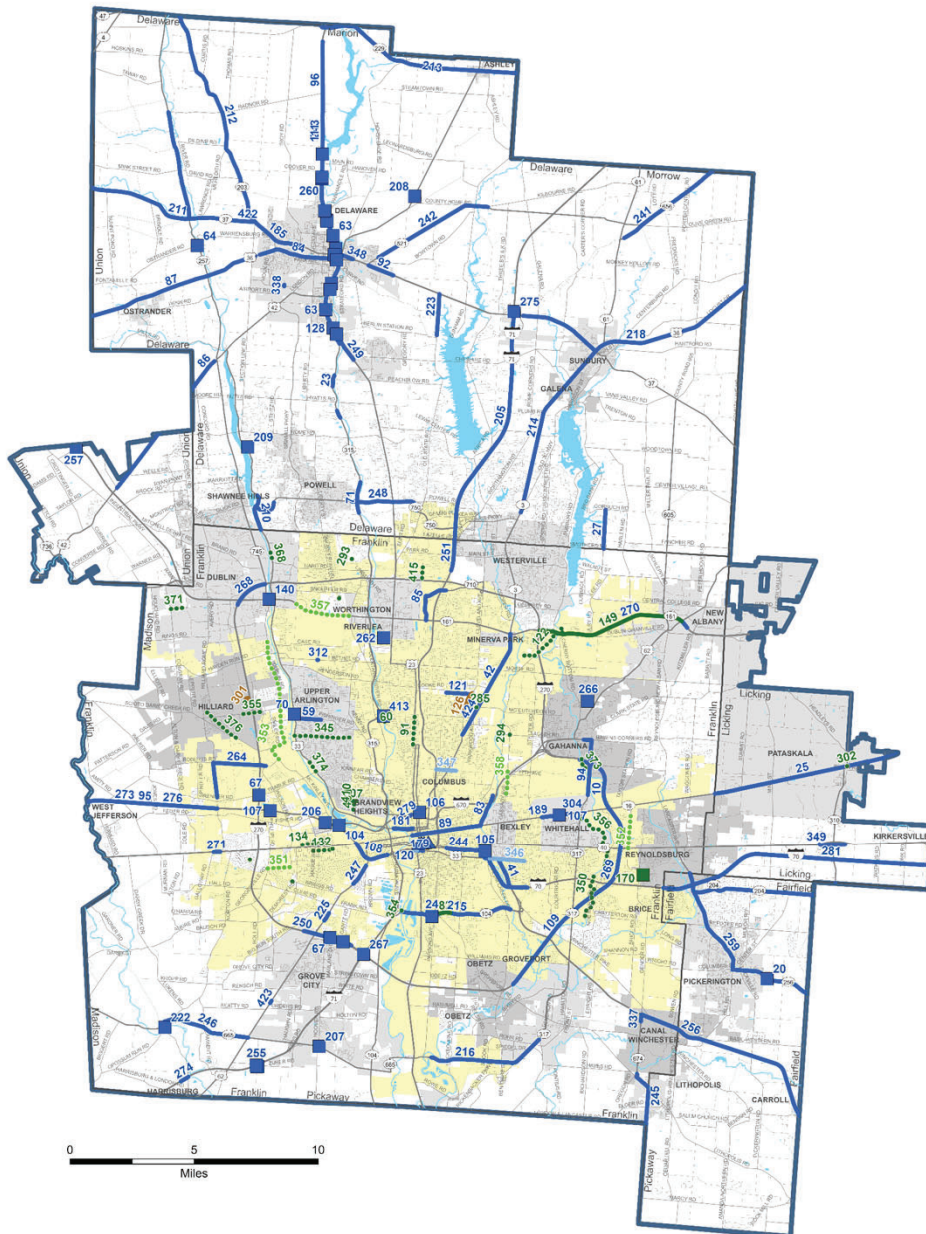
Construction Phase
after FY 2027
(Construction not part of TIP)



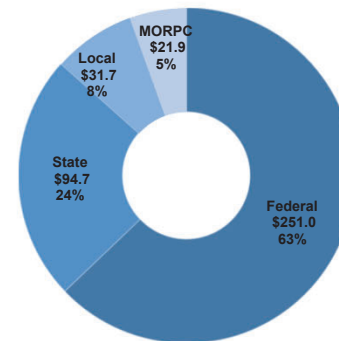
STATE FISCAL YEAR 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

MAINTENANCE, TRANSIT & OTHER PROJECTS

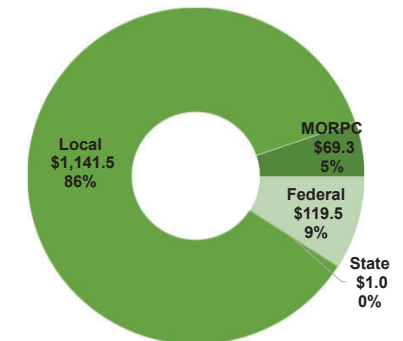
- Maintenance includes roadway repaving and reconstruction, as well as bridge rehabilitation and reconstruction.
- Other projects may include noise walls, stand alone bike and pedestrian infrastructure projects, or other non-roadway projects.
- Transit projects are also included on this map.



