



**Application Procedure for
MORPC-Attributable Funding Programs:**

**Surface Transportation Program (STP)
Congestion Mitigation and Air Quality Improvement Program (CMAQ)
Transportation Enhancement Program (TE)**

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1. Introduction

This document explains the application and evaluation process for federal transportation funding attributable to the Mid-Ohio Regional Planning Commission (MORPC). Before applying for funding, please review the document titled *Principles for Managing MORPC-Attributable Federal Funds* (referred to as the Principles), which is available on MORPC's website at <http://www.morpc.org>. That document references this one (referred to as the Procedures) in Principles #8 through #11. The purpose of this document is to provide specific details on the implementation of the Principles. The Principles will always take precedence over these Procedures.

In 2005, Congress adopted the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This law reauthorized the Surface Transportation Program (STP), the Congestion Mitigation & Air Quality Improvement Program (CMAQ), and the Transportation Enhancement Program (TE). In Ohio, the Ohio Department of Transportation (ODOT) sub-allocates a portion of these funds to MORPC. Because of this policy, MORPC can make approximately \$54 million available to the central Ohio region every two years: \$34 million for STP, \$17 million for CMAQ, and \$3 million for TE. MORPC's program depends upon the continuation of federal funding and ODOT's policy.

MORPC has established a competitive evaluation process as an aid in determining which of the projects submitted will receive funding. Applicants provide information to staff and a committee, which evaluate and make recommendations for awards to the projects using established criteria. A public involvement process follows and the MORPC Policy Committee selects projects based on the recommendations and public comments.

What's New

Two-step application process. The first phase will collect basic information for new requests on an Initial Application and updates on existing commitments. Based on eligibility and availability of funding, the committee will request that applicants submit a Final Application for some of the new requests. The change will reduce the amount of effort for some applicants.

Staff-prepared update reports. Project sponsors with previous funding commitments will receive a report of MORPC's current understanding of the project. Sponsors will be required to update the information as necessary and submit a formal update. The updates will be required in the first phase of the application process to assess the demands on the program before requesting details for new funding requests. The change will reduce the effort to provide updates and prepare applications for new requests that appear unlikely to receive funding.

Complete Streets Policy. MORPC replaced its Routine Accommodation Policy for bicycles and pedestrians with a Complete Streets Policy to safely and comfortably accommodate all users of roadways. Requests for roadway projects will need to complete a checklist that is incorporated into the Initial and Final Application Forms.

2. Federal Funding Committee

MORPC convened a Federal Funding Committee (FFC) to review the Principles and Procedures for managing these funding programs and recommend modifications to them. This committee is also charged with evaluating and recommending projects for funding. In addition to the full membership of the Transportation Advisory Committee (TAC), the committee membership includes representatives from the following entities:

- MORPC
 - Transportation staff – 2
 - Center for Energy and Environment (CEE) staff – 1
 - CEE Sustainable Growth Working Group – 1
 - CEE Air Quality and Energy Working Group – 1
 - Policy Committee – 1
 - Citizen Advisory Committee (CAC) - 1
- Columbus and Franklin County Metropolitan Park District – 1
- Sierra Club – 1
- Rails-to-Trails Conservancy – 1
- Clean Fuels Ohio – 1
- Federal Highway Administration (non-voting) – 1

The chairs of the Citizen Advisory Committee (CAC), TAC, and Policy Committee will ensure that the membership of the FFC comprises a balanced representation among various fields.

3. Process Milestones and Schedule (for 2012 to 2015 TIP cycle)

- May: Process adopted by MORPC Policy Committee.
Project solicitation sent to potential applicants.
Project status update reports sent to LPAs with current projects.
- June 9: MORPC to host workshop for applicants from 2:30 p.m. to 4:30 p.m.
- June 25: Initial Applications and Updates due to MORPC by 5 p.m. Late submittals will not be accepted. The Initial Application for new projects will be done through an online submission form.

For Updates, one original form (including attachments) must be received at:

Federal Transportation Funding Coordinator
Mid-Ohio Regional Planning Commission
111 Liberty Street, Suite 100
Columbus, Ohio 43215

For Updates, an electronic version of the application in Word or PDF format must also be submitted. Applicants may email files less than 100 megabytes to tip@morpc.org. Applicants may send all electronic files on compact disc to the address above. With electronic submissions, please make clear the location and format of any attachments to the application.

- June 28: All Initial Applications will be posted online.
- By July 9: MORPC staff will review the Initial Applications and Updates for errors and omissions and notify the applicant. An applicant will have one week to respond to requests to correct errors and omissions.
- July 16: MORPC staff completes review of Updates and makes recommendations to the Federal Funding Committee for any modifications to previous funding commitments. MORPC staff completes screening of Initial Applications and reports to Federal

Funding Committee.

- July 23: Revise forecast of funding available for new projects.
Notify Initial Applicants of initial screening results and request Final Application.
- Sept. 3: Final Applications due to MORPC by 5 p.m. **Late applications will not be accepted.**
- One original of the Final Application (including attachments) must be received at:
- Federal Transportation Funding Coordinator
Mid-Ohio Regional Planning Commission
111 Liberty Street, Suite 100
Columbus, Ohio 43215
- Applicants must also submit an electronic version of the application in Word or PDF format. Applicants may email files less than 100 megabytes to tip@morpc.org. Applicants may send all electronic files on compact disc to the address above. With electronic submissions, please make clear the location and format of any attachments to the application.
- September: MORPC staff will review the applications for errors and omissions and notify the applicant. An applicant will have one week to respond to requests to correct errors and omissions. **Applications will be penalized if the applicants fail to respond.** (Section 8 has more information on penalties.) Staff will apply scoring criteria to the applications for new projects to develop a preliminary project ranking.
- Oct. 6: Federal Funding Committee will meet at approximately 10 a.m. (following TAC) to review MORPC staff progress in scoring and ranking the projects.
- Nov. 3: Federal Funding Committee will meet at approximately 10 a.m. (following TAC) to review the staff ranking and make preliminary project selections and funding amounts.
- November: Preliminarily selected applicants may be required to schedule PDP training.
- November: Projects preliminarily chosen will be field-reviewed by ODOT, utilizing experienced staff from the Environmental, Real Estate, Planning, and Programming sections for project viability, right-of-way, costs, and adherence to SAFETEA-LU criteria for the funding program(s). MORPC reserves the right to conduct additional field reviews if warranted.
- Dec. 1 Draft list of MORPC-funded projects available for public review and comment.
- February: MORPC's CAC, TAC and Policy Committee to review, modify and approve program of projects to use MORPC funding.
- February: The sponsors of projects that are selected and their consultants may be required to attend a workshop on the PDP and other responsibilities.

4. Eligibility for Funding Programs (STP, CMAQ, and TE)

MORPC attributes funding to projects and programs from three different federal transportation programs – the Surface Transportation Program (STP), the Congestion Mitigation & Air Quality Improvement Program (CMAQ), and the Transportation Enhancement Program (TE). The U.S. Department of Transportation has established eligibility requirements for each program, which are summarized below. Sections 12 and 13 provide selection criteria that MORPC has established for each program to evaluate the applications and assist the FFC in making recommendations for funding. Because of the difficulty in evaluating the variety of activities that are eligible for each program with a set of criteria, MORPC has established funding targets for certain activities that are eligible for STP and CMAQ funding, which are also summarized below.

Based on the Initial Application, MORPC staff will determine the program(s) for which a project would be most competitive and most likely to receive funding. For the Final Application, staff will recommend that applicants provide only the information necessary to evaluate the project against the criteria for the recommended program(s).

STP Eligibility Guidelines

STP is the most flexible of the MORPC-attributable funding programs. Generally, any capital project or program eligible for federal highway or transit funding is eligible for STP funds. STP funds may be used for projects on any Federal-aid highway (e.g., arterials, collectors, but not local streets), bridge projects on any public road, transit capital projects, bicycle and pedestrian projects, and intracity and intercity bus terminals and facilities. Guidance on the eligibility for STP funds is available on the Web (scroll down to the “Eligibility” heading):

http://www.fhwa.dot.gov/federalaid/guide/guide_current.cfm#c78.

To balance the needs of the region with the eligibility requirements of STP, MORPC established a four-year target for non-capacity-expansion highway projects (projects that do not add through lanes for traffic) of 20 percent to 40 percent (Principle #11)

CMAQ Background

In 1990, Congress amended the Clean Air Act (CAA) to help attain the National Ambient Air Quality Standards (NAAQS). The amendments required reductions in permissible tailpipe emissions, initiated more stringent control measures in areas that still failed to attain the NAAQS (called “non-attainment areas”), and provided for a stronger linkage between transportation and air quality planning. In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) authorized the CMAQ program and provided funding for surface transportation and related projects that reduce congestion and/or contribute to air quality improvements.

The CAA amendments, ISTEA, and the CMAQ program together were intended to realign the focus of transportation planning toward a more inclusive, environmentally-sensitive, and multimodal approach to addressing transportation problems. The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the NAAQS for ozone, carbon monoxide, and particulate matter.

In 2008, the U.S. Department of Transportation released final guidance for the CMAQ program under SAFETEA-LU. The document includes an overview of the program, project eligibility provisions, and legal references. MORPC considers information in the guidance document in the administration of its CMAQ program and encourages sponsors of potential CMAQ projects to review it. The guidance document is available on the web: <http://www.fhwa.dot.gov/environment/cmaqpgs/08guide.htm>.

CMAQ Eligibility Guidelines

CMAQ projects must demonstrate reductions in emissions of pollutants that contribute to the non-attainment, such as carbon monoxide (CO), particulate matter, and ozone precursors (nitrogen oxides and volatile organic compounds). If the project's eligibility is not clear under these Procedures, see Section VII, Project Eligibility Provisions, in CMAQ Final Program Guidance, October 2008, referenced above.

MORPC developed funding targets for the allocation of CMAQ funds for each category (Principle #11). The table below shows these targets.

CMAQ Categories	4-year Award Targets
1. Non-SOV Modes	33%-67%
2. Traffic Flow Improvements	25%-50%
3. Transportation Demand Management Strategies	10%-20%
4. Emissions Reductions Only	0%-20%

TE Background

ISTEA, passed in 1991, created the Transportation Enhancement (TE) program. The TE program offered communities new funding opportunities to help expand transportation choices and enhance the transportation experience, such as safe bicycle and pedestrian facilities, scenic and historic highway programs, beautification, historic preservation, and other investments that increase recreation opportunity and access.

FHWA provides general guidance on the TE program. MORPC considers the guidance in the administration of its TE program and encourages sponsors of potential TE projects to review it. The guidance is available on the Web: <http://www.fhwa.dot.gov/environment/te/guidance.htm>.

FHWA and the Rails-to-Trails Conservancy co-sponsor a TE information service called the National Transportation Enhancements Clearinghouse to provide information about transportation enhancements. Its website is located at <http://www.enhancements.org>.

TE Eligibility Guidelines

Each project activity must demonstrate a relationship to surface transportation. Federal law established 12 activities eligible for TE funding. Item #32 on the Final Application lists these activities. Additional information about these activities is available on the Web: <http://www.fhwa.dot.gov/environment/te/teas.htm>

In addition, MORPC's selection criteria favor certain types of projects over others:

- Projects that will enhance an existing federal transportation project over stand-alone projects.
- Projects that provide new transportation linkages (e.g., bicycle and pedestrian facilities) over projects that only enhance the transportation experience.

Projects that do not match these descriptions are eligible for funding, but sponsors should be aware of MORPC's criteria weights for the TE program (see Section 13) when applying.

5. General Eligibility and Requirements

- To be eligible for federal transportation funds, projects and programs must be included in, or consistent with, the MORPC Transportation Plan.
- MORPC will include selected projects in the Transportation Improvement Program (TIP). The TIP must include a project for it to be eligible to receive federal funds.
- Roadways must be on the federal-aid system to be eligible for funding. See Item #12 on the Initial Application for more information.
- Projects must comply with MORPC's Complete Streets Policy, available on MORPC's website: http://www.morpc.org/transportation/complete_streets/completeStreets.asp.
- The project applicants who are selected must attend a workshop along with their project consultant. Subsequent to project selection, the project's local agency and consultant managers must attend a workshop to convey their responsibilities in advancing the project through ODOT's Project Development Process (PDP), unless the applicant and its consultant can demonstrate experience in advancing projects through the PDP.
- MORPC will monitor the project's progress through mandatory quarterly progress meetings and other reporting mechanisms (see Principle #15). If the local agency fails to attend the required workshop or the required quarterly progress meetings, MORPC will request that ODOT not program the project and/or cancel funding.
- Projects need to meet the National Environmental Policy Act (NEPA) requirements through the ODOT PDP and meet basic eligibility requirements for funding under Titles 23 and 49 of the United States Code.
- STP, CMAQ, and TE are not grant programs; they operate on a reimbursement basis as work progresses. Costs for any activity that occurs prior to authorization of the project phase by the Federal Highway Administration (FHWA) are not eligible for reimbursement. The project sponsor will be responsible for those costs. In some cases, actions taken by the applicant that are inconsistent with the PDP, e.g., acquiring right-of-way before environmental clearance or through inappropriate means, can jeopardize the use of federal funds on the project.
- Federal regulations require an equitable distribution of program benefits across the planning area, including low-income and minority population areas. MORPC may make administrative adjustments to the selected projects to accomplish these ends.
- MORPC may adjust the type of federal funding (i.e., STP, CMAQ, TE) the project receives to balance its program. This does not mean that funding will be removed from the project, but that MORPC may alter funding arrangements for a project.

