



MID-OHIO REGIONAL 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, June 3, 2024
5:30 p.m.

Microsoft Teams meeting
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Phone Conference ID: 436 635 510#

AGENDA

- 5:30 p.m. Welcome & Introductions** – Helen Rollins, Chair
- 5:32 p.m. Approval of May 2024 Meeting Minutes**
- 5:33 p.m. Metropolitan Planning Organization (MPO) Report** – Nick Gill, MORPC, Dave Dixon, MORPC
- Transit Agency Reports
 - Delaware County Transit – Nick Gill, MORPC
 - COTA Update – Kenny Ganter, COTA
- 5:50 p.m. Resolutions**
- T-8-24: Amending the State Fiscal Year (SFY) 2024-2027 Transportation Improvement Program – Thomas Graham, MORPC

William Murdock, AICP
Executive Director

Chris Amorose Groomes
Chair

Michelle Crandall
Vice Chair

Ben Kessler
Secretary

6:00 p.m. Informational Items

- LinkUS Update – Elliott Lewis, MORPC
- Transportation Review Advisory Council (TRAC) Applications & MPO Prioritization Process – Shelby Oldroyd, MORPC
- Technical Assistance Program Updates – Lauren Cardoni, MORPC

6:30 p.m. Other Business

- Roundtable Discussion

7:00 p.m. Adjourn

PLEASE NOTIFY APRIL BUMGARDNER AT 614.233.4167 OR EMAIL abumgardner@morpc.org TO CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR IF YOU REQUIRE SPECIAL ASSISTANCE.

**The next CAC meeting is
July 29, 2024 at 5:30 p.m.**

Mid-Ohio Regional Planning Commission Community Advisory Committee Meeting Minutes



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

Date: **Monday, April 29, 2024**
Time: **5:30 p.m.**
Location: **MORPC**

Members Present

Ayers, Jasmine (online)
Beltran, Hugo
Bohnert, Eli
Esterly, John
Girves, Catherine

Howard, Quincy
May, Eric (online)
Needleman, William
Rist, John
Roehm, Bob

Rollins, Helen
Synk, Erin
Watson, Lonnie
Weiss, Ira (online)

Guests

Ganter, Kenny
Martin, Tyrone

MORPC Staff

Agrawal, Parag
Bumgardner, April
Cardoni, Lauren
Dixon, Dave
Gill, Nick

Graham, Thomas
Hampton, Ralonda
Heider, Jon
Jurist, Niel
Murdock, William

Peggau, Karina (online)
Rapp, Melissa
Roy-Dixon, Padmini (online)
Schaper, Maria
Strange, Emma (online)

I. Welcome & Introductions

- Vice-Chair Rollins called the meeting to order at 5:30 p.m. There was a quorum present.
- Mr. Murdock introduced himself to the committee as the Executive Director for the Mid-Ohio Regional Planning Commission. Mr. Murdock thanked the committee members for being a part of the committee. Mr. Murdock went on to reiterate to the committee that they are one of MORPC's top committees; that their voices matter; their ideas and participation influences planning and the work done with state, local, and federal partners; and that what is said in this committee does not stop here in this room, it continues to the larger group of 88 communities around the region. Mr. Murdock finished, saying the committee is in great hands with the experts that MORPC has and if there are things MORPC can do better, there are things MORPC can do to support the committee members, it is important to let staff know.

II. Nominating Committee Report/Special Election of Officers

- Mr. Beltran gave the report on the Nominating Committee. The committee met several times to discuss all the nominees for the Chair & Vice-Chair positions. The committee decided to put Helen Rollins forward as the nominee for the Chair

position, as she had been serving since the beginning of 2023 as the Vice-Chair. Mr. Beltran continued that the committee had decided to put forth Erin Synk as the Vice-Chair nominee.

- Vice-Chair Rollins asked if there were any other nominees for the positions. Seeing none she asked for a motion to vote for Helen Rollins. The motion passed unanimously.

III. Approval of March 2024 Meeting Minutes

- Chair Rollins asked for a motion to approve the March 2024 Meeting Minutes. Mr. Howard moved; Ms. Synk seconded; and the motion passed.

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

- Mr. Gill started by highlighting the Ohio Traffic Safety Summit. This is the first of its kind this is being put on by the State- the Department of Public Service and the Traffic Safety Office. The event is free to attend and Lauren Cardoni, Active Transportation & Safety Manager will be moderating a panel at the Summit.
- Mr. Gill continued with the report by telling the committee about a pop-up bike facility testing that was done a few weeks ago along E Broad Street just east of downtown between downtown and Franklin Park. A few MORPC staff participated. The event was held between 4 & 6 p.m. on April 10th. It was a two-hour event to test out temporary quick building of a two-way separate facility on East Broad Street. This one-day pop-up event was an opportunity for cyclists, transportation agencies, and those interested in biking to help evaluate barrier and bike facility types and provide feedback. Later this year a longer-term demonstration project will be implemented. A broad street lane between Parsons and Nelson will be reallocated to accommodate protected bicycle lanes. These demonstrations will help inform a redesign of Broad Street as part of a resurfacing project that will be coming in 2026; as well as for the future Capital Trail connecting the Scioto and Alum Creek Trails. Ms. Cardoni commented that there was a good deal of involvement for the pop-up event and included elected officials and public servants. Mr. Howard asked how long the trip was with the temporary barrier. Mr. Gill answered that the route was from Franklin Park West to Wolf Park. Ms. Cardoni noted that it was a short distance, but that the purpose of the event was to test participants' comfort levels with the different types of barriers. A larger demonstration will take place later in the year from Parsons Avenue to Nelson. This entire process is part of the resurfacing preparations for Broad Street in 2026.
- Mr. Dixon updated the committee on the Planning Department's current initiatives. National Air Quality Week is May 6 through 10. MORPC will be sharing social media posts to help elevate awareness about air quality programs and the importance of clean air. Mr. Dixon encouraged all members of the committee to follow social media and to share with their followers. MORPC is also encouraging local governments to adopt Air Quality Awareness Week Proclamations. Those interested and looking for more information should contact Mauro Diaz-Hernandez at mdiazhernandez@morpc.org
- Mr. Dixon went on to speak about the Clean Ohio Conservation Fund. There is over \$5,000,000 in funds available in Franklin County this year. The money is used to protect and conserve properties in perpetuity. Preliminary Screener Applications are due to Dr. Edwina Teye on June 3, 2024.

- Mr. Gill then took a moment to remind the committee that in addition to the items that he and Mr. Dixon discuss in the verbal MPO report each meeting, there is also a larger update monthly that is included in the meeting packet that is sent out prior to the committee meeting. Mr. Gill encouraged the members of the committee to read through that report monthly to update themselves on the work that MORPC is doing each month.
- Mr. Gill then did the report for Delaware County Transit. Delaware's Flex services are expanding with extended operating hours starting July 1, 2024. Service hours will be from 5 a.m. to 9 p.m. Monday through Friday; and 8 a.m. to 5 p.m. on Saturday. This is an increase from 6 a.m. to 6 p.m. Monday through Friday only.
- Mr. Gill continued that Delaware County Transit is also actively involving the community through a variety of channels to raise awareness and foster discussions about the strategic plan. The board approved purchasing 8 new transit vans to replace some of the current vehicles with a focus to showcase how they begin work in the Sunbury and Galena area.
- Mr. Ganter with COTA then presented an update for COTAs service and projects. The McKinley Complex renovations were completed in March of 2024. This renovation allowed COTA to modernize the transit facility at McKinley operations. It allowed for expanding vehicle charging capabilities, improved maintenance and vehicle testing facilities, and also allowed for a new command center. It is a very state-of-the-art facility and the official headquarters for COTA's strategic response specialist.
- Mr. Ganter continued that COTA is welcoming Monica Tellez-Fowler as the new President/CEO. The COTA Board of Trustees voted on March 13, 2024 to name Ms. Tellez-Fowler as the replacement for Joanna Pinkerton, effective May 7, 2024.
- Ms. Tellez-Fowler is a strong leader, and all COTA staff welcome her new leadership.
- Mr. Ganter continued that COTA had the following service changes that will begin on May 6, 2024. Mr. Ganter showed slides with the changes and highlighted several. Line 9, W. Mound will have a more direct south bound route through downtown Columbus. Some transit stop locations will change. Line 12 McKinley/Fields on weekends will only serve McKinley Operations and will no longer go to Fields Operations. Line 71 in Hilliard will extend to United Methodist Church Park and Ride. Line 74 Smokey Row, St. Peters Park and Ride will close to customer parking. Stops at that location will remain open to customers. The Zoo Bus service will also be starting up again for the season. It will be starting on May 11, 2024 for weekends and then on Memorial Day seven days a week until Labor Day.
- Mr. Ganter continued with schedule adjustments. Lines 1, 3, 8, 22, 43, 72, 73, and CMAX all received some minor schedule adjustments to improve on-time performance. Lastly, service increases will occur for lines 3, 7, 23, & 34. These service increases are thanks to COTA's growing operator workforce and growing ridership. COTA wrapped up hiring events the week of April 22, 2024 and it was very well attended. COTA was able to complete well over 200 open interviews for people in the neighborhood and communities.
- Mr. Watson had a question about overall growth for COTA, in regard to ridership & service. Mr. Ganter did not have the numbers off hand but mentioned that someone from the COTA office would be able to provide that. However, COTA is seeing steady increases in rider numbers across the board. COTA is hopeful that

it will continue to see increases into their September service change. Mr. Rist asked what the transit background was of the new CEO/President. Mr. Ganter replied that Ms. Tellez-Fowler previously worked in the Dallas area for one of the transit authorities there, where she was able to get a lot of experience. She also served as deputy CEO under current COTA leadership.

- Mr. Roehm commented that he is a regular COTA rider and wondered where the number 12 bus will go on weekends if it isn't going to Fields. Mr. Ganter replied that the bus would just be going from McKinley to downtown and back.
- Mr. Howard commented that Ms. Tellez-Fowler has a good deal of experience in transportation and transit. She is part of the same nation transportation organization that Mr. Howard is president of and has been for many years. She brought a lot of transit experience when she came to COTA. Mr. Howard finished that he was very much looking forward to working with Ms. Tellez-Fowler in her new role.

V. 2024-2050 Metropolitan Transportation Plan

- Ms. Schaper started out by thanking the members of the committee who had been through this entire process of updating the Metropolitan Transportation Plan (MTP) over the last 18 months. Ms. Schaper then reviewed with the committee what the MTP is and why it is important to Central Ohio. This process began back in 2022 with resolution T-15-22, to adopt the Six Regional Goals that the plan is based on. T-1-23 was then adopted with the corresponding, measurable objectives for the MTP. Looking then at the specific activities that the region is working on to implement, there are 78 strategies that have been identified and over 600 projects. This gives the baseline to look at performance measure benchmarks and targets to achieve these projects identified.
- Ms. Schaper went on to discuss forecasting that had been done for the region. Local, state, and regional planning documents were reviewed; and then project evaluation criteria were identified. The Community Advisory Committee did a deep dive in October of 2023 on the project evaluation criteria and an interactive web map was published for comment by the public, to identify additional projects and seek input. Next the projects were evaluated using the project evaluation criteria and then a fiscal analysis was done. This fiscal analysis looked at the cost estimates for each project and what the expected funding would be out to 2050 including federal, state, and local funding assumptions. All of this was put together to develop this draft list of strategies and projects that MORPC put out for public comment and review earlier this year. Next, an impact analysis was conducted, to understand how these projects are impacting air quality, as well as our disadvantaged populations and communities. All that was put in the full draft document.
- Moving on, Ms. Schaper discussed public comments that were made on the draft document. Comments were received from at least 29 different zip codes, as we asked commenters when they were submitting to provide their zip code and while most did, some did not. The general theme of comments stressed the importance of Complete Streets facilities, advocating for those bike and pedestrian infrastructure components, promotion of low emission transportation options, and major support for expansion to the transit system. Generally, MORPC has a policy that Complete Streets are built into planning policies. In response to those comments, the pedestrian facilities on arterials and collectors now show on the project map and project changes based on municipalities clarifying their current plans and adjusting alignments to match updated local planning documents. Ms. Schaper clarified that