Bridge & Roadway Maintenance Projects
(\$ in millions)



Transit & Miscellaneous Projects
(\$ in millions)



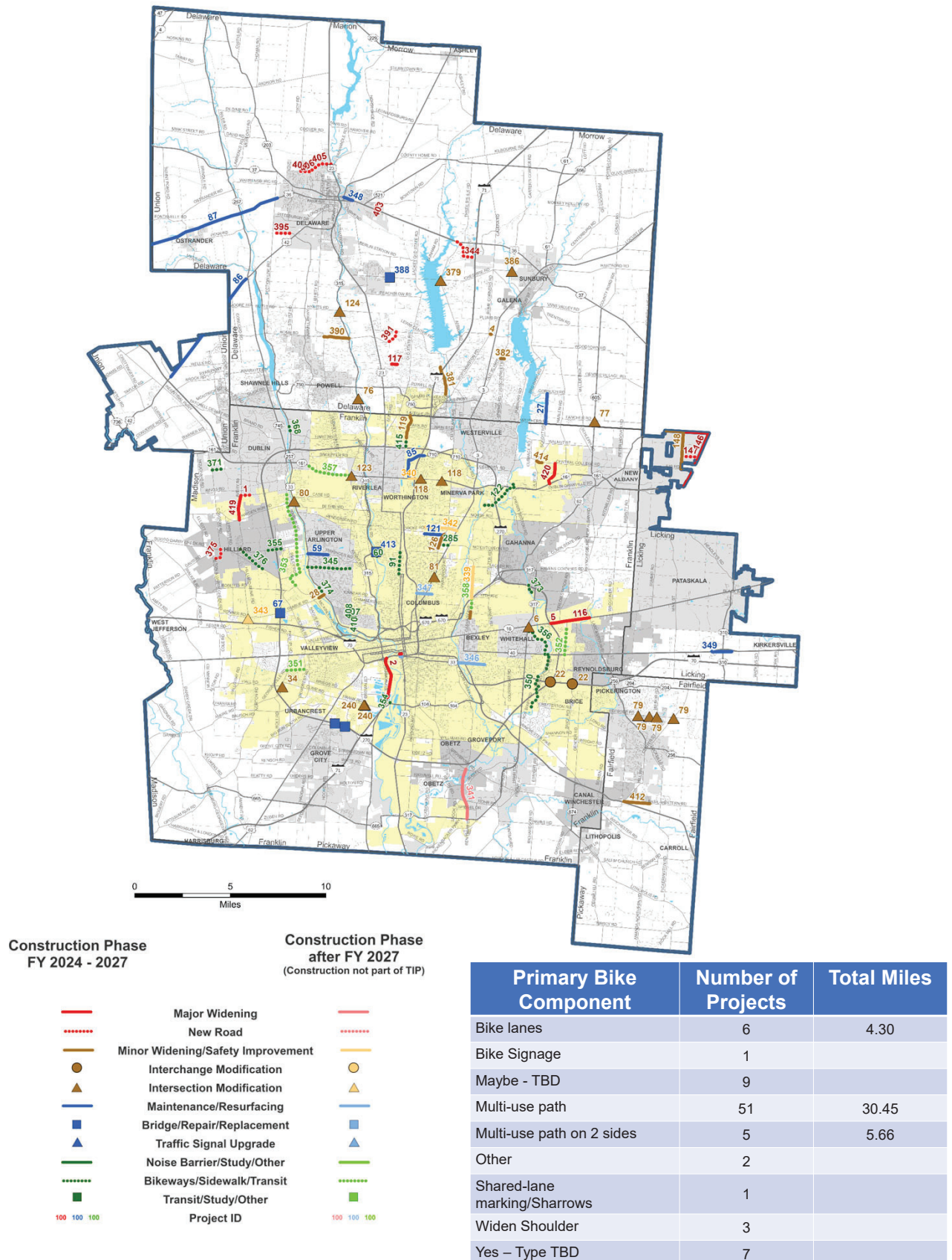
Construction Phase
FY 2024 - 2027

Construction Phase
after FY 2027
(Construction not part of TIP)



