



Mid-Ohio Regional  
Planning Commission

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## NOTICE OF A MEETING

### ATTRIBUTABLE FUNDS COMMITTEE

MID-OHIO REGIONAL PLANNING COMMISSION  
111 LIBERTY STREET, SUITE 100  
COLUMBUS, OHIO  
*SCIOTO CONFERENCE ROOM*

Wednesday, January 3, 2018  
10:00 a.m.

### AGENDA

1. Introductions
2. Approval of December 6, 2017 [Minutes](#)
3. Approval of [Draft Policies Document](#) for Public Comment– Nick Gill
4. Adopt [Changes to AFC Bylaws](#) – Nick Gill
5. Timeline and Next Steps – Nate Vogt
6. Other Business

PLEASE NOTIFY BRENDA AT 233-4146 or [bnoe@morpc.org](mailto:bnoe@morpc.org)  
TO CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR  
IF YOU REQUIRE SPECIAL ASSISTANCE

The next AFC meeting, if necessary, is  
**February 28, 2018, at 10:00 a.m.**  
*111 Liberty Street, Suite 100*  
*Columbus, Ohio 43215*

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**William Murdock, AICP**  
Executive Director

**Matt Greeson**  
Chair

**Rory McGuinness**  
Vice Chair

**Karen J. Angelou**  
Secretary

**ATTRIBUTABLE FUNDS COMMITTEE  
MEETING SUMMARY**

Wednesday, December 6, 2017  
10 a.m.

Scioto Meeting Room at MORPC  
111 Liberty Street, Suite 100  
Columbus, OH 43215

**Members Present:**

<u>Name</u>	<u>Representing</u>	<u>Name</u>	<u>Representing</u>
Ted Beidler	Franklin Co. Eng.	Greg Butcher	Violet Township
Bill Ferrigno	City of Delaware	Cindi Fitzpatrick	City of Grove City
Cindi Fitzpatrick	City of Grove City	Nick Gill	MORPC
Darryl Hughes	Grandview Heights	Tiffany Jenkins	Delaware Co. Eng.
Paul Kennedy	CRAA	Andrea Lossick	Franklin Co Eng.
Ryan Lowe	City of Columbus	Ronni Nimps	MORPC
Rob Priestas	City of Gahanna	Larry Robertson	CAC
Maria Ruppe	City of Columbus	Denny Schooley	DATABus
Clyde Seidle	City of Hilliard	Jacolyn Thiel	City of Upper Arlington
Casey Thomas	City of Whitehall	Scott Tourville	City of Pickerington
Anthony Turowski	ODOT District 6	Nathaniel Vogt	MORPC
Thea Walsh	MORPC	Dan Wayton	City of Columbus
Kevin Weaver	City of Westerville	Ira Weiss	CAC
Jeannie Willis	City of Dublin		

**Staff Present:**

Bernice Cage

**Guests Present:**

Tim Nittle, City of Columbus  
Andy Schneider, TranSystems  
Kristin Studabaker, Carpenter Marty

**Meeting Summary**

- 1. Introductions.** Acting Chair Rob Priestas called the meeting to order at 10:15 a.m. Members/guests introduced themselves.
- 2. Approval of the May 3, 2017 Minutes.** Jacolyn Thiel moved to approve and Ted Beidler seconded the approval of the May 3, 2017 minutes. The motion carried.
- 3. Review of Draft Policies Process.** Nick Gill said that information was emailed yesterday for the Draft Policies document in Track Changes mode. Gill said that committee members would have a few more weeks to look at the document again and provide additional feedback to staff. MORPC's plan is to produce a final draft, which will be sent to you about a week before January's meeting (meeting on January 3). At that meeting we will approve a final draft that would then be open for the public comment period from mid-January to mid-February. Since there are no MORPC meetings in February, the AFC will reconvene, if necessary, in March to discuss any changes as a result of the public comment period. The

new policy will then be recommended for adoption by MORPC's Community Advisory Committee (CAC), Transportation Advisory Committee (TAC) and Transportation Policy Committee (TPC) during the April meeting cycle.

- Summary of Work Group Discussions. This summary was distributed. There were no more comments or additions.
  - Summary of Changes by Section. Changes in this document were highlighted, and a section-by-section summary was shown on screen while Gill reviewed them with the committee. Anthony Turowski asked what the time frame was from submitting screening applications and returning comments and final applications. Gill said that the screening of applications will be mid-June; screening feedback will be early in July; and final applications mid-August. He also announced that the July 2018 meeting will be held a week earlier than normal because of the July 4<sup>th</sup> holiday. A report will then be made to the AFC on what screen applications came in, etc. The committee will then go through the applications, their categories, and how much they are requesting. The AFC will then have the opportunity to provide feedback to staff on the applications. That information will be sent to AFC members in mid-July. No further comments or questions were posed.
  - Draft Policies Document. Gill reported that the working group had the opportunity to consolidate or eliminate some of the criteria in the goals. He explained the changes.
4. **Proposed Changes to AFC Bylaws.** Gill said that staff felt some changes needed to be made to the bylaws. Staff would like to change how the Sustainable Advisory Committee is represented on the AFC. Two representatives should be appointed from that committee. Also, officers for the AFC will always be the TAC officers and will change when TAC officers change. This will come up for action at AFC in January 2018.
  5. **Update on Statewide CMAQ Program.** Gill said that the eight large MPOs met in September and followed up with email to identify the projects to use CMAQ funding. All projects identified for CMAQ funding have been officially committed through the statewide process for funding through 2023.
  6. **Timeline and Next Steps.** Gill went through the next steps at the beginning of the meeting. He'll need feedback by December 20<sup>th</sup>, and a final draft version will be emailed prior to the January meeting. AFC will meet in January to approve a version to go out for public comments. The next meeting is January 3, 2018.
  7. **Other Business.** Priestas adjourned the meeting at 11:20 a.m.