- arterials and collectors are non-freeways that are still significant roadways within the transportation system.
- Ms. Schaper continued by pointing out that for public transit, it is good to see the comments and support, and that as a part of this plan, there is an unprecedented amount of transit investment identified through 2050. This is something that is very exciting for the region.
 - The only major changes that can be seen between the published draft and the final document is the addition of the mapping for the bicycle and pedestrian facilities and updates to local project priorities. Ms. Schaper informed the committee that all comments that were received will be shared with local implementing partners. Those include the City of Columbus, COTA, and all the local communities that we will be partnering with and who have projects identified as a part of the plan.
 - Ms. Ayers, online, had a question asking what is meant by a pedestrian facility. Ms. Schaper explained that a pedestrian facility could be a sidewalk or a shared use path. At this stage in planning, the specific type has not been identified, however, thus the areas are referred to in general terms of some type of pedestrian facility.
 - Moving on, Ms. Schaper discussed the strategies that have been identified for the MTP, both for System Management and System Development. There are around 78 different strategies. Looking next at the chapters in the MTP Document, Ms. Schaper showed the committee the outline of the nine chapters included in the final document.
 - Looking at included projects in the plan, Ms. Schaper explained that the total for the included projects is \$35 billion approximately in investment for the transportation system between now and 2050. The biggest component of this is the investment in the transit system at \$12.9 billion. This is a combination of what will be assumed to come from federal discretionary grants, federal support from Federal Transit Administration, and an increase in local support for transit systems. The other major component is that of Management and Operations, which attributes \$8.5 billion to maintain and manage the existing system. Ms. Schaper also pointed out that there is around \$1.8 billion in bike and pedestrian investments which has not changed since the draft.
 - Looking at Transit specifically, Ms. Schaper highlighted the Transit Projects that are part of the plan. These include five high-capacity transit projects, covering over 50 miles. Three of these projects are currently in various stages of development. It is estimated that all five of these projects will be constructed and built by 2050, based on current forecasts. However, these are not the only projects. There is an expectation in the plan to maintain, increase, and expand the existing transit service. MORPC and its partners expect that there will be a 45% increase in investment in those services.
 - For bicycle and pedestrian specific projects, Ms. Schaper explained that the plan includes the addition of 725 miles of stand-alone bicycle and/or pedestrian facilities. This includes the Central Ohio Greenways and other major regional connections, as well as the pedestrian facilities mentioned previously on every arterial or collection in the urban area that doesn't currently have facilities.
 - For non-freeway roadway projects, Ms. Schaper explained that this includes new roadway connections: around 95 miles of lane additions: 94 miles of through lane additions; modification of 122 roadway miles with minor widenings – which would include adding a turn lane or other safety improvements; and modifying 117 intersections. For Freeway projects, the plan looks to convert around 17 miles of four-lane divided roadways to freeways; adding 42 miles of lane management along

the freeways; widen 48 miles of freeways; modify 23 interchanges; and add seven new interchanges.

- In conclusion, Ms. Schaper reiterated that the MTP identified the region's priorities – this is the region consensus of transportation policies. Not all these projects have specific funding identified. The first timeframe identified in the MTP is consistent with the transportation improvement program that does have funding commitments. Beyond that the projects are those that MORPC and partners believe they can fund, however, specific project sponsors have not committed funds at this time. Thus, the next step is working with those project sponsors, local partners, and other agencies to fund those projects through MORPC attributable funds, ODOT, Federal Discretionary Grants, Developer dollars, Ohio Public Works Commission, or a wide variety of sources. Often projects will combine multiple funding sources. Once the projects have funding, they move into MORPC's Transportation Improvement Programs, which Mr. Graham works on, as well as the local Capital Improvement Program that is often discussed in local government meetings. Once the funding is committed, the projects move into the project development process and are ultimately constructed. Each year MORPC will discuss with partners to monitor how things are developing with the identified performance measures. There will be an annual reporting process that will examine how progress is happening in each of these areas.
- Chair Rollins asked what the Community Advisory Committee's next steps would be concerning the MTP. Ms. Schaper answered that most of what the staff present to the committee ultimately point back to the MTP. This will include the Transportation Improvement Program (TIP), Technical Assistance program (TA), and MORPC staff will continue to seek input on activities as the plan is implemented. Mr. Agrawal also said that the MTP is a vision document. Once the Community Advisory Committee, the Transportation Advisory Committee, and MORPC's Transportation Policy Committee have approved the plan, MORPC needs to ensure that all the projects that are being worked on, not only this team, but ODOT as well, meets the vision of this Transportation Plan. The function of this committee will be to ensure that this vision is implemented through various projects that MORPC will be working with the Community Advisory Group over the next four years. Mr. Gill also commented that in looking at the resolution verbiage, it shows that staff will be working with all of MORPC's various committees – Community Advisory Committee, Transportation Advisory Committee, Sustainable Advisory Committee, Regional Data Advisory Committee, Regional Policy Roundtable – all of the committees that work with strategies that are specific to the plan and help to manage, fund, and in making the system as safe as possible, with as many multimodal options as possible.
- Mr. Howard wanted to thank Ms. Schaper and all the staff on behalf of the committee for working on this plan. He also commented that he recently read an article from NPR titled "New report finds Columbus at bottom for economic growth of minorities over 10 years." Mr. Howard went on to say that with talk about growth in relation to innovation, sustainability, and inclusiveness, where is the discussion about minorities. Mr. Howard asked what we are doing for minority groups. He read from the article that, "although the region is growing, the minority community business capital is not."
- Mr. Watson commented that he had recently attended a strategy session for the Eastland Development Project, and that one of the topics specifically talked about was mobility. Mr. Watson went on to ask how integrated into these types of

- development efforts are we and how do can new development be integrated into strategies moving forward. He noticed that the Bus Rapid Transit planned corridor goes around the Eastland area and does not include it at all. Mr. Watson how future developments that aren't included in this plan be integrated moving forward. Mr. Gill responded that this is why the MTP process is one that is continually ongoing. Mr. Gill continued that the team works to make sure that they get the information necessary to take the next steps. The Data and Mapping Team keeps track of developments in zoning and department of development for the City of Columbus. The transit projects currently identified are the first five high-capacity corridors. If there is an area that is not touched by a particular planning phase now, it does not mean that they are out of mind or will not be included in future plans. Mr. Gill commented that in response to Mr. Quincy's questions, MORPC has targeted the Justice 40 initiative and is making sure that those initiatives are staying at the forefront of future development and planning. He also piggybacked on what Mr. Murdock mentioned that the team wants to be able to get feedback from the Community Advisory Committee to develop planning products and processes. This is a continuous process.
- Mr. Bohnert also started by thanking the team for their work and all the visits that they made across the region to discuss the MTP with communities. Mr. Bohnert commented that he was impressed with the amount of funding going towards transit and cycling infrastructure. He commented on the five high-capacity transit projects, the 45% increase in COTA service, 725 miles of standalone bicycle or pedestrian facilities, and that these are transformational for our region. He wanted to go back to the fact though, that as a vision document for the future of the region the plan includes almost 50 miles widening freeways, 17 miles of four lane divided highways to freeways, and 42 miles of lane management. He commented that he doesn't see that this is the vision for our region, to expand roadways. He noted that in looking through the comments to see what was on resident's minds. On the widening of I-70, a commenter noted that the 'inner-belt is a gash through our city, and we want to widen it. As any city if widening their freeway helps alleviate traffic." Another commenter also had something similar to say, "cities around the country are moving their highways and lessening their impact on downtowns. Here in Columbus it is still widening like it's 1960." Overall, the plan has \$4.5 billion in highway expansions, 15 new traffic lanes across the city. We have SMART lanes added to highways without concrete evidence of the effectiveness of reducing traffic. Mr. Bohnert then commented that if we continue to put money into widening highways, how will we ever convince residents of Columbus that transit is the better option? We're essentially enticing people to drive. Mr. Bohnert noted that Patrick Harris from COTA, who was referencing Cleveland's BRT line – "if you build it, they will come." This was in reference to the \$200 million and 8,800 new residential units along the line and the \$9.5 billion in economic development benefit that Cleveland has seen. Mr. Bohnert also shared that Amanda Tonell from Columbus Business First shared that the corridor construction for LinkUs is around \$4.3 billion. If we did 3 high-density corridor lines of BRT, the construction, think what we could possibly do with the \$4.5 that is currently earmarked for highway construction. Mr. Bohnert finished by remarking that what city in the country, which is experiencing growth, has been able to add enough lanes to alleviate traffic in their city and unfortunately, he believes there is far too much of this project dedicated to that.
 - Mr. Agrawal thanked Mr. Bohnert for his feedback and comments. Mr. Agrawal then commented that this plan basically provides a safe, reliable, and efficient

transportation system for the Central Ohio region. He added that for the first time in Central Ohio history, \$13 billion is being invested in transit. This is the highest percentage of investment in transit the region has ever seen. This plan is a part of a process that works with various stakeholders in transit, bicycle & pedestrian users and providers, the Ohio Department of Transportation, and various counties, cities, and townships. So, while in the next round, we would like to work with stakeholders to see how we can grow transit investments and a wider variety of multi-modal transit options, this is a historic level for Central Ohio. Mr. Gill added that yes, this plan is weighted more towards transit and multi-modal systems than it ever has been. However, it is still a system, and while there are certain bottlenecks, and there are freight logistics needs as well, it is a balance among all the systems.

- Ms. Girves thanked staff for the comments on the increased investments and the comparisons provided. However, she wanted to recognize what Mr. Bohnert and many other have said, that there is a need to build a transportation network for all road users and we are still too heavily invested in cars. This plan is certainly a step in the right direction, but we should not stop ourselves from taking bigger steps. Ms. Girves continued that it is important not to squash the idea of increased transit, just because we are doing better. There are many people in our communities who still do not have access to single-occupancy vehicles and are not able to easily move around the region to participate fully in community life.
- Mr. Rist commented that transit is the only mode in this document that is subject to voter approval for funding. He asked that this be kept in mind that if the ballot measure does not pass in November, a lot of this goes away, because there is no local match for the federal funds. Mr. Rist continued that while yes, this is a change and a departure from the past, there is a big hurdle in front of this initiative for transit in getting voter approval and is there a plan B if this isn't approved. Mr. Gill agreed that yes, local approval is vital for the high-capacity corridors. If approval does not happen, then a plan B will be developed. Mr. Gill continued that as a region and a community there needs to continue to be a push in this direction for a multimodal system for all of those who don't have options. Plan B would have to be to come back, refine the message, refine the need, refine the benefits of multimodal to convince the general population what we as experts know we need to be done.
- Chair Rollins asked for a motion to vote on Resolution T-3-24. Ms. Girves motioned. Ms. Synk seconded.
- Mr. Rist had a comment on Section 7 of the MTP Resolution, which talks about staff having the ability to administratively modify the MTP. Mr. Rist continued that after months of public comment periods and community visits, this section seems counterintuitive to the whole process. Mr. Rist felt that it would be appropriate to add language that staff comes back and seeks additional public comment on any change that they wish to make to the MTP and that it be filtered through the appropriate committees. Mr. Rist emphasized that he didn't have concerns about the staff themselves, but the process. Ms. Schaper responded that the intent of section 7 is to give some flexibility. An amendment to the MTP requires a very drawn-out process that is consistent with ODOT guidelines. As bus rapid transit corridors develop and the alignment changes slightly because of the analysis that was done, this sections provides that the staff don't need to go back through another air quality analysis. This just allows for some flexibility and to avoid some of the bureaucratic process. Mr. Gill reiterated that this section does not say that projects can be added or deleted, it only allows refinements to be made to included projects or corridors. These would include technical corrections and clarifications. A formal amendment to the MTP requires a