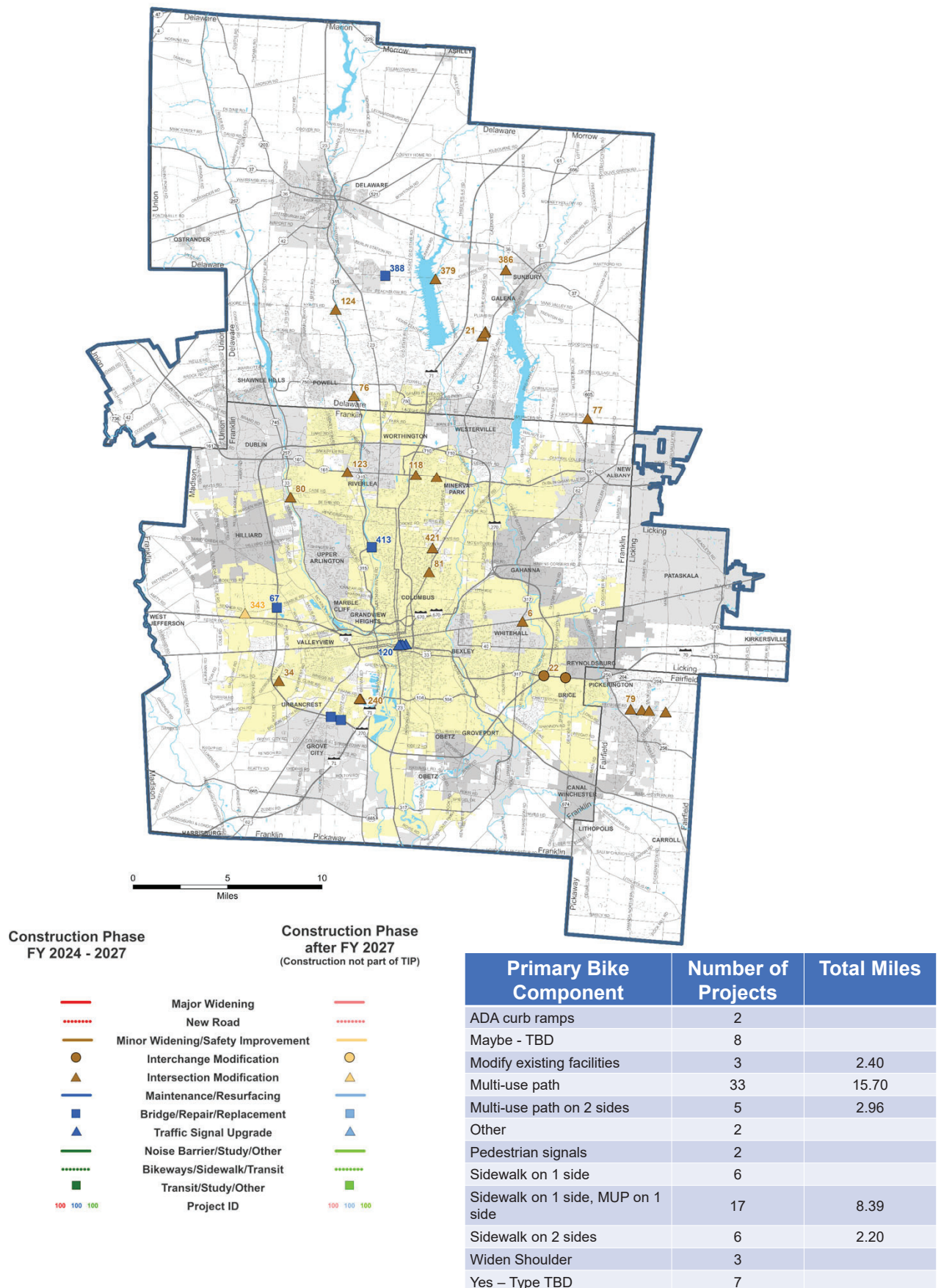
STATE FISCAL YEAR 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECTS WITH BICYCLE COMPONENTS



STATE FISCAL YEAR 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECTS WITH PEDESTRIAN COMPONENTS



PERFORMANCE MEASURES

- National performance goals have been established for seven key areas (safety, infrastructure condition, congestion, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays), and MPOs are required to establish performance targets in support of these national goals.
- The 2024-2027 TIP includes a summary of projects which will support efforts to meet the performance targets established by MORPC.