Respectfully submitted,

Thea Walsh  
Secretary



Mid-Ohio Regional  
Planning Commission

# **Policies for Managing MORPC-Attributable Funds**

**DRAFT**  
**January 2018**

**Mid-Ohio Regional Planning Commission**  
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The Policies for Managing MORPC-Attributable Funds was prepared by the Mid-Ohio Regional Planning Commission (MORPC), 111 Liberty St., Suite 100, Columbus, OH 43215, 614-228-2663, with funding from the Federal Highway Administration, Federal Transit Administration, Ohio Department of Transportation, and Delaware, Fairfield, Franklin, Licking, and Union counties. The contents of this report reflect the views of MORPC, which is solely responsible for the information presented herein.

In accordance with requirements of the US Department of Transportation (USDOT), MORPC does not discriminate on the basis of race, color, national origin, gender, or disability in employment practices or in programs or activities. More information on non-discrimination resources and related MORPC policies is available at [www.morpc.org](http://www.morpc.org).

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## 1. Introduction

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The federal transportation program in the United States was authorized in 2015 by the Fixing America's Surface Transportation Act, or FAST Act. Three of the many funding programs that this law reauthorized are the Surface Transportation Block Grant (STBG) program, the Congestion Mitigation & Air Quality Improvement Program (CMAQ), and the Transportation Alternatives Program (TAP). The Ohio Department of Transportation (ODOT) sub-allocates a portion of these funds to the state's metropolitan planning organizations (MPOs), including the Mid-Ohio Regional Planning Commission (MORPC). MORPC's program depends upon the continuation of federal funding programs and ODOT's policy. Each MPO is charged with attributing the funds to projects and activities sponsored by local public transportation agencies located within the MPO. MORPC's allocations are about \$37 million annually:

Federal Transportation Program	MORPC's Annual Allocation
Surface Transportation Block Grant Program (STBG) <sup>1</sup>	\$23 million
Congestion Mitigation & Air Quality Improvement Program (CMAQ) <sup>2</sup>	\$12 million
Transportation Alternatives Program (TAP)	\$2 million
<b>Total</b>	<b>\$37 million</b>

MORPC has established a competitive evaluation process to help determine which of the requests will be granted. The Attributable Funds Committee and Staff evaluate information from applicants based on established criteria in order to make recommendations for awards. A public involvement process follows, and the MORPC Transportation Policy Committee (TPC) makes awards based on the recommendations and public comments.

The TPC has adopted this document to establish the policies to guide the allocation and management of these MORPC-attributable federal funds. If warranted by circumstances, the TPC may suspend any of these policies at its discretion.

## 2. Attributable Funds Committee

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MORPC convened the Attributable Funds Committee (AFC) to review the policies and procedures for managing these funding programs and to recommend modifications to them. The purpose of the committee is to advise MORPC's TPC, Transportation Advisory Committee (TAC), and Community Advisory Committee (CAC) on the development and execution of the processes used to allocate MORPC-attributable federal funds. To accomplish this, the AFC oversees the evaluation of applications, reviews the results of the evaluation, and recommends a program of funding commitments to the TPC.

As established in the AFC's bylaws, membership includes representatives from the following entities:

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<sup>1</sup> Formerly called the Surface Transportation Program, or STP.

<sup>2</sup> CMAQ funding is distributed through a process implemented by Ohio's eight large MPOs. The annual allocation is an estimate based on the MORPC's per capita proportion of the total available through the eight MPOs. See Section 10.3 for more information.



- MORPC Committees:
  - *Transportation Policy Committee (TPC)*: 1 appointed by the Chair of the TPC
  - *Community Advisory Committee (CAC)*: 2 appointed by the Chair of the CAC
  - *Transportation Advisory Committee (TAC)*: All members as identified in the current TAC bylaws with the same voting rights as listed in the TAC bylaws
  - *MORPC Sustainability Advisory Committee (SAC)*: 2 appointed by the Chair of the SAC and representing transportation-related SAC Working Groups
- *Columbus and Franklin County Metropolitan Park District (Metro Parks)*: 1 as appointed by the Executive Director of Metro Parks (non-voting)
- *Sierra Club*: 1 as appointed by the Chair of the Central Ohio Group (non-voting)
- *Rails-to-Trails Conservancy*: 1 as appointed by Midwest Regional Office Director (non-voting)
- *Clean Fuels Ohio*: 1 as appointed by the Executive Director of CFO (non-voting)
- *MORPC staff*: 3 as appointed by the Executive Director (non-voting)
- Representatives of communities which have a future commitment of MORPC-attributable federal funding or which submitted final application(s) for MORPC-attributable federal funding on the most recent deadline date, except for those communities that already have representation through Permanent Member seats: 1 per community applicant appointed by the chief executive of that community.