- formal public process, with a public hearing in front of the Commission, TAC, and CAC.
- Mr. Bohnert had a comment based on something that Mr. Rist mentioned. The transit portion is the only part dependent on voter approval in some way. The ask for the voters is around \$8 billion through 2050. The total for transit in the MTP is \$12.9 billion. If the levy fails, we will only have \$5 billion for transit and that puts us sending the same as freeway modifications alone. Mr. Bohnert continued that he struggles to understand that as a vision document, the most important piece is dependent on voter approval. While all these other items in the MTP would likely still occur in some fashion and he acknowledged that what is proposed is a vast improvement. If this document is looking toward 2050, many portions of this document are going in the wrong direction – adding lanes, widening freeways, further dividing communities instead of finding ways to bring communities together and provide access to parts of the city for someone whether they take the bus, drive a car, walk, or ride a bike. Mr. Gill responded regarding the funding assumptions. While the voters will have to approve an increase, there is currently a half percent sales tax currently in place. COTA has mentioned that the West Broad Street corridor can continue without voter approval because they have enough funds in their existing tax resources, and then they also get federal discretionary funds. Even with the other funds, although they're not necessarily voter approved, it is the assumption that federal resources that come in that come in as Congress continues to provide funding at the same level. The MTP in its fiscal forecast, is how much funding we reasonably expect to be able to come in. While yes, a portion of the items do require additional voter approval, the region does have experience passing levies for these items.
 - Mr. Rist then asked the Chair for clarification on what he had asked for in section 7. He asked if amendments would be subject to public comment and approval by this committee and that anything else would not come forward to the Committee. Ms. Schaper replied that yes, a plan amendment would come through the committee and go through a formal process. If there is a major change of adding or removing a project that has been identified in this plan, as it develops, it would be an amendment. The intent of section 7 is really as a project that has been identified in this plan it might pivot a little from what is shown here. Mr. Rist re-emphasized his concern about public comment and review.
 - Mr. Needleman asked if the committee supports this plan, will radical changes still be possible? Mr. Gill responded that there are a lot of additional opportunities to look at these processes to provide input on those processes to see if the individual funding programs and processes are actually leading to what has been adopted, especially leading into the higher priority parts of the transportation vision. Thus, adopting and supporting the MTP doesn't limit anything in the future, especially concerning trying to further particular goals and so forth. Mr. Agrawal then added that the plan is an organic document, not a static document. Priorities change, regions change, and people change. That is why this document is updated at least every four years. Once the Commission adopts this plan, staff will start working with committees and communities in the next cycle. Mr. Agrawal continued that as Mr. Gill had mentioned, projects take time to develop. With 13 billion being devoted to transit, we will look to increase that number and this is the benchmark for the next MTP. We can only increase that number in future MTPs by working with all of you. Mr. Needleman added that he believes the point is that the MTP is a vision document. If the CAC is supporting this, they are saying, yes, this is the vision. His final question was, is this the vision?

- Mr. Quincy noted that in the last meeting he had asked if, for some reason, the MTP didn't pass, what would happen. Mr. Gill's response at that meeting was that it would still happen. Mr. Gill responded that, the CAC, along with the TAC, are advisory to the Transportation Policy Committee (TPC). All the T-Resolutions that come before this committee, and the TAC, go on to the TPC. The MTP is scheduled to be adopted at the May TPC meeting, that's why we spent a good deal of time over the last two plus years, getting everything together, taking all the feedback, and developing this vision for the transportation system. This is a balance across all modes. However, we need to move this forward. As Chair Rollins sits on the TPC, when this resolution is presented to the TPC, any concerns, questions, and the results of the CAC action on the plan can be shared at the meeting. Then, the TPC, which is the MPO Board would decide and take action.
- Vice-Chair Synk brought up Mr. Rist's concerns about Section 7 of the resolution. Vice-Chair Synk asked if there was a middle ground that could satisfy the committee regarding changes to the MTP, by adding an amendment. No comments or amendments were raised by the committee.
- Ms. Girves commented that as an advisory group, if CAC members choose to vote no on this resolution, it would send a message for people to hear.
- Mr. Bohnert commented that, when the committee is thinking about this document and the projects included with it, they are taking the first steps to build a world class transit system that is long overdue in the region. He went on to say, that his fear is the amount of highway expansion, arterial expansions, and expansions overall that will reduce the incentive to use transit, if we continue to make it easier to drive places over the next five to ten years. So, Mr. Bohnert wanted to ask his fellow committee members to consider that when they vote on the Resolution.
- Chair Rollins then moved to take the vote. Mr. Gill asked that members raise their hands to vote, to get a more accurate count of those in favor and not.
- The resolution passed with seven in favor and four opposed.
- Mr. Gill noted that the information mentioned today will be passed along to both the Transportation Advisory Committee and the Transportation Policy Committee.

VI. Resolutions

- Proposed Resolution T-4-24: Adopting MORPC Complete Streets Policy – Lauren Cardoni
 - Ms. Cardoni started by reminding the committee that she had come before them previously to walk through the draft of the Complete Streets Policy and the proposed revisions. Since then, the policy draft has gone through a public comment period and now the policy is back to be approved. The overall structure and content of the policy stayed the same as the previous version. Minor updates were made with guidance from a working group, to incorporate more emphasis on safety, particularly the Safe System approach that is now formally adopted by the US DOT. Some changes were made to the review process to better align with the MORPC Policies for Managing Attributable Funds. There were also some requisite changes to the requirements in the policy to align with the previous changes made related to the SAFE System approach and emphasis on safety. The more major revision to the policy was in Section 7. There has been some new guidance from the Federal Highway Administration related to requirements and design standards that have to be used alongside federally funded projects. Thus, additional information in section 7 about the appropriate design manuals for use for the projects that

- receive MORPC funding. Ms. Cardoni continued that the policy went through a public comment period and there were around 20 emails submitted. All of them were in support of the policy as well as the general concept of Complete Streets and adding more facilities for people walking and bicycling throughout Central Ohio. There were a few minor tweaks to the draft policy based on some of those comments, as clarifications to the policy.
- Ms. Cardoni continued that there were some additional requests that were not addressed within this policy, but agreed with staff and our working group that we would come back to those items in the next review and update to the Complete Streets Policy. These were items that we had discussed early on in the review of the policy draft with the working group and decided that we wanted to revisit in the future round in much more depth than we had the time and resources available to us in this round. There were some specific recommendations from the National Complete Streets Coalition that we reviewed early in the process, and we just didn't have the resources to address it in this go-around. As part of the requirements in the policy, we will revisit these and the attributable funds policies every two years, so we will come back to these items.
 - For the next steps, there will be a workshop on May 22, 2024 to start off the next MORPC Attributable Funds cycle and a new version of the Complete Streets Policy will be included in that workshop.
 - Mr. Howard had a question about what the definition of a Complete Street is in laymen's terms. Ms. Cardoni answered that a Complete Street can look different in any community and in any location depending on the function and needs of that particular corridor. The intent behind Complete Street is that you are providing the facilities that are needed for that particular street and that particular community and the people who need to use the roadway. It could be a combination of facilities that serve people driving, walking, bicycling, using transit, etc.
 - Chair Rollins asked for a motion to adopt the resolution. Ms. Girves motioned; Mr. Needleman seconded. The resolution passed.
- Proposed Resolution T-5-24: Adopting Policies for Managing MORPC Attributable Funds – Thomas Graham
 - Mr. Graham started by reiterating that all projects that are funded with MORPC Attributable Funds must comply with the Complete Streets Policy. Mr. Graham noted that the changes to the MORPC Attributable Funds Policy went through a public comment period at the same time as Complete Streets Policy. Mr. Graham also commented that they presented an in-depth presentation on the policies for managing MORPC Attributable Funds and outline how MORPC will allocate and manage the sub allocated federal funds from the FHWA. A few key changes that were made relative to the last round focused on removing the requirement to fund small requests in the roadway capacity and operational changes category before any larger requests. We then move on to some changes to our evaluation criteria for scoring and ranking applications for potential funding. The first of these is that we revised how we scored the economic opportunity criteria or goal, specifically to focus more on the narrative response around how a project is actually supporting economic growth. Most importantly, the travel delay reduction consideration was removed from the economic opportunity goal. Revisions were also made to the collaboration scoring, to focus specifically on the amount of MORPC

Funding requested criteria. This won't have a very big impact on how anything is scored, but there were some changes there to add some additional clarity for applicants to understand how we would be going about scoring the criteria.

- Mr. Graham continued that some revisions were made in the health, safety, and welfare goal. A third safety focused criterion, specifically looking at vulnerable roadway user safety was added. This looks at bike and pedestrian involved fatal and serious injury crashes and by breaking this out into its own criteria, we effectively increased the weight of the safety focused metrics when scoring the goal. Finally, throughout the document there are a variety of smaller changes, again mainly to align with the changes that Ms. Cardoni had just presented in the Complete Streets Policy. The key component to updating these policies was to coordinate the updates.
- Mr. Graham noted that the next steps will be that applications will be reviewed this summer, and that this is done every two years. Target funding ranges are set by the project type and so you can see where those break out in the Attributable Funds. A good deal of money was put into bike and pedestrian last round, so that is why the existing commitments are much higher than they usually are and therefore, you see a little less funding this round because this is looking at the whole program through state fiscal year 2031. The whole program is pretty much committed through the state fiscal year 2029.
- Chair Rollins asked for a motion to vote on the resolution. Ms. Synk motioned; Mr. Bohnert seconded. The resolution passed.
- Proposed Resolution T-6-24: Acceptance of the MORPC Fiscal Year 2025 Planning Work Program – Nick Gill
 - Mr. Gill started by explaining that the annual scope of work with ODOT, as was presented at the previous meeting, MORPC will be receiving \$4.4 million in total between 80% federal, 10% state, and our local match to do our core planning functions. Those core functions are things like the MTP, keeping all of our data in hand, developing the Transportation Improvement Plan (TIP), advocating for safety, and helping to advance the various strategies for transit and so forth throughout the region. There are also special studies that go above and beyond where we allocate which amount to about \$3.3 million. These are special studies completed with funding outside of the core planning funds. These include work elements related to Growth and Major Economic Development Planning, Technical Assistance Program, Safe Streets for All Action Plan and Demonstration Activities, Mobility Management, and 5310 designated recipients for enhanced mobility of seniors and individuals with disabilities programs. Finally, there is approximately \$1.3 million allocated for Ridesharing and Air Quality Projects. All total this is just over \$9 million of activities that help fund staff and with extension some consultant work and other contracting work to do the planning activities for the region. Chair Rollins then asked for a motion to vote on the resolution. Mr. Rist motioned; Mr. Watson seconded. The motion passed.
- Proposed Resolution T-7-24: Certification of the MORPC Metropolitan Transportation Planning Process – Nick Gill
 - Mr. Gill explained that this resolution is an annual resolution to self-certify that MORPC is conducting the metropolitan transportation planning process and

is following all the federal requirements. There is a formal process that we go through every four years where U.S. DOT comes in, looks at all our documents, our planning processes and meets with staff to look at everything. This was last done in 2022 where they provided recommendations on the process. MORPC has typically passed this very well. Annually we are also required to provide this resolution to self-certify that we are following federal laws and codes. Chair Rollins asked for a motion to vote on the resolution. Mr. Esterly motioned; Mr. Bohnert seconded. The motion passed.

VII. Other Business

- Mr. Gill provided a summary of items to be presented at the June meeting; that there is no July meeting; and a few topics that will be addressed in future meetings.
- Mr. Rist asked about an update for Intel. Mr. Gill said that staff will work to get that arranged.

VIII. Adjourn

- The meeting was adjourned at 7:08 p.m.

A handwritten signature in cursive script that reads "Nick Gill".

Nick Gill, Secretary
Community Advisory Committee



METROPOLITAN PLANNING ORGANIZATION REPORT

May 2024

PROGRAMMING

Parag Agrawal, Chief Mobility and Infrastructure Officer and Senior Director of Programming – pagrawal@morpc.org

Transportation

Nick Gill, Transportation Study Director – ngill@morpc.org

Metropolitan Transportation Plan:

- The 2024-2050 Metropolitan Transportation Plan was adopted in May. It is available at www.morpc.org/mtp

Transit, Mobility & Human Services:

Mobility Management

- Attended the mobility manager-led transportation advisory committees for Union County, Fairfield County, and Licking County and the Mobility Management Conference in Newark.
- Participated in the Dublin Microtransit Workshop and the City of Dublin Transportation Work Group. Staff are scheduled to attend a second transportation work group in June.
- The Franklin County Mobility Advisory Committee was held on May 13, 2024. During the FCMAC meeting, members planned for a transportation provider survey and for a COTA Plus travel training in June.
- Mobility management and the Regional Mobility Plan was presented at COTA's Accessible Transportation Advisory Committee (ATAC).

