Mid-Ohio Regional
Planning Commission

111 Liberty Street, Suite 100
Columbus, Ohio 43215

T 614.228.2663
TTY 800.750.0750

www.morpc.org

NOTICE OF A MEETING

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

Monday, September 28, 2015
5:30 p.m.

AGENDA

5:30 p.m. **1. Welcome** – David Paul, Chair

5:31 p.m. **2.** Approval of August 31, 2015 Minutes (enclosed)

5:32 p.m. **3.** Metropolitan Planning Organization (MPO) Report (enclosed) – Thea Walsh
- COTA/Car-2-Go Partnership - Thea Walsh
- COTA Update - Belinda Taylor

5:55 p.m. **4. Informational Items:**
- TDM Strategic Plan - Mary Ann Frantz
- Population Estimates - Nancy Reger
- Popular TIP - Ronni Nimps

6:20 p.m. **5. Metropolitan Transportation Plan (MTP) Update** - Maria Schaper

6:25 p.m. **6. Proposed Resolutions:**
- T-19-15: **"ESTABLISHING PRIORITIES FOR CENTRAL OHIO CANDIDATE PROJECTS SUBMITTED IN 2015 FOR TRAC FUNDING"** (enclosed) - Dina Lopez
- T-20-15: **"TO AUTHORIZE THE EXECUTIVE DIRECTOR TO SUBMIT AN APPLICATION TO THE LOCAL GOVERNMENT INNOVATION FUND AND ENTER INTO AN AGREEMENT FOR UP TO $50,000 WITH THE OHIO DEVELOPMENT SERVICES AGENCY FOR A MULTI-REGIONAL RIDESHARING SYSTEM"** (enclosed) - Thea Walsh

6:45 p.m. **7. Committee Business** - Bernice Cage

7:00 p.m. **8. Other Business**

William Murdock, AICP
Executive Director

Eric S. Phillips
Chair

Matt Greeson
Vice Chair

Rory McGuiness
Secretary

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

The next CAC Meeting is Monday, November 2, 2015 @ 5:30 p.m.
111 Liberty Street, Suite 100
Columbus, Ohio 43215

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COMMUNITY ADVISORY COMMITTEE MEETING
August 31, 2015
Meeting Summary

MORPC
111 Liberty Street, Suite 100
Columbus, Ohio
5:30 p.m.

Members

Bill Allman	William Curlis	Lisa Daris
Jon-Paul d'Aversa	Pauline Edwards	Catherine Girves
LaGrieta Holloway	Warren King	Michael Liggett
David Paul	J.M. Rayburn	Fred Rea
Larry Robertson	Bob Roehm	Ira Weiss

Guests
Brent Bogard, ODOT
Ed Chin, Prospective Member
John Gray, AECOM
Gena Shelton, Operation Lifesaver Ohio and Prospective Member
Joel Spokas, Prospective Member
Kristin Studabaker, Carpenter Marty Transportation
Belinda Taylor, COTA

MORPC Staff

Bernice Cage	Kerstin Carr	Amelia Costanzo
Mary Ann Frantz	Nick Gill	Brenda Noé
Maria Schaper	Bevan Schneck	Dan Sheehan
Jason Shender	Thea Walsh	Jordan Whisler

1. Welcome. Chair David Paul called the meeting to order at 5:32 p.m. and introduced guests.

2. Approval of June 29, 2015 Minutes. Bill Curlis moved to accept the June 29, 2015 minutes, and Jon-Paul d'Aversa seconded. The motion carried.

3. Metropolitan Planning Organization (MPO) Report. Thea Walsh reported that the following projects are on the TRAC review list:
   - I-70 Far East Freeway at Brice and I-270, Phase 1 – Requesting Tier 1 status and $90.5 million - $1.5 million for right-of-way acquisition, and $89 million for construction. The project has environmental clearance and is in detail design. The project is scheduled to be ready-for-construction in 2018.
   - I-70 Far East Freeway at Brice and I-270, Phases 2 & 3 – Requesting to stay on Tier 2 with $7 million for detail design.
   - I-70/I-71 Project 5 – Requesting Tier 1 status and $13.1 million in construction funds to replace 3 deteriorating overhead bridges. This request is to prioritize a long-term solution of new bridge construction in lieu of short-term repair costs.
   - I-270 South Outerbelt at US 23, Phase 2 – Requesting Tier 1 status and $14.1 million ($100,000 for right-of-way acquisition, and $14 million for construction). Plans for this project will be complete within the year, so we are requesting Tier 1 due to ready-to-construct status.

MORPC is accepting public comments through September 11th. We will share our recommendations at next month's meetings. Ira Weiss asked that MORPC send out the website information so members can make comments.

Bill Allman asked what the Age-Friendly City Designation referred to in the monthly report meant. Kerstin Carr replied that Village Connections in German Village has worked with the City of Columbus to apply to the World Health Organization (WHO) and AARP for Columbus to get the designation, which means that the city is a good place for seniors to live and get around.

Walsh said that DATABus (Delaware Area Transit Agency) is now providing monthly updates for MORPC's meetings. DATABus has kicked off its Transit Development Plan and Funding Study. It is waiting for its architectural firm to finish revisions to the facility remodel plans so ODOT can give the okay to move forward with construction bidding. DATABus has ordered four new replacement buses to maintain its fleet. DATABus had planned to eliminate the Delaware to Sunbury and Sunbury to Westerville route because of low and declining ridership trends. A public hearing was held on August 12th, and as a result the transit board is not going to eliminate the route, but will modify the existing route. DATABus also recently underwent a drug and alcohol audit.

MORPC is working on a Competitive Advantage Process to prioritize projects in the region. We are now branching out to work with economic development agencies around the region - not just in the MPO area. We are working with Columbus 2020, the Columbus Chamber and MODE. We are putting together the list of projects to present to our legislators in Washington and Ohio that is done every two years. This will incorporate the transportation projects we have discussed, as well as fiber and communications projects, water, sanitary sewer and facility and building projects. This will be an all-inclusive process for our legislators to have a "wish list." We would like to have the list available by the end of this year. Walsh said she would appreciate any feedback.

Walsh said that over the next couple of months MORPC will pursue a rural transportation planning organization (RTPO). This is outside the MPO. We are looking at a partnership among Union, Fairfield and potentially Pickaway and Madison counties. As part of this program, MORPC mentored Buckeye Hills in the past year in its efforts to be a rural transportation planning organization. We learned that ODOT may potentially capitalize such a program, and we would like to help other members of our region receive those funds. Weiss asked how Fairfield County would be represented at both organizations since Fairfield County has two townships within the MPO. Walsh said that they should be represented on both committees; however, the two townships probably would be eligible only for MPO funding.

Walsh said that no comments were received on the Public Involvement Plan for 2015. She stated that OPWC applications for Round 30 are due on September 14th. OPWC is an infrastructure program only.

- <u>COTA Update.</u> Belinda Taylor distributed COTA's new service brochure (as of September). She thanked everyone for attending COTA's annual luncheon, which had a record turnout. Taylor also distributed COTA's annual report to the community and an invitation to attend the press conference for CMAX for Tuesday, September 1st. She said that the Senate has lowered the New Starts budget from about $330 million for the entire country

to $38 million. CMAX falls under New Starts. COTA needs community support for this project. COTA is also holding a CMAX public meeting on Tuesday evening at 6 p.m. at the Crossroads Baptist Church on Cleveland Avenue.

Taylor said that the I-670 Bus on Shoulder project will launch in September 2015. Once traffic on I-670 has slowed to under 35 MPH, the buses may use the berm on the left-hand side. COTA will participate in MORPC's Sustainability Summit. COTA also has a new partnership with Car-2-Go. COTA will provide the first and last mile of service from specific park-and-ride locations. Taylor announced that COTA will have a levy on the November 2016 ballot.