The chairs of the CAC, TAC, and TPC will ensure that various fields have balanced representation on the AFC.

### 3. Process Milestones and Schedule

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In the summer of the year prior to the TIP update (typically even-numbered years), staff will request applications for new funding commitments and updated information for all outstanding funding commitments. The process is outlined below:

1. Ask sponsors of outstanding funding commitments to complete the Commitment Update Form.
2. Request Screening Applications for new funding commitments.
3. Review the requests to modify outstanding commitments on the Commitment Update Forms and recommend changes.
4. Estimate the amount of funding available for new funding commitments based on recommended changes to outstanding commitments.
5. Review the Screening Applications and discuss with the applicants the competitiveness of their requests in comparison to others submitted by the same sponsoring agency and the amount of funding available.
6. Request Final Applications for new funding commitments in order to complete the evaluation process.

Below is the schedule for the 2018-2019 application and selection process:

Date	Milestone
<b>April 12</b>	The TPC adopts the Policies.
<b>April 16</b>	Solicitation of funding applications announced.
<b>May 10</b>	MORPC hosts a workshop for applicants from 2:30 p.m. to 4:30 p.m.
<b>June 4</b>	The Commitment Update Form must be completed online by 5 p.m.
<b>June 11</b>	Staff notifies sponsors of any errors and omissions on the Commitment Update Forms. Sponsors have one week to provide corrections.
<b>June 11</b>	Screening Applications must be completed online by 5 p.m.
<b>June 18</b>	Staff will notify applicants of any errors and omissions on the Screening Applications. Applicants will have one week to provide corrections.
<b>June 25</b>	MORPC posts the summary of Updates and Screening Applications.
<b>June 27</b>	AFC meets at approximately 10 a.m. (following TAC). Staff presents changes requested on the Commitment Update Forms and recommendations for modifications to outstanding funding commitments. Staff presents an overview of Screening Applications received.
<b>July 2</b>	Staff revises the forecast of funding available for new commitments.
<b>July 13</b>	Staff sends feedback to Screening Applicants and guidance for completing the Final Application.
<b>Aug. 13</b>	Final Applications must be completed online by 5 p.m., when staff downloads the data in the online form.
<b>Aug. 20</b>	Staff notifies applicants of any errors and omissions on the Final Applications. Applicants have one week to provide corrections. Applications will be penalized if the applicants fail to respond. See Section 6.3.
<b>Sep. 5</b>	AFC meets at approximately 10 a.m. (following TAC) to approve modifications to outstanding funding commitments. Staff presents a summary of each final application for new funding.
<b>September</b>	Staff applies scoring criteria to the applications for new funding commitments to develop a preliminary ranking of applications.
<b>Oct. 4</b>	This is a THURSDAY. AFC meets at approximately 10 a.m. (following TAC) to review MORPC staff preliminary scoring and ranking of the applications.
<b>October</b>	AFC provides feedback to staff on preliminary scoring. Staff revises scoring as needed.
<b>Oct. 31</b>	AFC meets at approximately 10 a.m. (following TAC) to review the staff's revised ranking within each Activity Category and develop a draft recommendation of new funding commitments.
<b>Nov. 14</b>	AFC meets at 10 a.m. to present member feedback on the draft recommendation and progress toward endorsing the recommendation.
<b>Dec. 5</b>	AFC meets at approximately 10 a.m. (following TAC) to consider final adjustments to the draft recommendation of funding commitments and approve it for the public review and comment period.
<b>Dec. 7</b>	Draft recommendation of funding commitments is announced and made available for public review and comment (30 days).
<b>December</b>	Sponsors of applications included in the draft recommendations will coordinate with ODOT to program the project (obtain a PID) and initiate project development.
<b>Jan. 8, 2019</b>	Close of public review and comment period.
<b>Jan. 21, 2019</b>	Staff to send to AFC public comments received and staff recommendations for any changes to the draft funding recommendations.
<b>Jan. 30, 2019</b>	AFC meets at 10 a.m. to review public comments received and to complete discussion on changes to the draft recommendations. AFC approves final recommendations for updated and new commitments of MORPC-attributable funding.
<b>March 2019</b>	MORPC's CAC, TAC and TPC reviews, modifies and approves the awards of MORPC funding.
<b>May 2019</b>	Partnering Agreements sent to sponsoring agencies.
<b>June 30, 2019</b>	Signed Partnering Agreements are due from sponsoring agencies.