MORPC TIP Projects Improving Safety

Projects funded with HSIP \$	HSIP \$ (Millions)	Projects funded without HSIP \$	Non-HSIP \$ (Millions)
50	\$108.9	13	\$95.8

MORPC TIP Projects Improving Travel Time Reliability

Road Type	Number of Projects	Project Costs (millions)
Interstate	8	\$288.2
Non-Interstate NHS	7	\$118.7

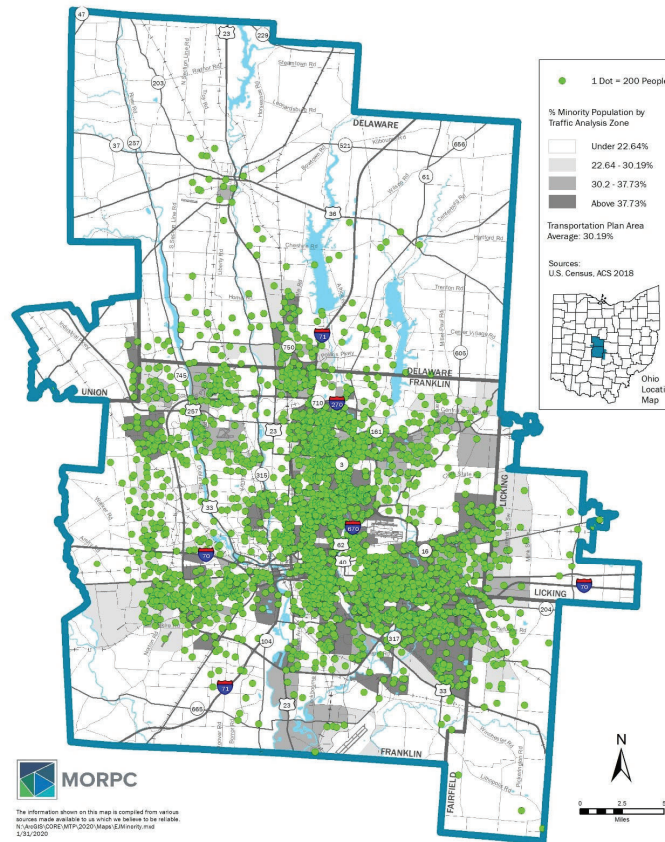
MORPC TIP Pavement and Bridge Projects

Pavement Projects	Number of Projects	Lane Miles	Project Costs (millions)
Interstate	12	289	\$185.2
Non-Interstate	29	201	\$161.7
Bridge Projects	Number of Projects	Number of Bridges	Project Costs (millions)
NHS	25	90	\$255.6

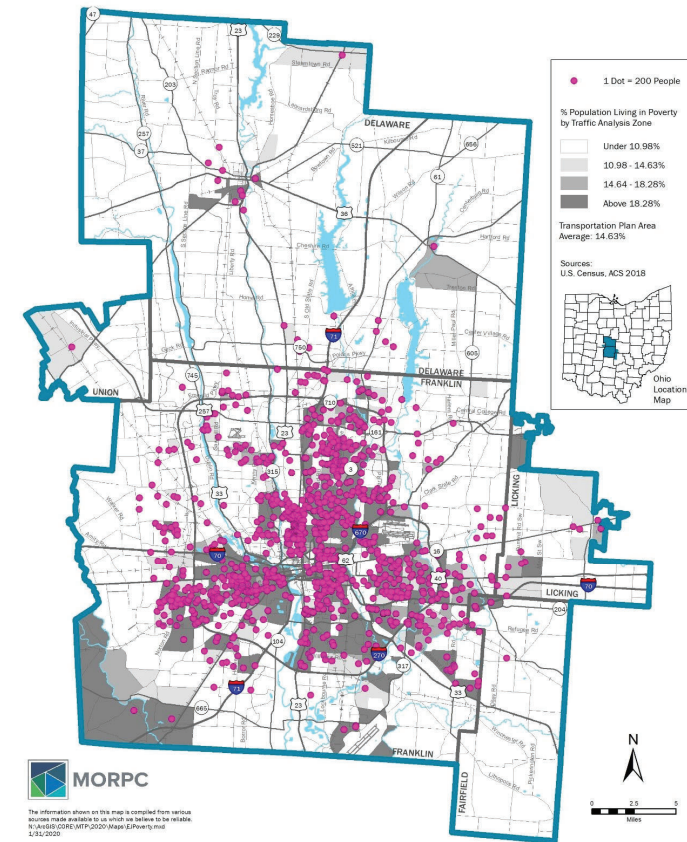
ENVIRONMENTAL JUSTICE ANALYSIS

- The TIP is required to evaluate the nature, extent, and incidence of probable favorable and adverse human health or environmental impacts of the program upon minority or low-income populations.
- Appendix 3 of the TIP provides detailed technical environmental justice analysis to identify any disproportional impacts of the TIP as a whole. The analysis shows that there are not any disproportional impacts.