Gohio Commute

- Helped plan and Celebrate Bike to Work Day with the City of Columbus, Central Ohio Transit Authority (COTA), CoGo Bike Share, and other like-minded transportation organizations! MORPC staff biked over 240 bike miles to/from work and reduced 206 pounds of CO2.
- Held a transportation fair at the Defense Supply Center Columbus to support returning commuters to the workplace. The Defense Logistics agency has 151 employees enrolled in the Gohio Commute Rideshare Platform and ten vanpools traveling to DSCC.

- A digital campaign is currently running on LinkedIn to raise awareness with Central Ohio Companies about the consultation services offered around workforce Mobility.
- Participated in City of Columbus' 2024 new hire orientation and expo to educate new employees about sustainable commute options to work.

Transportation Planning Activities:

LinkUS Mobility Initiative

- The COTA Board of Trustees approved ballot language at their May 22, 2024 meeting to ask voters to approve the collection of additional sale tax for the LinkUS initiative during the November 2024 election.
- The TSI Leadership Committee met on May 7, 2024 and approved the TSI Program Policies. The working groups continue to prioritize TSI projects in each quadrant.
- Regional engagement and community outreach events continued, including the augmented reality experience on the West Broad corridor.

Passenger Rail

- Requests for Qualifications (RFQ) for initial scoping, schedule, and budget for Corridor ID Program activities for Midwest Connect (Chicago-Fort Wayne-Columbus-Pittsburgh) were received by MORPC and planning partners in early May. The selection of a consultant for these services is expected to be in place by early June.
- The Federal Railroad Administration (FRA) is completing their Long-Distance Service Study this summer. MORPC has been engaged with the study team and other regional stakeholders over the course of the last year, and MORPC plans to participate in the final stakeholder meeting in early June.

Central Ohio Rural Planning Organization (CORPO):

- The CORPO Committee met for their biannual meeting on Monday, May 6, 2024. During the meeting, the Committee passed three resolutions approving the FY 2025 CORPO Planning Work Program, approving the CORPO Safety Action Plan, and awarding CORPO Dedicated Funds to five projects.
 - The CORPO Safety Action Plan and related resources can be found on the CORPO website <https://www.morpc.org/programs-services/corpo-safety-action-plan/>. Completion of the CORPO Safety Action Plan makes CORPO communities eligible to apply for Implementation funding in future solicitation rounds of the Safe Streets and Roads for All (SS4A) federal discretionary grant program.
 - The award of CORPO Dedicated Funds to five projects completes the solicitation, evaluation, and selection of projects to receive funds for the State Fiscal Years 2024-2025 CORPO Dedicated Funds program. In total, the two-year program awards around \$2.1 million in funds to seven projects in four CORPO counties (Fairfield, Knox, Madison, and Union).

Active Transportation Planning:

- The second quarter Active Transportation Committee (ATC) meeting was held on Wednesday, May 22, 2024. Members heard from Orange Township staff about the recently adopted Active Transportation Plan for the Township, as well as the City of Dublin's Speed Management Plan and related initiatives. Additionally, the National Safety Council presented details of their new initiative with the Ohio Traffic Safety Office and Ohio Department of Transportation to provide employer tools and resources related to traffic safety. Materials from the meeting will be available on the ATC web page <https://www.morpc.org/committees/active-transportation-committee/>. The ATC is scheduled to meet again in Q3 on August 28, 2024. This will be a hybrid meeting.

- Participated in a bike tour around the City of Gahanna on May 2, 2024, as part of the City’s current work to develop an Active Transportation Plan. A local resident and member of the City’s Bicycle & Trail Advisory Committee led the ride, joined by other city employees, personnel from the consultant team, as well as other key stakeholders in the planning process.
- MORPC continues to host virtual group viewings of the Association of Pedestrian and Bicycle Professionals (APBP) monthly Professional Development webinars. These webinars are eligible for 1.0 hour of American Institute of Certified Planners (AICP) Certification Maintenance credit. Contact Jordan Petrov (JPetrov@morpc.org) if you are interested in attending any of the MORPC group viewings. The next webinar is scheduled for Wednesday, June 12, 2024, on the topic of, “*Shifting Away from Car Culture Neighboring the Motor City.*”

Transportation Safety:

- Save the date for the 2024 Safe Streets Central Ohio conference! MORPC will be hosting the Regional Safety Forum on Thursday, September 26, 2024, at the Wigwam Event Center in Pickerington, Ohio.
- MORPC was awarded \$2,120,000 in Federal funding through the Safe Streets and Roads for All program for the Crash Analytics and Injury Research (CAIR) initiative. CAIR is a pilot project developed by the Ohio State University’s Injury Biomechanics Research Center (IBRC) in collaboration with partners at the Mid-Ohio Regional Planning Commission, City of Columbus Department of Public Service, Franklin County Engineer’s Office, Honda Development & Manufacturing of America, LLC and American Honda Motor Co., Inc., and others. CAIR will play a crucial role in addressing current gaps in preventing FSI in motor vehicle crashes (MVC) by uncovering valuable insights into the causes, patterns, and contributing factors in fatal and serious injury crashes throughout the proposed 5-county Central Ohio study area.
- The final deadline for the FY24 Safe Streets and Roads for All (SS4A) federal discretionary grant program is Thursday, August 29, 2024, by 5 p.m. (EDT). This deadline is for Planning and Demonstration grants only. If your agency is interested in applying for an SS4A grant this year, please let the MORPC team know.
- MORPC participated in a [statewide assessment](#) of Motorcycle Safety at the request of Motorcycle Ohio. This assessment was conducted by the National Highway Traffic Safety Administration (NHTSA) and involved experts from across the state to cover different components of statewide efforts to improve motorcycle safety. A final report will be provided by NHTSA that documents the assessment findings as well as recommendations for improvements.
- The first annual Ohio Traffic Safety Summit was held on May 20-21, 2024, in Columbus. The Ohio Traffic Safety Office invited MORPC to participate in the event and moderate a session on Non-Motorized Road User Safety. More than 400 people attended the event from around the state to share and learn about various aspects of traffic safety. Presentations from the event will be available on the event website at <https://ohiotrafficsafetysummit.com/>.
- MORPC participated in the following recurring safety committee meetings and events:
 - Franklin County Traffic Fatality Review meeting on May 2, 2024

Technical Assistance Program:

- An application window for the next cycle of the MORPC Technical Assistance Program (TA Program) will launch later this year (*tentatively in August*). If your agency is interested in the TA Program and you have ideas or questions about potential services, please review the program website [here](#), or contact Jordan Petrov at jpetrov@morpc.org.
- A second stakeholder & community workshop with Jefferson Township was held on Monday, May 20, 2024, from 6:30 to 8:00 p.m. at the Jefferson Township Fire Station. Over 25 interested residents and agency partners joined MORPC and Township staff to hear about results from the online public survey,

which received over 650 responses, and from geospatial analysis done since the first workshop. Attendees also provided input on the analysis results, next steps, and the draft project priorities presented during the workshop. Takeaways from the workshop will be used to refine the project priorities, inform additional analyses, and ultimately feed into an Implementation Plan that will guide the township after the completion of Technical Assistance.

- A stakeholder meeting with Franklin Township was held on Friday, April 5, 2024, from 1:30 to 3:00 p.m. at the Franklin Township office. Key community stakeholders and regional partners joined to discuss existing conditions, ongoing plans and projects, and potential opportunities to improve active transportation infrastructure in the Southwest Columbus area, particularly for pedestrians and school-age residents. Next, partners will re-convene on Thursday, June 20, 2024, to conduct a walk audit of a specific neighborhood in the area to survey on-the-ground conditions, observe user behaviors in the space, and strategize opportunities for targeted interventions to improve the safety, accessibility, and comfort of non-motorized users in the area in the near future.

Infrastructure Funding:

Transportation Improvement Program (TIP)

- The June TIP amendment was prepared, including 14 projects.

MORPC-Attributable Funding

- The 2024 round of Attributable Funding was opened in May. On May 22, 2024 an applicant workshop was held to explain the application process. Commitment updates are due on July 12, 2024 and screening applications for new funding commitments are due on July 19, 2024. The application is available at <https://www.morpc.org/programs-services/morpc-attributable-funding-for-transportation/>.

Ohio Public Works Commission (OPWC)

- District 3 (Franklin County) opened applications for SFY 2026 SCIP/LTIP funding in May. A virtual applicant workshop was held on May 21, 2024 to explain the application process. Applications are due on August 30, 2024. The application is available at <https://www.morpc.org/tool-resource/local-infrastructure-funding-from-ohio-public-works/>.

Transportation Review Advisory Council (TRAC)

- The 2024 ODOT TRAC application cycle opened on May 1 and closes on May 31. The next regularly scheduled TRAC meeting will take place June 26, 2024.

Federal Competitive Programs

- MORPC applied to the United States Department of Transportation's (USDOT) Prioritization Process Pilot Program (PPPP) on May 1, 2024. This application requests funds to replace the current project evaluation and selection process for the Metropolitan Transportation Plan (MTP) and is titled Building Equitable and Safe Transportation (BEST).
- The City of Columbus and MORPC are working together to apply to USDOT's Active Transportation Infrastructure Investment Program (ATIIP). This application looks to increase connectivity to major active transportation spines; while creating resources for communities along these spines to become trail towns.
- The Ohio Rail Development Commission (ORDC) is supporting the City of Columbus in applying to USDOT's Consolidated Rail Infrastructure and Safety Improvements (CRISI) program. MORPC provided a letter of support and is creating a webpage for the City of Columbus to better promote this application. This applications requests funds to complete a grade separation on Hilliard Rome Road.
- MORPC's Economic Development Team has been in conversations with the Logan County Chamber of Commerce since the Indian Lake region was hit by tornadoes and recently received a federal disaster declaration. The region is interested in developing a strategic economic development plan and the team is exploring US EDA funding opportunities to support this work.

Money Mondays

- The following Money Mondays sessions were held:
 - May 6: ODOT Urban Paving Program
 - May 13: Impact of A.I. and how it can be a helpful tool in crafting grant applications
 - May 20: Council of Development and Finance Agencies

Economic Development

Padmini Roy-Dixon, Economic Development Director – proydixon@morpc.org

Comprehensive Economic Development Strategy (CEDS)/ Economic Development District:

- The bylaws for the CEDS Committee and EDD Governing Board have been drafted and are pending Leadership's approval. Invitations to apply to participate on the CEDS Committee will be sent out once the bylaws and roster have been confirmed.

Competitive Advantage Projects (CAP)

- The CAP program was discussed at multiple MORPC events and meetings. Receiving up-to-date information on county CAPs is essential to ensure the projects receive requisite funding. For questions or updates, please contact Preston Frick at pfrick@morpc.org

Brownfield Assessments:

- MORPC's application to US EPA's FY24 Community-wide Brownfield Assessment grant was not successful. The preliminary feedback from US EPA noted that it was a very competitive round with over 380 applications submitted. A debrief meeting is being scheduled to get more in-depth feedback on the application in order to develop a stronger proposal for the next round.
- The team is meeting with other key partners to build a repository of essential Brownfield redevelopment tools and resources to build capacity and firm up the strategy toward activities to undertake in this area. Please contact Aubrey Hauter at ahauter@morpc.org for requests related to brownfield sites.

Drive Investment Portal:

- The Drive Investment Portal continues to be a member resource containing vital information on existing as well as future funding opportunities to help finance member projects. For any questions on funding opportunities, please contact Preston Frick at pfrick@morpc.org

Freight Planning:

- The Economic Development team will submit an application to the EDA's Planning and Local Technical Assistance grant to fund a regionwide freight study. This study will help document the current conditions of freight movement and assets in the region as well as project the region's needs and challenges as it prepares for growth and economic developments. The study will also provide recommendations on ways to preserve existing transportation infrastructure and enhance regional freight capabilities.