6. Project Development Process (PDP) Requirements

- All projects approved for funding are subject to all of the federal and state laws and regulations to which any federally funded transportation project is subject.
- All STP, CMAQ, and TE projects must follow ODOT's multi-step PDP or Local Public Agency (LPA)

process. ODOT maintains a website with PDP information:

<http://www.dot.state.oh.us/Divisions/ProdMgt/Production/pdp>. Projects normally advance through the “traditional” process where ODOT oversees and reviews environmental studies, right-of-way and construction plan preparation, bidding, and construction. With ODOT and MORPC concurrence, successful applicants may elect to advance their projects through ODOT's LPA process (also called the “local-let” process) that allows the LPA more control of the project. The LPA process does not exempt the project from any NEPA, public involvement, or other requirements. Only applicants who have proficiently advanced their projects through ODOT's PDP in the past will be eligible for LPA consideration. For more information about the LPA process, see:

<http://www.dot.state.oh.us/Divisions/TransSysDev/ProgramMgt/Projects/Pages/Local-letProceduresandDocuments.aspx>.

- Federal law requires that federally funded projects conform to NEPA and the National Historic Preservation Act. To comply with these laws, projects must have an environmental review to assess and/or mitigate effects on social, economic, and environmental factors. Similarly, work involving sensitive historic structures or archaeological sites must conform to the U.S. Secretary of the Interior's standards and guidelines for archaeology and historic preservation.
- Any right-of-way or property acquisition must conform to the Uniform Relocation Assistance and Real Property Acquisition Act, as amended.
- Engineering and architectural designs for all facilities must conform to current regulations resulting from the Americans with Disabilities Act (ADA).

7. Project Evaluation and Selection

After reviewing the Initial Applications for completeness, MORPC staff will assign new projects to an appropriate funding source, subject to eligibility constraints and MORPC's Principles. Concurrently, staff will assess the demands of existing commitments, using the schedules and cost estimates provided on the Updates. The FFC will consider the forecast of available funding and the new funding requests and direct the staff to advise each sponsor about the competitiveness of their application(s) and recommend which project(s) to prepare and submit Final Applications. Staff will score each Final Application according to the assigned evaluation criteria in Sections 12 and 13. The FFC will consider the scores when making recommendations for funding.

In order to make efficient use of the available funding sources, more than one of the three federal funding programs MORPC manages may fund a single project. Such projects are called “split-source” projects. Individual elements of a project (for example, a multi-use path included in a road widening project) can use a funding source for which the project as a whole would be ineligible (for example, TE funds).

The Federal Funding Committee may ask MORPC staff to evaluate elements of a single project using the criteria for a different funding source than the one to which staff assigned the project. Projects that are eligible for CMAQ and/or TE funds in their entirety will be restricted to those funding sources, unless there are excess STP funds and/or insufficient CMAQ and TE funds. The committee will attempt to limit the use of STP funds for activities that are eligible for CMAQ and TE funds.

MORPC staff will score the eligible elements of split-source projects by the CMAQ and TE criteria, as directed. The committee may rank elements that are eligible for both CMAQ and TE funds according to both criteria sets. The committee will then select which project elements to fund with each type of

funding, guided by its rank relative to other projects and project elements that are eligible for that funding type. This selection is independent of the selection of other elements of the same project.

Elements of a split-source project that are eligible for CMAQ and/or TE funds, but that the committee did not select, must be included in the STP funding schedule. If the committee awards CMAQ or TE funds to such an element, then the committee must schedule those funds for the same SFY as the STP element of the project. However, if CMAQ or TE funds are not available until a later SFY than the STP funds, then the committee should fund the CMAQ or TE eligible elements with STP funds in the same SFY. A split-source project schedule should not be delayed due to a lack of CMAQ or TE funds.

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

8. Penalties

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

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

- **Authorized Signature:** If the signature area is incomplete (including printed name and title) a new project's evaluation score will be reduced by 10 percent. The penalty will increase by 5 percent for each additional week that passes before the applicant provides complete signature information.
- **Supporting Legislation:** If a copy of enacted supporting legislation is not received by November 1, 2010, a new project's evaluation score will be reduced by 10 percent. The penalty will increase by 5 percent for each additional week that passes before the applicant provides a copy of enacted supporting legislation.

9. Maintaining Funding Commitments

MORPC will administer a process every other year to determine when it will make funds available to a project. Projects will be placed in one of three status categories: "TIP" for State Fiscal Years (SFYs) 2012-15, "Long-Range" for SFYs 2016-17, and "Additional STP Long-Range" for SFYs 2018-19.

TIP Projects (first 4 years)

Projects selected for funding in SFYs 2012-15 will be awarded funding in a designated SFY. All rules for funded projects then apply to projects in the TIP. If a project is not sold by the next funding cycle, the sponsor must submit an Update.

Long-Range Projects (5th and 6th year)

Long-Range projects are selected for funding in the SFY 2016-17 time frame. All project sponsors

must submit an Update during the next application cycle. If the Federal Funding Committee feels that a project has sufficiently advanced through the PDP to maintain its designated award date, then that project will be included in the next TIP update as a TIP project in the third or fourth year of the TIP. If the project has not made sufficient progress to be sold in the third or fourth year of the TIP, then it will remain in the Long-Range for an additional two years. Projects that have been in the Long-Range for four years (two cycles) and have not made sufficient progress to be included in the TIP category will no longer be automatically included in either list and will again be competing with new projects for inclusion in the Long-Range or Additional STP Long-Range category.

Additional STP Long-Range Projects (7th and 8th year)

Additional STP Long-Range projects are selected for funding in SFY 2018-19. These projects will not be programmed through ODOT until they advance to the Long-Range category. If the Funding Committee determines that a project originally placed in the Additional STP Long-Range category has sufficiently advanced according to their original schedule, then the project will be placed into the Long-Range during the next cycle. If the project has not made sufficient progress to be advanced to the Long-Range category, then that project will no longer be automatically included in the Additional STP Long-Range category. It will be competing with new projects for inclusion in the Additional STP Long-Range category. The Additional STP Long-Range category is intended to assist potential sponsors with their financial planning efforts.

The committee will select projects every other year for inclusion in the Additional STP Long-Range category. Should other projects be delayed, these Additional STP Long-Range projects may be included in the Long-Range category.

As shown in the table below, the funding status assigned to the project during the previous funding cycle will affect the application requirements for the following cycle. For example, if a project was selected in 2008 and was scheduled to receive funding in SFY 2014, the sponsor would need to submit an Update in 2010 (during the current cycle) to demonstrate its progress and verify the estimated costs. The sponsor would also need to submit an Update every two years until it sold the project. If the sponsor had failed to advance the project to the TIP category within four years of its selection (e.g., by 2012, the project would not be ready to award in SFY 2014-17), the project would have to re-compete with other new projects for funding.

Sponsor Requirements for Projects Selected Before 2010

Funding Status	SFY Assigned in 2008 Cycle	Requirements for 2010 Cycle	Requirements for 2012 Cycle
TIP	2010-13	Sell project or submit update.	Obtain environmental clearance to be eligible for new projects; sell project or submit update.
Long-Range	2014-15	Submit update; advance to TIP (2012-15) if schedule maintained.	Obtain environmental clearance to be eligible for new projects; submit update. Project must advance to TIP (2014-17) or re-compete.
Additional STP Long-Range	2016-17	Submit update; if schedule maintained, advance to Long-Range (2016-17) or TIP (2012-15); else re-compete.	Submit update. If schedule was maintained in 2010 and 2012, advance to TIP during this cycle or next cycle.

The same requirements apply to projects that are selected during the current cycle, as shown in the following table.

Sponsor Requirements for New Projects Selected in 2010

Funding Status	SFY Assigned in 2010 Cycle	Requirements for 2012 Cycle	Requirements for 2014 Cycle
TIP	2012-15	Sell project or submit update.	Obtain environmental clearance to be eligible for new projects; sell project or submit update.
Long-Range	2016-17	Submit update; advance to TIP (2014-17) if schedule maintained; else can remain in Long-Range.	Obtain environmental clearance to be eligible for new projects; submit update. Project must advance to TIP (2016-19), or re-compete.
Additional STP Long-Range	2018-19	Submit update; if schedule maintained, advance to Long-Range (2018-19) or TIP (2014-17); else re-compete.	Submit update; if schedule was maintained in 2012 and 2014, advance to TIP during this cycle or next cycle.

10. Tips on the Application Process

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

11. Application Forms and Instructions

There is a two-step process to apply for funding. The Initial Application gathers enough information to determine whether the project or program is eligible for funding, which funding program is most suitable for the project and whether sufficient funding is available to further consider the request. The FFC will invite initial applicants to provide more detailed information on the Final Application. The FFC may recommend that sponsors limit the number of applications or amounts requested, but sponsors may submit Final Applications for any Initial Applications they previously submitted. The FFC will also provide guidance to the applicants about the specific information they need to evaluate the proposal. The applicant might not need to complete portions of the Final Application for specific funding programs if the FFC finds the project ineligible or not competitive for certain funding programs.

It is likely that some items will not apply to the proposed project. The nature of projects eligible for these funds is very diverse. This application is an attempt to capture the most important information from the majority of projects. If a certain item on the application does not apply to the project, please write "NA" (for not applicable) as a response.

If MORPC has previously awarded federal funding to the project, the sponsor must complete a Project Update Form. MORPC may request a completed Final Application for evaluation if the project's scope has changed significantly or if the sponsor has failed to make sufficient progress. See Section 9.

MORPC staff will review the applications and updates for errors and omissions. If additional information is needed, the applicant must adequately respond by the date indicated in the request, which will be approximately one week after receipt. A failure to respond timely and adequately to the request will result in a reduction of a new project's evaluation score. Section 8 contains more information about penalties.

For further information about the application or program, please contact Nathaniel Vogt at 614-233-4183 or e-mail at nvogt@morpc.org.

12. STP and CMAQ Evaluation Criteria

The application form requests the information needed from the applicant. The scores are weighted according to the tables below. The table below presents the weights applied to each STP criterion.

STP Factors for Project Evaluation

Transportation Plan Goal	Factor/Measure of Effectiveness	Factor Weight	Maximum Category Points
Goal I: Transportation Efficiency	• Average 2030 peak travel delay reduction per person	2	320
	• Improvement in 2030 LOS (corridor relief)	2	
	• Improvement in 2015 LOS (corridor relief)	2	
	• Safety measure	8	
	• Physical condition of facility (system preservation)	5	
	• Efficiency improvement, TSM	5	
	• Maintaining aging infrastructure	6	
	• Truck %	2	
Goal II: Multi Modal	• Pedestrian connections	5	230
	• Bicycle connections	4	
	• TDM measure	8	
	• Service to an intermodal facility	6	
Goal III: Quality	• Degree of displacement	4	450
	• EJ or transportation disadvantaged	4	
	• Impact on sensitive land	6	
	• Reduction in PM-2.5, VOC, and NOx (Air quality impact)	10	
	• Fuel consumption reduction	10	
	• Storm water increase	5	
	• Non-retail jobs served	6	
		Total	1000

Each measure/factor is scored on a scale of 0 to 10. The score is then multiplied by the factor weight to provide the points for the factor. See the detailed table for more information on the scale and range for each of the factors.

The table below presents the weights applied to each CMAQ criterion.