## 4. Eligibility and Requirements

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### 4.1 Eligible Sponsors

The sponsor submitting an application 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 an application 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.

The sponsoring agency's legislative body (e.g., city council) must approve a resolution or legislation committing the agency to maintain the facility, equipment, or other activity proposed in the application. Sponsoring agencies that have not adequately maintained prior projects that received MORPC-attributable funds are ineligible to apply for funding for additional projects.

### 4.2 Eligible Roadways: The Federal-Aid System

The federal-aid status of a roadway is largely determined by its functional classification. These classifications are determined by each state's department of transportation (in conjunction with MPOs such as MORPC and local officials) based on criteria established by the Federal Highway Administration (FHWA). Roads functionally classified as local streets are not part of the federal-aid highway system and are not normally eligible for federal transportation funds. Roads functionally classified as Minor Collectors that are located outside of the Urbanized Area also are not normally eligible for federal transportation funds. Minor Collectors within the Urbanized Area and all Major Collectors, Arterials, Freeways/Expressways, and Interstates are eligible for federal transportation funds. Note that although roads not on the federal-aid highway system are typically ineligible for federal funding, bridge, sidewalk, and multi-use path projects on local roads are typically eligible.

### 4.3 Eligible Activities: The Metropolitan Transportation Plan

To be eligible for funding, the proposed activity must be either individually identified on the MORPC Metropolitan Transportation Plan (MTP), consistent with it, or eligible to be included in it. The MTP identifies many individual roadway and bikeway projects. The proposed activity does not have to exactly match the MTP listing. For example, a project could have different limits or propose a different number of lanes than the MTP project. Some activities, such as transit, pedestrian facilities, maintenance and intermodal access, are listed as Unmapped Projects. Intersection modification projects that are not individually listed on the MTP are included as a single line item in the Unmapped Projects.

If a proposed activity is not included or consistent with the MTP, it is still eligible for a funding commitment. However, the application must include justification for its absence on the MTP, the application's score will be lower in the Collaboration and Funding goal, and it must be added to the MTP before it can be included with federal funding in the Transportation Improvement Program (TIP). Depending on the cost, the addition of a project to the MTP may require deletion of another to achieve fiscal balance. Also, the air quality conformity analysis may be affected. Because of the time necessary to revise the MTP and obtain approvals from state and federal agencies, projects that require an air quality conformity analysis and/or would violate the fiscal balance of the MTP will only be routinely added to the MTP during the four-year updates.

## 4.4 Eligible Costs

### 4.4.1 Non-Federal Matching Requirements

All of the programs generally limit federal funding to 80 percent of eligible costs and require a 20 percent match from non-federal sources; however, Toll Revenue Credit (TRC) may be used to raise the federal share up to 100 percent of eligible costs, subject to the policy on use of TRC (see Section 4.4.2). Matching funds must be provided in cash, as in-kind contributions are not permitted. Ridesharing and signals projects can be funded 100 percent with MORPC-attributable funds.

### 4.4.2 Toll Revenue Credit

Toll Revenue Credit (TRC) provides the opportunity for funding of project costs in excess of 80 percent. TRC is not additional federal dollars to the region; rather, it is a credit applied by FHWA for Ohio's use of state turnpike revenues on highway projects that are otherwise federally eligible. The credit, in turn, allows use of federal funds in excess of the 80 percent limit on any federally eligible project within the state. TRC is intended to provide additional flexibility to fund projects at a higher rate than the 80 percent limit; however, use of TRC takes away the ability to fund other eligible projects in the region.

MORPC's policy allows TRC to be applied to funding commitments in a variety of circumstances to facilitate program management, including, but not limited to:

- The AFC or staff may recommend uses of TRC that allow for the more efficient delivery of outstanding commitments or to minimize funds subject to recall by ODOT's Carry Forward Policy.
- Increasing federal share on an earlier phase of a project – typically preliminary engineering or right-of-way – by advancing funds committed to a later phase (construction) of the project, such that the total funds committed to the project do not exceed 80 percent of the eligible phases (typically right-of-way and construction).

This section does not apply to ridesharing and signal projects, which are eligible for up to 100 percent funding without use of TRC.

### 4.4.3 Eligibility of Preliminary Engineering

MORPC expects sponsors of construction projects to undertake preliminary development and detailed design activities without use of MORPC-attributable funds because it shows the sponsor's commitment to their project. It also avoids spending the additional time needed to procure engineering services when federal funds are used. In certain situations (e.g., a multi-jurisdictional project or severe financial hardship by the local agency), MORPC may commit funds for preliminary engineering. If MORPC funds are used for preliminary engineering, its total funding commitment to the project (preliminary engineering, right-of-way and construction) will not exceed the amount it would have been had MORPC funds only been used for the right-of-way and construction phases.

If MORPC-attributable funds are used for PE, the consultant must be selected through ODOT's federal procurement process. ODOT has to ensure that consultant selection complies with applicable USDOT requirements, whether FTA or FHWA. Consultants working on projects with a commitment of MORPC-attributable funds for any phase must be pre-qualified by ODOT.