PLANNING

Community Development

Central Ohio Greenways (COG):

- The COG Board met on May 15, 2024 to hear project updates and Working Group progress.
- The COG Trail Towns Working Group met on May 13, 2024 to discuss the best way to implement the COG Trail Town Framework and the COG Wayfinding Strategy. The group proposed a Trail Town Ambassador Training Program and informed a scope of work to develop the program for inclusion in the City of Columbus's ATIIP grant proposal due in June.
- The Outdoor Trails Pass partnership with Experience Columbus was originally launched in 2020 and has been upgraded annually with new features every Spring. In 2023, we saw a significant increase in the number of people interacting with and using the pass. Much of the increase can be attributed to the inclusion of curated trail experience itineraries. This Spring the curated experiences will be further enhanced through a partnership with local tourism groups. These groups have submitted trail itineraries that include stops at trail side businesses, restaurants, and cultural amenities. These new curated experiences were highlighted in the 2024 Outdoor Trails Pass, launched on Celebrate Trails Day, April 27. Experience Columbus reported over 1,000 new Outdoor Trails Pass Sign-ups in April. This is significantly more than we typically see in one month.
- The COG Trail Closure and Detours Steering Committee met for the first time on April 25, 2024. The group will continue to meet for six months and develop regional best practices to manage closures and detours.
- The COG Mapping Natural Assets Steering Committee kicked-off their project on April 25. This project will summarize and analyze environmental data related to watershed quality. This data will be used to inform development decisions, conservation efforts, and outdoor recreational access.
- The COG Wayfinding Strategy is complete and available on the COG Website. The report includes not only signage and map recommendations but all strategies to integrate Trail Towns, Public Art, and Placemaking concepts into the regional wayfinding effort.
- MORPC hosted a COG Forum on March 20, 2024 bringing together nearly 100 trail planners, advocates, elected officials, and government employees to learn about regional projects that are going beyond basic trail infrastructure to provide an enjoyable and comfortable trail user experience. The next Forum will take place in the summer and feature a kayaking adventure. The date is still to be determined.
- MORPC is partnering with the City of Columbus on an Active Transportation Infrastructure Investment Program (ATIIP) application due in June. The proposal will address connections from nearby neighborhoods to downtown and include a trail towns component.

Central Ohio Blueways:

- The Central Ohio Blueways Steering Committee met for the first time on May 8, 2024. This initial meeting focused on developing and refining a committee mission and vision to help guide the work of Central Ohio Blueways, as well as determining working groups to focus on components of Central Ohio Blueways which are more pertinent to Members' organizational interests. Working Groups were identified as Environmental Stewardship, Water Trail Designation, Marketing and Tourism, and User Experience.
- The Community Development Team is finalizing updates to a new Central Ohio Blueways interactive map and aims to have the updated version available by the end of May.

- Central Ohio Blueways has also been working with Keep Columbus Beautiful, Columbus and Franklin County Metro Parks, the City of Columbus, and watershed advocacy groups to organize a large-scale river clean-up effort. The event is tentatively scheduled for October 12, 2024 from 10:00 am to 1:00 pm, and will focus on eight total locations: two locations on each of the Scioto River, Olentangy River, Alum Creek, and Big Walnut Creek. Planning for this event is ongoing.

Regional Housing Strategy (RHS):

Outreach

- Conversations around housing issues continue with MORPC member communities. The Community Development Team is continuing to promote the identification of barriers and solutions related to housing for members through connections with MORPC's Community Assistance Programs and by giving presentations to councils and other organizations. The Community Development Team and MORPC are working on identifying ways to expand upon the previous work of the Regional Housing Strategy.
- The Community Development Team also continues to work with the National Association of Regional Councils' Housing Working Group on discussions surrounding the housing crisis to learn how peer organizations are approaching housing issues.

Implementation Assistance

- Are you interested in a housing/growth workshop for your community's elected officials, employees, or community leaders? MORPC is accepting requests for presentations and workshops. Our team will work with you to design the agenda, including recommended speakers and learning objectives. Contact Jonathan Miller for more information (JMiller@morpc.org).

Community Based Planning Assistance:

- The Community-Based Planning Assistance Program (CBPA) continues to be available for community assistance requests. As an added member benefit, MORPC also recently added the option for communities to sign up for an introductory training session for Planning Commission, Boards of Zoning Appeals, and City Council members that relates to the development review and approval processes. Members may learn more about – or request assistance from – CBPA by visiting <https://www.morpc.org/community-based-planning-assistance>. Please contact Jonathan Miller (jmiller@morpc.org) with any questions or to discuss potential ways that MORPC may assist.
- The Community Development Team is also soliciting feedback on any specific topic or program areas to include in a Planning Resources Library. If there is a specific topic or area of planning that you think should be included in the Planning Resources Library, please contact Jonathan Miller.

Consultant Services Program

- MORPC is currently working with several communities on the Consultant Services Program to assist with the RFP process for both Comprehensive Plan Updates and Zoning Codes. The Program has been expanded to include economic development activities, like financial planning and the creation of economic development overlays, as well as the addition of public engagement services to assist with high-profile projects.

Planner Pool Program

- Members are invited to submit applications for assistance from the Planner Pool Program. The Community Development Team is accepting projects related to planning, zoning, and sustainability.
- Current projects in discussion – or recently completed – with MORPC member communities include parking assessments, community character studies, apartment studies, neighborhood visioning plans, supplemental design guidebooks, and a community sustainability plan.

- If you are interested in more information on the consultant services program, additional staffing assistance, filling vacancies during vacation, assistance with gaps in staffing, or other planning or pre-planning activities such as guidance with best practices, contact Jonathan Miller (jmiller@morpc.org) to schedule a time to discuss your community's potential needs and ways that MORPC may be able to help.

Sustainability

Brandi Whetstone, Associate Director of Sustainability – bwhetstone@morpc.org

Sustainability Advisory Committee (SAC):

- The next SAC meeting is on June 5, 2024 at MORPC, where special guests from OSU will present a new study abroad program developed for students to participate in the annual UN Climate Change Conference, or COP 28. They will provide an overview of COP 28, held in Dubai in 2023, and would like feedback from the Committee Members on topics of interest to explore at next year's climate conference. The meeting will also include discussion of MORPC's Summit on Sustainability, scheduled October 29, 2024 and reports from the Boards and Working Groups.

Sustainable2050:

- MORPC hosted the quarterly Sustainable2050 meeting on May 9, 2024 which included updates on MORPC's planning and sustainability programs, and a featured presentation from Niel Jurist, MORPC's Sr. Director of Communications and Engagement. Her presentation, "How Local Governments Can Combat Disinformation," included statistics about common sources of consumer information, the impacts of disinformation, and proactive strategies for combating disinformation. MORPC will be hosting the annual social media summit in August where presenters will provide more information on identifying and addressing disinformation.
- Sustainable2050 membership is open to all MORPC members and current Sustainable2050 members interested in earning their tier status certification should contact Brandi Whetstone at bwhetstone@morpc.org. A certification workbook will be provided, and a kick-off meeting is encouraged to review the process. The next deadline to be considered for tier status certification is August 21, 2024.

Water Resources Program:

Sustaining Scioto Board

- The Board met on April 24, 2024 and heard a presentation from Apoorva Bajaj with Climavision. Climavision operates a weather radar network to fill in the gaps in radar coverage and provides more precise, hyper-local weather forecasts with timely information about local weather impacts. They have installed 26 weather radars in various states, and they are currently working on setting up to three radars in Ohio before the end of the year. Most notably is the radar planned for Zanesville which will cover the Scioto Watershed. This is timely given the ongoing regional water study and the complimentary dataset the radar will provide. The Board will meet again on June 26, 2024.

Agricultural & Rural Communities Outreach Team

- The Outreach Team met on May 16, 2024. Edwina Teye provided an overview of the Farming for Clean Water Communications Plan completed in April. One of the key takeaways from the Communications Plan was the need to collaborate with partner agencies including Ohio Farm Bureau, Extension Service and others in the watershed, to present resources and opportunities as well as host field days and demonstration tours with the agricultural communities. The Outreach Team is planning to work in partnership with local water utility providers to organize a field day in the fall based on the

recommendations from the Communications Plan. The Outreach Team will meet again on July 18, 2024.

Clean Ohio Conservation Fund

- The Clean Ohio Conservation Fund has approximately \$5 million available for FY 2025. Preliminary screeners are encouraged and are due on June 3, 2024. Final applications are due on August 30, 2024 and projects located in Franklin County will be considered. For more information, please contact Edwina Teye at eteye@morpc.org or visit our website at <https://www.morpc.org/program-service/clean-ohio-conservation-fund>.

Regional Water Study

- MORPC and Ohio EPA hosted a Regional Water Study kick-off webinar on April 24, 2024 which generated significant interest with 150 in attendance. Tiffani Kavalec with Ohio EPA provided an overview of the consultant selection process, timelines, and workflow of the study. Other speakers from ODNR and MORPC presented datasets to be included in the study, including future population and household growth, employment, protected spaces, and green spaces.
- The next webinar will be in June or July. Please send requests for webinar invites, comprehensive planning updates and questions to the appropriate email address below.
 - Local Planning Updates - dataandmaps@morpc.org
 - Webinar invitations - eteye@morpc.org
 - Project Manager - Tiffani Kavalec, Policy Director – Ohio EPA
- MORPC and the consultant team, Hazen & Sawyer, finalized the agreement for MORPC to provide data, mapping, and stakeholder engagement support for the project on May 22, 2024, with services extending through the end of the 2024 calendar year. On May 23, 2024 the Data and Mapping Team met with consultants to refine and prioritize projects deliverables, and a newly hired GIS Intern has begun work on updating the 15-County mapping of parks and other protected greenspaces.

Energy & Air Quality:

Energy & Air Quality Working Group

- The Energy and Air Quality Working Group (EAQWG) held its second meeting of the year on May 22, 2024. This meeting featured updates on air quality and energy programming and opportunities, as well as featuring a summary of and discussion on the Fifth National Climate Assessment (NCA5) by Karina Peggau, Sr. Sustainability Planner with MORPC. The EAQWG is still looking for candidates to serve as the Chair and Vice-Chair. If interested in leading the EAQWG, please email Brian Filiatraut, Energy and Sustainability Program Manager, at bfiliatraut@morpc.org. The next EAQWG meeting is August 28, 2024 from 1 – 2:30 p.m.

Energy Planning

- MORPC was awarded \$2 million from the US DOT Federal Highway Administration’s Electric Vehicle Charger Reliability and Accessibility Accelerator (EVC-RAA) Program focused on repairing or replacing broken or non-operational EV charging ports throughout the 15-county region. MORPC will soon issue an RFP looking for vendors to complete the work. Please reach out to Brian Filiatraut, Energy and Sustainability Program Manager, at bfiliatraut@morpc.org for more information.
- This year’s Columbus Area Residential Solar Co-op kicked off in May and runs through August 26. The co-op is a collaborative effort led by the City of Columbus and Solar United Neighbors with MORPC, IMPACT Community Action, and Green Columbus providing support. If interested in learning more or registering, please visit: solarunitedneighbors.org/columbus.

- DriveOhio will hold its annual Ohio's EV Infrastructure Public Meeting for Central Ohio on Tuesday, June 18, 2024 starting at 11 a.m. at the Ohio Department of Transportation headquarters, 1980 West Broad Street. For more information please visit: drive.ohio.gov/about-driveohio/events.

Air Quality Planning

Air Quality Alerts

- No Air Quality Alerts have been issued for the Columbus region since July 2023.
- The American Lung Association's 2024 State of the Air report noted that four California cities and one Oregon city reported the highest particulate matter pollution in the nation; these results stand in contrast to the IQ Air report that stated Columbus was the most polluted city in the U.S. In fact, Columbus did not appear in the State of the Air's list of most polluted cities, with Franklin County receiving a "B" grade for particulate matter pollution.

US EPA funded Neighborhood Air Monitoring Project (CLEAN)

- The team continues to move forward with the US EPA funded air monitoring project working in partnership with Franklin County Public Health. The team completed collocation of 40 PurpleAir sensors with Ohio EPA monitors to test and validate their performance before placing them in the community. Dr. Huyen Le, professor at OSU and Project Advisory Committee member, agreed to lend us additional sensors for the project's duration; we now have an additional 23 sensors to add to our network. The team removed malfunctioning or older sensors from the community and refurbished or replaced these as needed. Ankit Annapareddy, OSU Medical College fellow, has begun creating community outreach materials and we are aiming to begin co-presentations next quarter. Brandi Whetstone's Earth Day radio interview with NPR's All Sides generated considerable interest in the project, and the team is working with community members to place sensors in new locations around Franklin County.