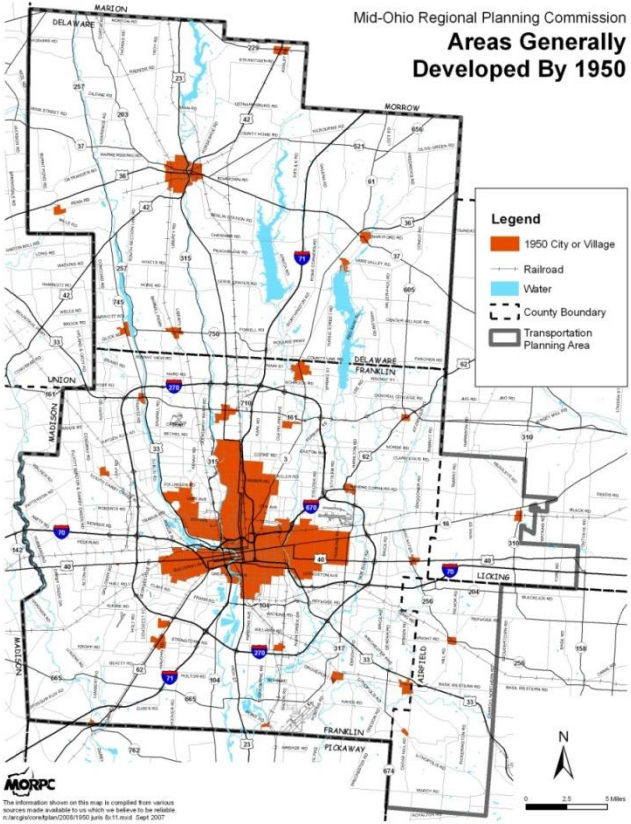
Category 1: Provide Alternatives to SOV Modes		Category 2: Traffic Flow Improvements	
Goals and Measures	Points	Goals and Measures	Points
Goal I: Transportation Efficiency	20	Goal I: Transportation Efficiency	60
Avg. 2030 Peak Travel Delay Reduction per Person	4	Avg. 2030 Peak Travel Delay Reduction per Person	12
Improvement In 2030 LOS (Corridor Relief)	4	Improvement In 2030 LOS (Corridor Relief)	9
Improvement In 2015 LOS (Corridor Relief)	4	Improvement In 2015 LOS (Corridor Relief)	9
Physical Condition of Facility (System Preservation)	4	Physical Condition of Facility (System Preservation)	6
Efficiency Improvement, TSM	4	Efficiency Improvement, TSM	6
		Safety Measure	9
		Maintaining Aging Infrastructure	3
		Truck %	3
		Other: Innovation/New Technology	3
Goal II: Multimodal	30	Goal II: Multimodal	15
Pedestrian Connections	7	Pedestrian Connections	5
Bicycle Connections	7	Bicycle Connections	5
Service to an Intermodal Facility	11	Service to an Intermodal Facility	5
Other: Innovative Use of Technology	5		
Goal III: Quality of Life	50	Goal III: Quality of Life	25
Degree of Displacement	2	Degree of Displacement	1
EJ or Transportation Disadvantaged	8	EJ or Transportation Disadvantaged	3
Impact on Sensitive Land	2	Impact on Sensitive Land	3
Reduction in PM-2.5, VOC, and NOx	18	Reduction in PM-2.5, VOC, and NOx	7
Fuel Consumption Reduction	8	Fuel Consumption Reduction	5
Storm Water Increase	2	Storm Water Increase	3
Non-Retail Jobs Served	8	Non-Retail Jobs Served	3
Other: Health Benefits to Community	2		
Category 1 Total	100	Category 2 Total	100
Category 3: Transportation Demand Management Strategies		Category 4: Emissions Reduction Only	
Goals and Measures	Points	Goals and Measures	Points
Goal I: Transportation Efficiency	20	Goal I: Transportation Efficiency	0
Avg. 2030 Peak Travel Delay Reduction per Person	4	Not Applicable	NA
Improvement In 2030 LOS (Corridor Relief)	4		
Improvement In 2015 LOS (Corridor Relief)	6		
Efficiency Improvement, TSM	2		
Truck %	4		
Goal II: Multimodal	30	Goal II: Multimodal	15
Service to an Intermodal Facility	9	Service to an Intermodal Facility	8
Other: Innovative Use of Technology	12	Other: Innovative Use of Technology	7
Other: Offering Mobility Choices	9		
Goal III: Quality of Life	50	Goal III: Quality of Life	85
Reduction in PM-2.5, VOC, and NOx	15	Reduction in PM-2.5, VOC, and NOx	43
Fuel Consumption Reduction	12	Fuel Consumption Reduction	18
EJ or Transportation Disadvantaged	13	EJ or Transportation Disadvantaged	4
Non-Retail Jobs Served	10	Non-Retail Jobs Served	4
		Impact on Sensitive Land	4
		Storm Water Increase	4
		Degree of Displacement	4
		Other: Health Benefits to Community	4
Category 3 Total	100	Category 4 Total	100

MORPC staff scores the project on the evaluation criteria as explained in the tables below.

Goal I: Transportation Efficiency																										
Measure of Effectiveness, Funding Sources	Explanation	Points																								
1A - Average 2030 peak travel delay reduction per person STP CMAQ Categories 1, 2, and 3	Measured as the average travel time reduction percentage per person for a complete trip using the facility during peak periods (including AM and PM peak hours) as a result of the project. <i>Provided by Congestion Management Process Model</i>	<table border="0"> <tr> <td>Points</td> <td>Reduction (min)</td> </tr> <tr> <td>10</td> <td>> 2.50</td> </tr> <tr> <td>9</td> <td>> 2.25</td> </tr> <tr> <td>8</td> <td>> 2.00</td> </tr> <tr> <td>7</td> <td>> 1.75</td> </tr> <tr> <td>6</td> <td>> 1.50</td> </tr> <tr> <td>5</td> <td>> 1.25</td> </tr> <tr> <td>4</td> <td>> 1.00</td> </tr> <tr> <td>3</td> <td>> 0.75</td> </tr> <tr> <td>2</td> <td>> 0.50</td> </tr> <tr> <td>1</td> <td>> 0.25</td> </tr> <tr> <td>0</td> <td><= 0.25</td> </tr> </table>	Points	Reduction (min)	10	> 2.50	9	> 2.25	8	> 2.00	7	> 1.75	6	> 1.50	5	> 1.25	4	> 1.00	3	> 0.75	2	> 0.50	1	> 0.25	0	<= 0.25
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1	> 0.25																									
0	<= 0.25																									
1B - Improvement in 2030 LOS (corridor relief) STP CMAQ Categories 1, 2, and 3	The ability of the project to improve travel within a corridor by redistributing travel in the corridor so one or more congested components of the transportation system are relieved. Measured by the reduction of the percentage of VMT within 1 mile of the project that experiences LOS E or worse. <i>Provided by Congestion Management Process Model</i>	<table border="0"> <tr> <td>Points</td> <td>% E & F Reduced</td> </tr> <tr> <td>10</td> <td>> 20%</td> </tr> <tr> <td>9</td> <td>> 18%</td> </tr> <tr> <td>8</td> <td>> 16%</td> </tr> <tr> <td>7</td> <td>> 14%</td> </tr> <tr> <td>6</td> <td>> 12%</td> </tr> <tr> <td>5</td> <td>> 10%</td> </tr> <tr> <td>4</td> <td>> 8%</td> </tr> <tr> <td>3</td> <td>> 6%</td> </tr> <tr> <td>2</td> <td>> 4%</td> </tr> <tr> <td>1</td> <td>> 2%</td> </tr> <tr> <td>0</td> <td><= 2%</td> </tr> </table>	Points	% E & F Reduced	10	> 20%	9	> 18%	8	> 16%	7	> 14%	6	> 12%	5	> 10%	4	> 8%	3	> 6%	2	> 4%	1	> 2%	0	<= 2%
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0	<= 2%																									
1C - Improvement in 2015 LOS (corridor relief) STP CMAQ Categories 1, 2, and 3	Same as above except for nearer term to address more existing or near-term expected congestion as opposed to just the long-term congestion.	Same as above																								

1D - Safety measure STP CMAQ Category 2	One of the following 3-year crash statistics related to the project that gives the highest points. <u>Crash Ranges:</u> 1. Crash frequency for intersections, and crash frequency per mile for segments; 2. Crash rate: number of crashes per million entering vehicles for intersections, and number of crashes per million vehicle miles traveled for segments; 3. Severity index (SI): the average severity per crash, where fatal and injury crashes are considered more severe (i.e., given more weight) than PDO crashes. <i>Crash data from most recent MORPC cleaned dataset or the applicant.</i>						
	Points	Auto Crash Frequency (for Intersections only)	Auto Crash Density (for Segments only)	Crash Rate	Severity Index	Ped/Bike Crash Frequency (for Intersections only)	Ped/Bike Crash Density (for Segments only)
	10	>= 50	>= 100	>= 5	> 2.00	>=10	>20
	9	46 - 50	90 - 99	4.5 - 4.99	1.91 - 2.00	9 - 10	18 - 20
	8	41 - 45	80 - 89	4.0 - 4.49	1.81 - 1.90	8 - 9	16 - 18
	7	36 - 40	70 - 79	3.5 - 3.99	1.71 - 1.80	7 - 8	14 - 16
	6	31 - 35	60 - 69	3.0 - 3.49	1.61 - 1.70	6 - 7	12 - 14
	5	26 - 30	50 - 59	2.5 - 2.99	1.51 - 1.60	5 - 6	10 - 12
	4	21 - 25	40 - 49	2.0 - 2.49	1.41 - 1.50	4 - 5	8 - 10
	3	16 - 20	30 - 39	1.5 - 1.99	1.31 - 1.40	3 - 4	6 - 8
2	11 - 15	20 - 29	1.0 - 1.49	1.21 - 1.30	2 - 3	4 - 6	
1	6 - 10	10 - 19	0.5 - 0.99	1.1 - 1.20	1 - 2	2 - 4	

1E - Physical condition of facility (system preservation) STP CMAQ Categories 1 and 2	The existing physical condition of the transportation system, which would be expected to be improved by the project. Two rating systems below are adopted to capture the physical conditions: <ul style="list-style-type: none"> • Pavement Rating: Use pavement condition ratings (PCRs) • Bridge Rating: Use Bridge Sufficiency Rating The final point would be the higher point from the above two ratings.	Points PCR 10 <40 Very Poor 8 40-55 Poor 6 56-64 Fair-Poor 4 65-74 Fair 2 75-89 Good 0 90-100 Very Good
	<i>Based on most recent comprehensive dataset from ODOT or applicant for collector and above roadways. No points for new roads.</i>	Points Bridge Suff. 10 < 50 5 50.1 - 80 0 80.1 - 100

<p>1F - Efficiency Improvement, TSM</p> <p>STP CMAQ Categories 1, 2, and 3</p>	<p>Projects or programs primarily designed to help reduce traffic congestion by increasing the efficiency of existing transportation systems without the addition of through travel lanes. A list of examples is given below but not limited to</p> <ul style="list-style-type: none"> • Ramp metering • Auxiliary lanes • Eliminating on-street parking • Improving connectivity • Computerized signalization • Intelligent transportation systems • Access management • High-occupancy vehicle lanes • Isolated grade separations or other bottleneck removal (not part of larger capacity-expansion project) • Signage and lighting • Acceleration/deceleration lanes and ramps <p><i>MORPC staff determination</i></p>	<p>Points 10 Exclusively TSM 0 Otherwise</p>
<p>1G - Maintaining Aging Infrastructure</p> <p>STP CMAQ Category 2</p>	<p>Is at least part of the project located in the identified area generally developed prior to 1950 (see map)</p> 	<p>Points 10 Yes 0 No</p>

<p>1H - Truck %</p> <p>STP CMAQ Categories 2 and 3</p>	<p>Percentage of existing heavy truck traffic. (ODOT Type B and C Commercial)</p> <p><i>TSR data from ODOT, other readily available counts, or applicant. No points for new roads.</i></p>	<table> <thead> <tr> <th>Points</th> <th>%</th> </tr> </thead> <tbody> <tr><td>10</td><td>> 20%</td></tr> <tr><td>9</td><td>> 18%</td></tr> <tr><td>8</td><td>> 16%</td></tr> <tr><td>7</td><td>> 14%</td></tr> <tr><td>6</td><td>> 12%</td></tr> <tr><td>5</td><td>> 10%</td></tr> <tr><td>4</td><td>> 8%</td></tr> <tr><td>3</td><td>> 6%</td></tr> <tr><td>2</td><td>> 4%</td></tr> <tr><td>1</td><td>> 2%</td></tr> <tr><td>0</td><td><= 2%</td></tr> </tbody> </table>	Points	%	10	> 20%	9	> 18%	8	> 16%	7	> 14%	6	> 12%	5	> 10%	4	> 8%	3	> 6%	2	> 4%	1	> 2%	0	<= 2%
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<p>1I - Innovation/New Technology</p> <p>CMAQ Category 2</p>	<p>Does the project or program employ new technology or innovative methods not generally used in Central Ohio to provide the emission reductions?</p> <p><i>MORPC staff determination using information provided by the applicant.</i></p>	<table> <thead> <tr> <th>Points</th> <th></th> </tr> </thead> <tbody> <tr><td>10</td><td>Significant</td></tr> <tr><td>6</td><td>Moderate</td></tr> <tr><td>3</td><td>Some</td></tr> <tr><td>0</td><td>None</td></tr> </tbody> </table>	Points		10	Significant	6	Moderate	3	Some	0	None														
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Goal II : Multi Modal

Measure of Effectiveness, Funding Sources	Explanation	Points
<p>2A - Pedestrian Connections</p> <p>STP</p> <p>CMAQ Categories 1 and 2</p>	<p>Project is along a facility which does not have adequate sidewalks and the project is expected to include them. Upgrades to roads with existing sidewalks would not receive points even if they would continue to include sidewalks with the improvement. New roads that are expected to include sidewalks (non-freeways) would receive 10 points.</p> <p>If the project is along a transit route, double the received points up to 10.</p> <p>If the project is in an area with a significant amount of pedestrian generators, double the received points up to 10.</p> <p><i>Information based on MORPC inventory of sidewalks along collector and above roadways.</i></p>	<p>Points</p> <p>10-new or 80% of length non existent today</p> <p>8-60% non existent today</p> <p>6-40% non existent today</p> <p>4-20% non existent today</p> <p>2-small gaps in existing sidewalks</p> <p>0-sidewalks currently exist along entire length</p>
<p>2B - Bicycle Connections</p> <p>STP</p> <p>CMAQ Categories 1, 2, and 3</p>	<p>Project is close to a committed or proposed bikeway on the regional bikeway plan and the project is expected to fulfill the bikeway facility envisioned for the corridor.</p> <p>The percentages for the points only count for committed or proposed bikeways not for projects near existing bikeways.</p> <p>If the project is along a transit route, double the received points up to 10.</p> <p>If the project is in an area with a significant amount of pedestrian generators, double the received points up to 10.</p> <p><i>Information based on overlay of the bikeway plan to the project limits.</i></p>	<p>Points</p> <p>10-75% of project is within ¼ mile of a regional connector</p> <p>8 points-75% of project is within ¼ mile of regional connector or short connector</p> <p>6-50% of project is with ¼ mile of a regional connector</p> <p>4 points-50% of project is within ¼ mile of regional connector or short connector</p> <p>2 points – 50% of project is within ¼ mile of any listed bikeway</p> <p>0-otherwise</p>

