



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

111 Liberty St., Suite 100  
Columbus, Ohio 43215  
[www.morpc.org](http://www.morpc.org)

## NOTICE OF A MEETING

**MPO Funding Committee**  
Mid-Ohio Regional Planning Commission  
111 Liberty Street, Suite 100  
Columbus, Ohio 43215

**September 3, 2025**  
**10:00 a.m.**

Note: Due to changes in Ohio Revised Code 121.221 regarding public bodies and virtual meetings, the Attributable Funds Committee meeting will be aired via live stream. We will note who views the meeting via live stream as information is available.

### ***Live Stream Option***

[View MPO Funds Committee Meeting via Live Stream](#)

Meeting ID: 296 412 853 013 8  
Passcode: hE6HD3m4

### ***To Listen by Phone***

(888) 595-9475# United States (Toll-Free)

[Find a Local Number](#)

Phone Conference ID: 659 667 449#

## AGENDA


1. Welcome & Introductions
2. Approval of August 6, 2025, Minutes
3. Roadmap for Revising the Policies
4. Activity Categories Changes
5. Evaluation of Criteria Usefulness

**William Murdock, AICP**  
*Executive Director*

**Chris Amorose Groomes**  
*Chair*

**Ben Kessler**  
*Vice Chair*

**Laurie Jadwin**  
*Secretary*

- 
6. Retrospective Safety Analysis
  7. Other Business
  8. Adjourn

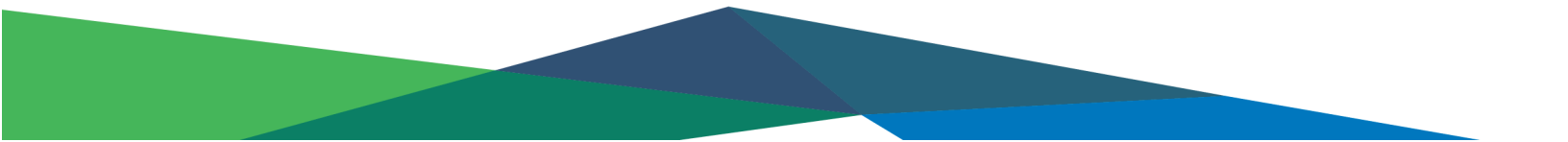
PLEASE NOTIFY EVA REDA AT 614-233-4167 OR EMAIL [EREDA@MORPC.ORG](mailto:EREDA@MORPC.ORG) TO CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR IF YOU REQUIRE SPECIAL ASSISTANCE.

**The next MPO Funding Committee meeting is**  
October 1, 2025, at 10 a.m.

**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". Accessible parking is available at the side of MORPC's building. 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 is E. Fulton St./S. High St. Bus lines that accommodate this stop are Numbers 1, 4, 8, and 51.



# Mid-Ohio Regional Planning Commission MPO Funding Committee Meeting Minutes



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

Date: **August 6, 2025**  
Time: **10:00 a.m.**  
Location: **MORPC**

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## **Members Present –**

Cox, Barbara  
Hibbard, Tom  
Montgomery, Carly  
Nimps, Ronni  
Pajk, Jim  
Stimpson, Rory  
Weiss, Ira

Crosier, Fritz  
Hoying, Dan  
Moorehead, John  
Nittle, Tim  
Risko, Michele  
Wawszkiewicz, Tina  
Wilfong, Ira

Girves, Catherine  
Jenkins, Tiffany  
Moran, Alan  
Owen, Jonathan  
Schamp, Letty  
Weber, Joe  
Wilfong, Gary

## **MORPC Staff**

Graham, Thomas

Reda, Eva

Petrov, Jordan

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

- Chair Young called the meeting to order at 10:00 a.m. There was a quorum present.

### **II. Approval of December 18, 2024, Meeting Minutes**

- Chair Young asked for a motion to approve December 18, 2024, meeting minutes. Mr. Weiss moved; Mr. Pajk seconded; and the motion passed.

### **III. Summary of Survey Results and Discussions with MPO Funding Committee Members**

- Tom Graham presented a summary of the feedback staff had received via a survey sent to all committee members and follow-up meetings with respondents.
- This update highlighted key areas of the Policies which respondents had identified for the committee to consider further revisions, including:
  - Revisions to definitions of activity categories
  - Introducing a cap on the amount of funding requested for a single project
  - Simplifying the application and evaluation process
  - Improving criteria around congestion, safety, and housing
  - Ensuring the Policies align with the MTP

### **IV. Brainstorm Thoughts on process and Changes for Next Round**

- Tom Graham led the committee through discussions around potential changes to the Policies.

- The committee discussed different ideas for assigning activity categories, including the suggestion to assign activity categories based upon the bulk of project costs.
- The committee discussed the need to better address the needs of the region as it continues to experience growth.
- The committee discussed the desire to include criteria which supports new housing developments.
- The committee discussed potentially increasing the focus on system preservation within the program.
- A variety of other topics were also discussed as the committee considered potential changes to the Policies.
- Tom Graham presented multiple options to the committee for how the process of updating the Policies could proceed. The committee opted to continue meeting monthly, with staff to prepare and present potential changes to the Policies for their consideration.

**V. Complete Streets Policy Update**

- Tom Graham presented multiple options to the committee for how the process of updating the Complete Streets Policy could proceed. The committee opted to form a working group with members of the MPO Funding Committee and the Active Transportation Working Group represented.

**VI. Timeline and Next Steps**

- Tom Graham presented a schedule for the update process, highlighting that Policies would need to be approved for public comment by early 2026.