Outreach

- As part of their Earth Week programming, Brandi Whetstone was interviewed for NPR's "All Sides with Anna Staver" on April 22, 2024 regarding MORPC's air quality work. Additionally, MORPC's Air Quality Awareness Program was featured at ODOT's Transportation and Environment Sustainability Conference on April 23, 2024. The MORPC team attended Earth and Arbor Day celebrations, including the Bexley event and Franklin County Public Health's Lawn Mower Exchange on April 20, 2024 and the Celebrate Trails Day at the Green Columbus Earth Day Celebration on April 27, 2024. In collaboration with the MORPC Communications team, we supported the EPA's Air Quality Awareness Week, May 6 - 10, 2024, an annual initiative aimed at increasing public understanding and awareness of air quality issues that affect our health and the environment through social media campaigns.

Data, Mapping & Modeling

Dave Dixon, Director of Data Analytics & Strategy Planning – ddixon@morpc.org

Regional Data Advisory Committee (RDAC):

- The RDAC met on April 2, 2024 at MORPC. RDAC's focus in 2024 will be on the areas of Workforce & Job Quality, Diversity, Equity & Inclusion, Cyber Security, and Regional Data Coaching projects and initiatives. The RDAC will meet again on July 9, 2024.

Working Groups & User Groups

Data Day Working Group

- The Data Day Working Group has begun planning for Data Day 2025. The Group is researching different potential venues for an event that would have a maximum capacity of 250 - 300 individuals,

and looking into budgetary considerations to assess any sponsorship needs or ticket price adjustments.

Regional Information & Data Group (RIDG)

- The first quarter 2024 RIDG meeting was held on March 6, 2024. The meeting was hosted in-person at MORPC with an online option available. The meeting's focus was on discussing the data around the historic, current, and the projected future state of housing in Central Ohio. The presentations were provided by Bill LaFayette and Ethan Hug.
- The second quarter 2024 RIDG meeting will focus on data forecasting and projection techniques. The topics will be presented by Adam Porr and Rob Moore, Scioto Analysis. Adam will discuss MORPC's process and methods for population projections, while Rob will discuss sensitivity analysis and demonstrate the Monte Carlo Simulation. The RIDG Steering Committee is hoping for more involvement from the general attendees. One suggestion is to ask for proposals that the members might want to present themselves. The second new idea put forth is to encourage the members to share an interesting (static) data visualization that they could briefly explain, and the group can analyze and discuss.
- The remaining dates tentatively set for the RIDG Steering Committee (SC) meetings and general RIDG meetings are: SC – July 9, October 8; General – May 29, August 14, November 13. The RIDG Chair and the MORPC team lead will meet prior to each Steering Committee meeting to discuss planning for the next meeting. The topic for the August RIDG meeting is to be determined.

Central Ohio GIS User Group (COGUG)

- The most recent COGUG Meeting was held on May 15, 2024 with 70 attendees (30 in-person). Lightning rounds were presented by Pickaway County, City of Dublin, MORPC and Franklin County Engineer. The user group will meet again on August 21, 2024.

Regional Data Coaching Working Group

- The Working Group reviewed subject matter expertise options from the RDAC group interest form and condensed to nine core subject matter areas for achieving S.M.A.R.T. goals. The Group also set future priorities to evaluate platform options, define the role of advisors, and to recruit advisors from MORPC network. The Group is currently evaluating tools identified as potential platforms to service requests and provide data coaching. The next Working Group Meeting is on May 30, 2024.

Workforce and Job Quality Working Group

- The Working Group met on May 21, 2024 to hear a presentation from Jess Valand, Director of Economic and Workforce Development at Results for America, about their work related to job quality evaluation and a related fellowship program that they offer. The group expects that prior art from RfA can inform our own work to develop a job quality evaluation framework. The fellowship program, which is offered at no cost, may also present an opportunity.

DEI & Data Working Group

- The DEI & Data Working Group will meet next on June 14, 2024 to evaluate proposed DEI rubrics and MORPC member and affiliate session content.

Cyber Security Working Group

- The Cybersecurity Working group met on May 22, 2024 and continued developing an impact statement, proposed near-term activities, and a S.M.A.R.T. goal for achieving the desired impact. The group is learning toward a large educational event, facilitating cyber self-assessments, followed by connecting members with relevant programs and services. Working group members finalize their proposal by the next working group meeting for submission to RDAC for review and approval.

Data Management:

- Development continues on the MORPC Insights platform. Insights will be a web application whose purpose is to provide data-derived insights on a variety of topics at the regional, county, and community levels. Each insight will be supported by data, visualizations, and expert commentary, and is eventually expected to feature content from trusted partners in addition MORPC-produced content. Current efforts are focused on development of standards (e.g. visualization types, schemas, schema definition formats, configuration file formats) to ensure that the content is reproducible, updateable, and scalable.
- The team also pursued several continuous improvement efforts:
- Created a specification for a “data kit” (analogous to a press kit) which includes one or more datasets and the minimum contextual information required to replicate them, including metadata and process documentation. We envision this standard will be used to package and document datasets intended for inclusion in the Insights platform but may be useful in other contexts as well.
- With support from MORPC IT, created a set of virtual machines to provide a consistent and less-restrictive computing environment for carrying out analyses.
- Explored the use of “daff”, a tool for visualizing and capturing differences between tabular datasets. Daff also has the ability to “patch” tabular files, which could allow for automated replication of manual changes.

Data Analytics, Mapping, and Research:

- Data and mapping work has been completed for the 2024 MTP cycle. Work continues on our initiative to improve the speed and quality of TAZ-level socioeconomic forecasts for the 2028 MTP cycle.
- The team is preparing data and documentation to support the Intel Area study, which will result in an expansion of the travel demand model to ten counties.

Data & Research Activities

- Sustainability, Data, and Communications & Engagement team members collaborated to produce the Leaders Listen: Housing Survey – the third in the series. The survey concluded on March 22, 2024. The preliminary survey results have been covered by local news media adding new insights on area residents’ housing experiences. An “Actionable Insights” report (similar to recent Transportation and Sustainability reports) is being developed in collaboration with the Community Development team and is planned for release during Q2 2024.
- Team members continue to manage the organization’s air quality sensors in support of the EPA Air Quality Monitoring Grant. The team is refactoring our data processing scripts to minimize costs for data retrieval from the PurpleAir API and to accommodate breaking changes to the library that interacts with the API. The team also assisted with various other aspects of the project including consultant selection and sensor siting. The team also contributed substantively to the analysis and final report for another air quality monitoring project funded by the Thriving Earth Exchange. The report is undergoing final review and will be published in the coming weeks.
- The team is developing county-level forecasts of households / housing by type to better predict future housing needs. Work has been temporarily suspended on this project in deference to higher-priority projects.
- 2023 factors of population change (births/deaths/migration) for 15 counties and the region are now available in the Population Resource Hub. The process was improved this year to also make the data available in the form of Excel charts (available upon request).
 - Upcoming updates to standard data products:
 - Detailed migration analysis by county (May)

- County-level population estimates as of Jan 1, 2024 (June)
- Key ACS 2022 5-year estimate data for MORPC counties will be published on the Population Hub with new and improved user interface improvement (June; deferred from earlier in the year to focus on development of reusable data pipeline which will also support MTP and Insights).

Mapping Activities

- MTP report wrap-up.
- MTP project web map final changes.
- Work is being done to complete maps for Gohio.
- Core data is being updated.
- Member request for SWACO to assist with locating additional recycling bins.
- Improving project documentation.
- The Team is working to integrate the Transit Supported Infrastructure with the Active Transportation Network.

Modeling Activities

- MTP project evaluation and model final wrap-up.
- Changes and updates to EJ and AQ Appendix.
- LinkUS E Main Corridor Certified traffic project, and Northwest Corridor modeling and other area requests are in progress.
- Working on various traffic growth rate requests from local jurisdictions.
- The traffic count program provided data for various traffic growth rate requests from members this month.

COMMUNICATIONS & ENGAGEMENT

Niel M. Jurist, Sr. Director of Communications & Engagement – njurist@morpc.org

News Releases:

- [Mount Sterling joins the Mid-Ohio Regional Planning Commission](#) (4/20/24)
- [MORPC Names Steve Armstrong as Director of Finance](#) (5/17/24)

MORPC in the News:

- [All Sides with Anna Staver](#) (4/22/24)
- [Hilliard could soon be a stop along 2 passenger rail routes through Central Ohio](#) (4/22/2024)
- [Parks work with MORPC on plans](#) (4/26/24)
- [The positive impact of MORPC's mobility plan](#) (4/29/2024)
- [Regional transportation plan discussed in Grove City](#) (5/1/24)
- [It is too hard, dangerous to get around Columbus. Ginther, council must sing LinkUS' praises.](#) (5/2/24)
- [Ohio has nearly 27,000 bridges. Are the ones you drive over daily in "poor" condition?](#) (5/5/24)
- [We asked for responses to the city's zoning proposal – Here's what we heard](#) (5/6/24)
- [LinkUS offers virtual look at proposed bus rapid transit corridor on West Broad Street](#) (5/10/24)
- [Augmented reality introduces COTA's rapid bus transit vision for West Broad Street](#) (5/10/24)
- [Augmented reality shows LinkUS transit plans](#) (5/14/24)
- [Cities, counties push for more direct funding in next infrastructure package](#) (5/15/24)
- [Company marks 60th anniversary and other news.](#) (5/17/24)
- [Biden-Harris Administration selects 99 communities for grants aimed at making local roads safer; Chillicothe among funding recipients](#) (5/17/24)
- [Columbus grows again in 2023, according to new Census data, but by how much?](#) (5/18/24)
- [Brown announces new investments for street safety across Ohio](#) (5/18/24)
- [Area cities to receive funding for street safety projects](#) (5/19/24)
- [City's Capital Link project would improve bike, pedestrian access Downtown](#) (5/21/24)
- [London: Comprehensive plan and storm water sewer project](#) (5/22/24)
- [Proposed COTA levy would expand public transit, bikeways and sidewalks in Central Ohio](#) (5/22/24)
- [Rapid transit plan will go before voters this November in Columbus](#) (5/22/24)
- [COTA approves sales tax hike proposal for bus rapid transit on November ballot](#) (5/22/24)
- [COTA may ask Franklin County voters to help foot bill for LinkUS plan](#) (5/22/24)
- [Ginther urges embrace of zoning reform, LinkUS](#) (5/22/24)
- [COTA to introduce levy to expand public transit systems, walkways](#) (5/22/24)
- [Ginther points to LinkUS transit, zoning plan in state of the city speech](#) (5/22/24)

Digital Content:

Reach:

- [Facebook & Instagram](#)

Top Posts:

- [Instagram](#)
- [Facebook](#)
- [X](#)
- [LinkedIn](#)

Diversity & Inclusion:

- MORPC's DE&I Committee hosted a lunch & learn in recognition of Celebrate Diversity Month, a national observance that highlights diversity not only in the workplace, but also within our communities. MORPC employees shared their personal significant traditions, cultural ceremonies and more.
- The Central Ohio Diversity Consortium (CODC) joined forces with MORPC on April 30, 2024 for a panel discussion on "Beyond Dialogue: Implementing DEIB In Your Organization." Nearly 50 people attended this discussion on the relevance of diversity, equity, inclusion and belonging in the workplace.
- MORPC partnered with the State of Ohio Department of Development, City of Columbus Office of Diversity & Inclusion, Franklin County, Columbus City Schools, and the Columbus Metropolitan Library to present the Supplier Diversity & Procurement Summit on Wednesday, May 15, 2024. The full-day event aimed to provide information, resources, and connections for local small businesses. It featured educational breakout sessions, a panel discussion, and speakers, including Ohio Department of Development Director Lydia Mihalek and Columbus Mayor Andrew J. Ginther.

Public Involvement & Engagement:

- MORPC Participated in the following opportunities during the reporting period:
 - Conference of Minority Transportation Officials May General Body Meeting – May 8, 2024
 - Senior Health & Wellness Expo, Hollywood Casino – May 8, 2024
 - City of Westerville Affordable Housing Resource Fair – May 11, 2024
 - Bridging the Gap Between Community, Infrastructure, and Transportation – May 22, 2024
 - The Society of Marketing Professional Services (SMPS), in partnership with the Conference of Minority Transportation Officials (COMTO), convened a panel of key stakeholders to discuss LinkUS and opportunities for a more equitable and sustainable region for everyone. Niel Jurist served as the moderator and Parag Agrawal served as a panelist.