Larry Robertson said he liked the COTA adds he has seen on TV. He feels they are very effective. Weiss added that he had trouble hearing part of the ads on Channel 6.

Taylor also announced a partnership with the City of Groveport. COTA provides service to Rickenbacker, then Groveport will provide a shuttle service from the bus stop to locations within the logistic center. Taylor also reported that FAMJAM was quite successful.

- Operation Lifesaver. Gene Shelton from Ohio's Operation Lifesaver, gave a PowerPoint presentation on this railroad safety topic. It is located at: http://www.morpc.org/Assets/MORPC/files/20150831_CAC_OperationLifesaverPresentation.pdf

- Planning and Environment Updates. Carr reminded members to register for the Sustainability Summit on October 2nd. She also asked for volunteers to count bike and pedestrian traffic on September 16th.

4. **Freeway Traffic Management Study.** Nick Gill introduced Brent Bogard from ODOT, who gave a PowerPoint presentation on this topic. The presentation is available at: http://www.morpc.org/Assets/MORPC/files/20150831_CAC_ATDMPresentation.pdf.

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Paul felt that hard shoulder running was self-explanatory, involving paving of the shoulder with conventional surface instead of just soft material. He wanted to know if it would have special striping to designate a special lane. Bogard said that some of the different portions looked at needed to have the shoulders upgraded. They will need to be built to accommodate the traffic. In particular, on I-670, the initial drawings indicated they would be widened a little in certain sections, and there were places that needed to be full-depth. There were other corridors where that has already been done. Paul said that the concern is loss of the breakdown lane on the shoulder. Bogard indicated that there would still be one shoulder for breakdowns.

LaGrieta Holloway asked if this study would hinder the COTA bus drivers from riding on the shoulder. Bogard said that it would not be; it would provide a benefit to everybody.

Catherine Girves said that there is often tire debris, nails, etc. in the shoulder lane. She asked if there was any plan to keep the lanes clear. Bogard replied that other states and England have their own maintenance forces that go out before it is opened to check and sweep those lanes. Some systems have cameras that show any problems.

Girves asked if any consideration was given to making this available only to high-occupancy vehicles. Bogard said that HOV was one of the options considered and factored into the matrix. He said that all of these things can be measured, but there must be some way to score them. About 30 items were entered into the matrix, and each was given a score of 0 to 3, and weights were given to all of the items. An HOV lane did not rank high enough.

J.M. Rayburn commented that this did not tweak the demand. He felt that this added more lanes to feed more congestion down the road.

Given her comment about HOV and Rayburn's comment about reducing demand rather than changing behavior, Girves said that there are people in this room who would say why this would be beneficial. This plan actually disincentivizes HOVs. Gill reminded everyone that this is a pilot program.

5. Metropolitan Transportation Plan (MTP):

- MTP Candidate Projects and Update. Maria Schaper explained that this was the last day to submit project suggestions. She said we have received 380 comments and over 300 project suggestions. MORPC staff will evaluate the potential projects in September and October. Schaper's PowerPoint presentation is available at: http://www.morpc.org/Assets/MORPC/files/20150831_CAC_MTPPresentation.pdf.

6. Proposed Resolutions:

- T-15-15: "Amending the State Fiscal Year (SFY) 2016-2019 Transportation Improvement Program." Gill explained that the out-of-funding cycle memo relates to the Gemini extension project. It includes four funding sources - the cities of Westerville, Columbus and Delaware, and ODOT. This project concerns a key road for the Ikea development and any further development in that area. Staff is recommending that funding be provided for this request. He also said that the TIP amendment includes transit projects for both COTA and DATABus and the Center Road/Milnor Road/Meadows Boulevard intersection in Pickerington.

  Warren King moved to adopt Resolution T-15-15, and Robertson seconded. The motion carried.

- T-16-15: "Adopting the 2015 Public Involvement Plan." Bernice Cage explained that the purpose of this resolution is to include the Federal Transit Administration's (FTA's) Section 5307 annual program of projects in the Public Involvement Plan. Section 5307 has always been part of the TIP, but when COTA underwent its federal certification, FTA asked that MORPC include this in its Public Involvement Plan.

  Weiss moved for approval of Resolution T-16-15, and King seconded. The motion carried.

- T-17-15: "Establishing Priorities for Applications Submitted to the Ohio Statewide Urban CMAQ Committee." Gill explained that previously we had control over the projects for which we wanted to provide Congestion Mitigation Air Quality (CMAQ) funds. Beginning last year, ODOT asked the eight large MPOs to come up with a statewide process, where their the CMAQ funding would be pooled, then distributed. The large MPOs determined a process, which was approved by ODOT. Each MPO then applies to the statewide group for CMAQ funding. At MORPC we use our standard biennial project solicitation process to determine what projects we want to fund. Staff then identifies CMAQ eligible projects to

submit to the statewide group. For this round, staff identified five projects for which MORPC committed funding to this past March that will be submitted to the statewide group to capture CMAQ funding commitments. The five projects listed on the attachment are the projects we have identified.

King moved to approve Resolution T-17-15, and Fred Rea seconded. The motion carried.

- T-18-15: "Accepting the PWP Completion Report for State Fiscal Year 2015." Walsh explained that the Planning Work Program is MORPC's scope of work for the fiscal year, with a total budget of over $7 million. We are carrying about $500,000 into the 2016 fiscal year.

  J.M. Rayburn moved to approve Resolution T-18-15, and Allman seconded. The motion carried.

7. Informational Items:
   - High-Crash Location Lists. Jordan Whisler gave a PowerPoint presentation on this topic, and it is available at: http://www.morpc.org/Assets/MORPC/files/20150831_CAC_CrashTrends_HighCrashLocationsPresentation.pdf.

   - RideSolutions Strategic Plan. This topic was postponed until the October meeting.

8. Committee Business. There was no new committee business.

9. Other Business. Robinson discussed his All Aboard Ohio rail tour. Catherine Girves said that YayBikes' annual Bike the Cbus will be on Saturday, September 5th. Rayburn said that he is part of an organization called "Open Streets Columbus," which is having an event on September 13th from 12 p.m. to 4 p.m. on Fourth Street between Main and Broad (openstreetscolumbus.org). Fisher moved to adjourn the meeting and Rea seconded. The motion carried, and the meeting adjourned at 7:26 p.m.

Bernice Cage
Secretary

MORPC Monthly Metropolitan Transportation Organization Summary

September 2015

Transportation Systems & Funding
Thea Walsh - twalsh@morpc.org

- Metropolitan Transportation Plan (MTP)
  The time period for submitting project suggestions and comments on candidate projects ended on August 31st. Over 300 project suggestions and almost 380 comments were submitted through the webmap. Staff is working to analyze and address the comments and evaluate the candidate projects for inclusion in the 2016-2040 Metropolitan Transportation Plan.

- Highways
  ODOT held land owner, stakeholder and public meetings on the US 42 Access Management Study at Jerome Township on September 22nd. The study is looking at the access points all along the US 42 corridor from London to Delaware. The goal is to maintain capacity and safety along the corridor as it is a significant corridor in the region, even though it is only a two-lane road. At the September 22nd meeting ODOT went over the recommendations included in the draft report to close, realign and provide frontage/backage roads along the corridor. The draft report is available at http://www.dot.state.oh.us/districts/D06/projects/Pages/US-42-Access-Management.aspx ODOT is taking comments through October 6th.

  2040 traffic projections were provided to the City of Delaware to support the update to its thoroughfare plan.

