

# MORPC-Attributable Funding Workshop

June 9, 2010

## Overview

- Introduction & What's New
- Important Dates
- Funding Programs and Eligibility
- Application & Selection Process
  - Updates
  - Initial Application
  - Final Application
  - Evaluation and Selection
- After Selection
- Tips & Conclusion

## MORPC-Attributable Funding

Approximately \$27 Million Annually

- Surface Transportation Program (STP) ~\$17M/yr
- Congestion Mitigation/Air Quality Improvement Program (CMAQ) ~\$8M/yr
- Transportation Enhancement Program (TE) ~\$1.7M/yr

Solicit Project Applications Every Two Years

- Updates for projects with previous funding commitments
- Applications for new funding

Funding Commitments for up to 8 years out

- SFYs 2012 to 2019 (except TE to 2017)
- Majority of funding through 2015 committed from previous cycles

## Principles

*Principles for Managing MORPC-Attributable Federal Funds (Principles)*

- General project and applicant eligibility
- General application guidelines
- Responsibilities for developing projects

## Procedures

*Application and Procedure for MORPC-Attributable Federal Funding (Procedures)*

- Project Update requirements and instructions
- Application forms and instructions
- Evaluation criteria and process

## What Are the Major Changes?

- **Complete Streets Policy**
- **Two-step application process for new funding**
  - Lessen burden on project sponsors
  - Incorporates Complete Streets checklist questions
- **Previous commitments updated before final solicitation for new projects**
  - Also lessen burden on project sponsors
- **Criteria mostly same as previous round**

## Important Dates

- **June 25:** Updates and Initial Applications for new funding due
- **July 23:** Forecast of available funding and feedback on Initial Applications
- **September 3:** Sponsors submit Final Applications
- **September - November:** Staff review and score applications & Federal Funding Committee review and preliminarily select projects
- **December 1:** Draft list of projects available for public review and comment
- **February:** MORPC adopts funding commitments
- **December-February:** Programming of projects with ODOT

## Funding Programs and Eligibility

### Program Summary: STP

- Road projects must be on Federal Aid System (collector or above)
- Primarily capital (not operating)
- Reconstruction, new or widened roads and bridges
- Located within urbanized area (Principle #3)
- Any activities eligible under Safety, Enhancement, or Congestion Mitigation/Air Quality programs
- 20% to 40% targeted for projects that do not add highway capacity (Principle #11)

### Program Summary: CMAQ

- Must show emission reductions
- Adding highway capacity not eligible
- Establishes 4 categories of CMAQ projects and target funding goals
  - Non-SOV Modes (33%-67%)
  - Traffic Flow Improvements (25%-50%)
  - Demand Management Strategies (10%-20%)
  - Emission Reductions Only (0%-20%)

### CMAQ Categories

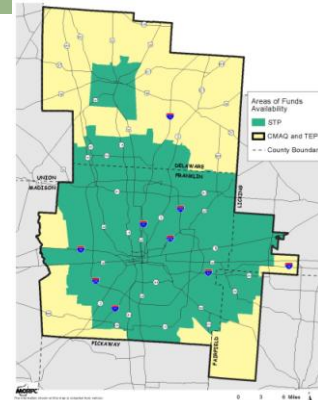
- Category 1: Non-SOV Modes
  - Transit projects
  - Bike/ped projects and programs
- Category 2: Traffic Flow Improvements
  - Signal improvements
  - Intersection improvements
  - Intelligent Transportation Systems (ITS)
- Category 3: Transportation Demand Management
  - Ridesharing activities
  - Employer-based incentives
- Category 4: Emissions Reductions Only
  - Alternative fuels projects
  - Engine retrofits

### Program Summary: TE

- Variety of activities to expand transportation choices, beautification, and other investments that increase recreation opportunity and access.
- Considering only through SFY 2017
- Criteria favor construction of bicycle and pedestrian facilities.