### 4.4.4 Prior Federal Authorization

STBG, CMAQ, and TAP 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 sponsoring agency will be responsible for those costs. In some cases, actions taken by the applicant that are inconsistent with the project development process (e.g., acquiring right-of-way before environmental clearance or through inappropriate means) can jeopardize the use of federal funds on the project.

## 4.5 Eligible Activities

The U.S. Department of Transportation has established eligibility requirements for the STBG, CMAQ and TAP programs, which are summarized below. Contact MORPC staff if you have a question on the eligibility of a proposed activity. Because of the difficulty in administering separate selection processes for each program and in applying for multiple programs for an eligible activity, MORPC has combined the funding programs into a single selection process and established funding targets for Activity Categories based on the eligibility provisions and allocations for the three programs. The funding targets are provided in Section 5.3.

### 4.5.1 STBG Eligibility Guidance

STBG 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 STBG funds. STBG funds may be used for construction, expansion, reconstruction or preservation projects on any federal-aid roadway (See Sec. 4.2) or a bridge on any public road, transit capital projects, bicycle and pedestrian projects, and intracity and intercity bus terminals and facilities. Guidance on the eligibility for STBG funds is available at: <http://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>.

### 4.5.2 CMAQ Eligibility Guidance

The purpose of the CMAQ program is to fund transportation projects or programs that reduce congestion and/or contribute to air quality improvements. CMAQ activities must demonstrate reductions in emissions of pollutants that contribute to the non-attainment of air quality standards, such as ozone precursors (nitrogen oxides and volatile organic compounds) and particulate matter. Eligible activities include:

- Traditional traffic flow improvements, such as the construction of roundabouts, left-turn or other managed lanes.
- Intelligent Transportation Systems (ITS) projects, such as traffic signal synchronization projects, traffic management projects, and traveler information systems.
- Projects and programs targeting freight capital costs – rolling stock or ground infrastructure.
- Programs for the provision of all forms of high-occupancy, shared-ride services.
- Programs to control extended idling of vehicles.
- New transit vehicles to expand the fleet or replace existing vehicles.
- Bicycle and pedestrian facilities and programs.
- Alternative fuels infrastructure and vehicles.

The U.S. Department of Transportation released a guidance document for the CMAQ program that includes an overview of the program and additional eligibility provisions. The guidance document is available at:

[https://www.fhwa.dot.gov/environment/air\\_quality/cmaq/policy\\_and\\_guidance/2013\\_guidance/index.cfm](https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm).

### 4.5.3 TAP Eligibility Guidance

TAP eligible activities include construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, transportation projects to achieve compliance with the Americans with

Disabilities Act, and projects to provide safe routes for non-drivers. Each project or activity must demonstrate a relationship to surface transportation. FHWA provides general guidance on the TAP and additional eligible activities. The guidance is available at: [https://www.fhwa.dot.gov/environment/transportation\\_alternatives/guidance/guidance\\_2016.cfm](https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm).

#### 4.5.4 Complete Streets Policy

Projects are required to adhere to [MORPC's Complete Streets Policy](#) in the planning and design of all proposed transportation projects using MORPC-attributable federal funds. The main objective of the policy is to design and build roads that safely and comfortably accommodate all users of roadways, including motorists, cyclists, pedestrians, transit and school bus riders, people with disabilities, delivery and service personnel, freight haulers, and emergency responders. It includes people of all ages and abilities.

Sponsors are responsible for determining, within the context of the project, the most appropriate project approach to meet the Complete Street Policy's requirements. The Complete Streets Policy is available on the MORPC website.

## 4.6 Guidance for Applicants

Applicants should consider the following points before applying:

- Scrutinize the cost versus benefit when applying for federal funds. The program requirements can be demanding, and what is believed to be a small, inexpensive project can spiral quickly into a complicated and expensive one. 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 the National Environmental Policy Act (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 Project Development Process (PDP). Many steps will take much longer than if they were performed in-house. Even the least complicated projects do not 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, review the experience of 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)? Consultants working on projects with a commitment of MORPC-attributable funds for any phase must be pre-qualified by ODOT.

## 5. Activity Categories

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### 5.1 Purpose

MORPC promotes a multi-modal transportation system. Realizing the difficulty in evaluating different types of projects, the applications will be evaluated by criteria developed for one of six Activity Categories. Each category will have the same or similar types of projects. Much of the evaluation criteria are the same across the categories, but some criteria may be different to better reflect the distinguishable aspects of projects within particular categories. The grouping into categories of projects and the criteria unique to each category allows for a better “apples-to-apples” comparison of projects.