- Transit/Human Services
  Continued coordinating with FTA's Title VI requirements needed to receive and allocate Section 5310 funds. All issues were resolved and we received authorization to begin charging our administrative cost of administering the program. After MORPC receives a Review Letter from FTA, updates to the Title VI Program will be made by MORPC resolution.

  Information on COTA's proposed new service between Crosswoods and Ohio Health's Westerville Medical Campus at Polaris Parkway and Africa Road was coordinated with DATABus. Both of these locations connect COTA and DATABus. MORPC met with COTA, the City of Grandview Heights staff and concerned citizens regarding bus routes and stops in and around Grandview Yard.

  DATABus will be modifying the Red and Purple routes (Delaware, Sunbury, and Westerville) to operate just between Delaware and Sunbury. This will be effective October 19th.

- RideSolutions
  RideSolutions staff has seen an increased interest in vanpooling over the past two months, resulting in five new vanpools. RideSolutions staff credits the vanpool subsidies being offered by MORPC as the reason for the growth. The subsidies are making vanpooling more affordable for all.

  RideSolutions staff met with employers in Franklin and Licking counties to discuss alternative transportation options to help increase their employment pool of workers. Companies feel that vanpooling may be a viable option to offer current employees and new recruits.

  A grant application was submitted to the Local Government Innovation Fund for potential financial assistance to help purchase new ridematching software. The grant represents a collaborative effort from various MPOs throughout the state to pool resources and purchase a system that multiple partners can use.

  The Westerville Area Chamber of Commerce held another roundtable on August 24th to discuss traffic congestion within the area. Businesses were given the opportunity to express their traffic concerns. Staff developed a survey to capture responses from employees who work and commute within the Polaris area. MORPC is developing traffic and upcoming project information sheets to share with the communities and employers in the area.

- Infrastructure Funding
  <u>Transportation Improvement Program (TIP)</u>
  The work on developing a popular TIP was completed. The popular TIP will be revealed during the October committee meetings. The popular TIP is a series of short information sheets with maps, projects list and charts summarizing the information in the full TIP document.

  <u>Ohio Public Works Commission</u>
  For District 3 (Franklin County) twenty-two project applications were received for Round 30 SCIP/LTIP funding Monday, September 14, 2015. Total requests were for more than $49 million, and currently we have $25.6 million in allocations ($19.3 million for SCIP and $6.3 million for LITP).

  Applications were received from Bexley, Columbus (4), Gahanna, Groveport (2), New Albany, Reynoldsburg, Whitehall, Franklin County Engineer (3), Franklin County Sanitary Engineer, Clinton Township, Franklin Township, Hamilton Township, Jefferson Township (2), and Prairie Township (2). Final recommendations will be announced at a public meeting on Friday, December 11, 2015 at MORPC.

Data and Mapping – September Report
Nancy Reger - nreger@morpc.org

- Regional Data Task Force
  Recommendations from the Data Task Force are being drafted for release in early October. The Task Force will meet in mid- October to discuss before presenting the results to the Commission.

- Trick or Treat Web Map
  Staff has made a new map for viewing when trick or treat is scheduled for communities. It can be viewed via cell phone, tablet, or computer by going to the MORPC website.

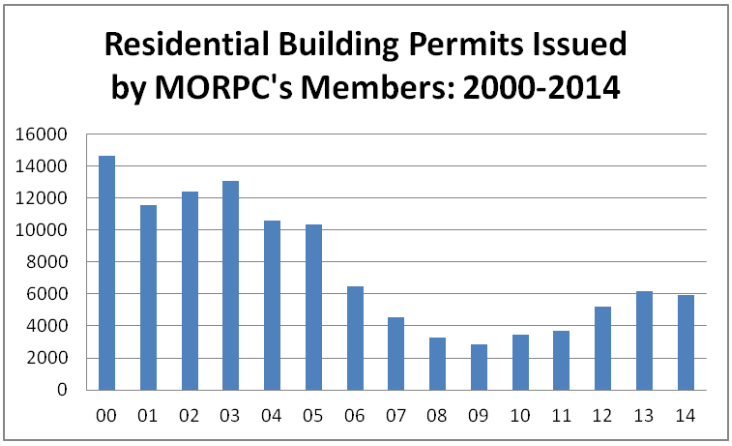
- Metropolitan Transportation Plan
  Data and Mapping staff prepared the database for staff to use when evaluating candidate projects. This includes a user interface that includes results from automated calculations of quantitative evaluation criteria, and the ability for users to enter qualitative statements about the projects and scoring information. In addition, we created a map for reviewers to use to toggle on and off evaluation criteria when making their recommendations. Data & Mapping team members are also participating in the evaluation process.

- insight2050 Phase 2a
  Final tweaks are being completed on defining development typologies, and differences between 'existing' and 'potential' land use, as identified from local land use plans during the forecasts developed for the 2016-2040 MTP, and are being analyzed through GIS as a dimension of identifying 'underutilized land.' This information will be shared with the Grove City development staff in the next few weeks, and then presented to a group of developers for input.

- Land Use Projections for Special Transportation Studies
  Every transportation study that uses MORPC's travel demand model includes a land use component. Even though the regional land use projections were recently completed, we tweak them for special studies because they have some constraints that don't lend themselves to actually sizing infrastructure needs. Review of land use projections in the Easton area is now underway.

- Presentations
  Cheri Mansperger, MORPC's GIS Manager, co-presented MORPC's Land Use Projection Model at the Ohio GIS Conference.

- Member Services
  Population estimates for the year 2016 were reported to member communities. The projections are made using locally issued building permits that MORPC collects and translates into a master database file. The chart is a snapshot of residential building permits issued by MORPC's members since 2000. About 72,600 permits were issued before the slump of 2006, and 41,600 since. Over



24,000 permits have been issued since 2010.

MORPC Planning and Environment Department
Kerstin Carr - kcarr@morpc.org

- Active Transportation Planning
  Regularly Scheduled Meetings
  Staff participated in Columbus Public Health's Chronic Disease Prevention Advisory Board meeting. This group's work is related to active transportation, Safe Routes to School, COG Board, and more. A representative from the American Planning Association attended to hear about Columbus' Planning for Healthy Communities grant work.

  Special Meetings
  Staff participated in an ODOT Bike Route Designation Update Meeting for Districts 5 & 6. The District bike/ped coordinators are going to lead the outreach efforts to solicit community review of proposed state and federal bike routes. MORPC staff will be available to assist the coordinators if/when needed.

  Complete Streets
  Staff played the Complete Streets Game with Upper Arlington's Planning and Zoning Commission. The group enjoyed the opportunity and even shared their suggestions of adaptations to the game for playing with different audiences.

  Staff presented on MORPC's Complete Streets Policy and Toolkit and facilitated playing of the Complete Streets Game at the Ohio Planning Conference. The session also included presentations regarding Ohio-wide and city/village Complete Streets perspectives.

  Local Planning Assistance
  Staff met with the City of Worthington staff to discuss short- and long-term plans for the Wilson Bridge Road Corridor. There are several possible funding opportunities for the city to explore with regard to bicycle and pedestrian improvements. Staff has scheduled a meeting with Worthington and ODOT to further discuss options.

  Bicycle/Pedestrian Monitoring
  Staff facilitated and participated in the semi-annual volunteer bike/ped counts. Over 30 individuals participated in the event and collected data at around 25 locations.

  Training
  Staff participated in the Bikeway Design Training through ODOT's Local Technical Assistance Program. Public and private planners and engineers from across Ohio learned about current bikeway design standards and best practices. The workshop was led by Alta + Planning.

- Transportation Safety
  Regularly Scheduled Meetings
  Staff attended the Fatality Review Board meeting at Columbus Public Health. There was nothing particular to note.