### TE Categories

1. *Pedestrian and bicycle facilities*
2. Pedestrian and bicycle safety and education activities
3. Acquisition of scenic or historic easements or sites
4. Scenic or historic highway programs
5. Landscaping and scenic beautification
6. Historic preservation
7. Rehabilitation and operation of historic transportation 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
12. Establishment of transportation museums



### Requirements (Principle #)

- Sponsor must be a public agency
- Project in Regional Transportation Plan (#4)
- Understand ODOT Project Development Process (PDP) (#5)
- Comply with Complete Streets Policy (#6)
- Preliminary development and design ineligible (#7)

### Complete Streets Policy

*MORPC requires that all projects receiving MORPC-attributable funding adhere to the Complete Streets Policy, which seeks to accommodate users of all ages and abilities in transportation projects.*

### Complete Streets Definition


*“Complete Streets are roadways designed to safely and comfortably accommodate all users, including, but not limited to motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. ‘All users’ includes people of all ages and abilities.”*

### What’s Different about the CS Policy?

- More than bicyclists and pedestrians
- Wider variety of approaches to comply
- More MORPC staff involvement
- No automatic exemptions
- Appeals process
- Policy reviewed annually

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The Complete Streets Approach is **NOT**:



- Prescriptive
- Rigid
- A one-size-fits-all solution
- Totalitarian

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### Implementing CS Policy

- Initial Application
  - #13: Explain existing and proposed accommodations
  - #14: Describe the character of the project area
  - Feedback to sponsors for Final Application
- Final Application
  - #6: Check box to affirm the project will comply
  - #13 to #30: Detail the typical section
  - Much of the “Basic Project Information” and “Project Origin and Development” is from the CS checklist
- Project Development and Updates
  - Much of the “Basic Project Information” is from the CS checklist
  - Toolkit available early next year

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### Application & Selection Process

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### Project Updates

- Previously selected projects awarding after June 2011 require an Update
- Due by 5 p.m. on June 25
- Electronic submission required
- Partially completed update form already provided to sponsors

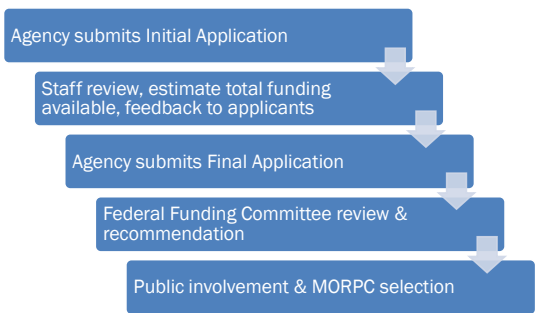
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### Update Form

- Similar to Final Application for new projects
- More specific information for Complete Streets
- Project legislation approved after June 30, 2009, must be received by Sept. 1
- Explain changes from previous submittal
  - Milestone moved more than 6 months
  - Cost changed by 10% or more
  - Inflation rate for 2008-2010 TBD, but near zero
- Projects with significant changes may be required to submit a Final Application and re-compete

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### Selection Process for New Projects



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graph TD
    A[Agency submits Initial Application] --> B[Staff review, estimate total funding available, feedback to applicants]
    B --> C[Agency submits Final Application]
    C --> D[Federal Funding Committee review & recommendation]
    D --> E[Public involvement & MORPC selection]
  
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## Initial Application

- To determine funding demand
- To assess basic eligibility
- To understand the stage of development
- To assess reasonableness of schedule and costs

## Initial Application Example

- Transportation Plan ID
- Functional Classification
  - Needed to determine eligibility.
  - Urban vs. Rural classification.
  - Rural roads are ineligible for STP.
  - Local roads have limited eligibility.
- Schedule Table
- Cost Estimate Table

## Initial Application Feedback

- Eligibility issues
- Likely funding source (STP, CMAQ, TE)
- General competitiveness
- Required evaluation information
- Complete Streets assistance
- Guidance for Final Application

## Final Application Form

### General Project Information

- Scope, schedule, cost, etc.
- Incorporate and respond to feedback

### Evaluation Information

- Questions related to scoring the project
- Respond only to questions identified in feedback

## Applicant Information

- Application must have a signature
- Sponsor must be eligible to contract with ODOT
- Sponsor must approve legislation committing to the project
- Legislation must be received by **Nov. 1**

## Basic Project Information

- Project limits should establish logical termini
- Typical section(s) or plan view(s) may be submitted for #13 to #28
- Provide information for each bridge in the project
- Map of land use and trip generators
- Feedback will guide TE and CMAQ category

### Project Origin & Development

- Average Daily Traffic on MORPC's website
- MORPC can estimate Level of Service
- Refer to ODOT PDP Manual for choosing PDP type and NEPA requirements

### Project Schedule

- Highway project schedule guidelines:
  - 2 years for preliminary development (to Stage 1)
  - 1 year for design
  - 1 to 3 years for ROW acquisition and utility relocation
  - 1 or more years for construction
- Non-construction projects
  - Explain when the funding is needed.