<p>2C - TDM Measure</p> <p>STP</p>	<p>Projects or programs primarily designed to reduce or redistribute the demand for transportation, especially for single-occupant vehicle travel during peak commute periods. A list of examples is given below but not limited to:</p> <ul style="list-style-type: none"> • Cycling improvements • Transit improvements • Pedestrian improvements • Ride-sharing programs • Traffic calming • High-occupancy vehicle lanes • Congestion pricing • Road space reallocation • Project is in an area with significant existing pedestrian and bicycle generators <p><i>MORPC staff determination</i></p>	<p>Points</p> <p>10 TDM</p> <p>0 Otherwise</p>
<p>2D - Service to an intermodal facility</p> <p>STP</p> <p>CMAQ Categories 1, 2, 3, and 4</p>	<p>The project has a high percentage of 2030 traffic going to any of the intermodal transfer points listed below (traffic can be either freight or passenger):</p> <ul style="list-style-type: none"> • Rickenbacker Airport/Railroad • Buckeye Yard • Watkins Rd. Yard • Parsons Yard • Port Columbus • Intercity (Greyhound) bus station • COTA park and ride lots (26) • COTA transit centers (Linden, Easton, Near East) <p>Projects that would improve these transfer points or create new intermodal facilities will receive 10 points.</p> <p><i>Provided by Congestion Management Process Model</i></p>	<p>Points</p> <p>10 > 20%</p> <p>9 > 18%</p> <p>8 > 16%</p> <p>7 > 14%</p> <p>6 > 12%</p> <p>5 > 10%</p> <p>4 > 8%</p> <p>3 > 6%</p> <p>2 > 4%</p> <p>1 > 2%</p> <p>0 <= 2%</p>
<p>2E - Innovation / New Technology</p> <p>CMAQ Categories 1, 3, and 4</p>	<p>Does the project or program employ new technology or innovative methods not generally used in central Ohio to provide the emission reductions?</p> <p><i>MORPC staff determination using information provided by the applicant.</i></p>	<p>Points</p> <p>10 Significant</p> <p>6 Moderate</p> <p>3 Some</p> <p>0 None</p>
<p>2F - Offering Mobility Choices</p> <p>CMAQ Category 3</p>	<p>Are there other aspects to the project or program that increase mobility choice that are not captured in other measures in Goal II?</p> <p><i>MORPC staff determination using information provided by the applicant.</i></p>	<p>Points</p> <p>10 Significant</p> <p>6 Moderate</p> <p>3 Some</p> <p>0 None</p>

Goal III: Quality		
Measure of Effectiveness, Funding Sources	Explanation	Points
3A - Degree of displacement STP CMAQ Categories 1 and 2	Businesses and residences displaced by the project. <i>MORPC staff determination using information provided by the applicant.</i>	Points 10 None 9 Low 5 Moderate 0 High
3B - EJ or Transportation Disadvantaged STP CMAQ Categories 1, 2, 3, and 4	To what extent does the project serve Environmental Justice target populations: Of the users of the project, what is the minority percentage, what is the poverty percentage, what is the elder percentage, and what is the transportation handicapped percentage? Points determined for each with the final score would then be the highest value. <i>Provided by Congestion Management Process Model</i>	% relative to Points Regional Avg 10 >200 % 9 >180 % 8 >160% 7 >140% 6 >120% 5 >100% 4 > 80% 3 > 60% 2 > 40 % 1 > 20%
3C - Impact on sensitive land STP CMAQ Categories 1, 2, and 4	Subjective evaluation of the effects of the project on sensitive land or ecological systems including, but not limited to historical or archaeological sites, wetlands, parks, and schools. Information based on overlay of environmental inventory to the project limits <i>MORPC staff determination using information provided by the applicant.</i>	Points Scale of 1 to 10 based on number of sensitive land the project is near
3D - Reduction in PM-2.5, VOC, and NOx (Air quality impact) STP CMAQ Categories 1, 2, 3, and 4	Daily tons-per-day reduction in PM-2.5, VOC, and NOx. Changes in all three pollutants are individually estimated and scored, and then the final composite score would be the sum of the three scores divided by 3. <i>Provided by Congestion Management Process Model or MORPC staff determination using information provided by the applicant.</i>	Points VOC/NOX PM 10 >= +0.10 +0.005 9 >= +0.08 +0.004 8 >= +0.06 +0.003 7 >= +0.04 +0.002 6 >= +0.02 +0.001 5 b/w ±0.02 ±0.001 4 <= -0.02 -0.001 3 <= -0.04 -0.002 2 >= -0.06 -0.003 1 >= -0.08 -0.004 0 <= -0.10 -0.005

<p>3E - Fuel Consumption Reduction</p> <p>STP CMAQ Categories 1, 2, 3, and 4</p>	<p>This is a quantitative measure of the daily reduction in fuel consumption on a regional basis.</p> <p><i>Provided by Congestion Management System or MORPC staff determination using information provided by the applicant.</i></p>	<table border="0"> <tr> <td>Points</td> <td>Fuel reduction (gallons/day)</td> </tr> <tr><td>10</td><td>> 5000</td></tr> <tr><td>9</td><td>> 4500</td></tr> <tr><td>8</td><td>> 4000</td></tr> <tr><td>7</td><td>> 3500</td></tr> <tr><td>6</td><td>> 3000</td></tr> <tr><td>5</td><td>> 2500</td></tr> <tr><td>4</td><td>> 2000</td></tr> <tr><td>3</td><td>> 1500</td></tr> <tr><td>2</td><td>> 1000</td></tr> <tr><td>1</td><td>> 500</td></tr> <tr><td>0</td><td><= 500</td></tr> </table>	Points	Fuel reduction (gallons/day)	10	> 5000	9	> 4500	8	> 4000	7	> 3500	6	> 3000	5	> 2500	4	> 2000	3	> 1500	2	> 1000	1	> 500	0	<= 500
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<p>3F - Storm Water Increase</p> <p>STP CMAQ Categories 1, 2, and 4</p>	<p>Increase in impervious surface</p> <p><i>MORPC staff determination using information provided by the applicant.</i></p>	<table border="0"> <tr> <td>Points</td> <td>Acres</td> </tr> <tr><td>10</td><td><= 2</td></tr> <tr><td>9</td><td><= 4</td></tr> <tr><td>8</td><td><= 6</td></tr> <tr><td>7</td><td><= 8</td></tr> <tr><td>6</td><td><= 10</td></tr> <tr><td>5</td><td><= 12</td></tr> <tr><td>4</td><td><= 14</td></tr> <tr><td>3</td><td><= 16</td></tr> <tr><td>2</td><td><= 18</td></tr> <tr><td>1</td><td><= 20</td></tr> <tr><td>0</td><td>> 20</td></tr> </table>	Points	Acres	10	<= 2	9	<= 4	8	<= 6	7	<= 8	6	<= 10	5	<= 12	4	<= 14	3	<= 16	2	<= 18	1	<= 20	0	> 20
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<p>3G - Non-Retail Jobs Served</p> <p>STP CMAQ Categories 1, 2, 3, and 4</p>	<p>Total number of non-retail jobs in 2030 within 1 mile of project/strategy. Only jobs within the Regional Connections identified areas are counted.</p> <p><i>Provided by Congestion Management Process Model</i></p>	<table border="0"> <tr> <td>Points</td> <td>Jobs</td> </tr> <tr><td>10</td><td>> 25,000</td></tr> <tr><td>9</td><td>> 22,500</td></tr> <tr><td>8</td><td>> 20,000</td></tr> <tr><td>7</td><td>> 17,500</td></tr> <tr><td>6</td><td>> 15,000</td></tr> <tr><td>5</td><td>> 12,500</td></tr> <tr><td>4</td><td>> 10,000</td></tr> <tr><td>3</td><td>> 7,500</td></tr> <tr><td>2</td><td>> 5,000</td></tr> <tr><td>1</td><td>> 2,500</td></tr> <tr><td>0</td><td><= 2,500</td></tr> </table>	Points	Jobs	10	> 25,000	9	> 22,500	8	> 20,000	7	> 17,500	6	> 15,000	5	> 12,500	4	> 10,000	3	> 7,500	2	> 5,000	1	> 2,500	0	<= 2,500
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<p>3H - Health Benefits to Community</p> <p>CMAQ Categories 1 and 4</p>	<p>Are there other health benefits that are not captured in other measures? These could include non-NOx particulates, toxic emissions, etc.</p> <p><i>MORPC staff determination using rationale and detailed information provided by the applicant.</i></p>	<table border="0"> <tr> <td>Points</td> <td></td> </tr> <tr><td>10</td><td>Significant</td></tr> <tr><td>6</td><td>Moderate</td></tr> <tr><td>3</td><td>Some</td></tr> <tr><td>0</td><td>None</td></tr> </table>	Points		10	Significant	6	Moderate	3	Some	0	None														
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13. TE Evaluation Criteria

The application form describes the information needed from the applicant. The evaluation form for scoring the responses on the application is presented below. The scores are weighted according to the table that follows the evaluation form.

Applicants should notice the following about these criteria:

- Projects that will enhance an existing project will be given priority over stand-alone projects.
- Criteria favor bicycle and pedestrian projects over other types of enhancement projects.

MORPC Transportation Enhancement Project Evaluation

The evaluation of the Transportation Enhancement Projects has been designed to occur in seven broadly defined categories: (A.) Transportation System Improvement, (B.) Consistency with Planning Goals, (C.) Community Support, (D.) Aesthetics, (E.) Environment Sensitivity, (F.) Historical Sensitivity, and (G.) General Administrative Issues. Most of the criteria established are subjective, so a sliding evaluation scale is used. Since some categories and questions are more important than others, weighting factors will be used in the final score calculations. For this reason, **All Questions Must Be Answered.**

A single statement represents most criteria. The project should be scored from zero (0) to ten (10) points based upon how well the project is consistent with the statement. The more consistent the project is with the criteria statement, the more points the project should receive. If a project is neutral under a criterion, or if the question does not apply to the project, the score should be a five (5). If a project is inconsistent with the criteria it should receive less than five points, and any project which is completely inconsistent with the criterion statement should receive a score of zero (0).

A. Direct Improvement of the Transportation System

- 1. Transportation Facility Enhancement** – the project increases the usefulness of the transportation facility.

0	1	2	3	4	5	6	7	8	9	10	Score
Completely Inconsistent					Neutral, or Does Not Apply			Completely Consistent		_____	

- 2. Safety Considerations** – the project improves public safety (e.g., lighting upgrades, hazard elimination, drainage, improved visibility, etc.)

0	1	2	3	4	5	6	7	8	9	10	Score
Completely Inconsistent					Neutral, or Does Not apply			Completely Consistent		_____	

- 3. Intermodal Linkage** – the project provides transportation linkages to facilities of the same mode or other modes (either existing or proposed in the vicinity of the project).

0	1	2	3	4	5	6	7	8	9	10	Score
Completely Inconsistent					Neutral, or Does Not Apply			Completely Consistent		_____	

4. Integration with Transportation Projects – the project enhances a current or recently completed transportation improvement project or a future phase of the project.

0	1	2	3	4	5	6	7	8	9	10	Score
Completely					Neutral, or				Completely		_____
Inconsistent					Does Not Apply				Consistent		

5. Transportation Alternatives – no adequate alternative route exists for the safe service of pedestrian and bicycle travel.

0	1	2	3	4	5	6	7	8	9	10	Score
Completely					Neutral, or				Completely		_____
Inconsistent					Does Not Apply				Consistent		

6. Reduction in Auto Travel – the project will reduce auto travel by encouraging a change in the modal travel (e.g., automobile to bicycle, or automobile to transit).

0	1	2	3	4	5	6	7	8	9	10	Score
Completely					Neutral, or				Completely		_____
Inconsistent					Does Not Apply				Consistent		

B. Consistency with Community, State, and National Goals

7. Consistency with Community Plans – the project is coordinated and consistent with adopted community plans and standards.

0	1	2	3	4	5	6	7	8	9	10	Score
Completely					Neutral, or				Completely		_____
Inconsistent					Does Not Apply				Consistent		

8. Consistency with Bikeway, Pedestrian and Greenways Plans – the project is coordinated and consistent with adopted community bikeway, pedestrian and/or greenways plans and standards.

0	1	2	3	4	5	6	7	8	9	10	Score
Completely					Neutral, or				Completely		_____
Inconsistent					Does Not Apply				Consistent		

9. Services to Special Population or Needs – the project directly serves the needs of a special population, such as one or more of the following:

- (1.) Economically disadvantaged (Public Housing, Low Income Inner City, Homeless Shelters)
- (2.) Senior Citizens Community
- (3.) Disabled Citizens
- (4.) Day Care Community Care Centers
- (5.) Schools or Education Centers
- (6.) Transit Passengers

0	1	2	3	4	5	6	7	8	9	10	Score
Completely					Neutral, or				Completely		_____
Inconsistent					Does Not Apply				Consistent		

10. Urban Redevelopment –the project makes an effort to redevelop an older urban area or enhance such an area. (i.e. inner city, first suburbs)

0	1	2	3	4	5	6	7	8	9	10	Score
Completely					Neutral, or				Completely		_____
Inconsistent					Does Not Apply				Consistent		

16. Visual Appeal of Project – from an aesthetic standpoint, the project is visually appealing.

0 1 2 3 4 5 6 7 8 9 10 Score
 Completely Neutral, or Completely
 Inconsistent Does Not Apply Consistent _____

E. Environmental Considerations

17. Threatened Loss of the Project Site – the significant features or structures of the site will be lost and/or destroyed (either through neglect or through encroachment of development) if the project is not undertaken.

0 1 2 3 4 5 6 7 8 9 10 Score
 Completely Neutral, or Completely
 Inconsistent Does Not Apply Consistent _____

18. Environmental Protection – the project offers *significant* protection to wildlife, aquatic, vegetative habitat, or it ameliorates man-made degradation of the environment.

0 1 2 3 4 5 6 7 8 9 10 Score
 Completely Neutral, or Completely
 Inconsistent Does Not Apply Consistent _____

19. Natural Preservation – the project preserves significant and unique existing natural features of the site (e.g.; geology, topography, scenic vistas, flora, etc.)