  Staff attended the Strategic Highway Safety Plan (SHSP) Steering Committee Meeting on behalf of the Ohio Association of Regional Councils (OARC). The agenda included review of quarterly crash trends, an SHSP status report on its action plan, and an introduction of the "New Emphasis Area Teams" who will play a key role in implementation of the plan.

Staff attended the Safe Communities Coalition meeting. During this meeting, various coalition members provided updates on current initiatives and Columbus Public Health staff discussed activities of the Safe Kids and Safe Communities groups.

Special Meetings
Staff participated in an FHWA review of ODOT's Strategic Highway Safety Plan. Staff discussed MPO implementation of the Strategic Highway Safety Plan and partnerships between MPOs and ODOT on regional safety projects.

Staff facilitated a conference call with engineers from communities with roundabouts or planning to build roundabouts to discuss educational outreach on how to safely use them.

Systematic Safety Improvement Program
Staff reached out to project sponsors from the various jurisdictions for prioritization listings of the locations they had originally provided. Staff submitted these locations to ODOT for review and evaluation.

TRAC
Staff began project evaluation work on the TRAC funding applications with regards to safety. This involved pulling and filtering crashes within the Area of Interest and developing project summary statistics.

Training
The National Highway Institute (NHI) Designing for Pedestrian Safety training was held at MORPC. 30 participants attended, including staff from the local, regional, state, and federal levels, along with various consulting staff.

- insight2050
  Regularly Scheduled Meetings
  Staff facilitated a meeting of the Communications Committee, which includes new membership proposed by the working group, to establish goal and strategies for Phase II of the Strategic Communications Plan. Staff also facilitated a meeting of the Executive Committee, which is interested in expanding the scope of outreach to include targeted audiences like businesses/chambers, school districts, etc. The Committee recommended developing photographic case studies for Phase II outreach.

  Special Meetings
  Staff attended the ULI Real Estate workshop on best practices for redeveloping aging strip retail centers. The workshop offered possible best practices in placemaking dividends and the Carmel, IN Urban Design Initiative. Staff also attended the US Green Building Council Lunch & Leaders event talk on the development of Grandview Yard.

  Monthly Outreach
  insight2050 was presented six times to a total audience of around 250 people in September. Audiences included: Clintonville Area Commission, Columbus & Franklin County Metro Parks Board, Columbus Apartment Association, Village of Sunbury, MORPC Regional Education Forum "Farmland, Food & Fiscal Factors," and the Dublin-Worthington Rotary.

  Photography Project
  Staff reviewed photographer submissions and selected photographer Randall Schieber. Mr. Schieber will photograph a list of "desired images" for the insight2050 project through October 2015.

Strategic Communications Plan
Staff continued to draft the Phase II Strategic Communications Plan based on input from the Communications Committee.

- Info Share Meetings
  In late August, staff facilitated an Info Share meeting with Marble Cliff. They talked about bike paths, potential development, and the village's new Strategic Plan.

  Staff facilitated an Info Share meeting with the City of Columbus to discuss recent planning, development, and infrastructure projects around the city, including an update on Connect Columbus.

- Greenways & Water Quality Program
  Regularly Scheduled Meetings
  Staff facilitated the Water Quality Working Group meeting, which included a guided tour of the Crawford Farms subdivision's storm water basin retrofit project by Franklin Soil and Water Conservation District. The group discussed how this idea could be expanded across Central Ohio.

  Staff attended a meeting of the subcommittee of the Columbus Green Team to take notes as part of the City's efforts to develop an adaptive management plan across all sectors.

  Special Meetings
  Staff met with staff from the Franklin County Engineer's Office about the 2016 Greenways Scope of Service.

  Staff attended the Franklin Soil and Water Conservation District's Annual Meeting. Friends of the Lower Olentangy Watershed (FLOW) received the Conservation Leadership Award.

  Central Ohio Greenways Board
  Staff facilitated both the second and third COG Board meetings. Discussions focused around the first year priorities and next steps for Working Teams and input on MORPC's Public Policy Agenda. At the third meeting, PlanningNext, as the selected consultant for developing the 5-year Strategic Plan, presented on its proposed approach and solicited ideas for entities to research as part of the Best Practices Review task.

  Training
  Staff participated in the Climate Vulnerabilities Workshop Road Show at Franklin Soil and Water Conservation District. The purpose was to facilitate a discussion and assign priorities to the impacts that the Columbus Green Team Working Groups have identified based on risk and adaptive capacity.

  Presentations
  Staff presented the Impact of Trails study results to the Ohio Association of Regional Councils.

- Summit on Sustainability
  Staff continued finalizing the program and logistics for the Summit on Sustainability. The luncheon program will feature Amazon, Honda, and OSU to discuss current and new energy practices around Central Ohio. Breakout sessions will be held throughout the day. Latest registration numbers indicate a nearly sold-out event at 400 people.

- National Safe Routes to School Conference
  The program committee met and finalized the program matrix and began to brainstorm workshop ideas. A call for proposals was sent out in late August and proposals will be accepted through October 31st at www.saferoutesconference.org.

  Staff met with Dr. Mike and Dr. Eleni of Nationwide Children's Hospital to discuss their keynote panel at the conference.

  Staff presented information through a webinar to the Ohio Safe Routes to School Network about the conference.

Energy & Air Quality
Christina O'Keeffe - cokeeffe@morpc.org

- Air Quality On September 12th, NBC4 aired a news story featuring MORPC's air quality forecasting. Meteorologist Ben Gelber contacted MORPC for an interview and additional data about the high - moderate air quality forecasts observed over Labor Day weekend, which were influenced by high temperatures and carry-over pollution from western wildfires. The story also highlighted the continued trend of improvement in the Columbus Region. In June, MORPC staff met with Ben Gelber and other TV meteorologists to discuss air quality forecasting, which helped to elevate MORPC's expertise as a resource on air quality in the region.

  MORPC staff presented at a quarterly GreenSpot Green Venues meeting focused on air quality and transportation. The meetings focused on key topics from the Columbus GreenSpot commitment to facilitate discussion of best practices among participants.

- Energy & Air Quality Working Group The next working group meeting will take place on September 29th at 1:30 p.m. The agenda includes a presentation on the Ohio EPA's process for developing a State Implementation Plan (SIP) as we anticipate U.S. EPA's announcement for a stronger ground-level ozone standard on October 1st.

Mid-Ohio Regional
Planning Commission

111 Liberty Street, Suite 100
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T 614.228.2663
TTY 800.750.0750

www.morpc.org

Memorandum

TO: MORPC Community Advisory Committee
MORPC Transportation Advisory Committee

FROM: Thea Walsh, AICP
Transportation Systems and Funding

DATE: September 22, 2015

SUBJECT: **Resolution T-19-15:** "Establishing Priorities for Central Ohio Candidate Projects Submitted in 2015 for TRAC Funding"

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

Resolution T-19-15 establishes MORPC's priorities for the 2015 requests. MORPC accepted comments on the projects through September 11th, and staff completed an evaluation of the four projects. This memo provides a summary of how the projects were evaluated and concludes with a recommendation on project prioritization. Upon adoption of Resolution T-19-15, the priorities will be presented to ODOT at the October 13th public hearing, and submitted in writing by the October 14th deadline.

Project Evaluation Summary

MORPC staff evaluated the four TRAC projects based on the 2016-2040 Metropolitan Transportation Plan (MTP) goals and objectives adopted last December and January. Key elements of the MTP evaluation criteria adopted in May were used for the evaluation. The analysis results by goal are:

William Murdock, AICP
Executive Director

Eric S. Phillips
Chair

Matt Greeson
Vice Chair

Rory McGuiness
Secretary

- *Adopted Goal: Position Central Ohio to attract and retain economic opportunity to prosper as a region and compete globally.* The criteria for this goal considered number of jobs within one mile of facility, reduction of regional congestion, key developments being served by the facility, and reduction of peak travel delay. The project that performs best is the Columbus Crossroads I-70/I-71 East Freeway, which serves the region's largest employment area in downtown Columbus. This project shows significant reductions in congestion and the most number of jobs served relative to the rest of the projects. The Far East Freeway Phase 2/3 project performs second best, with Far East Freeway Phase 1 and the I-270/US 23 South Outerbelt Phase 2 performing least respectively.