### 5.2 Definitions

The six Activity Categories are:

- **System Preservation** – This category includes projects that are solely replacement or maintenance of existing roadway infrastructure without resulting in operational changes to motor vehicle traffic. Examples include bridge maintenance and replacements, and pavement preservation, resurfacing or rehabilitation. The maintenance or replacement of traffic signal infrastructure may be considered for this category only if it will not result in operational changes to motor vehicle traffic. For example, replacement of signal infrastructure with improved communications capabilities would likely be considered in the Minor category.
- **Minor Widening/Intersections/Signals** – Construction projects that result in operational changes to motor vehicle traffic comprise this category. Examples include intersection modifications, such as the addition of turn lanes and/or traffic signals or construction of a roundabout; the addition of a center left-turn lane to a corridor, modifications that reduce motor vehicle capacity (sometimes called road diets), intelligent transportation systems, and any traffic signal infrastructure modifications (including equipment upgrades) that will result in operational changes to motor vehicle traffic.
- **Major Widening/New Roadway** – Projects that increase the motor-vehicle capacity of the regional transportation system comprise this category. The addition of through lanes to a facility, new roadways, and new or expanded interchanges are in this category.
- **Bike and Pedestrian** – This category includes any activity that primarily benefits bicycle and pedestrian transportation. Examples include installing or modifying multi-use paths, bicycle lanes, sidewalks, provided that they are not part of a roadway modification project. It also includes funding requests for education, encouragement, enforcement and other activities to promote non-motorized modes of transportation.
- **Transit** – This category includes any activity that primarily benefits public transportation. Examples include transit vehicle replacements, park and rides, transit centers, enhanced bus stops, capital projects related to new or expanded service, streetcar, bus rapid transit, or rail transit.
- **Other** – If the funding request does not fit in any of the above categories, it falls into this category. These may be motor-vehicle education or enforcement activities, non-transit engine retrofits, refueling stations, etc.

For the vast majority of applications, it is clear which category it is. However, there are cases in which a roadway project has significant characteristics of multiple categories. In general the following hierarchy is used in the categorization of roadway projects:

1. Will a roadway project have motor vehicle operational changes (generally to improve traffic flow)? No = System Preservation
2. Does a roadway project add through motor vehicle lanes to a facility, is a new roadway, or is a new or expanded interchanges? Yes = Major Widening/New Roadway
3. If a roadway project is not System Preservation or Major Widening/New Roadway it will be categorized as Minor Widening/Intersection/Signal category.

During review of the screening applications, staff and the AFC will review the project category the applicant selected and provide feedback if it appears it should be in a different category for final application submittal.

### 5.3 Funding Target Ranges

MORPC has established the target ranges of funding below for different Activity Categories. The basis of the target percentages is the total amount of funding commitment from the present SFY through two SFYs beyond the next TIP update. For this cycle, that is SFYs 2019-2025. The purpose of the criteria is to identify the projects among the various categories that best advance the goals of the MTP. Once the most worthy projects are identified, the appropriate funding source(s) will be identified.

	Major Widening	Minor/ Intersections	Transit	System Preservation	Bike & Pedestrian
<b>Minimum %</b>	40	20	5	10	5
<b>Maximum %</b>	50	30	15	15	15

MORPC traditionally funds four programs from its attributable funding: Gohio Commute (formerly RideSolutions), Paving the Way, Air Quality Awareness and Supplemental Planning. These programs may use up to five percent of MORPC-attributable funding without submitting applications for the formal selection process. The AFC may still make recommendations to the TPC regarding funding for these programs.

## 6. Application Process for New Funding Commitments

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There is a two-step process to apply for new funding commitments – a Screening Application and a Final Application.

### 6.1 Screening Application

Screening Applications will be submitted through an online form and are due on June 11, 2018. The Screening Application gathers enough information to determine whether the project or program is eligible for funding, which Activity Category is most suitable for the project and for MORPC to gather information on the total funding expected to be requested. The construction phase of a project must be scheduled to begin, i.e. receive federal authorization, within two SFYs beyond the next TIP update. For this cycle, that is before the end of SFY 2025.



Applicants will be asked to provide the following information as applicable:

Project Title	Project Scope
Sponsoring Local Public Agency	Project Type
ODOT PID (if assigned)	Activity Category
Metropolitan Transportation Plan Project ID or Status	Right-of-Way Authorization Date
Complete Streets Verification	Award Contract Date
Applicant Contact Information	Date Funds are Needed (if no construction proposed)
Name	Source, Amount, and Percent of Phase Subtotal:
Address	Preliminary Engineering
Phone Number	Right-of-Way
E-mail Address	Construction
Facility Name	Other Costs
Project Limits (From-To)	Total Cost
Project Length	

After reviewing the Screening Applications for eligibility and completeness, MORPC staff will confirm the selected Activity Category. The AFC 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 applications and recommend which ones are good candidates to submit Final Applications. If a sponsor submits more than one Final Application, the sponsor will provide a priority ranking of the applications.

In mid-July, staff will provide feedback to the applicants on their Screening Applications. The AFC may recommend that sponsors limit the number of applications or amounts requested identify ways large funding requests can be split or reduced in scope, and identify applications that have little or no chance of success. However, sponsors may submit a Final Application for any request for which a Screening Application was received. The staff will provide guidance to the applicants about the specific information they will need to evaluate the application based on the Activity Category.