Distribution of Minority Population by TAZ (2021)



Distribution of Population in Poverty by TAZ (2021)



TRANSIT PROJECTS

Who is CORPO?

Central Ohio's Rural Transportation Planning Organization (RTPO)

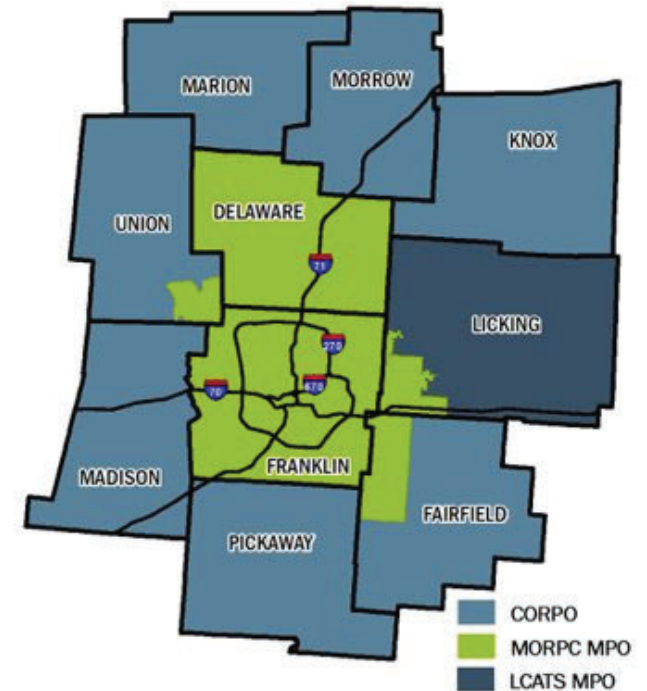
CORPO serves as central Ohio's (RTPO). The six RTPOs in Ohio are responsible for regional transportation planning in coordination with local stakeholders, Ohio Metropolitan Planning Organizations (MPOs) and ODOT in designated areas outside urbanized areas.

CORPO includes seven counties and is staffed by MORPC and is guided by both a CORPO committee and county-level subcommittees.

Long-Range and Short-Range Planning

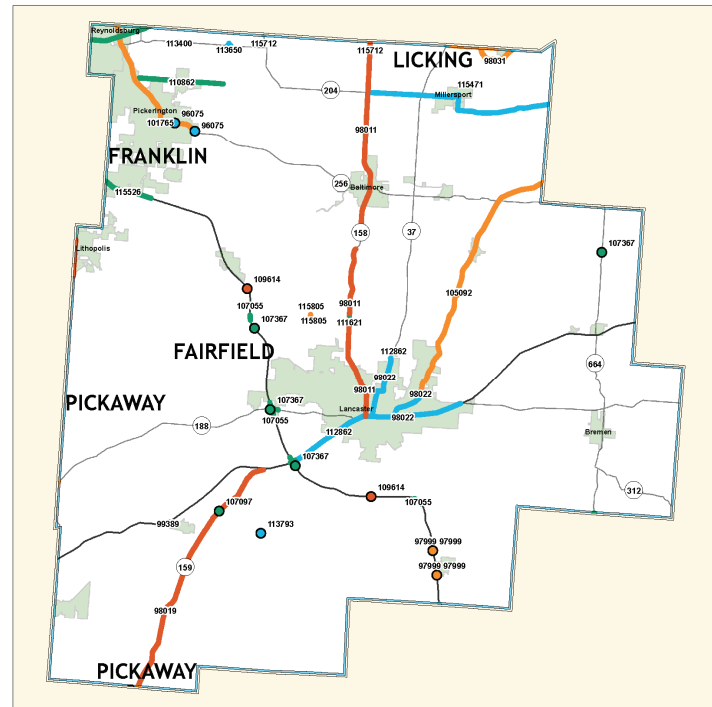
CORPO's long-range planning document is the CORPO Transportation Plan (CTP). The first iteration of this plan was adopted in June 2018. RTPOs like CORPO are required to produce a long-range transportation plan every 5 years. A new CTP will be produced later this year.