0 1 2 3 4 5 6 7 8 9 10 Score
 Completely Neutral, or Completely
 Inconsistent Does Not Apply Consistent _____

F. Historic Considerations

20. Historical Importance – the project preserves or restores a historically or archaeologically significant site.

Historical Significance	Points
Site included on National or State Register	10
Site proposed for inclusion on a National or State register	9
Site is eligible for inclusion on a National or State Register	7
Project has no effect on historically significant sites	5
Project adversely affects a historically significant site	0

Score

21. Historical Significance to Community- the project preserves or commemorates a structure or site that is/was:

- a. Representative of a significant period in Ohio's history, or
- b. Constructed using materials or techniques that are historically/archaeologically unique, or
- c. Designed, constructed, or occupied by a person of historic importance, or

d. One of only a few remaining examples of a once common structure/site in Ohio.

0 1 2 3 4 5 6 7 8 9 10 Score
 Completely Neutral, or Completely
 Inconsistent Does Not Apply Consistent _____

G. Administrative Issues

22. Project Construction/Implementation – based upon the project’s complexity and the amount of time necessary to develop the project, its construction schedule is assumed to be generally realistic.

0 1 2 3 4 5 6 7 8 9 10 Score
 Completely Neutral, or Completely
 Inconsistent Does Not Apply Consistent _____

23. Rights-of-Way – the Rights-of-Way and/or Easements needed for the project have been acquired or secured.

Rights-of-Way	Points
Acquired/Secure/None Needed	10
Agreements but not acquired	8
Right-of-Way is still needed	5

Score

24. Useful Life and Maintenance Effort of the Project – the project is expected to have a long useful life and will be easy to maintain by the responsible agency.

0 1 2 3 4 5 6 7 8 9 10 Score
 Completely Neutral, or Completely
 Inconsistent Does Not Apply Consistent _____

25. Americans with Disabilities Act – This project conforms to the Americans with Disabilities Act.

_____ Yes _____ No

The table below presents the weights applied to each TE criterion.

**MORPC TRANSPORTATION ENHANCEMENT PROGRAM
CRITERIA WEIGHTS**

%	CATEGORY	WEIGHT	CRITERIA
<u>36%</u>	A.	IMPROVEMENT OF THE TRANSPORTATION SYSTEM	
	1	5	Transportation Facility Enhancement
	2	5	Safety Considerations
	3	5	Intermodal Linkage
	4	6	Integration with Transportation Projects
	5	6	Transportation Alternatives
	6	9	Reduction in Auto Travel
<u>25%</u>	B.	CONSISTENCY WITH PLANS	
	7	7	Consistency with Community Plans
	8	8	Consistency with Bike/ Ped/Greenways Plans
	9	4	Service to Special Population or Needs
	10	6	Urban Redevelopment
<u>7%</u>	C.	SUPPORT	
	11	3	Local Financial Support
	12	2	Private Financial Commitment
	13	2	Project Sponsorship
<u>5%</u>	D.	AESTHETICS	
	14	1	Public Visibility of Project
	15	3	Harmony with Surroundings
	16	1	Visual Appeal of Project
<u>14%</u>	E.	ENVIRONMENT	
	17	5	Threatened Loss of the Project Site
	18	5	Environmental Protection
	19	4	Natural Preservation
<u>5%</u>	F.	HISTORICAL	
	20	3	Historical Importance
	21	2	Historical Significance to Community
<u>8%</u>	G.	GENERAL	
	22	3	Project Construction/Implementation
	23	3	Rights-of-Way
	24	2	Useful Life & Maintenance Effort of the Project
	25		Americans with Disabilities Act Compliance

**Initial Application Form for
MORPC-Attributable Transportation Funding**
State Fiscal Years 2012-2019

Surface Transportation Program (STP)
Congestion Mitigation and Air Quality (CMAQ) Improvement Program
Transportation Enhancement (TE) Program

Deadline: June 25, 2010 at 5 p.m.

Reference Information

1. Project Title: _____

2. **MORPC Transportation Plan ID(s).** These can be found on the maps and project listings available on MORPC's website. List IDs even if the scope of the proposed project does not exactly match the plan listing; e.g., different limits, number of lanes, etc. Some activities, such as transit, bicycle, pedestrian, maintenance, intermodal, etc., are listed as Unmapped Projects, which are also on the web.

3. ODOT PID (Project Identification number): _____

Applicant Information

4. Sponsoring Local Public Agency: _____

5. Other Participating Entities: _____

6. Applicant Contact Information:	Name _____ Title _____
	Street _____
	City _____ State _____ ZIP _____
	Phone: _____ Fax: _____
	E-mail: _____

Project Description

7. Briefly describe the scope of the project. What are the physical changes, results, and/or deliverables resulting from the activity?

8. Project Classification. Choose only one Primary Activity and any number of Secondary Activities that best describe the project. To determine the primary activity, consider what activity accounts for the largest portion of the costs or addresses the project's Purpose & Need Statement most directly. This list is not exhaustive; many activities not listed might be eligible.

Primary Activity	Secondary Activity	Activity	Primary Activity	Secondary Activity	Activity
<input type="checkbox"/>	<input type="checkbox"/>	Air Quality Improvement	<input type="checkbox"/>	<input type="checkbox"/>	Planning Activity
<input type="checkbox"/>	<input type="checkbox"/>	Bicycle Lanes	<input type="checkbox"/>	<input type="checkbox"/>	Program Administration
<input type="checkbox"/>	<input type="checkbox"/>	Bicycle/Pedestrian (Multi-use) Path	<input type="checkbox"/>	<input type="checkbox"/>	Realignment
<input type="checkbox"/>	<input type="checkbox"/>	Bridge Deck Replacement	<input type="checkbox"/>	<input type="checkbox"/>	Reconstruction
<input type="checkbox"/>	<input type="checkbox"/>	Bridge Rehabilitation	<input type="checkbox"/>	<input type="checkbox"/>	Resurfacing
<input type="checkbox"/>	<input type="checkbox"/>	Bridge Replacement	<input type="checkbox"/>	<input type="checkbox"/>	Ridesharing
<input type="checkbox"/>	<input type="checkbox"/>	Interchange Modification	<input type="checkbox"/>	<input type="checkbox"/>	Sidewalk Modification
<input type="checkbox"/>	<input type="checkbox"/>	Intersection Improvement	<input type="checkbox"/>	<input type="checkbox"/>	Signalization
<input type="checkbox"/>	<input type="checkbox"/>	Major Widening (add through lane(s))	<input type="checkbox"/>	<input type="checkbox"/>	Safety Improvement
<input type="checkbox"/>	<input type="checkbox"/>	Minor Widening (add turn lane(s))	<input type="checkbox"/>	<input type="checkbox"/>	Streetscape Improvement
<input type="checkbox"/>	<input type="checkbox"/>	New Roadway	<input type="checkbox"/>	<input type="checkbox"/>	Transit Activity
<input type="checkbox"/>	<input type="checkbox"/>	Maintenance Activity - Please describe: _____			
<input type="checkbox"/>	<input type="checkbox"/>	Other - Please describe: _____			

9. Facility (Road or Path) Name: _____

10. Project Limits - From: _____ To: _____

11. Project Length: _____ miles

12. Check one box that describes the route modified by the project with the highest functional classification. If the project is located inside the Columbus or Delaware adjusted (FHWA) urban areas, the classification is Urban. Otherwise, it is Rural. Note that Local Roads are not on the federal-aid highway system and modifications to the road are typically ineligible for federal funding. However, bridge projects are typically eligible, as are sidewalks and multi-use paths. Maps showing functional classifications are on MORPC's website.

Functional Classification	<input type="checkbox"/> Urban Interstate Highway	<input type="checkbox"/> Urban Other Expressway	<input type="checkbox"/> Urban Principal Arterial
	<input type="checkbox"/> Urban Minor Arterial	<input type="checkbox"/> Urban Collector	
	<input type="checkbox"/> Rural Interstate Highway	<input type="checkbox"/> Rural Principal Arterial	<input type="checkbox"/> Rural Minor Arterial
	<input type="checkbox"/> Rural Major Collector	<input type="checkbox"/> Rural Minor Collector	<input type="checkbox"/> Local Road
	<input type="checkbox"/> Other - Please specify: _____		

13. Explain the project area's current accommodations for pedestrians (including ADA compliance), bicyclists and transit users, and how the proposed project will accommodate them once completed, in conformance to MORPC's Complete Streets Policy.

--

14. Please describe the existing character of the project area, including land use, estimated pedestrian and bicycle traffic, any unofficial walking paths, density of development, street furniture/lighting, emergency call boxes, perceived safety issues, transit routes and stops.

--

Project Origin and Development

15. What was the origin of the proposed project? Is the project identified in or necessitated by corridor plans/studies, capital improvement programs, legislative mandates, pavement/bridge management systems, maintenance quality survey, safety study, congestion program, thoroughfare plans, local comprehensive plans? If so, provide the names of the studies/plans. Summarize or attach the project's Purpose and Need Statement, if completed.

--

16. What steps have been completed in the PDP? Provide a brief narrative description of the project's development thus far, listing the products completed, e.g., Purpose and Need Statement, Red Flag Summary, stakeholder meetings, public involvement, environmental studies, engineering studies, permits obtained. Has an ODOT-prequalified consultant been retained? What scope of services has been authorized? The information will be used in part to evaluate the feasibility of the project schedule.

--

Project Schedule

17. Project Schedule Table – Provide key milestones that are realistic and recognize the processing and review times needed by ODOT and other agencies in the project development process. The schedule may be refined on the Phase 2 application.

For programs, purchases, studies, and other projects that do not have a construction phase, please skip this table and continue to Item #18 below.

Milestones	Expected Date (month/year)
Stage 1/Preliminary Design Plan Submittal	/
Environmental Document Approval	/
Right-of-Way Authorization	/
Final Plans and Bid Package Submittal to ODOT	/
Award Contract/Begin Project	/
Project Completion	/

<p>18. For programs, purchases, studies, and other projects that do not have a construction phase, please provide a schedule for project development (including environmental approval) and funding. Provide an estimate of the date(s) that federal funds would need to be available.</p>

Cost Estimate Table

Estimate costs in current (2010) dollars. **Do not adjust for inflation.** The estimate may be refined on the Final Application. Note that the SFY begins on July 1 of the previous calendar year.

#	Item	Year Funds Are Needed (SFY)	MORPC Federal	Phase Total (2010 \$)
19.	Preliminary Engineering/Design/Environmental			
20.	Right-of-Way Activities (Acquisition and Utility Relocation)			
21.	Construction (Including Inspection Services)			
22.	Other:			
23.	Other:			
24.	Other:			
25.	Other:			
26.	Other:			
27.	Project TOTAL	//		

**Final Application Form for
MORPC-Attributable Transportation Funding**
State Fiscal Years 2012-2019

Surface Transportation Program (STP)
Congestion Mitigation and Air Quality (CMAQ) Improvement Program
Transportation Enhancement (TE) Program

Deadline: September 3, 2010 at 5 p.m.

For instructions, please see the Application Procedure accompanying this form.

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

NOTE: If the signature area is incomplete, a new project's evaluation score will be reduced by 10 percent. The penalty will increase by 5 percent for each additional week that passes before the applicant provides complete signature information.

Signature

Date

Name (type/print)

Title

Reference Information

2. Project Title: _____

3. Local Jurisdiction / Area Served: _____

Provide the name of the municipality and/or township that has jurisdiction in the project area. If not applicable, describe the area served by the project.

4. County-Route-Section: - - _____

If selected, ODOT will assign the project this designation. Propose one that best describes the project. If the project is located in or serves multiple counties, choose the county where the majority of benefits will accrue. Use the ODOT three-letter county abbreviation (DEL, FAI, FRA, LIC). For the route, give the primary route designation (I-, US, SR, CR, TR). If there is none, give the local name for the route (street or trail name), or a short title of the project. Provide the ODOT section. If none is available, provide a short description of the starting terminus.

5. ODOT PID (if assigned): _____

- 6.** The sponsor has read MORPC's Complete Streets Policy. The project described in this application will comply with the policy.

Applicant Information

7. Sponsoring Local Public Agency: _____

This is the local public agency (LPA) that will contract with ODOT and enact legislation committing the agency to executing and maintaining the project. The sponsor must be a public agency that is legally eligible to enter into a contract with ODOT. Citizen groups, other private organizations, public school districts, or government agencies ineligible to contract with ODOT may indirectly sponsor a project by coordinating with a sponsoring agency. The sponsoring agency assumes responsibility for executing the project. The sponsoring agency must own the proposed project facility and/or must own the property on which the proposed project will be located upon completion of the project.

8. Project Legislation – Effective Date: _____ **Check if attached:**

Attach a copy of the most recent project legislation. The effective date of the most recent project legislation approved by the sponsoring agency's legislative body (e.g., city council) must be **after June 30, 2009**. If selected as a new project, ODOT will require additional legislation to program the project. The legislation must commit the agency to maintain the facility, equipment, or other funded activity. Sponsoring agencies that have not adequately maintained prior STP, CMAQ, or TE projects are ineligible to apply for funding for additional projects.

NOTE: If a copy of enacted supporting legislation is not received by November 1, 2010, a new project's evaluation score will be reduced by 10 percent. The penalty will increase by 5 percent for each additional week that passes before the applicant provides a copy of enacted supporting legislation.

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

Name

Title

Street

City

State

ZIP

Phone: _____

Fax: _____

E-mail: _____

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

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

If additional information is needed, staff will send a request to the Sponsor Project Manager identified on the application. The sponsor must adequately respond by the date indicated in the request, which will be approximately one week after receipt. A failure to adequately respond to the request will result in a reduction of 5 percent from a new project's evaluation score. The penalty will increase by 5 percent for each additional week that passes before the applicant adequately responds to a request.