## 6.2 Final Application

The Final Application, which is due on August 13, 2018, will request the information shown in the Appendix A, as applicable, in addition to an authorized signature, a supporting resolution, a cost estimate certified by a professional engineer, architect, or other appropriate professional discipline, and the information needed to evaluate the application using the criteria in Section 7.1. The application will consist of an online form to be submitted electronically.

Applicants should 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>

Applicants will provide a schedule that is realistic and recognizes the processing and review times needed by ODOT and other state and federal agencies in the project development process. Unless the applicant can provide justification, the schedule should allow at least two years for preliminary development (between Consultant Authorization and Environmental Document Approval), one year for detailed design (between Environmental Document Approval and Final Plans/Bid Package

Submittal) and one year for right-of-way activities (between RW Authorization and RW Acquisition Complete).

For construction phases, the SFY requested for the commitment will be one year following the calendar year of the Final Plans and Bid Package Submittal to ODOT in the project's schedule. For example, if the bid package submittal date is in April 2024, the applicant is requesting funds for SFY 2025. This is done to minimize the risk of the award date slipping into the next SFY and the potential that the unspent funds could be recalled

If selected for funding, the sponsor and MORPC must agree on a schedule, in consultation with ODOT, when the partnering agreement is executed (see Section 9.1). The schedule may be revised between the Screening Application and Final Application and between the Final Application and the Partnering Agreement.

### 6.3 Penalties for Incomplete Applications

As described previously, 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 it is sent. A failure to adequately respond to the request will result in a reduction of 5 points from a new application's overall score. The penalty will increase by 5 points 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 AFC.

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 points. The penalty will increase by 5 points 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 September 28, 2018, a new project's evaluation score will be reduced by 10 points. The penalty will increase by 5 points for each additional week that passes before the applicant provides a copy of enacted supporting legislation.

## 7. Evaluation and Selection Process

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Because of the high demand for MORPC-attributable federal funds, the AFC developed criteria and processes to identify the best candidates for funding. The criteria reflect current adopted MTP goals and objectives and satisfy the planning factors required by the federal Metropolitan Transportation Planning regulations.

The following generally describes the evaluation and selection process:

- a. Staff shall apply the scoring criteria to applications for new funding commitments and outstanding commitments forced to compete for the additional funding.

- b. Staff shall submit the collected information about each application and the scores for each application to the AFC for review and comment.
- c. The AFC shall select applications to recommend for new funding commitments.
- d. The recommended program of funding commitments (changes to outstanding funding commitments as well as new commitments) shall be provided to TAC, CAC, TPC, MORPC's members, and the public for review and comment.
- e. At the conclusion of public involvement, the applications, schedules and costs will be endorsed through the MORPC committee process and incorporated into the TIP to be adopted the following May.

## 7.1 Evaluation Criteria and Scoring Process

As part of the continuing metropolitan transportation planning process, MORPC adopted the 2016-2040 Metropolitan Transportation Plan in May 2016. The MTP established the following six goals for the region.

Through transportation:

- Reduce per capita **energy** consumption and promote alternative fuel resources to increase affordability and resilience of regional energy supplies.
- Protect **natural resources** and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community.
- Position Central Ohio to attract and retain **economic opportunity** to prosper as a region and compete globally.
- Create **sustainable neighborhoods** to improve residents' **quality of life**.
- Increase regional **collaboration** and employ innovative transportation solutions to maximize the return on **public expenditures**.
- Use public investments to benefit the **health, safety, and welfare** of people.

The criteria for evaluating applications for new funding commitments are used to measure how well they advance the six goals identified for the MTP. These criteria help assure consistency between the MTP goals and the funding commitments that result from this process. The criteria for evaluating applications follow and consist of qualitative information based on the information in the final application and well as quantitative data derived from GIS or travel demand model analysis.

Applications will be scored for each goal on a scale of 1 to 10. The score will be established subjectively based an overall consideration of the MORPC-derived data and qualitative statements provided with regard to the criteria for each goal. Although there is no specific weighting of criteria within each goal, there are three levels of priority among the criteria for each goal. In the following criteria tables, the priority level for each applicable criterion is shown in the corresponding Activity Category column:

- A criteria are given the highest priority
- B criteria are given a priority level between A and C
- C criteria are given the lowest priority

The application will be scored for each goal relative to the other applications' data and statements for the goal. If the information associated with a particular goal does not provide a meaningful distinction between two applications, they will receive the same score for that goal. For minor

differences, the scores between two applications will be close to each other. For applications that are clearly separated based on the goal criteria and their priority levels, the applications' scores will be significantly different. Included with the goal score will be a brief rationale for the score that highlights the most significant contributing factors.

MORPC staff will compile the data for each goal and develop the preliminary goal score and rationale. The AFC will then review the scores and rationales and make modifications as necessary to reach agreement.

### 7.1.1 Economic Opportunity Goal Criteria

The evaluation for the economic opportunity goal criteria is based on information provided in the Final Application and MORPC-derived data from the regional travel demand model or GIS.

