



Memorandum

DATE: October 29, 2008

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

FROM: Nick Gill, Assistant Director, Transportation

RE: **Proposed Resolution T-14-08: "AMENDING THE STATE FISCAL YEAR (SFY) 2008-2011 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO ADD ONE PROJECT AND TO MODIFY TWO PROJECTS"**

111 Liberty Street
Suite 100
Columbus, Ohio 43215
T 614.228.2663
F 614.228.1904
TDD 1.800.886.2663
www.morpc.org

Proposed Resolution T-14-08 will add one project to the TIP and modify two projects that are already included in it. These changes are necessary to ensure that these projects can advance using the identified sources of funding.

Below is an explanation of the proposed changes, grouped alphabetically by the sponsoring agency, and the applicability of MORPC's Routine Accommodation Policy for bicycle and pedestrian facilities.

COTA is requesting the modification of a project that MORPC added to the TIP in September with the adoption of Resolution T-12-08. The original scope was to retrofit 26 diesel bus engines to improve fuel efficiency and reduce emissions, which would have complemented the Ohio Department of Development (ODOD) Diesel Emissions Reduction Grant (DERG) program award COTA received. COTA encountered mechanical difficulties (which have since been resolved) in retrofitting engines with the DERG grant. It is requesting to change the scope of the project to the **purchase of six 40-foot replacement buses**. COTA would purchase the buses using \$2.1 million in MORPC-attributable CMAQ funds for 100 percent of the cost. The Energy Independence and Security Act of 2007 provides that in FFYs 2008 and 2009, the federal share payable for CMAQ obligations may be up to 100 percent, at the discretion of the state. The amendment would not change the amount of MORPC-attributable CMAQ funding.

Attachment 1 shows modified project listings that would amend the Detailed Project Listings in the TIP.

Routine Accommodation Policy Applicability – Because the project uses MORPC-attributable funding, it must include bike and pedestrian accommodations in the projects unless they meet the exceptions included in the Policy. The new buses would include bicycle racks. Pedestrian facilities do not apply to a bus purchase.

DATA is requesting the modification of a project that MORPC added to the TIP in September with the adoption of Resolution T-12-08. The previous resolution did not specify the scope other than “to offset increased operating expenses.” During the past month, DATA and ODOT have determined that the CMAQ funds could serve this purpose by paying 100 percent of the cost of **purchasing a light-transit vehicle (LTV)**. The Energy Independence and Security Act of 2007 provides that in FFYs 2008 and 2009, the federal share payable for CMAQ obligations may be up to 100 percent, at the discretion of the state. The amendment would reduce the amount of MORPC-attributable CMAQ funding by \$3,000.

Routine Accommodation Policy Applicability – Because the project uses MORPC-attributable funding, it must include bike and pedestrian accommodations in the projects unless they meet the exceptions included in the Policy. The new LTV would include a bicycle rack. Pedestrian facilities do not apply to a vehicle purchase.

The **City of Delaware** recently received an invoice from ODOT for construction management and construction change orders for the **Springfield Branch Trail**. The project appeared on previous TIPs, but the SFY 2008-2011 TIP did not include the project because ODOT authorized construction funding in SFY 2006. MORPC-attributable Transportation Enhancement (TE) funds paid for 80 percent of the construction phase of the project. The city is requesting that 80 percent of the invoice be paid from the STP sub-allocation for the City of Delaware urbanized area.

Routine Accommodation Policy Applicability – Because the project uses MORPC-attributable funding, it must include bike and pedestrian accommodations in the projects unless they meet the exceptions included in the Policy. The project constructed a multi-use trail.

Attached to this memo is the proposed Resolution T-14-08.

NTG:NJV:bsn

Attachment: Proposed Resolution T-14-08

Attachment 1
Resolution T-14-08
Amended Project Information for the 2008-2011 TIP

Agency: COTA PID: 85067 Length: mi MORPC 1814
 Co-Rt-Section: FRA-COTA-6 40' Replace-Buses Local Let: No AirQuality: E
 Scope Transit Purchase Bike Facility: Other, 0 mi.
 T-Plan Reference: Project ID 773 Ped Facility: Not Applicable
 Description: Replace six 40' buses, Transit Purchase,

<u>TIP Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>
2009	PURCH	CMAQ-M	\$2,100,000
Total			\$2,100,000

Agency: DATA PID: 85069 Length: mi MORPC 1812
 Co-Rt-Section: DEL-DATA-09 LTV Purchase- Local Let: No AirQuality: E
 Scope Transit Purchase Bike Facility: Other, 0 mi.
 T-Plan Reference: Project ID 773 Ped Facility: Not Applicable
 Description: DATA 09 LTV Purchase, Transit Purchase,

<u>TIP Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>
2009	PURCH	CMAQ-M	\$70,000
Total			\$70,000

Agency: Delaware City PID: 77125 Length: 0.32 mi MORPC 1319
 Co-Rt-Section: DEL-Springfield Branch Trail-Ph 1 Local Let: No AirQuality: E
 Scope Bikeway, Class I Path Bike Facility: Class I, 0.32 mi.
 T-Plan Reference: Project ID 994 Ped Facility: Not Applicable
 Description: Springfield Branch Trail from E Winter St to Henry St, Bikeway, Class I Path, Phase 1, on abandoned Conrail railroad spur.

	<u>TIP Year</u>	<u>Phase</u>	<u>Source</u>	<u>Amount</u>
<i>Informational Only</i>	2006	CON	TEA-M	\$975,791
	2006	CON	LOCAL	\$243,948
	2006	CON ENG	TEA-M	\$97,579
	2006	CON ENG	LOCAL	\$24,395
	2009	CON ENG	STP-M	\$112,640
	2009	CON ENG	LOCAL	\$28,160
Total				\$1,482,513

CMAQ-M = MORPC-Attributable Congestion Mitigation and Air Quality Improvement Program, LOCAL = local funds, TEA-M = MORPC-Attributable Transportation Enhancement.