10. Consultant Project Manager (applies only if the sponsor has retained a consultant for the project)	Name _____ Title _____	
	Company _____	
	Street _____	
	City _____	State _____ ZIP _____
	Phone: _____	Fax: _____
	E-mail: _____	

Basic Project Information

11. Project Limits – From: _____ To: _____

Provide the names of the beginning and ending points of the project, which will serve as logical termini. These will typically be other routes or transportation facilities. Note that federal rules require that the project has logical termini.

12. Project Length: _____ miles

For Items #13 through #28, a figure showing the typical cross section(s) and/or plan view(s) showing the information requested can be provided in lieu of responding to the specific questions.

13. Existing ROW Width: _____ feet **14. Proposed ROW Width:** _____ feet

Width of the right-of-way owned by the sponsoring agency at a typical section before the project began and would own upon completion, respectively.

15. Existing Pavement Width: _____ feet **16. Proposed Pavement Width:** _____ feet

Width of pavement between the pavement edges, gutter pans, curbs, or other barriers on each side at a typical section before the project began and upon completion, respectively.

17. Existing Number of Lanes: NB/EB: _____ SB/WB: _____ **18. Proposed Number of Lanes:** NB/EB: _____ SB/WB: _____

Provide the number of lanes that exist along the longest portion of the route the project would modify and would exist upon completion, respectively. Enter the number after NB/EB (northbound/eastbound) or SB/WB (southbound/westbound) as appropriate to indicate the direction of travel. Include center left-turn lanes if existing along the majority of the project. If no facility exists, write "NA."

19. Is there an existing 2-way center turn lane? Yes _____ No _____ **20. Is there a proposed 2-way center turn lane?** Yes _____ No _____

21. Existing Shoulder Widths: NB/EB: _____ SB/WB: _____ **22. Proposed Shoulder Widths:** NB/EB: _____ SB/WB: _____

Width of pavement between the edge stripe and the pavement edge, gutter pan, curb, or other barrier at a typical section before the project began and upon completion, respectively. Enter the width for each side of the roadway after NB/EB (northbound/eastbound) or SB/WB (southbound/westbound) as appropriate.

23. Existing Sidewalk Widths: N/E: _____ S/W: _____ **24. Proposed Sidewalk Widths:** N/E: _____ S/W: _____

Enter the sidewalk widths for a typical section for each side of the roadway after N/E (north/east) or S/W (south/west) before the project began and upon completion, respectively. Do not include multi-use paths.

Primary Activity (select only one, if applicable)	Secondary Activity (may select more than one)	
<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>35. Transportation Enhancement Categories: A project must include one of the 12 TE categories as a primary or secondary activity to be eligible for TE funding. All proposed projects must have a direct relationship to transportation, such that they enhance a current or proposed transportation system. For example, a recreational trail that does not connect trip destinations (e.g., a loop) is not eligible. More information about eligibility and categories is available on the web: http://www.fhwa.dot.gov/environment/te/teas.htm</p> <ol style="list-style-type: none"> 1. Pedestrian and bicycle facilities 2. Pedestrian and bicycle safety and education activities 3. Acquisition of scenic or historic easements and sites (including historic battlefields) 4. Scenic or historic highway programs including tourist and welcome centers 5. Landscaping and scenic beautification 6. Historic preservation 7. Rehabilitation and operation of historic transportation buildings, structures or facilities 8. Conversion of abandoned railway corridors to trails 9. Inventory, control, and removal of outdoor advertising 10. Archaeological planning and research 11. Environmental mitigation of runoff pollution and provision of wildlife connectivity 12. Establishment of transportation museums

<p>36. Primary CMAQ Category: For more information about CMAQ eligibility, see Section VII, Project Eligibility Provisions, in CMAQ Interim Program Guidance, October 2006, and other documents available on the web: http://www.fhwa.dot.gov/environment/cmaqpgs/index.htm.</p>	
<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<ol style="list-style-type: none"> 1. Provide alternatives to single-occupant vehicular (SOV) modes (transit, bike/ped, HOV lanes) 2. Traffic flow improvements (signals, turn lanes, bottleneck elimination, intermodal freight) 3. Transportation demand management (marketing, education, ridesharing, telecommuting) 4. Emissions reduction only (alternative fuels, engine retrofits, idle reduction, public-private)

<p>37. Describe any aspects of the project's scope that have changed from the Initial Application or that the responses above or on the Initial Application did not convey. Provide other scope details not captured by responses elsewhere, especially elements that might affect the project's cost. For example, does the project include curb & gutter, street lighting, medians, drainage, etc.? What are the project's deliverables; e.g., number of vehicles retrofitted, buses purchased, signals coordinated, etc.?</p>

Project Origin and Development

38. Average Daily Traffic (ADT). Please provide existing ADT counts for all modes for which counts are available. Vehicular traffic counts are available in MORPC's online traffic count database. Pedestrian and bicycle traffic counts for selected locations are also available on the MORPC website. Use the latest ADT available. A new traffic count is not necessary. This information is considered when applying MORPC's Complete Streets Policy to the project.

Counts Attached

39. Level of Service (LOS). What is the current and projected LOS? Please provide supporting documentation. Alternatively, MORPC can estimate LOS using its Congestion Management Process Model. This information is considered when applying MORPC's Complete Streets Policy to the project.

40. Which PDP process is the project currently following or expected to follow? More information about ODOT's Project Development Process (PDP) can be found on the web at: <http://www.dot.state.oh.us/Divisions/ProdMgt/Production/pdp> Section 106.0 of the PDP Manual briefly describes the Major, Minor, and Minimal processes. All projects must follow the PDP.

Major (14-Step)

Minor (10-Step)

Minimal (5-Step)

41. NEPA Requirements – What level of environmental documentation is the project expected to require? Basic descriptions of these levels can be found in the ODOT PDP Manual, Sec. 204.4 (for Major projects), and Sec. 302.5 (for Minor projects).

Exempt

CE Level 1

CE Level 2

CE Level 3

CE Level 4

EA

EIS

Unknown

42. Can you provide documentation that ODOT agrees with this determination?

Documentation can be any communication with ODOT indicating the level of environmental documentation

Yes

No

43. How does the project fulfill each of the studies/plans identified on Question 15 of the Initial Application? Please specify the name of each study/plan. Question 15 of the Initial application asked which plans or studies identified the need for the project. For this question, describe more specifically how the project addresses those needs or is otherwise consistent with those plans/studies. For example, if a study recommended a certain vehicle capacity, how would the proposed project provide it? If a local plan recommended traffic calming, how would the project achieve it?

44. In addition to the responses to Questions 15 & 16 on the Initial Application, is there any information to consider regarding the project's origin and development that affected the proposed schedule? Provide enough information to demonstrate that the project has reached the stage of development shown. The information will be used in part to evaluate the feasibility of the project schedule in the next section.

Project Schedule

45. Project Schedule Table – Provide a project schedule that is “realistic and recognize[s] the processing and review times needed by MORPC, ODOT, and other state and federal agencies in the project development process. Project sponsors should not assume expedited reviews by ODOT. The project sponsor, ODOT, and MORPC must agree on a schedule when the partnering agreement is executed” (see Principle #14).

Newly selected projects will not be scheduled to receive funding without allowing sufficient time for project development. **For most projects with a construction phase, this means that no funding will be available for any phase until SFY 2014.** Sponsors of such projects seeking funding before SFY 2014 will have to provide justification in the Project Origin and Development and Project Schedule portions of the application. Sponsors that advance their projects through the PDP ahead of their funding schedule may award such projects early if funds are available.

“As a rule of thumb for roadway projects, project sponsors should anticipate that programming and preliminary development activities will take two years, design will take one year, right-of-way acquisition and utility relocation will take one to three years, and construction will take one or more years. MORPC cannot guarantee that funding can be provided at the time the project sponsor desires funding.” (Principle #8). Enter “N/A” if not applicable. **Keep in mind that your project will be determined to be on schedule or behind schedule during the next round based on these dates.**

The schedule may be updated from the dates provided on the Initial Application.

For programs, purchases, studies, and other projects that do not have a construction phase, please skip this table and continue to Item #45 below.

Milestones	Expected Date (month/year)
Project Programmed with ODOT	/
ODOT Field Review	/
Purpose and Need Submitted	/
Consultant Authorized to Begin Design	/
Minor PDP: Preliminary Engineering Study Submitted Major PDP: Preferred Alternative Selected	/
Begin Environmental Document Preparation	/
Waterway Permit Determination	/
Stage 1 Design Plan Submittal	/
Environmental Document Approval	/
Preliminary Right-of-Way Plan Submittal	/
Stage 2 Design Plan Submittal	/
Right-of-Way Authorization	/
Stage 3 Design Plan Submittal	/
Right-of-Way Certification	/
Final Plans and Bid Package Submittal to ODOT	/
Award Contract	/
Begin Construction	/
Project Completion	/

46. For programs, purchases, studies, and other projects that do not have a construction phase, please provide a schedule for project development (including environmental approval) and funding. Provide an estimate of the date(s) that federal funds would need to be available. Give a summary of the schedule to be followed before the project is ready for funding and while it is being implemented. See also instructions for Item #44 above. Describe other relevant aspects of the project schedule. For example, is the funding schedule contingent upon other actions? Will the project need funding from other sources to proceed?

Cost Estimate and Funding Request

Cost Estimate Table Instructions

Column A: The SFY of the Preliminary Engineering, Right-of-Way and Construction phases in this table should match the date given for Consultant Authorized to Begin Design, Right-of-Way Authorization and Award Contract, respectively, in the Project Schedule Table (unless the sponsoring LPA intends to finance the project and seek later reimbursement from federal funding). Note that the SFY begins July 1 of the previous calendar year; e.g., SFY 2012 begins July 1, 2011 and ends June 30, 2012.

Column B is for the funding requested by submitting this application, which is typically limited to 80 percent of eligible costs. If the MORPC-attributable federal share of the project in any phase is greater than \$10 million, see Principle #12.

Column C is for other federal funding sources that are committed to this project. Other federal funds (e.g., federal earmark) cannot be used to match MORPC-attributable federal funds.

Column D is for local funding and any non-federal sources committed to the project to meet the minimum match requirement of 20 percent.

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

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

Estimate costs in current (2010) dollars. **Do not adjust construction cost estimates for inflation or include inflation in contingency costs.**

Preliminary Engineering

Principle #7 states, "Because of the time needed to procure engineering services when federal funds are used and as a sign of their commitment to their projects, MORPC expects project sponsors to undertake preliminary development and detailed design activities on construction projects without use of MORPC's attributable federal funds. However, in certain situations (a multi-jurisdictional project or severe financial hardship by the local agency(ies)), MORPC may fund preliminary engineering. However, if MORPC funds are used for preliminary engineering, its total funding commitment to the project (PE, ROW & Con) will not exceed the amount it would have been had MORPC funds only been used for the ROW and construction phases. Funds derived from the City of Delaware urbanized area are exempt from these limits."

For example, the cost estimate for a project is \$100,000 for PE, and \$1,000,000 for right-of-way and construction combined. If a sponsor requests funding for 80 percent of PE, or \$80,000, then the maximum available for right-of-way and construction would be \$800,000 (80 percent of \$1,000,000) minus the \$80,000 for PE, or \$720,000. As a result, MORPC's share for right-of-way and construction is less than 80 percent.

47. PE – Environmental/Preliminary Development: Enter costs to prepare the environmental document and develop the project through Stage 1 design plans. In Column A, enter the SFY when the funds will be needed (not before the Consultant Authorized to Begin Design date on the Project Schedule Table).
48. PE – Detailed Design: Enter costs to develop the project to right-of-way authorization or Stage 2 design plans. In Column A, enter the SFY when the funds will be needed (not before the Consultant Authorized to Begin Design date on the Project Schedule Table).
49. PE Subtotal. Add Lines #47 and #48.
50. Percent PE by Source. Divide each column of Line #46 by the value in Line #46, Column E. Generally, the MORPC Federal share (Column B) cannot exceed 80 percent.

Right-of-Way

51. Right-of-Way Acquisition. Land acquisition costs that are necessary to construct any project elements Do not include utility relocation costs. In Column A, enter the SFY when the funds will be needed (not before the Right-of-Way Authorization date on the Project Schedule Table).
52. Utility Relocation: Estimate the project costs to relocate utilities as necessary to construct any project elements.
53. ROW Subtotal. Add Lines #51 and #52.
54. Percent ROW by Source. Divide each column of Line #53 by the value in Line #53, Column E. Generally, the MORPC Federal share (Column B) cannot exceed 80 percent.

Construction Contract

55. Construction Contract: Estimate costs in current (2010) dollars. **Do not adjust cost estimates for inflation.** In Column A, enter the SFY when the funds will be needed (not before the Award Contract date on the Project Schedule Table).
56. Construction Engineering: Inspection services, etc. These costs are typically estimated to be 10 percent of the contract costs.
57. Construction Subtotal. Add Lines #55 and #56 for each column.

58. Percent Construction by Source. The values should be equal to the result of dividing each column of Line #57 by the value in Line #57, Column E. Generally, the MORPC Federal share (Column B) cannot exceed 80 percent.
59. through 65. These lines are available for other phases or activities, with only one SFY per line. Estimate costs for each SFY on each line. Enter the SFY that funds are needed in Column A.
66. Project Total: Sum Lines ##49, #53, #57 and #59 through #65.