Marketing Campaigns:

- Gohio Commute is running a summer marketing campaign targeting employers via LinkedIn, and individuals through Facebook and Instagram with the goal of increasing employer adoption as well as ridership.
- As a key partner, MORPC is actively promoting LinkUS, Central Ohio's transportation initiative, which aims to accommodate for major population growth by expanding COTA transit service and other transportation options, like sidewalks, bike lanes and trails, throughout the region. We are spreading awareness through social media, at public meetings, outreach events, and through various other venues in advance of its appearance on the November 2024 ballot.

- The Healthy Homes program is being promoted in partnership with Franklin County Public Health via a social media campaign. The campaign is educational, providing tips for keeping homes safe and healthy, while promoting MORPC's home repair programs.

MEMBERSHIP SERVICES

Eileen Leuby, Member Services Officer – eleuby@morpc.org

Member Services:

- A monthly newsletter is produced and sent to all MORPC member with links to events and legislative updates. The next issue will be sent on June 5, 2024.
- Local Government Summer Intern Program: The second Intern Orientation for 16 summer interns is set for June 4, 2024. All Summer interns are invited to a mixer hosted by the Mid-Ohio Development Exchange Group to learn more about the economic development profession.
- Educational Partnerships: Promotion of the educational partnerships provided by several local colleges and universities takes place throughout the year. These are updated on the MORPC website and are listed under the Member Benefits Section. [LINK](#)

Member Engagement:

- Member visits scheduled for June 2024:
 - June 5: City of Grove City; Village of Urbancrest; City of Hilliard; Franklin Township; Prairie Township; Jackson Township
 - June 7: Village of Plain City
 - June 12: City of Chillicothe; Village of South Bloomfield; Village of Ashville
 - June 20: City of Marysville; Logan County; City of Bellefontaine; City of Dublin
 - June 21: City of Worthington; City of Bexley

Events:

- MORPC Night at the Clippers: June 13, 2024, Mayor of Bexley, Ben Kessler, will be throwing out the first pitch. Tickets can be purchased by calling 614.462.2757.
- Rural Forum – Housing for Future Generations: Flying Horse Farms in Morrow County. Wednesday, July 24, 2024 Registration TBD
- Rural Forum – Zoning for the Future: Wednesday, October 23, 2024. Registration TBD



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

111 Liberty St., Suite 100
Columbus, Ohio 43215
www.morpc.org

Memorandum

TO: Community Advisory Committee
Transportation Advisory Committee

FROM: Nick Gill, Transportation Director

DATE: May 28, 2024

SUBJECT: Proposed Resolution T-8-24: **“Amending the State Fiscal Year (SFY) 2024-2027 Transportation Improvement Program”**

Proposed Resolution T-8-24 will add or modify 12 projects to the SFY 2024-2027 Transportation Improvement Program (TIP) with commitments totaling over \$387 million. Additionally, this resolution will remove two projects from the TIP. These changes are necessary to enable the projects to advance and to maintain fiscal constraint. In July, the Ohio Department of Transportation (ODOT) will ask the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to amend the Statewide TIP to include these changes.

Continued maintenance of the TIP is a key element of implementing the strategies in the 2024-2050 Metropolitan Transportation (MTP). The projects included in this amendment specifically relate to implementation of these MTP strategies:

- PRES 2: Repave or reconstruct roads in poor physical condition
- PRES 4: Replace transit vehicles that are beyond their useful life
- TRAN 5: Implement appropriate additional/innovative service to address first/last mile needs
- TRAN 6: Make neighborhoods transit supportive through infrastructure projects
- RDWY 1: Add capacity, where appropriate, to alleviate existing or anticipated congestion along existing freeway and at interchanges
- RDWY 3: Construct new interchanges, where appropriate, to alleviate congestion or support regional development goals
- RDWY 4: Add capacity, where appropriate, to alleviate existing congestion that hinders economic activity along existing arterial and collector corridors
- RDWY 6: Construct new roadways, where appropriate, to alleviate congestion or support regional or local development goals
- BP 3: Expand high comfort bicycle and pedestrian networks through the implementation of complete streets

William Murdock, AICP
Executive Director

Chris Amorose Groomes
Chair

Michelle Crandall
Vice Chair

Ben Kessler
Secretary

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

An explanation of the proposed changes to the TIP follows.

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

- PID 112116 – COTA High-Capacity Transit E Main St, Transit Expansion Capital: Adding \$8.1 million of FTA Sec. 5309 funds in SFY 2024. Attachment 1 includes current funding in the TIP, though future TIP amendments will further define funding for this project.
- PID 116500 – COTA High-Capacity Transit W Broad St, Transit Expansion Capital: Adding \$8.1 million of FTA Sec. 5309 funds in SFY 2024. This project includes a contribution of MORPC-Attributable Funds, though no changes to this commitment are being made at this time. Attachment 1 includes current funding in the TIP, though future TIP amendments will further define funding for this project.
- PID 121181 – SFY 2024 COTA DERG Buses, Transit Replacement Capital: Adding project to the TIP with the award of \$2.6 million of Diesel Emission Reduction Grant funds if SFY 2025.
- PID 112119 – COTA Operating Expansion Service: Remove project from the TIP.

Franklin County TID: – The following modification to the TIP is being made for a Franklin County TID project:

- PID 115792 – Alum Creek Drive from SR 317 to Groveport Rd, Major Widening: Adding the Detailed Design phase to the TIP, with \$3.6 million of ODOT TRAC funding in SFY 2024. This project includes a contribution of MORPC-Attributable Funds, though no changes to this commitment are being made at this time.

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

- PID 106843 – ODOT Central Office ADA Upgrades: Adding this project to the TIP, with \$91,195 of state funding in SFY 2024.
- PID 106959 – I-71 at Sunbury Parkway, New Interchange: Modifying RW funding and adding the construction phases to the TIP in SFY 2025. This includes \$29 million of Connect 4 Ohio funding in SFYs 2024 and 2025.
- PID 106961 – Sunbury Parkway from US 36 to 3 B's & K Rd, New Roadway: Adding the RW phase to the TIP, including \$2.3 million of Connect 4 Ohio funding and \$4 million of ODOT TRAC funding in SFY 2024.
- PID 117878 – SR 161 from US 62 to SR 37, Add Through Lane(s): Adding the PE Environmental Study phase to the TIP, including \$5 million of ODOT TRAC funding in SFY 2024.
- PID 119387 – US 33 from I-270 to the Fairfield County Line, Major Widening: Adding the PE Environmental Study phase to the TIP, with \$19 million of ODOT TRAC funding in SFY 2025.

- PID 77238 – I-70 from Palmer Road to SR 158, Major Widening: Adding the PE Environmental Study phase to the TIP, with \$5 million of ODOT TRAC funding in SFY 2025.
- PID 96808 – I-70 at SR 256/Taylor Rd, Interchange Modification: Adding the Detailed Design phase to the TIP, with \$1.5 million of ODOT TRAC funding in SFY 2025.
- PID 112798 – I-270 (East Outerbelt) from RR bridge S of I-70 to N of Alum Creek Dr, Minor Pavement Rehabilitation: Updating funding and moving project from group list to individual list on the TIP.
- PID 119976 – FRA Buckeye Yard Industrial Park, Jobs and Commerce Project: Removing project from the TIP.

The additions, removal, and modifications to the TIP via this amendment represent reallocation of existing funding as well as new funding being made available to local agencies. Below is a summary of the new funding being added to projects as part of this TIP amendment:

Funding Source	Amount of New Funding
Connect 4 Ohio	\$31,300,000
Diesel Emissions Reduction Grant	\$2,666,167
ODOT TRAC	\$56,409,733
Total	\$90,375,900

NTG:TG

Attachment: Resolution T-8-24

RESOLUTION T-8-24

“Amending the State Fiscal Year (SFY) 2024-2027 Transportation Improvement Program”

WHEREAS, the Transportation Policy Committee of the Mid-Ohio Regional Planning Commission (MORPC) adopted the SFY 2024-2027 Transportation Improvement Program (TIP) by Resolution T-5-23; and

WHEREAS, one project addition and two project modifications to the 2024-2027 TIP have been identified as needed for COTA projects as shown in Attachment 1; and

WHEREAS, one project modification to the 2024-2027 TIP has been identified as needed for a Franklin County Transportation Improvement District project as shown in Attachment 1; and

WHEREAS, seven project additions and one project modification to the 2024-2027 TIP have been identified as needed for an Ohio Department of Transportation project as shown in Attachment 1; and

WHEREAS, one project deletion from the 2024-2027 TIP has been identified as needed for COTA projects as listed in the resolved section; and

WHEREAS, one project deletion from the 2024-2027 TIP has been identified as needed for an ODOT project as listed in the resolved section; and

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

WHEREAS, the Community Advisory Committee at its meeting June 3, 2024, and the Transportation Advisory Committee at its meeting on June 5, 2024 recommended approval of this resolution to the Transportation Policy Committee; now therefore

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

- Section 1. That the MORPC SFY 2024-2027 TIP be amended to include the project information as shown in Attachment 1.
- Section 2. That the COTA Operating Expansion Service PID 112119 be removed from the MORPC SFY 2024-2027 TIP.
- Section 3. That the ODOT FRA Buckeye Yard Industrial Park PID 119976 be removed from the MORPC SFY 2024-2027 TIP.
- Section 4. That it affirms that the fiscal balance of the SFY 2024-2027 TIP is maintained.
- Section 5. That the determination of conformity between the TIP and the State Implementation Plan (SIP) is hereby reaffirmed, as five projects are exempt from conformity requirements,

and nine of the ten non-exempt projects were already included in the most recent approved air quality conformity, dated May 2023 (PID 119387 not included), and all ten non-exempt projects are included in the air quality conformity determination for the 2024-2050 MTP currently pending approval by FHWA.

- Section 6. That it affirms that the amendment was developed in compliance with the transportation performance measures as described in Section 6 of the SFY 2024-2027 TIP as modified.
- Section 7. That this resolution will be transmitted to ODOT and all sponsoring agencies in Attachment 1 for appropriate action.
- Section 8. 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.

Chris Amorose Groomes, Chair
MID-OHIO REGIONAL PLANNING COMMISSION

Date

Prepared by: Transportation Staff

Attachment 1: Amended Project Information for the SFY 2024-2027 TIP

Attachment 2: TIP Amendment Project Location Map

Resolution T-8-24

Attachment 1 - Amended Project Information

Agency: COTA

PID: 112116

TIP ID: 156

MTP ID: 619

Co-Route-Sec: FRA-COTA-High Capacity Transit

Length (mi.):

Project Type(s): Transit Expansion Capital

Air Quality: Non-Exempt (Analyzed)

Description: COTA High Capacity Transit E Main St Corr, Transit Expansion Capital

Bike Components: Yes - Type to be determined.

Ped Components: Yes - Type to be determined.

<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>	<u>ALI</u>
2024	Transit	Sec 5309	\$8,134,600	14.08.80
2024	Transit	Local	\$44,361,503	11.21.01
2025	Transit	Local	\$90,000,000	11.21.01
Total:			\$142,496,103	

Agency: COTA

PID: 116500

TIP ID: 173

MTP ID: 988

Co-Route-Sec: FRA-COTA-High Capacity Transit

Length (mi.):

Project Type(s): Transit Expansion Capital

Air Quality: Non-Exempt (Analyzed)

Description: COTA High Capacity Transit W Broad St Corr, Transit Expansion Capital

Bike Components: Yes - Type to be determined.

Ped Components: Yes - Type to be determined.

<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>	<u>ALI</u>
2024	Transit	Sec 5309	\$8,134,600	14.08.80
2024	Transit	Local	\$44,361,503	11.21.01
2025	Right-of-Way	CMAQ-M	\$7,520,000	
2027	Construction	CMAQ-M	\$13,100,000	
Total:			\$73,116,103	

Agency: COTA

PID: 121181

TIP ID: 456

MTP ID: 200

Co-Route-Sec: COT-SFY2024 COTA DERG Buses-S2024 DE **Length (mi.):**

Project Type(s): Transit Replacement Capital

Air Quality: Exempt

Description: SFY2024 COTA DERG Buses, Transit Replacement Capital

Bike Components: Bicycle racks.

Ped Components: Not applicable.