### Project Budget

- Need an estimate prepared after June 30, 2009
- MORPC funds typically require a 20% match
- PE is generally ineligible
- Use ODOT's preliminary cost estimating procedure
- Estimate costs in current (2010) dollars
- Construction projects under \$250,000 are discouraged
- Fewer details than previous forms

| #   | Item                                | (Col. A) STP Funds Needed | (Col. B) MORPC Federal (SB0%)* | (Col. C) Other Federal | (Col. D) Non-Federal | (Col. E) Phase Total (2010 \$) |
|---|-------------------------------------|---------------------------|--------------------------------|------------------------|----------------------|--------------------------------|
| <b>Preliminary Engineering (PE) Costs</b>   |                                     |                           |                                |                        |                      |                                |
| MORPC funding for PE will increase matching for other phases. See table instructions. |                                     |                           |                                |                        |                      |                                |
| 49.   | PE - Environmental/Prelim. Devel.   |                           |                                |                        |                      |                                |
| 50.   | PE - Detailed Design                |                           |                                |                        |                      |                                |
| 51.   | <b>PE SUBTOTAL</b>                  |                           |                                |                        |                      |                                |
| 52.   | Percent PE by Source                |                           | %                              | %                      | %                    | %                              |
| <b>Right-of-Way (ROW) Costs</b>   |                                     |                           |                                |                        |                      |                                |
| 53.   | Right-of-Way Acquisition            |                           |                                |                        |                      |                                |
| 54.   | Utility Relocation                  |                           |                                |                        |                      |                                |
| 55.   | <b>ROW SUBTOTAL</b>                 |                           |                                |                        |                      |                                |
| 56.   | Percent ROW by Source               |                           | %                              | %                      | %                    | %                              |
| <b>Construction Costs</b>   |                                     |                           |                                |                        |                      |                                |
| 57.   | Construction Contract               |                           |                                |                        |                      |                                |
| 58.   | Construction Engineering (typ. 10%) |                           |                                |                        |                      |                                |
| 59.   | <b>Construction SUBTOTAL</b>        |                           |                                |                        |                      |                                |
| 60.   | Percent Construction by Source      |                           | %                              | %                      | %                    | %                              |
| <b>Other Costs</b>  |                                     |                           |                                |                        |                      |                                |
| 61.   | Other                               |                           |                                |                        |                      |                                |
| 62.   | Other                               |                           |                                |                        |                      |                                |
| 63.   | Other                               |                           |                                |                        |                      |                                |
| 64.   | Other                               |                           |                                |                        |                      |                                |
| 65.   | Other                               |                           |                                |                        |                      |                                |
| 66.   | Other                               |                           |                                |                        |                      |                                |
| 67.   | Other                               |                           |                                |                        |                      |                                |
| 68.   | <b>Project TOTAL</b>                |                           |                                |                        |                      |                                |

### Evaluation Information

- Questions reference project selection criteria for STP, CMAQ and TE programs
- Feedback will give guidance for which questions need a response

### Project Scoring

- Evaluation criteria for each funding source.
- Staff assigns funding source.
- Most criteria based on quantitative measures.
- Remaining criteria scored by MORPC staff.
- STP projects with components eligible for CMAQ or TE funding may be scored under both programs
- Scoring penalties for missing items, not responding to requests



## Public Involvement & Selection

- Public review and comment period on recommendations.
- MORPC's advisory and Policy committees consider comments, may adjust recommendations.
- Policy Committee makes final selection in February 2011.

## After Selection

## Requirements (Principle #)

- Phases over \$10 million will be spread over 2 or more years (#12)
- Execute a partnering agreement (#14)
- Follow ODOT PDP and project monitoring (#15)
- Cost increases capped at 10 percent (#16)

## Previously Selected Projects

| 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.                         |

## 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.                          |

## Penalties (Principle #10)

- Failure to maintain the schedule can result in the sponsor becoming ineligible for new projects.
- Once a project is listed in the first 6 years of the TIP, the sponsor must:
  - Obtain environmental clearance within 3 years.
  - Award the project within 7 years.

## Application Tips

- Consider the administration and construction costs of complying with federal requirements. Projects will take longer and be more costly than a local project.
  - NEPA (environmental)
  - Uniform Act (property acquisition)
  - PDP (plan reviews)

## Application Tips

- Examine criteria and weights to determine how to improve the project's score.
  - Some information might be difficult to obtain and have little impact on the score.
  - TE criteria weights heavily favor bicycle and pedestrian improvements.
- Consider experience with federal transportation projects and the PDP when selecting a consultant.

## Questions?

- <http://www.morpc.org/transportation/funding/MORPCAttributable.asp>
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