#	Item	(Col. A) SFY Funds Needed	(Col. B) MORPC Federal (≤80%)*	(Col. C) Other Federal	(Col. D) Non- Federal	(Col. E) Phase Total (2010 \$)
Preliminary Engineering (PE) Costs						
MORPC funding for PE will increase matching for other phases. See table instructions.						
47.	PE – Environmental/Prelim. Devel.					
48.	PE – Detailed Design					
49.	PE SUBTOTAL					
50.	Percent PE by Source		%	%	%	%
Right-of-Way (ROW) Costs						
51.	Right-of-Way Acquisition					
52.	Utility Relocation					
53.	ROW SUBTOTAL					
54.	Percent ROW by Source		%	%	%	%
Construction Costs						
55.	Construction Contract					
56.	Construction Engineering (typ. 10%)					
57.	Construction SUBTOTAL					
58.	Percent Construction by Source		%	%	%	%
Other Costs						
59.	Other:					
60.	Other:					
61.	Other:					
62.	Other:					
63.	Other:					
64.	Other:					
65.	Other:					
66.	Project TOTAL					

* Ridesharing and signalization projects can be 100% MORPC federally funded.

A professional engineer, architect, or other appropriate professional discipline must **certify the cost estimate**.
Seal or certify here:

67. When was this cost estimate prepared? Cost estimates must have been prepared after June 30, 2009, using plans that were current at the time.

68. Briefly summarize the cost estimate methodology for any phases for which funds are requested e.g., based on a similar project and adjusted for site conditions.

--

The responses to the rest of the questions on this form will be used to score the project as part of the project evaluation process. The questions will obtain information needed to score the project against the criteria developed for each program. MORPC will use the Initial Application to recommend the funding program(s) for which the project is most competitive. That advice will also specify which questions apply to the recommended program(s). **MORPC recommends that applicants respond only to the questions specified in the recommendation.**

STP and CMAQ Evaluation Information

The number for each item references the measure as described in Section 12 of the Procedures.

Goal I: Provide a safe, secure, and efficient transportation system

1D. Safety. Briefly explain how the project will improve safety. MORPC can evaluate the project using its cleaned crash data; however, it does not have detailed data for intersections. Alternatively, you may submit your own crash data and methodology used. MORPC strongly encourages sponsors of intersection safety projects to conduct a crash study and provide results. Your crash information also needs to include the number of pedestrian and bicycle crashes by severity, as well as if the project area includes any locations (corridors or intersections) that are on MORPC's and/or ODOT's high-crash lists.

1E. Physical Condition. Provide the Pavement Condition Rating (PCR), bridge sufficiency, or mean age of transit vehicles proposed to be replaced. MORPC can evaluate the project using PCR data from ODOT's most recent PCR survey. Alternatively, you may submit your own PCR data and methodology used.

1H. Truck Traffic. Provide the percentage of truck traffic (ODOT Type B and C Commercial). MORPC can evaluate the project using ODOT Traffic Survey Reports (if available). Alternatively, you may provide classification counts.

1I. and 2E. Innovation. For CMAQ-eligible projects, describe how the project or program employs new technology or innovative methods not generally used in central Ohio to provide emission reductions.

Goal II: Provide an accessible transportation system with a range of choices

2F. Mobility. For CMAQ Category 3 Projects, provide the rationale and necessary documentation of other aspects of the project or program that increase mobility choices that are not captured in other measures (pedestrian and bicycle connections, TDM, intermodal service) for Category 3 Projects under Goal II (see CMAQ criteria).

Goal III: Protect the social, environmental, and economic well being of the citizens of the region

3A. Displacement. Estimate the number of businesses and residences displaced by the improvement.

3B. Environmental Justice (EJ) or Transportation Disadvantaged. To what extent does the project serve Environmental Justice target populations (includes minorities, people living in poverty, elderly, transportation handicapped, and zero-car households)? MORPC staff will analyze how the project serves EJ populations using the Congestion Management Process model. Optionally, you may provide us with additional information about the extent to which your project serves EJ target populations.

3C. Sensitive Land. MORPC staff will overlay your project's limits with base information to determine your project's impact on sensitive land. Optionally, you may use this space to provide us with additional information about your project's impact (or lack thereof) on sensitive land.

3D. Air Quality Impact. Provide data to allow for the calculation of the reduction in PM-2.5, VOC, and NOx individually (in tons per day). This is optional for highway projects, as MORPC can evaluate their impact using its model.

--

3E. Fuel Consumption Reduction. Provide data to allow for the calculation of the reduction in fuel consumption (in gallons per day). This is optional for highway projects, as MORPC can evaluate their impact using its model.

--

3F. Storm Water Increase. Acres of impervious pavement added by this project, and, optionally, any qualitative comments regarding storm water impacts.

--

3H. Health Benefits. For CMAQ Categories 1, 3, and 4 projects, provide rationale and detailed information about other health benefits that are not captured in the other measures under Goal III (see CMAQ criteria). These could include non-NOx particulates, toxic emissions, etc.

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Transportation Enhancement Evaluation Information

Complete this section only if advised to do so by MORPC following a review of the Initial Application.

In the box below each criterion, write a brief paragraph explaining the project's relationship to that issue. If your project does not address that criterion, list "Not Applicable" as your response. It is expected that not all criteria will apply to each project.

A. Transportation System Improvement

1. Transportation Facility Enhancement – the project increases the usefulness of the transportation facility.

2. Safety Considerations – the project improves public safety (e.g., lighting upgrades, hazard elimination, drainage, improved visibility, etc.).

3. Intermodal Linkage – the project provides transportation linkages to facilities other modes (either existing or proposed in the vicinity of the project).

4. Integration with Transportation Projects – the project enhances a current or recently completed transportation improvement project or a future phase of the project.

5. Transportation Alternatives – the project provides for safe pedestrian and bicycle travel where no adequate alternative route currently exists.

6. Reduction in Auto Travel – the project will reduce auto travel by encouraging a change in the modal travel (e.g., automobile to bicycle, or automobile to transit).

B. Consistency with Planning Goals

7. Consistency with Community Plans – the project is coordinated and consistent with adopted community plans and standards. (Include a listing of the plans in which the project is included.)

8. Consistency with Bikeway, Pedestrian and Greenways Plans – the project is coordinated and consistent with adopted community bikeway, pedestrian and/or greenways plans and standards. (Include a listing of the plans in which the project is included.)

- 9. Services to Special Population or Needs** – the project directly serves the needs of a special population, such as one or more of the following:
- a. Economically Disadvantaged (Public Housing, Low-Income Inner City, Homeless Shelters)
 - b. Senior Citizens Community
 - c. Citizens with Disabilities
 - d. Day Care Community Care Centers
 - e. Schools or Education Centers
 - f. Transit Passengers

- 10. Urban Redevelopment** – the project makes an effort to redevelop an older urban area or enhance such an area; i.e., inner city, first suburbs.

C. Community Support

- 11. Local Financial Commitment** – the project has achieved a significant level of local government commitment to the project.

- 12. Private Financial Commitment** – the project has achieved a significant level of private commitment based upon the amount of private funds. (Insert funding table from B.4. here.)

- 13. Project Sponsorship** – the project is well supported by the community as shown by the number of organizations that have financially supported the project; e.g., business groups, civic associations, chambers of commerce, neighborhood associations. (List organizations here.)

D. Aesthetic Considerations

- 14. Public Visibility of Project** – the project is easily visible from the transportation facility being enhanced (amount of setback from roadways vs. direct incorporation of project into the urban landscape)

- 15. Harmony with Surroundings** – the project is in harmony with its urban and natural surroundings and, from an aesthetic standpoint it complements other nearby beautification efforts either planned or ongoing in the project vicinity.

- 16. Visual Appeal of Project** – from an aesthetic standpoint, the project is visually appealing.

E. Environmental Considerations

- 17. Threatened Loss of the Project Site** – the significant features or structures of the site will be lost and/or destroyed (either through neglect or through encroachment of development) if the project is not undertaken.

18. Environmental Protection – the project offers *significant* protection to wildlife, aquatic, vegetative habitat, or it ameliorates manmade degradation of the environment.

19. Natural Preservation – the project preserves significant and unique existing natural features of the site; i.e., geology, topography, scenic vistas, flora, etc.

F. Historic Considerations

20. Historical Importance – the project preserves a historically or archaeologically significant site. (List whether the project site is: included on National or State Register; proposed for inclusion on a National or State register; eligible for inclusion on a National or State Register; has no effect on historically significant sites; or adversely affects a historically significant site.)

21. Historical Significance to Community – the project preserves or commemorates a structure or site that is/was:

- a. representative of a significant period in Ohio’s history; or
- b. constructed using materials or techniques that are historically/archaeologically unique; or
- c. designed, constructed, or occupied by a person of historic importance; or
- d. one of only a few remaining examples of a once common structure/site in Ohio.

G. Administrative Issues

22. Project Construction/Implementation – based upon the project’s complexity and the amount of time necessary to develop the project, its construction schedule and cost are realistic.

Determined by staff based on project development and schedule information.

23. Rights-of-Way – the rights-of-way and/or easements needed for the project have been acquired or secured.

Determined by staff based on project development and schedule information.

24. Useful Life and Maintenance Effort of the Project – the project is expected to have a long useful life and will be easy to maintain by the responsible agency.

25. Americans with Disabilities Act – the project conforms to the Americans with Disabilities Act.

**Update Form for
MORPC-Attributable Transportation Funding**
State Fiscal Years 2012-2019

Surface Transportation Program (STP)
Congestion Mitigation and Air Quality (CMAQ) Improvement Program
Transportation Enhancement (TE) Program

Deadline: June 25, 2010 at 5 p.m.

MORPC will provide the project information submitted in 2008 and the current information it has about the project to the sponsor. The sponsor must verify and update the current information in consultation with consultants, ODOT, MORPC staff and other parties as necessary. The sponsor must return a corrected Update to MORPC. The Update must have new supporting legislation and a new cost estimate as detailed below.

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

Signature

Date

Name (type/print)

Title

Reference Information

2. Project Title: _____
3. ODOT PID (if assigned): _____

Applicant Information

4. Sponsoring Local Public Agency: _____
- The sponsoring agency must be a public agency that is legally eligible to enter into a contract with ODOT and assumes responsibility for executing the project. It must own the proposed project facility and/or must own the property on which the proposed project will be located upon completion of the project.

5. Project Legislation - Effective Date: _____ Check if attached:

Attach a copy of the most recent project legislation. The effective date of the most recent project legislation approved by the sponsoring agency's legislative body (e.g., city council) must be **after June 30, 2009**. The legislation must demonstrate the agency's commitment to continue development of the project or commit the agency to maintain the facility, equipment, or other funded activity.

NOTE: Please submit a copy of enacted supporting legislation by September 1, 2010.

6. Sponsor Project Manager (responsible for all project communication):	Name _____ Title _____
	Street _____
	City _____ State _____ ZIP _____
	Phone: _____ Fax: _____
	E-mail: _____
Provide contact information for one person employed by the sponsoring agency who can assume responsibility for routing all project-related communications. The project manager may change if the sponsor notifies all other parties.	

7. Consultant Project Manager (applies only if the sponsor has retained a consultant for the project)	Name _____ Title _____
	Company _____
	Street _____
	City _____ State _____ ZIP _____
	Phone: _____ Fax: _____
E-mail: _____	

Basic Project Information

The purpose of Questions #8 to #37 is to ensure you have considered all users in your project, to ask more detailed questions, and to ensure your project meets appropriate design standards. It will be necessary to meet or exceed standards and procedures acceptable to the Ohio and U.S. Departments of Transportation, such as the Ohio Department of Transportation's Project Development Process and Location & Design Manual. Information on various guidelines and standards is listed on the MORPC Complete Streets website.

One of the goals of MORPC's Complete Streets Policy is to provide flexibility for different types of streets, areas, and users. This means that a Complete Street in a rural area may look very different from a Complete Street in an urban area. *Please also see example street cross-sections in Appendix 1 of the Complete Streets Policy.*

- 8.** Please cite the specific design guidance or resources which relate to Complete Streets that you have used in developing the scope of your project. Examples may include appropriate sections of the American Association of State Highway and Transportation Officials (AASHTO) Green Book, the Manual of Uniform Traffic Control Devices (MUTCD), etc. Links to these documents are available on the MORPC website.

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9. Transit accommodations to the extent needed should be handled in consultation with the local transit authority. Have you consulted your local transit agency to ensure that transit vehicles will be accommodated and access to transit facilities will be provided? Please explain:

10. Has a speed study been conducted for the street/corridor? Please consider project conditions and context to determine if a speed study is necessary.

Yes

No

11. Has a parking study been conducted for both on-street and off-street parking? Please consider project conditions and context to determine if a parking study is necessary.

Yes

No

12. How will the project consider future utility/telecommunications needs?

13. Which, if any, of the following items will be incorporated in your project? Please check all that will apply.

Lighting

911 Call Boxes

Bicycle Facilities

Bike Lanes

Shared-Lane Markings / Sharrows

Shared Bike-Bus Lane

Bicycle Signage (e.g., designated bike route)

Secure Bicycle Parking

Bicycle Detectors

Multi-Use Path

Pedestrian Facilities

Sidewalk with ADA compliant curb ramps

Signalized Crosswalk

Marked Crosswalk with signage, including Mid-Block Crossing

Pedestrian Detectors

Audible Signals

Multi-Use Path

Transit Facilities

Secure Bicycle Parking

Shared Bike-Bus Lane

Priority Bus Lane

Bus Stop, including Paved Passenger Waiting Area

Bus Passenger Shelter

Real-Time Bus Arrival Information Signs

Bus Pads

Traffic Calming Elements

Landscaping, including Street Trees

Narrower Traffic Lanes

On-Street Car Parking

Other Physical Changes (e.g., Chicanes, Curb Extensions)

Reduction in Speed Limit

Other(s) (please explain)

If you are not providing any pedestrian, bicycle, or transit facilities, please explain why.