**VII. Other Business**

- No other business was discussed.

**VIII. Adjourn**

- The meeting was adjourned at 11:19 a.m.



Maria Schaper, Secretary  
**Metropolitan Planning Organization Funding Committee**



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## Memorandum

**TO:** Mid-Ohio Regional Planning Commission  
MPO Funding Committee

**FROM:** Tom Graham  
Associate Director of Transportation Planning

**DATE:** 8/27/2025

**SUBJECT: Roadmap for Revisions to the Policies for Managing MORPC-Attributable Funding**

Following the 8/6/2025 MPO Funding Committee meeting, staff worked to identify key areas of the Policies for which revisions should be considered prior to the 2026 funding solicitation. This memo serves to provide a roadmap for the order in which we intend to present potential revisions.

Not all items discussed by the MPO Funding Committee are included on this roadmap, but rather staff has identified the areas of the Policies which seem most feasible to address prior to the next funding round. Additionally, MORPC is preparing to undertake a full revision to our project prioritization process for the Metropolitan Transportation Plan via a Prioritization Process Pilot Program (PPPP) grant from FHWA, and it is envisioned that this initiative will also provide value for future revisions to the Policies for Managing MORPC-Attributable Funding. As we prioritized which items to bring before the MPO Funding Committee for consideration prior to the next funding round, areas of the Policies which have significant overlap with the work we intend to complete via the PPPP project were not prioritized.

The MPO Funding Committee has full discretion to introduce additional revisions to the Policies for consideration, but this roadmap is aiming to keep the revision process on schedule for the adoption of new Policies in early 2026. The table on the next page outlines staff's intended topics for each of the upcoming MPO Funding Committee meetings.

**William Murdock, AICP**  
*Executive Director*

**Chris Amorose Groomes**  
*Chair*

**Ben Kessler**  
*Vice Chair*

**Laurie Jadwin**  
*Secretary*

MPO Funding Committee Date	Topics to be Discussed
<p><b>September 3, 2025</b></p>	<ul style="list-style-type: none"> <li>• Definitions of activity categories               <ul style="list-style-type: none"> <li>○ Including the process for assigning a project to an activity category</li> </ul> </li> <li>• Discussion of criteria which could be removed               <ul style="list-style-type: none"> <li>○ Focus on trying to simplify the application and evaluation process</li> </ul> </li> <li>• Presentation on the results of retrospective safety analysis               <ul style="list-style-type: none"> <li>○ Specific focus on projects funded and constructed with attributable funds from 2008-2020</li> <li>○ Analysis of crash trends before and after construction of the project</li> </ul> </li> </ul>
<p><b>October 1, 2025</b></p>	<ul style="list-style-type: none"> <li>• Changes to evaluation procedure               <ul style="list-style-type: none"> <li>○ Consideration of introducing scoring rubrics</li> <li>○ Clarification of current scoring practices</li> </ul> </li> <li>• Changes to existing criteria               <ul style="list-style-type: none"> <li>○ Congestion relief</li> <li>○ Safety</li> <li>○ Others</li> </ul> </li> <li>• Potential new criteria               <ul style="list-style-type: none"> <li>○ Housing</li> </ul> </li> </ul>
<p><b>November 5, 2025</b></p>	<ul style="list-style-type: none"> <li>• New proposed program management policies               <ul style="list-style-type: none"> <li>○ Introduction of a maximum funding request allowed</li> <li>○ Increased funding for project development activities</li> </ul> </li> <li>• Changes to goal weighting</li> <li>• Changes to funding target ranges</li> </ul>
<p><b>December 3, 2025</b></p>	<ul style="list-style-type: none"> <li>• Continuing discussion of potential revisions as needed</li> <li>• Consider approval of Policies for public comment</li> </ul>
<p><b>January 7, 2026 (if needed)</b></p>	<ul style="list-style-type: none"> <li>• Continuing discussion of potential revisions as needed</li> <li>• Consider approval of Policies for public comment</li> </ul>



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## Memorandum

**TO:** Mid-Ohio Regional Planning Commission  
MPO Funding Committee

**FROM:** Tom Graham  
Associate Director of Transportation Planning

**DATE:** 8/27/2025

**SUBJECT:** **Revising the Policies for Managing MORPC-Attributable Funds – Activity Categories**

### Background

Section 5.2 of the Policies for Managing MORPC-Attributable Funds defines six activity categories which are intended to allow projects to compete against like projects. All applications for MORPC-attributable funding are assigned to an activity category, which determines which evaluation criteria will be utilized to evaluate the project. Additionally, the MPO Funding Committee establishes funding target ranges for each activity category. The six current activity categories are defined as follows:

- **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,

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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.

#### Potential Revisions to Section 5.2

The MPO Funding Committee expressed interest in revising definitions for activity categories during the 8/6/25 meeting. Staff have developed the following potential changes for the committee to consider (revisions shown in red):

1. Revision to the System Preservation definition
  - a. “Additionally, a reconstruction or resurfacing project which includes new bike and pedestrian infrastructure may still be considered in this category, **as long as system preservation costs constitute the plurality of project expenditures.**”
2. Revision to the Bike and Pedestrian definition
  - a. “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.~~”
3. Revision to the Roadway Capacity/Operational Changes definition
  - a. “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), **modifications to the roadway to accommodate dedicated transit facilities**, 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.
4. Revision to the Transit definition

- a. “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. **Capital projects for which roadway modifications comprise more than half of the total estimated project cost will be considered in the Roadway Capacity/Operational Changes category.**”

The revisions outlined above would further direct projects to be assigned to an activity category based upon the primary purpose of the project.