- *Adopted Goal: Protect natural resources and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community.* The criteria for this goal considered reductions in emissions (PM2.5, VOC, and NOx). The project that performs best was the Columbus Crossroads I-70/I-71 East Freeway, because of the most congestion and vehicle-miles of travel reduction. The Far East Freeway Phase 2/3 performs second best, with the Far East Freeway Phase 1 and the I-270/US 23 South Outerbelt Phase 2 performing equally in third place.

- *Adopted Goal: Reduce per capita energy consumption and promote alternative fuel resources to increase affordability and resilience of regional energy supplies.* The criteria for this goal considered reduction in regional vehicle-miles traveled. The project that performed best is the Columbus Crossroads I-70/I-71 East Freeway with over almost twice the reduction of vehicle-miles traveled compared to the second best performing project, the Far East Freeway Phase 2/3. The Far East Freeway Phase 1 and the I-270/US 23 South Outerbelt Phase 2 projects did not significantly impact regional vehicle-miles traveled.

- *Adopted Goal: Increase regional collaboration and employ innovative transportation solutions to maximize the return on public expenditures.* The criteria for this goal considered the number of communities being served by the project, and whether any phase of the project was already constructed or under construction. The projects performing in terms of jurisdictions served are the Far East Freeway Phase 1 and Phase 2/3 projects. However, the Columbus Crossroads I-70/I-71 East Freeway and I-270/US 23 South Outerbelt Phase 2 projects are continuation of improvements already constructed in the area. Thus, overall there is no significant difference among the projects with regard to this goal.

- *Adopted Goal: Use public investments to benefit the health, safety, and welfare of people.* The criteria for this goal considered the Environmental Justice population served and safety/crash ranking analysis. The project that performed best was the Columbus Crossroads I-70/I-71 East Freeway, which serves the highest percentage of minorities and disabled populations and impacts the area with the worst crash problem. The Far East Freeway Phase 1 was second due to the significant crash problem that would be improved. The Far East Freeway Phase 2/3 and the I-270/US 23 South Outerbelt Phase 2 are next respectively.

- *Adopted Goal: Create sustainable neighborhoods to improve residents' quality of life.* The criteria for this goal considered origin/destination densities of project users and multimodal elements of the project such as bike lanes and sidewalks. The project that performed best was the Columbus Crossroads 70/I-71 East Freeway, which features bike lanes and sidewalks and has the highest origin/destination densities. The rest of the projects performed considerably lower without significant differences.

Comments Received from the Public

On August 7th, MORPC issued a press release requesting comments from the public on this year's TRAC applications. Comments were due by September 11th. A total of four comments were submitted, all requesting that the Far East Freeway projects be prioritized due to commuter safety concerns (see attachment containing comments submitted). These comments were considered in the final recommendations, summarized below.

MORPC Staff Ranking Recommendation

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

1. Columbus Crossroads I-70/I-71 East Freeway (construction funding)
2. Far East Freeway Phase 1 (construction funding)
3. Far East Freeway Phase 2 & 3 (detailed design funding)
4. I-270/US 23 South Outerbelt Phase 2 (construction funding)

Resolution T-19-15 recommends these rankings.

RESOLUTION T-19-15

"ESTABLISHING PRIORITIES FOR CENTRAL OHIO CANDIDATE PROJECTS SUBMITTED IN 2015 FOR TRAC FUNDING"

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

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

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

WHEREAS, four projects had been submitted to MORPC for acknowledgement prior to their submittal to the TRAC (see Attachment A); and

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

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

WHEREAS, the Community Advisory Committee (CAC) at its meeting on September 28, 2015 and the Transportation Advisory Committee (TAC) at its meeting on September 30, 2015 each created and forwarded a ranked list to advise the Transportation Policy Committee; now therefore

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

Section 1. That the attached listing of projects (Attachment A) be established as the order of priorities for the four candidate projects submitted to TRAC from the MORPC transportation planning area for major/new capacity program funding.

Section 2. That the TRAC is strongly discouraged from funding lower priority projects on this list at the expense of higher priority projects.

Section 3. That it directs MORPC staff to forward these priorities to the TRAC and to present the priorities if the TRAC wishes to receive such a presentation.

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.

_____
Eric S. Phillips, Chair
MID-OHIO REGIONAL PLANNING COMMISSION

_____
Date

Prepared by: Dina López

Attachments:
A. Priorities for the TRAC Major/New Program Candidate Projects

Attachment A
Resolution T-19-15

Priorities for the TRAC Major/New Program Candidate Projects

Rank	Sponsor - Project	Current Tier	2014 TRAC Funding Request	Total Project Cost
1	Columbus Crossroads I-70/I-71 East Freeway Phase 5	Tier III, requesting Tier I status for replacing 3 bridges	$13.1 million	$19.8 million (This portion of Phase 5)
2	Far East Freeway Phase 1	Tier II, requesting Tier I status	$90.5 million	$95.8 million (Phase 1)
3	Far East Freeway Phase 2/3	Tier II	$7.0 million	$77.6 million (Phase 2/3)
4	South Outerbelt I-270/US 23 Phase 2	Tier II, requesting Tier I status	$14.1 million	$15.6 million (Phase 2)

Far East I-70Taylor Road planned interchange - Oliver

From: Larry Oliver [loliver2@insight.rr.com]
Sent: Tuesday, September 01, 2015 3:08 PM
To: Dina Lopez
Subject: Far East I-70/Taylor Road planned interchange.

dlopez@morpc.org

This above interchange would eliminate the traffic nightmare at the intersection of SR
256 and SR 204. Thousands of people from developments east on SR 204 try to get to the Taylor Square shopping center and to work in downtown Columbus every day. This creates a real traffic nightmare now at SR 256/204.

Thank you,
Larry Oliver

2015 TRAC Application Far East Freeway I-270 Brice Road Phase 1

From: Ayer Family [ayerfamily4@gmail.com]
Sent: Friday, September 04, 2015 5:18 PM
To: Dina Lopez
Subject: 2015 TRAC Application, Far East Freeway, I-270 & Brice Road, Phase 1

Dina Lopez,

I am contacting you in regards to the 2015 TRAC Application, Far East Freeway, I-270 & Brice Road,
Phase 1. I fully support the change proposed in Phase 1 for a flyover ramp from I-270 South to I-70
East. I also support Phases 2 & 3.

I drive this section of the freeway every weekday for work and have done so since 1999. I-70 to I-270
in the morning, I-270 to I-70 in the evening. Over the years, it has gotten much worse during the
morning and evening rush hours.

In January 2008, I was personally involved in a motor vehicle accident due to the back-up that occurs
daily on I-270. I was the last car in line on I-270 waiting to get on at I-70, just past the Main Street
entrance ramp. My vehicle was hit from the rear by a car traveling approximately 45 MPH as he got on
I-270. This accident resulted in my full size pick-up truck being totaled and years of physical pain from
my injury that I still endure today.

Each and every day when I drive this section of road I often see a similar accident or even multiple
accidents.

In addition, as I sit in line waiting to get on I-70, it is very unsafe and frustrating to have cars on either
side passing you at 55 - 65 MPH. Some of those cars will pass on the left only to cut in at the last
minute.