14. Project Limits - From: _____ To: _____

Provide the names of the beginning and ending points of the project, which will serve as logical termini. These will typically be other routes or transportation facilities. Note that federal rules require that the project has logical termini.

15. Project Length: _____ miles

For Items #16 through #31, a figure showing the typical cross section(s) and/or plan view(s) showing the information requested can be provided in lieu of responding to the specific questions.

16. Existing ROW Width: _____ feet **17. Proposed ROW Width:** _____ feet

Width of the right-of-way owned by the sponsoring agency at a typical section before the project began and would own upon completion, respectively.

18. Existing Pavement Width: _____ feet **19. Proposed Pavement Width:** _____ feet

Width of pavement between the pavement edges, gutter pans, curbs, or other barriers on each side at a typical section before the project began and upon completion, respectively.

20. Is there an existing 2-way center turn lane? Yes No

21. Is there a proposed 2-way center turn lane? Yes No

22. Existing Number of Lanes: NB/EB: SB/WB:

23. Proposed Number of Lanes: NB/EB: SB/WB:

Provide the number of lanes that exist along the longest portion of the route the project would modify and would exist upon completion, respectively. Enter the number after NB/EB (northbound/eastbound) or SB/WB (southbound/westbound) as appropriate to indicate the direction of travel. Include center left-turn lanes if existing along the majority of the project. If no facility exists, write "NA."

24. Existing Shoulder Widths: NB/EB: SB/WB:

25. Proposed Shoulder Widths: NB/EB: SB/WB:

Width of pavement between the edge stripe and the pavement edge, gutter pan, curb, or other barrier at a typical section before the project began and upon completion, respectively. Enter the width for each side of the roadway after NB/EB (northbound/eastbound) or SB/WB (southbound/westbound) as appropriate.

26. Existing Sidewalk Widths: N/E: S/W:

27. Proposed Sidewalk Widths: N/E: S/W:

Enter the sidewalk widths for a typical section for each side of the roadway after N/E (north/east) or S/W (south/west) before the project began and upon completion, respectively. Do not include multi-use paths.

28. Existing Bike Lane Widths: NB/EB: SB/WB:

29. Proposed Bike Lane Widths: NB/EB: SB/WB:

Enter the bike lane widths for a typical section for each side of the roadway after NB/EB (northbound/eastbound) or SB/WB (southbound/westbound) before the project began and upon completion, respectively. Do not include multi-use paths.

30. Existing Path Widths: NB/EB: SB/WB:

31. Proposed Path Widths: NB/EB: SB/WB:

Enter the multi-use path (MUP) widths for a typical section for each side of the roadway after NB/EB (northbound/eastbound) or SB/WB (southbound/westbound) before the project began and upon completion of the project, respectively.

32. Existing Speed Limit MPH

33. Proposed Speed Limit MPH

Enter the posted speed limit on the facility at a typical section when the project was conceived and upon completion, respectively.

34. Number of railroad facilities within the project limits: _____

If there is none, enter "0" or "none." Enter "NA" if not applicable.

35. Are there any Intelligent Transportation Systems (ITS)-related recommendations within the project area, such as emergency or transit vehicle signal pre-emption systems, dynamic message signs, or signal coordination? (Note: If yes, then the project must be part of the regional ITS architecture. The database and document can be found here: <http://www.morpc.org/transportation/highway/Architecture.asp>.)

Yes

No

Please explain:

36. Please list the stakeholders who are involved during the early stages of the planning process.

37. Is there additional information you would like to provide about the project that is unique or wasn't captured previously with regard to the Complete Streets policy?

Please note: While we are not asking for estimated future counts for each mode, we encourage project sponsors to conduct pre- and post-counts of all users in the project area. Having this data available region-wide will help us create a reliable forecasting methodology for pedestrian and bicycle counts.

The purpose of Questions #38 to #40 is to ensure that project sponsors are maintaining adequate access for all users during the construction of their project, which may be done via keeping some facilities open for traffic or via providing clear detour routes.

38. During construction, will safe access be maintained for all users, including pedestrians, bicyclists, transit users, and delivery vehicles?

Yes

No

39. Will detour routes for all users on site or nearby be provided and clearly marked, including advanced warning signs?

Yes

No

40. Is there additional information you would like to provide about the project?

41. Describe any aspects of the project's scope that have changed in the past two years or that the responses above or on the previous application/update did not convey. Provide other scope details not captured by responses elsewhere.

42. Are there other transportation projects proposed for the same area? If so, what coordination has occurred with the other project(s)? Please explain:

Project Origin and Development

43. Which PDP process is the project currently following?

Major (14-Step)

Minor (10-Step)

Minimal (5-Step)

44. NEPA Requirements – What level of environmental documentation does the project require?

Exempt

CE Level 1

CE Level 2

CE Level 3

CE Level 4

EA

EIS

Unknown

45. Can you provide documentation that ODOT agrees with this determination?

Documentation can be any communication with ODOT indicating the level of environmental documentation

Yes

No

Project Schedule

46. Project Schedule Table – Provide a project schedule that is “realistic and recognize[s] the processing and review times needed by MORPC, ODOT, and other state and federal agencies in the project development process. Project sponsors should not assume expedited reviews by ODOT. The project sponsor, ODOT, and MORPC must agree on a schedule when the partnering agreement is executed” (see Principle #14).

Enter “N/A” for milestones that are not applicable. **Keep in mind that your project will be determined to be on schedule or behind schedule based on these dates.**

For programs, purchases, studies, and other projects that do not have a construction phase, please skip this table and continue to Item #47 below.

Milestones	Expected Date (month/year)	Completed
Project Programmed with ODOT	/	<input type="checkbox"/>
ODOT Field Review	/	<input type="checkbox"/>
Purpose and Need Submitted	/	<input type="checkbox"/>
Consultant Authorized to Begin Design	/	<input type="checkbox"/>
Minor PDP: Preliminary Engineering Study Submitted Major PDP: Preferred Alternative Selected	/	<input type="checkbox"/>
Begin Environmental Document Preparation	/	<input type="checkbox"/>
Waterway Permit Determination	/	<input type="checkbox"/>
Stage 1 Design Plan Submittal	/	<input type="checkbox"/>
Environmental Document Approval	/	<input type="checkbox"/>
Preliminary Right-of-Way Plan Submittal	/	<input type="checkbox"/>
Stage 2 Design Plan Submittal	/	<input type="checkbox"/>
Right-of-Way Authorization	/	<input type="checkbox"/>
Stage 3 Design Plan Submittal	/	<input type="checkbox"/>
Right-of-Way Certification	/	<input type="checkbox"/>
Final Plans and Bid Package Submittal to ODOT	/	<input type="checkbox"/>
Award Contract	/	<input type="checkbox"/>
Begin Construction	/	<input type="checkbox"/>
Project Completion	/	<input type="checkbox"/>

47. For programs, purchases, studies, and other projects that do not have a construction phase, please provide a summary of project activities since the 2008 submittal. Provide an updated schedule for project development (including environmental approval) and funding. Provide an estimate of the date(s) that federal funds would need to be available. Give a summary of the schedule to be followed before the project is ready for funding and while it is being implemented. See also instructions for Item #46 above. Describe other relevant aspects of the project schedule. For example, is the funding schedule contingent upon other actions? Will the project need funding from other sources to proceed?

48. If any milestones changed by more than 6 months since the 2008 submittal, please explain why. Note the requirements for advancing a project in Section 9 of this document. If the project would be required to re-compete, explain any extenuating circumstances here.

Cost Estimate and Funding Request

Cost Estimate Table Instructions

Provide an updated cost estimate. The estimate must have been prepared or updated after June 30, 2009, using plans that were current at the time.

Column A: The SFY of the Preliminary Engineering, Right-of-Way and Construction phases in this table should match the date given for Consultant Authorized to Begin Design, Right-of-Way Authorization and Award Contract, respectively, in the Project Schedule Table (unless the sponsoring LPA intends to finance the project and seek later reimbursement from federal funding). Note that the SFY begins July 1 of the previous calendar year; e.g., SFY 2012 begins July 1, 2011 and ends June 30, 2012.

Column B is for the funding requested by submitting this application, which is typically limited to 80 percent of eligible costs. If the MORPC-attributable federal share of the project in any phase is greater than \$10 million, see Principle #12.

Column C is for other federal funding sources that are committed to this project. Other federal funds (e.g., federal earmark) cannot be used to match MORPC-attributable federal funds.

Column D is for local funding and any non-federal sources committed to the project to meet the minimum match requirement of 20 percent.

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

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

Estimate costs in current (2010) dollars. **Do not adjust construction cost estimates for inflation or include inflation in contingency costs.**

Preliminary Engineering

Principle #7 states, "Because of the time needed to procure engineering services when federal funds are used and as a sign of their commitment to their projects, MORPC expects project sponsors to undertake preliminary development and detailed design activities on construction projects without use of MORPC's attributable federal funds. However, in certain situations (a multi-jurisdictional project or severe financial hardship by the local agency(ies)), MORPC may fund preliminary engineering. However, if MORPC funds are used for preliminary engineering, its total funding commitment to the project (PE, ROW & Con) will not exceed the amount it would have been had MORPC funds only been used for the ROW and construction phases. Funds derived from the City of Delaware urbanized area are exempt from these limits."

For example, the cost estimate for a project is \$100,000 for PE, and \$1,000,000 for right-of-way and construction combined. If a sponsor requests funding for 80 percent of PE, or \$80,000, then the maximum available for right-of-way and construction would be \$800,000 (80 percent of \$1,000,000) minus the \$80,000 for PE, or \$720,000. As a result, MORPC's share for right-of-way and construction is less than 80 percent.

49. PE – Environmental/Preliminary Development: Enter costs to prepare the environmental document and develop the project through Stage 1 design plans. In Column A, enter the SFY when the funds will be needed (not before the Consultant Authorized to Begin Design date on the Project Schedule Table).
50. PE – Detailed Design: Enter costs to develop the project to right-of-way authorization or Stage 2 design plans. In Column A, enter the SFY when the funds will be needed (not before the Consultant Authorized to Begin Design date on the Project Schedule Table).
51. PE Subtotal. Add Lines #49 and #50.
52. Percent PE by Source. Divide each column of Line #51 by the value in Line #51, Column E. Generally, the MORPC Federal share (Column B) cannot exceed 80 percent.

Right-of-Way

53. Right-of-Way Acquisition. Land acquisition costs that are necessary to construct any project elements Do not include utility relocation costs. In Column A, enter the SFY when the funds will be needed (not before the Right-of-Way Authorization date on the Project Schedule Table).
54. Utility Relocation: Estimate the project costs to relocate utilities as necessary to construct any project elements.
55. ROW Subtotal. Add Lines #53 and #54.
56. Percent ROW by Source. Divide each column of Line #55 by the value in Line #55, Column E. Generally, the MORPC Federal share (Column B) cannot exceed 80 percent.

Construction Contract

57. Construction Contract: Estimate costs in current (2010) dollars. **Do not adjust cost estimates for inflation.** In Column A, enter the SFY when the funds will be needed (not before the Award Contract date on the Project Schedule Table).
58. Construction Engineering: Inspection services, etc. These costs are typically estimated to be 10 percent of the contract costs.
59. Construction Subtotal. Add Lines #57 and #58 for each column.
60. Percent Construction by Source. The values should be equal to the result of dividing each column of Line #59 by the value in Line #59, Column E. Generally, the MORPC Federal share (Column B) cannot exceed 80 percent.
61. through 67. These lines are available for other phases or activities, with only one SFY per line. Estimate costs for each SFY on each line. Enter the SFY that funds are needed in Column A.
68. Project Total: Sum Lines #51, #55, #59, and #61 through #67.

#	Item	(Col. A) SFY Funds Needed	(Col. B) MORPC Federal (≤80%)*	(Col. C) Other Federal	(Col. D) Non- Federal	(Col. E) Phase Total (2010 \$)
Preliminary Engineering (PE) Costs						
MORPC funding for PE will increase matching for other phases. See table instructions.						
49.	PE – Environmental/Prelim. Devel.					
50.	PE – Detailed Design					
51.	PE SUBTOTAL					
52.	Percent PE by Source		%	%	%	%
Right-of-Way (ROW) Costs						
53.	Right-of-Way Acquisition					
54.	Utility Relocation					
55.	ROW SUBTOTAL					
56.	Percent ROW by Source		%	%	%	%
Construction Costs						
57.	Construction Contract					
58.	Construction Engineering (typ. 10%)					
59.	Construction SUBTOTAL					
60.	Percent Construction by Source		%	%	%	%
Other Costs						
61.	Other:					
62.	Other:					
63.	Other:					
64.	Other:					
65.	Other:					
66.	Other:					
67.	Other:					
68.	Project TOTAL					

* Ridesharing and signalization projects can be 100% MORPC federally funded.

A professional engineer, architect, or other appropriate professional discipline must certify cost estimates. Seal or certify here:

69. When was this cost estimate prepared? Cost estimates must have been prepared after June 30, 2009, using plans that were current at the time.

70. Briefly summarize the cost estimate methodology for any phases for which funds are requested e.g., based on a similar project and adjusted for site conditions.

71. If the project cost estimate has changed by more than 10 percent (excluding inflation) since the 2008 application/update, please explain why they have changed. For example, it could be due to scope changes, recently discovered site conditions, etc. MORPC will account for observed inflation since the 2008 application/update.