<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>	<u>ALI</u>
2025	Transit	DERG	\$2,666,167	11.12.01
2025	Transit	Local	\$666,542	11.12.01
Total:			\$3,332,709	

Funds in FYs prior to 2024 are not included in this report nor in the 2024-2027 Transportation Improvement Program.

LR = Long Range (after SFY 2027, the last year of the TIP). LR funds are shown for information only and are not included in the TIP.

G* indicates a grouped project.

Resolution T-8-24

Attachment 1 - Amended Project Information

Agency: Franklin County TID

PID: 115792

TIP ID: 341

MTP ID: 1182

Co-Route-Sec: FRA-CR122-0.00

Length (mi.): 2.7

Project Type(s): Major Widening/Major Rehabilitation

Air Quality: Non-Exempt (Analyzed)

Description: Alum Creek Dr from SR 317 to Groveort Rd, Major Widening from 4 lanes to 6 lanes & Major Rehabilitation

Bike Components: Multi-use path. 2.7 mi. added to bike network.

Ped Components: Sidewalk on 1 side, multi-use path on 1 side. 2.7 mi. added to ped network.

<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>
2024	Detailed Design	State	\$720,000
2024	Detailed Design	Federal	\$2,880,000
2025	Right-of-Way	Local	\$1,143,410
2025	Right-of-Way	STBG-M	\$341,538
LR	Construction	Local	\$34,008,767
LR	Construction	STBG-M	\$10,158,463
Total:			\$49,252,178

Agency: ODOT

PID: 106843

TIP ID: 453

MTP ID: 204

Co-Route-Sec: FAC-CO ADA Project-CO ADA Projects

Length (mi.):

Project Type(s): Facility Renovation

Air Quality: Exempt

Description: CO ADA Project, Facility Renovation

Bike Components: Not applicable.

Ped Components: Not applicable.

<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>
2024	Other	State	\$91,195
Total:			\$91,195

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G* indicates a grouped project.

Resolution T-8-24

Attachment 1 - Amended Project Information

Agency: ODOT

PID: 106959

TIP ID: 440

MTP ID: 384

Co-Route-Sec: DEL-IR071-8.91 (Ph A)

Length (mi.):

Project Type(s): New Interchange

Air Quality: Non-Exempt (Analyzed)

Description: I-71 at Sunbury Parkway south of US 36/SR 37, New Interchange

Bike Components: Multi-use path.

Ped Components: Sidewalk on 1 side.

<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>
2024	Right-of-Way	State	\$122,200
2024	Right-of-Way	Connect 4 Ohio	\$5,389,000
2024	Right-of-Way	Connect 4 Ohio	\$1,500,000
2024	Right-of-Way	Connect 4 Ohio	\$111,000
2024	Right-of-Way	Federal	\$488,800
2025	Construction	Federal	\$560,000
2025	Construction	State	\$2,000,000
2025	Construction	State	\$140,000
2025	Construction	Local	\$1,533,000
2025	Construction	Connect 4 Ohio	\$22,000,000
2025	Construction	State	\$3,939,747
2025	Construction	Federal	\$13,758,986
2026	Construction	State	\$1,000,000
2026	Construction	Federal	\$1,000,000
Total:			\$53,542,733

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Resolution T-8-24

Attachment 1 - Amended Project Information

Agency: ODOT

PID: 106961

TIP ID: 454

MTP ID: 324

Co-Route-Sec: DEL-Sunbury Parkway-Sunbury Parkway (Ph **Length (mi.):** 1.4

Project Type(s): New Roadway

Air Quality: Non-Exempt (Analyzed)

Description: Sunbury Parkway from US 36 to 3 B's & K Rd, New Roadway, 4 lanes

Bike Components: Multi-use path. 1.4 mi. added to bike network.

Ped Components: Multi-use path. 1.4 mi. added to ped network.

<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>
2024	Right-of-Way	Connect 4 Ohio	\$2,300,000
2024	Right-of-Way	Federal	\$3,200,000
2024	Right-of-Way	State	\$800,000
Total:			\$6,300,000

Agency: ODOT

PID: 117878

TIP ID: 311

MTP ID: 380

Co-Route-Sec: FRA-SR161-22.1

Length (mi.): 10.37

Project Type(s): Add Through Lane(s)

Air Quality: Non-Exempt (Analyzed)

Description: FRA/LIC SR 161 22.1/0.00 from US 62 to SR 37, Add Through Lane(s)

Bike Components: Not applicable.

Ped Components: Not applicable.

<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>
2024	Environmental Study	State	\$5,000,000
Total:			\$5,000,000

Agency: ODOT

PID: 119387

TIP ID: 455

MTP ID: 1791

Co-Route-Sec: FRA-US33-24.76

Length (mi.): 6.5

Project Type(s): Major Widening/New Interchange

Air Quality: Non-Exempt (Analyzed)

Description: US 33 from IR 270 to Fairfield County Line, Major Widening from 4 lanes to 6 lanes & New Interchange

Bike Components: Not applicable.

Ped Components: Not applicable.

<u>State Fiscal Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>
2024	Environmental Study	State	\$3,778,976
2025	Environmental Study	State	\$3,044,205
2025	Environmental Study	Federal	\$12,176,819
Total:			\$19,000,000

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Resolution T-8-24

Attachment 1 - Amended Project Information

Agency: ODOT

PID: 77238

TIP ID: 451

MTP ID: 64

Co-Route-Sec: LIC-IR70-01.00

Length (mi.): 7.93

Project Type(s): Major Widening/Resurfacing

Air Quality: Non-Exempt (Analyzed)

Description: IR 70 from Palmer Road overpass to SR 158 overpass, Major Widening from 4 lanes to 6 lanes & Resurfacing

Bike Components: Not applicable.

Ped Components: Not applicable.

State Fiscal Year

Phase

Source

Amount

2025

Environmental Study

Federal

\$4,500,000

2025

Environmental Study

State

\$500,000

Total: \$5,000,000

Agency: ODOT

PID: 96808

TIP ID: 452

MTP ID: 60

Co-Route-Sec: FAI-IR70-0.00/0.00

Length (mi.):

Project Type(s): Interchange Modification/Major Rehabilitation

Air Quality: Non-Exempt (Analyzed)

Description: IR 70 at SR 256 and Taylor Rd SW, Interchange Modification & Major Rehabilitation

Bike Components: Not applicable.

Ped Components: Not applicable.

State Fiscal Year

Phase

Source

Amount

2025

Detailed Design

State

\$150,000

2025

Detailed Design

Federal

\$1,350,000

Total: \$1,500,000

Agency: ODOT D6

PID: 112798

TIP ID: 109

MTP ID: 204

Co-Route-Sec: FRA-IR270-43.180

Length (mi.): 5.29

Project Type(s): Minor Pavement Rehabilitation

Air Quality: Exempt

Description: I-270 (East Outerbelt) from RR bridge S of I-70 to N of Alum Creek Dr, Minor Pavement Rehabilitation

Bike Components: Not applicable.

Ped Components: Not applicable.

State Fiscal Year

Phase

Source

Amount

2024

Construction

State

\$100,000

2024

Construction

Federal

\$24,138,441

2024

Construction

State

\$2,682,049

2024

Construction

Federal

\$1,094,787

2024

Construction

Federal

\$900,000

2024

Construction

State

\$121,643

Total: \$29,036,920

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Resolution T-8-24

Attachment 1 - Amended Project Information

Summary of Funding Sources

<u>Source</u>	<u>Description</u>	<u>Total Amount</u>
State	State ADA	\$91,195
Connect 4 Ohio	Connect 4 Ohio	\$31,300,000
DERG	Diesel Emmissions Reduction Grant	\$2,666,167
Federal	Labor - Federal	\$1,654,787
Local	Labor - Local	\$1,533,000
State	Labor - State	\$261,643
Local	Local Public Agency	\$214,541,725
Federal	Major/New Program - Federal	\$38,354,606
State	Major/New Program - State	\$18,055,127
CMAQ-M	Congestion Mitigation/Air Quality Improvement, Attributable to MORPC	\$20,620,000
STBG-M	Surface Transportation Block Grant, Attributable to MORPC	\$10,500,001
State	Multi-Lane Major Rehab	\$2,000,000
Federal	District Preservation (Pv & Br) - Federal	\$26,038,441
State	District Preservation (Pv & Br) - State	\$3,782,049
Sec 5309	Capital Investment Program	\$16,269,200
Grand Total:		\$387,667,941

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MID-OHIO REGIONAL PLANNING COMMISSION

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MEMORANDUM

TO: Community Advisory Committee
FROM: Nick Gill, Transportation Director
DATE: May 28, 2024
SUBJECT: Informational Items for Community Advisory Committee

The information below provides brief introductions to the three information items that is on the June 3rd CAC agenda.

LinkUS Update

As has been provided at previous CAC meetings, LinkUS is Central Ohio's comprehensive transportation and development plan. It's where safe sidewalks, fast and reliable public transit, protected bike lanes, and expanded trails meet. LinkUS is a collaborative initiative co-sponsored by the City of Columbus, Central Ohio Transit Authority, the Mid-Ohio Regional Planning Commission and the Franklin County Board of Commissioners. Additional information is available at <https://www.morpc.org/linkus/>.

This month's update will include:

- The COTA Board approval of the ballot measure language at its May 22, 2024 meeting. The proposal will increase the existing 0.5% sales tax rate (0.25% permanent and 0.25% temporary set to expire in 2026) to a permanent, 1.0% sales tax rate within the COTA service area.
- Progress on the three Bus Rapid Transit (BRT) corridors actively in development. The West Broad BRT corridor is targeting 90% design completion by the end of the year. In support, the project has received nearly \$60M in recent months for planning and construction. The East Main BRT corridor is expected to reach 60% design by the end of the year, including beginning the federal environmental review process. The Northwest BRT corridor is planned to move towards 30% design this year.
- Update on the identification of corridors 4 and 5.
- Progress on the Transit Supportive Infrastructure (TSI) Committees which continue to meet and refine the first regional, 5-year TSI capital improvement program (CIP). In June, the Technical Working Groups will work to finalize their proposals and submit to the Technical Coordinating Committee to put the final draft program together. Following adoption of the draft program by the Leadership Committee, MORPC will host a virtual public open house to solicit feedback on the projects and program. Once the

William Murdock, AICP
Executive Director

Chris Amorose Groomes
Chair

Michelle Crandall
Vice Chair

Ben Kessler
Secretary

input has been incorporated as necessary in a refined draft, the Committees are expected to finalize and adopt the CIP by August.

- Activities of the Equitable Transit Oriented Development (ETOD) Steering Committee and Advisory Group which continue to meet and set goals and objectives for a regional ETOD Action Plan and strategy. The Action Plan is expected to be released in June and is being developed in concert with the City of Columbus's zoning code update, Zone-In.

Transportation Review Advisory Council (TRAC) Applications & MPO Prioritization Process

The ODOT Transportation Review Advisory Council (TRAC) evaluates funding applications that result in ODOT's largest transportation project investments. Projects reviewed by the TRAC have a total project cost greater than \$12 million, add capacity to the transportation system, and support economic development. These projects are eligible to receive funds through the ODOT's Major New Capacity Program.

The presentation this month will focus on the 2024 TRAC application cycle which opened on May 1st and closes on May 31st. As part of the TRAC process, TRAC requests input from metropolitan planning organizations as part of the application evaluation process. MORPC conducts evaluations of the TRAC applications that fall within the MPO transportation planning boundaries and prioritizes each application based on the region's Metropolitan Transportation Plan (MTP) goals and objectives. MORPC provides the region's TRAC project priorities to ODOT, which are considered during the funding selection process. Additional information on the MORPC's TRAC involvement can be found at <https://www.morpc.org/programs-services/trac/>.

Technical Assistance Program Update

The Technical Assistance Program (TA Program) provides assistance to eligible MORPC members for community-based planning services that help to advance regional goals and specific strategies identified in the Metropolitan Transportation Plan (MTP). The program awards technical assistance services through a competitive application process. Annually, MORPC reviews the TA Program Policies and solicits applications for the program. Additional information is available at <https://www.morpc.org/programs-services/technical-assistance-program/>.

The presentation this month will focus on the process to review the TA Program Policies over the summer. It is anticipated that updated Policies will be adopted in August with solicitation of applications starting shortly after adoption. The presentation will also provide an update of the current TA Program assistance activities.