I am sure you are aware of the need for this project, but I wanted to provide a firsthand opinion.
Please make this project a priority.

Thanks for your time,

Scott Ayer
614-866-2437

SR 25670 - Bauer

From: terry bauer [tbaueruni@yahoo.com]
Sent: Thursday, September 10, 2015 6:45 PM
To: Dina Lopez
Subject: SR 256/70

I would like to put in a word about the horrible congestion at SR 256 and 70. This area is just at a standstill every morning and I am asking that the area be moved to immediate fix list. We seem to be just far enough out that our concerns are seemingly ignored. Please consider this area as soon as possible!
Thank you, Terry Bauer, 9939 Oxford Dr. Pickerington, Oh, 43147

From: Tom DeGeeter [degeeter@outlook.com]
Sent: Friday, September 11, 2015 12:11 PM
To: Dina Lopez
Subject: TRAC Comments

I have never taken the time to provide feedback on similar issues in the past as I have believed the impact would be minimal, however, I am compelled to comment on this selection process.
I experience 3 of the 4 options being considered on my daily commute from Pickerington to Dublin, all except the South Outerbelt project. From my perspective the Far East Freeway Phase 1 project is by far the most critical project on the list. While the other 3 projects surely merit consideration, completing the Far East Freeway Phase 1 will have the most immediate impact on reducing congestion and improving traffic flow, but most importantly, it will improve safety.

Each afternoon as I approach I-70 from I-270 Southbound traffic suddenly slows to a crawl between Main St and Livingston Ave at least a mile from I-70. It is the longest regular backup that I experience in the Columbus Metro area. While the slowdown and time lost sitting in the car are aggravating, my biggest concern is being rear ended at high speed by someone who is not prepared for the sudden slowdown. I am constantly checking my rear view mirror to make sure that the person behind me is reacting to the slowdown. The number of accidents and injuries that I come across in this stretch of road is staggering. I only hope that it will not take more fatal accidents to fix this stretch of road and the interchange with I-70.

Additionally, after waiting in line for more than a mile to get to I-70, you must then be on the lookout for the reckless drivers that try to merge on to the ramp from I-270 South to I-70 East from the far left lane, while also working to merge with the traffic coming from I-70 West to I-270 South. While I appreciate the Columbus Police Department's periodic mass enforcement activity to ticket these drivers, it is not a solution to the actual problem that the cloverleaf design can no longer handle the amount of traffic that currently passes through it.

I ask that you identify the Far East Freeway Phase 1 project as the top priority.

Thank you for the opportunity to provide comments.

Tom DeGeeter
degeeter@outlook.com

FAR EAST FREEWAY, I-270 & BRICE ROAD (PHASE 1)

SUBMITTED BY:
ODOT DISTRICT 6

Project ID per ODOT:
FRA IR 70 Far East Freeway Study

ODOT PID: *95369*

On MORPC's MTP: Yes

Currently on Tier II Requesting Tier I Status

Total Phase 1 Cost:
$95.8 million

Previous TRAC Funding:
$5.3 million (Phase 1, for detailed design)

2015 Funding Request: from TRAC:
$90.5 million
($1.5 million for right-of-way, and $89.0 million for construction)

ODOT Project Schedule:
Planning studies: April 2005
Prelim. Engineering: July 2014
Env. Approvals: June 2015
Interchange Studies: Aug. 2015
Right-of-Way: June 2016
Utility Relocation: October 2016
Detailed Design: April 2017

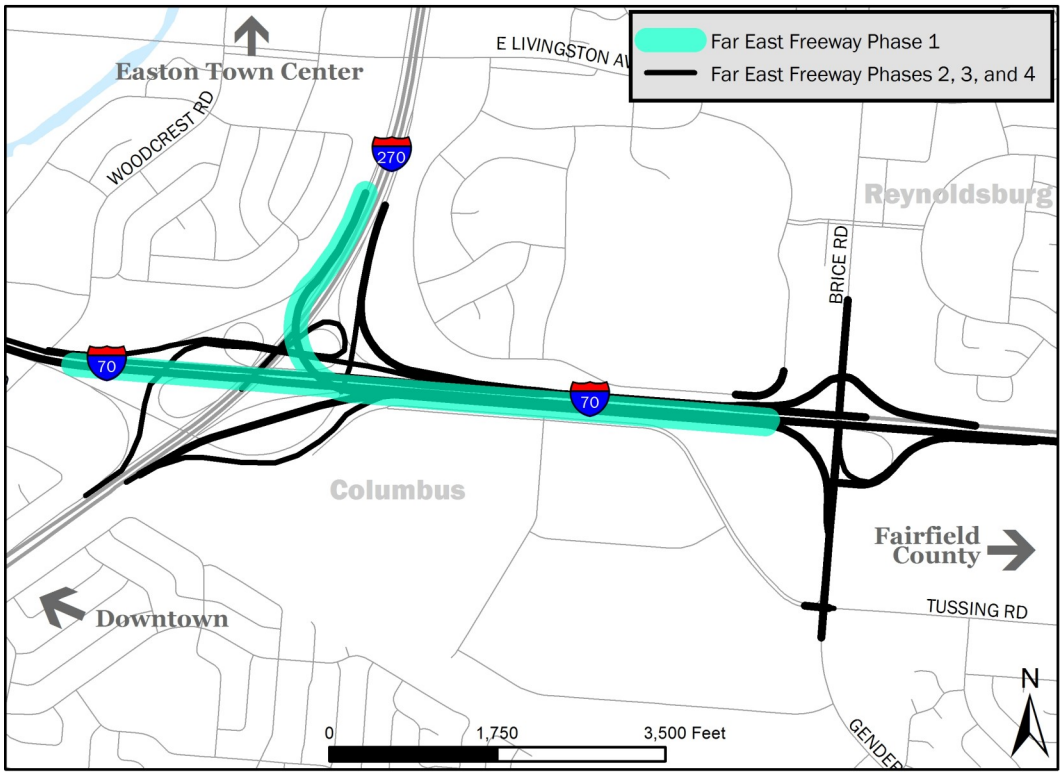
ODOT Project Website
www.dot.state.oh.us/districts/D06/projects/FarEastFreewayStudy/

WHAT IS IT AND WHY IS IT IMPORTANT?

I-70 from Livingston Avenue to the Fairfield/Licking County Line is referred to as the "Far East Freeway", a series of transportation improvements that address the growing regional travel demand between downtown Columbus and its eastern suburbs. The Far East Freeway interchange improvements in the I-270 and Brice Road area involve 4 phases that will result in the widening of shoulder widths, increasing interchange spacing between I-270 and Brice Road to relieve heavy weaving volumes, and other improvements to relieve traffic congestion resulting from the development of several commercial and residential developments in the area.

WHAT IS THE TRAC REQUEST?

This TRAC request is for $90.5 million in right-of-way and construction funds for Phase 1 of I-270 and Brice Road area. This application also requests a Tier I status for this phase. Phase 1 will replace the southbound I-270 to the eastbound I-70 loop ramp with a flyover ramp and construct auxiliary lanes along eastbound I-70 between I -270 and Brice Road. A funding request for detailed design of phases 2 & 3 has also been submitted in this application cycle. Phase 4 will remain as a future TRAC request.