The CORPO TIP is four-year program of projects and strategies implementing the near-term priorities in the CTP. The FY2024-2027 TIP includes transportation projects proposed for construction from July 2024 through June 2027.



STATE FISCAL YEAR 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

2024 - 2027 Construction Projects FAIRFIELD County



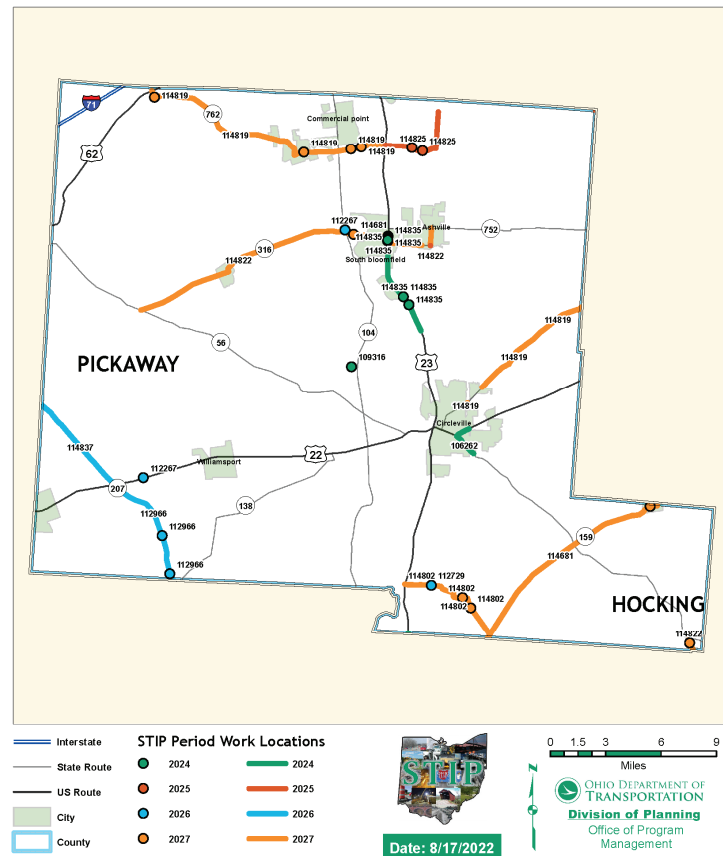
2024 - 2027 Construction Projects KNOX County



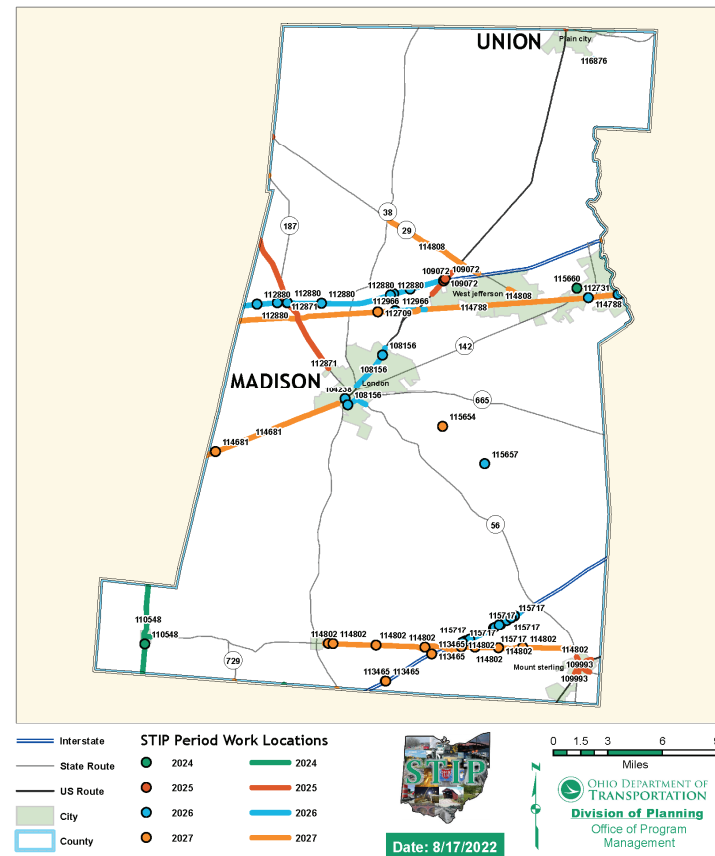
- Maps detailing the TIP projects in each CORPO county show where construction is planned and the year for which it is scheduled.
- The numbers on the maps correspond to the project ID on the TIP list.
- You can look up information about any of these projects in the tables in the CORPO TIP document.

STATE FISCAL YEAR 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

2024 - 2027 Construction Projects PICKAWAY County



2024 - 2027 Construction Projects MADISON County



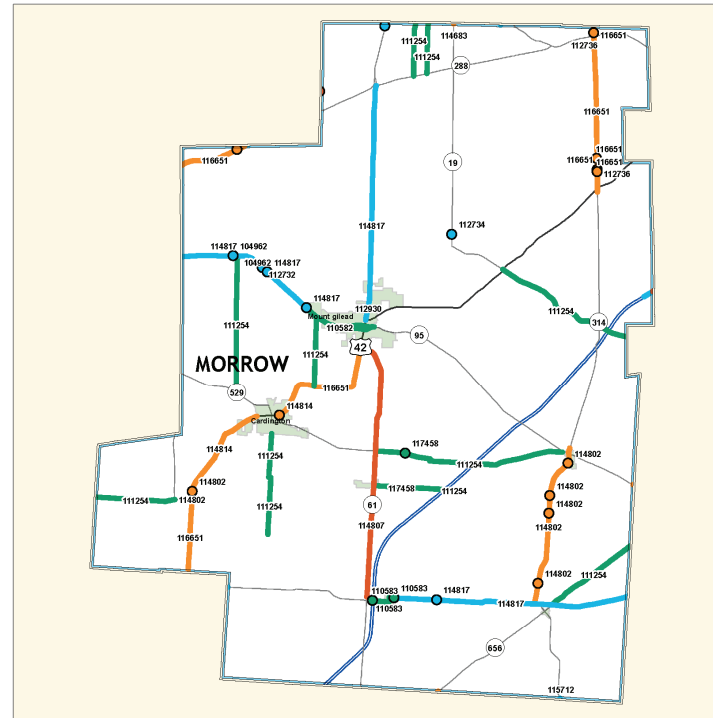
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STATE FISCAL YEAR 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

2024 - 2027 Construction Projects MARION County

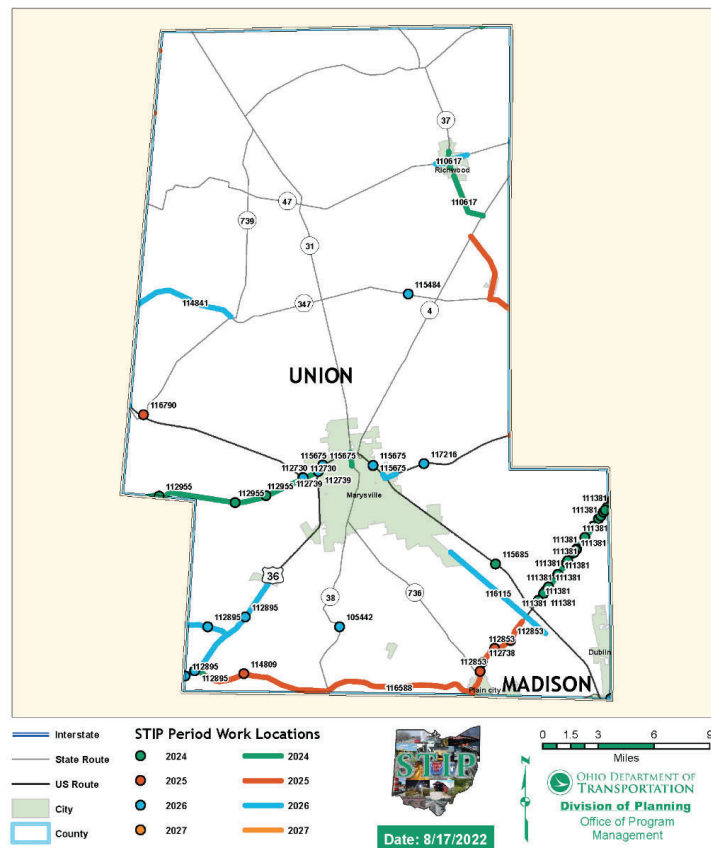


2024 - 2027 Construction Projects MORROW County



- Maps detailing the TIP projects in each CORPO county show where construction is planned and the year for which it is scheduled.
- The numbers on the maps correspond to the project ID on the TIP list.
- You can look up information about any of these projects in the tables in the CORPO TIP document.