FAR EAST FREEWAY, I-270 & BRICE ROAD (PHASE 2 & 3)

SUBMITTED BY:
ODOT DISTRICT 6

Project ID per ODOT:
FRA IR 70 Far East Freeway Study

ODOT PID: *98232*

On MORPC's MTP: Yes

Currently on Tier II

Total Phase 2 & 3 Cost:
$77.6 million

Previous TRAC Funding: for Far East Freeway :
$5.3 million (for Phase 1 detailed design)

2015 Funding Request from TRAC:
$7.0 million (for Phase 2 & 3 detailed design)

ODOT Project schedule
Planning studies: April 2005
Prelim. Engineering: July 2014
Env. Approvals: June 2015
Interchange Studies: Aug. 2015
Right-of-Way: June 2016
Utility Relocation: October 2017
Detailed Design: April 2018

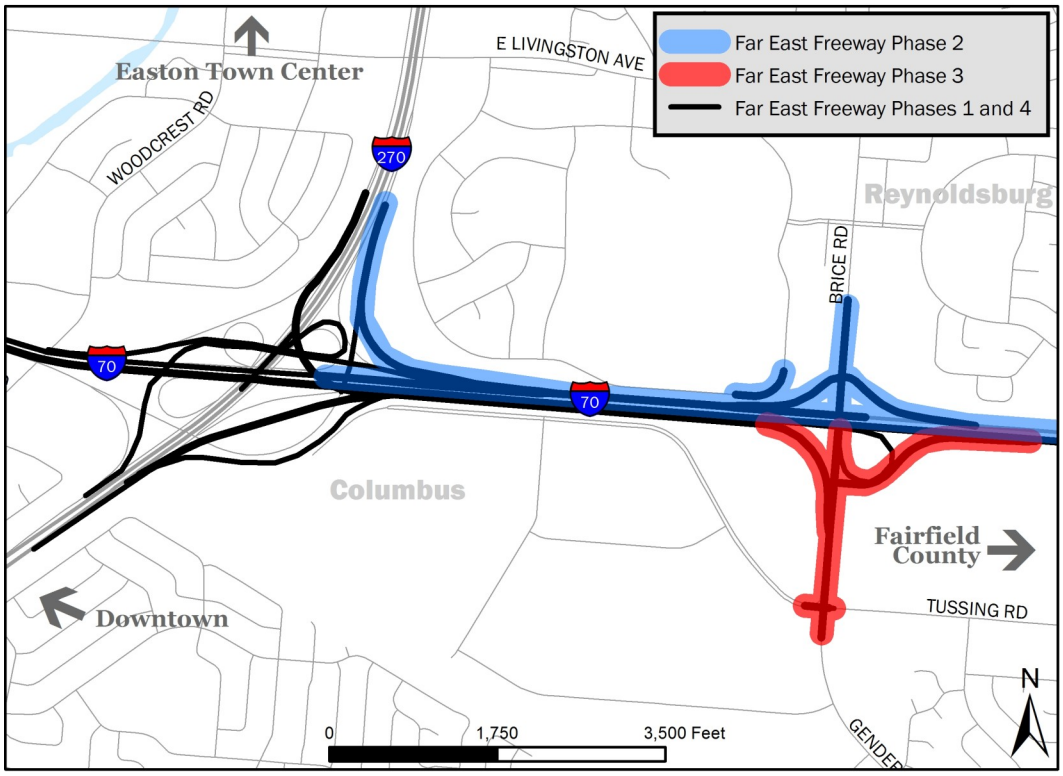
ODOT Project website:
www.dot.state.oh.us/districts/D06/projects/FarEastFreewayStudy

WHAT IS IT AND WHY IS IT IMPORTANT?

I-70 from Livingston Avenue to the Fairfield/Licking County Line is referred to as the "Far East Freeway", a series of transportation improvements that address the growing regional travel demand between downtown Columbus and its eastern suburbs. The Far East Freeway interchange improvements in the I-270 and Brice Road area involve 4 phases that will result in the widening of shoulder widths, increasing interchange spacing between I-270 and Brice Road to relieve heavy weaving volumes, and other improvements to relieve traffic congestion in the area.

WHAT IS THE TRAC REQUEST?

This TRAC request is for $7 million for detailed design for Phase 2 and 3 of the I-270 and Brice Road area. Phase 2 reconfigures the north half of the Brice Road interchange, construction of westbound ramps to the I-270 interchange, and includes the replacement of the Brice Road bridge. Phase 3 constructs the south half of the Brice Road interchange. Phase 1 has Tier II funding for detailed design, and has a current request for Tier 1 construction. Phase 4 will remain as a future TRAC request.



COLUMBUS CROSSROADS, EAST FREEWAY I-70/I71 (PHASE 5)

SUBMITTED BY:
ODOT DISTRICT 6

Project ID per ODOT:
70/71 Phase 5 (East Freeway)

ODOT PID: *88035*

On MORPC's MTP: Yes

Currently on Tier III Requesting Tier I Status

Total Phase 5 Cost:
$19.8 million

Previous TRAC Funding:
$6.7 million ($5.5 million for detailed design, $1.2 million for right-of-way)

2015 Funding Request: from TRAC:
$13.1 million (for construction)

ODOT Project Schedule:
Planning studies: August 2005
Interchange Studies: July 2009
Env. Approvals: July 2009
Prelim. Engineering: Oct. 2013
Detailed Design: Dec. 2015
Right-of-Way: February 2016
Utility Relocation: April 2016

ODOT Project Website:
http://www.dot.state.oh.us/projects/7071/Pages

WHAT IS IT AND WHY IS IT IMPORTANT?

The Columbus Crossroads innerbelt project is an overall set of highway interchange improvement projects within the downtown and near downtown areas. The projects seek to increase safety, reduce congestion, create new urban avenues with complete streets, enhance freeway crossings with safe pedestrian and bike accommodations, and remove unsafe interchange ramps. Phase 1 of the overall improvements (I-71 & I-670 interchange areas) was completed in 2014. Phase 2C (Mound Street connector) was also completed in 2014. TRAC construction funding has already been committed to other phases as well. This application continues the advancement of these improvements as expeditiously and efficiently as possible.

WHAT IS THE TRAC REQUEST?

This TRAC request is for $13.1 million for construction funds for Phase 5 of the Columbus Crossroads improvements project. Phase 5 will widen I-70 on the east side of downtown Columbus between 18th Street and Fairwood Avenue from four lanes to six lanes in each direction, and replaces the overhead bridges of Ohio, Champion, Linwood, Miller and Kelton Avenues. With this application, District 6 is requesting funding to replace three bridges (Ohio, Champion and Linwood Avenues) to remedy the deteriorating parapets that is causing pieces of concrete to fall onto the freeway below. The new bridges of Ohio and Champion Avenues will accommodate bike lanes, and all three bridges will include sidewalks on both sides, which will help reconnect neighborhoods in the area that were disconnected when I-70 was originally constructed. If funding for the replacement of these three bridges is not secured, a parapet rehabilitation project will need to be constructed using District Preservation funds at an estimated cost of $750,000.

SOUTH OUTERBELT, I-270 & US-23 INTERCHANGE (PHASE 2)

SUBMITTED BY:
ODOT DISTRICT 6

Project ID per ODOT:
FRA IR 270 South Outerbelt (270 & 23 Interchange)

Project Phase:
Phase 2

ODOT PID: *92616*

On MORPC's MTP: Yes

Currently on Tier II Requesting Tier I Status

Total Project Cost:
$15.6 million

Previous TRAC Funding:
$1.5 million (for detailed design)

2015 Funding Request: from TRAC:
$14.1 million ($100,000 for right-of-way, $14 million for construction)

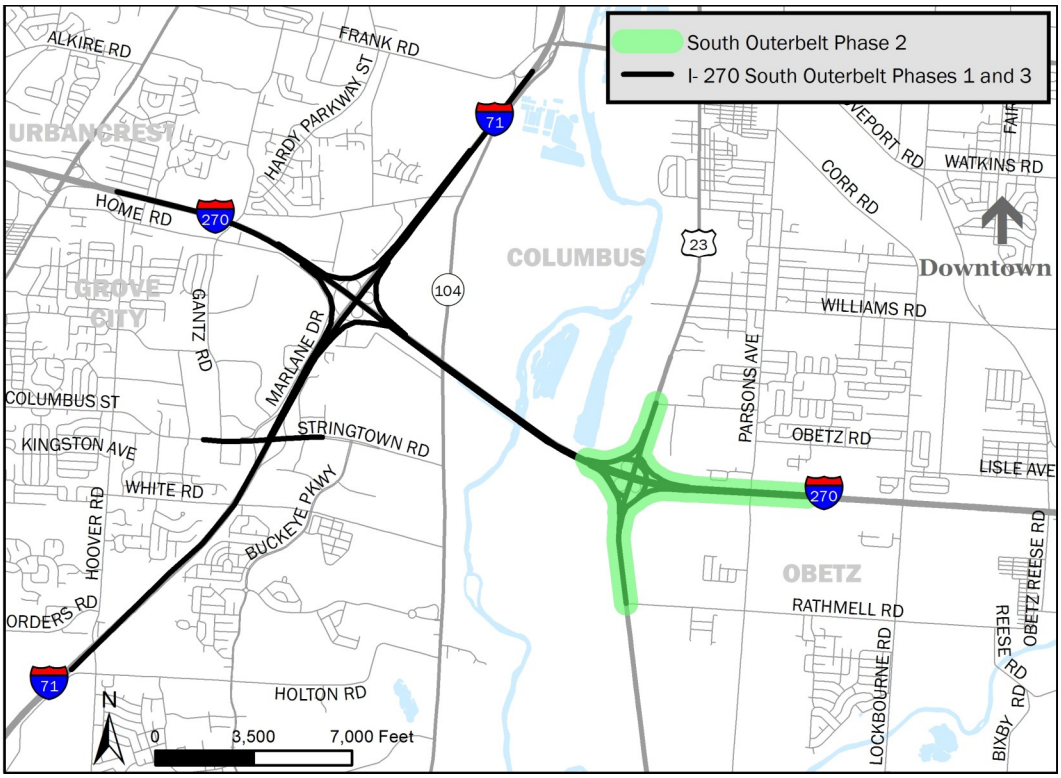
ODOT Project Schedule:
Planning studies: May 2010
Interchange Studies: July 2013
Prelim. Engineering: July 2013
Env. Approvals: Sept. 2014
Detailed Design: March 2016
Right-of-Way: March 2017
Utility Relocation: March 2017

WHAT IS IT AND WHY IS IT IMPORTANT?

The South Outerbelt projects are composed of improvements that seek to reduce congestion and increase capacity on I-270 between I-71 and US-23 by widening each facility and reconfiguring the interchanges of I-270 and US-23, I-71 and I-270, and I-71 and Stringtown Road. The projects will allow the successful integration of transportation needs and recent roadway network improvements, which involved the reconstruction of the structure over the Scioto River and the widening of I-270.

WHAT IS THE TRAC REQUEST?

This TRAC request is for $14.1 million ($100,000 for right-of-way and $14 million for construction funds). This project includes the removal of two low speed loop ramps, the addition of two new signalized ramps, and a superstructure replacement of a flyover ramp. This project is a phase of the recommendations from the South Outerbelt Study. District 6 is requesting Tier I status for this component of the overall project.



Mid-Ohio Regional
Planning Commission

111 Liberty Street, Suite 100
Columbus, Ohio 43215

T 614.228.2663
TTY 800.750.0750

www.morpc.org

Memorandum

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

FROM: Thea Walsh, Director
Transportation Systems & Funding Department

DATE: September 24, 2015

SUBJECT: **Proposed Resolution T-20-15: "TO AUTHORIZE THE EXECUTIVE DIRECTOR TO SUBMIT AN APPLICATION TO THE LOCAL GOVERNMENT INNOVATION FUND AND ENTER INTO AN AGREEMENT FOR UP TO $50,000 WITH THE OHIO DEVELOPMENT SERVICES AGENCY FOR A MULTI-REGIONAL RIDESHARING SYSTEM"**

On September 14, 2015, MORPC submitted an application for Round 15 of the Local Government Innovation Fund (LGIF) administered by the Ohio Development Services Agency (ODSA) to establish a Multi-Regional Ridesharing System that will be shared with other Metropolitan Planning Organizations' (MPOs') Rideshare agencies in the state.

This resolution will be submitted to ODSA during a 10-day CURE period in October. As a grant request for an existing work element in MORPC's State Fiscal Year 2016 Planning Work Program, sister Resolution EC-6-15 was created for Executive Committee approval. Key findings and components of the feasibility study and system development include:

1. The development of an RFP for a more efficient multi-regional, ridesharing software that can accommodate public-private partnerships and multimodal commutes.
2. Conducting data conversion as necessary and software installation.
3. The formation of a Transportation Demand Management consortium to unite scattered networks of private, public, and non-profit resources (including mobility managers and Transportation Management Associations).

MORPC will continue to work with other rideshare agencies and other interested parties to develop a cost-effective system that will raise awareness of all ridesharing and alternative transportation options that are easy for commuters and administrators.

William Murdock, AICP
Executive Director

Eric S. Phillips
Chair

Matt Greeson
Vice Chair

Rory McGuiness
Secretary

Resolution T-20-15 authorizes the executive director to submit and execute any agreements with ODSA for funding from the LGIF.

TWJ:MAMF:bsn

Attachment: Resolution T-20-15

RESOLUTION T-20-15

"TO AUTHORIZE THE EXECUTIVE DIRECTOR TO SUBMIT AN APPLICATION TO THE LOCAL GOVERNMENT INNOVATION FUND AND ENTER INTO AN AGREEMENT FOR UP TO $50,000 WITH THE OHIO DEVELOPMENT SERVICES AGENCY FOR A MULTI-REGIONAL RIDESHARING SYSTEM"

WHEREAS, the Local Government Innovation Fund (LGIF), administered by the Ohio Development Services Agency, accepted applications on September 14, 2015 for Round 15; and

WHEREAS, several Ohio Metropolitan Planning Organization (MPO) rideshare agencies currently collaborate and partner using outdated ride matching software that needs to be more compatible with current technology and other applications; and

WHEREAS, the feasibility study would identify cost-effective web and software needs that will be used to better focus and raise awareness of various ridesharing and alternative transportation options; and

WHEREAS, rideshare agencies would benefit from creating a Transportation Demand Management (TDM) consortium with multi-regional "players" in the realm of TDM, uniting scattered networks of private, public, and non-profit resources (including mobility managers and Transportation Management Associations); and

WHEREAS, in consultation with Ohio rideshare agencies, MORPC has identified the potential for private and nonprofit entities to utilize the outcome of the study, ride matching software and the consortium to better meet the needs of the commuter; and

WHEREAS, MORPC submitted an application for up to $50,000 to evaluate the feasibility for a cost-effective multi-regional ridesharing system for MPO rideshare agencies in Ohio; and

WHEREAS, the Community Advisory Committee (CAC) at its meeting on September 28, 2015 and the Transportation Advisory Committee (TAC) at its meeting on September 30, 2015 recommended approval of this resolution to the Transportation Policy Committee; now therefore

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

Section 1. That the executive director is authorized to submit an application to the Local Government Innovation Fund and enter into agreement with the Ohio Development Services Agency for a feasibility study and implementation of a multi regional ridesharing system for up to $50,000.

Section 2. That the executive director is authorized to take such other action and execute and deliver such other documents as, acting with the advice of legal counsel, he shall deem necessary and appropriate to carry out the intent of this resolution.

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.

_____

Eric S. Phillips, Chair
MID-OHIO REGIONAL PLANNING COMMISSION

_____

Date

Prepared by Thea Walsh