2024 - 2027 Construction Projects UNION County



- Maps detailing the TIP projects in each CORPO county show where construction is planned and the year for which it is scheduled.
- The numbers on the maps correspond to the project ID on the TIP list.
- You can look up information about any of these projects in the tables in the CORPO TIP document.



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

Nicholas T. Gill

Transportation Director

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Columbus, OH 43215

www.morpc.org



Mid-Ohio Regional Planning Commission (MORPC) ✓

March 28 at 6:01 PM · 🌐

MORPC hosted the Transportation Improvement Program (TIP) open house this evening. Central Ohioans learned about what transportation projects in their area could receive funding in 2024-2027. Public comments are accepted until April 10th and may be submitted to tip@morpc.org [#centralohio](#) [#community](#) [#transportation](#) [#funding](#)



EXHIBIT F

RESOLUTION T-5-23

“Adoption of the FY 2024-2027 Transportation Improvement Program (TIP)”

WHEREAS, the Mid-Ohio Regional Planning Commission is designated as the metropolitan planning organization (MPO) by the Governor, acting through the Ohio Department of Transportation and in cooperation with locally elected officials for Franklin and Delaware counties, the cities of New Albany and Pataskala and Etna Township in Licking County, and Violet and Bloom townships in Fairfield County, and Jerome Township in Union County; and

WHEREAS, pursuant to 23 United States Code 134, and 49 United States Code 5303, 5305, and 5306, MORPC, as the MPO, has prepared the 2020-2050 Metropolitan Transportation Plan dated May 2020; and

WHEREAS, pursuant to 23 United States Code 134, and 49 United States Code 5304, MORPC, as the MPO, has prepared a Transportation Improvement Program (TIP) for Fiscal Years 2024 through 2027 dated May 1, 2023, and available at www.morpc.org/tip; and

WHEREAS, all projects in the TIP are included in the 2020-2050 Metropolitan Transportation Plan; and

WHEREAS, pursuant to 23 USC 134 and 42 USC 7506, the 2020-2050 Metropolitan Transportation Plan has been analyzed based on accepted methodology and has been determined to be in conformity with the requirements of the Clean Air Act Amendments of 1990, and said fact is documented in the *Air Quality Conformity Determination Documentation for the Franklin, Delaware, Licking, Fairfield, Madison and Knox County Ozone Non-Attainment Area and the Franklin, Delaware, Licking, Fairfield and Coshocton County (Franklin Twp.) PM 2.5 Non-Attainment Area* dated May 1, 2023, and the SFY 2024-2027 TIP projects are consistent with this conformity determination; and

WHEREAS, the TIP includes the Central Ohio Transit Authority's (COTA's) Short-Range Transit Plan (SRTP) with specific details provided in Appendix A of the TIP, which will be adopted by the COTA board at its May, 2023 meeting; and

WHEREAS, in compliance with the U.S. Department of Transportation's Title VI regulations, solicitation of citizens' comments on the TIP was made by following MORPC's adopted Public Involvement Process including review by the Community Advisory Committee (CAC), advertisements in the *Columbus Dispatch*, *Delaware Gazette*, *Newark Advocate*, *Lancaster Eagle-Gazette*, and *Columbus Post*, sunshine mailings and an open house meeting; and

WHEREAS, in response to the Federal Transit Administration's guidelines on private sector participation, private transportation operators in the region have been involved in the planning process through representation on the Transportation Advisory Committee, the CAC and/or the Transportation Policy Committee; and

WHEREAS, pursuant to 23 USC 134, the financial plan for the TIP demonstrates that it can be implemented and that it is consistent with funding reasonably expected to be available; and

WHEREAS, the TIP does not become effective until approval is received from the federal and state authorities; and

WHEREAS, the Community Advisory Committee at its meeting on May 1, 2023 and the Transportation Advisory Committee at its meeting on May 3, 2023 recommended approval of this resolution to the Transportation Policy Committee; now therefore

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

- Section 1. That it adopts the Transportation Improvement Program for Fiscal Years 2024 through 2027 dated May 1, 2023, as provided on the MORPC website at www.morpc.org/tip and recommends that its members incorporate these improvements into their transportation improvement programming for their governmental units.
- Section 2. That it affirms the consistency between the Fiscal Years 2024 through 2027 TIP and the 2020-2050 Metropolitan Transportation Plan and thus the determination of conformity between the TIP and the State Implementation Plan (SIP).
- Section 3. That it authorizes the Transportation Director to approve administrative modifications to the TIP as provided in Appendix D of the document.
- 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 J. Janas, Chair
MID-OHIO REGIONAL PLANNING COMMISSION

Date

Prepared by: Programming Staff