MORPC Derived	Economic Opportunity Goal Evaluation Criteria & Description	Priority Level by Category					
		Major	Minor	Preservation	Bike & Ped	Transit	Other
<b>X*</b>	<b>Congestion Relief:</b> Applicant is to provide information on how congestion hampering economic development in the area. How will improvements to the transportation system as a result of this project improve economic development? MORPC will estimate the ability of the project to improve travel within a corridor so congested components of the transportation system are relieved. Measured using the regional model by the percentage reduction in 2040 VMT that experiences LOS E or worse within 1 mile of the project.	A	A			A	
<b>X**</b>	<b>Job Retention and Creation:</b> The number of existing jobs of each type (manufacturing, office, warehousing, retail, institutional) within 1 mile of the project. The Applicant will provide the number of permanent jobs of each type (manufacturing, office, warehousing, retail, institutional) that will be <u>created in the region</u> as a result of the project. Provide a map showing the locations in relationship to the project. Provide documentation showing that these jobs are committed to being created in this area with the improvements to the area.	A	A	B	B	B	
	<b>Development Readiness:</b> Describe the presence and timing of all necessary economic development components in the project area, such as infrastructure (e.g., utilities, water and sewer, broadband), access to appropriately trained labor (skilled and unskilled), and other transportation options (e.g., rail, airports, transit or bicycle and pedestrian). This can include how much new private or public capital investment has been made in the project area or will be as a result of the project. This investment can be within the past three years or commitments between now and 5 years after completion of the transportation project. Provide a map showing the past and committed investments. Please specify the type of investment and the timeline for this investment.	B	B			B	
<b>X</b>	<b>Travel Time Uncertainty &amp; Delay Reduction:</b> Using existing travel time data, the existing travel time uncertainty index will be calculated for the area within 1 mile of the project. Projects in areas with higher uncertainty will score better. Travel delay reduction is the average 2040 travel time reduction per person for a complete trip using the facility during peak periods (including AM and PM peak hours) as a result of the project as estimated using the regional model. Projects with more delay reduction will score better.	B	B			C	
<b>X</b>	<b>Traffic Composition:</b> Current and future Average Daily Traffic and percentage of truck traffic. Higher volume facilities and facilities serving a higher percentage of truck traffic will score higher.	B	B	A			
	<b>Other Economic Considerations:</b> Describe the type and amount of acreage of site(s) that will primarily benefit from the project's improvements (e.g., greenfields, developed, redeveloped, infill, brownfields, intermodal facilities). Please provide information with regard to the project's impact on economic development in the area. Is there anything unique about this project that has not been captured by the criteria? This could include how the project will impact a specific industry cluster, innovative business, or industry target as identified by Columbus 2020.	C	C	C	A	A	A

\*MORPC will estimate change in congested VMT. Applicant is to provide statement on how congestion is hampering economic development.

\*\*MORPC will calculate the number of existing jobs. Applicant is to provide the number of new jobs.

### 7.1.2 Natural Resources Goal Criteria

The scores for the natural resources goal criteria are mostly based on information provided in the Final Application. The emission reductions are estimated using the regional travel demand model.

MORPC Derived	Natural Resources Goal Evaluation Criteria & Description	Priority Level by Category					
		Major	Minor	Preservation	Bike & Ped	Transit	Other
X	<b>Emission Reduction:</b> The vehicle emissions of PM2.5 (fine particulates), VOC (volatile organic compounds), and NOx (oxides of nitrogen) contribute to the region being recently in non-attainment of the ozone and PM 2.5 national air quality standards. The regional model will estimate the change in emissions resulting from the project, reported in kilograms per day. Projects with more emission reductions will score better.	A	A		A	A	A
	<b>Addressing Sensitive Land Issues:</b> Based on project location information provided in the Screening Application, a listing of sensitive lands in the project vicinity will be provided to the applicant. In the Final Application, the applicant is to provide information addressing how the project impacts each of these. Projects that do not impact sensitive lands or will go beyond NEPA requirements will score better.	B	B	B	B	B	
	<b>Water Runoff Quality &amp; Quantity:</b> Describe a current significant water runoff quality or quantity problem in the project area that will be resolved as a result of the project and complying with NEPA requirements. If there is no current significant water runoff quality or quantity problem, describe aspects of the project that will improve water runoff quality or quantity that will go above and beyond NEPA requirements. Projects which address problems or go beyond NEPA requirements will score better.	B	B	B	B	B	B
	<b>Vegetation and Habitat Restoration:</b> Describe a current significant vegetation or habitat problem in the project area that will be resolved as a result of the project and complying with NEPA requirements. If there is no current significant vegetation or habitat problem, describe aspects of the project that will improve vegetation or habitat restoration above and beyond NEPA requirements. Projects that address problems or go beyond NEPA requirements will score better.	B	B	B	B	B	B
	<b>Other Extraordinary Aspects Related to Natural Resources:</b> A statement by the sponsor about any extra-ordinary aspects of the project's impact on the natural habitat.	B	B	B	B	B	B

### 7.1.3 Energy Goal Criteria

Two criteria for the energy goal are scored based on information provided in the Final Application, and one is scored using results from the regional travel demand model and GIS analysis.

MORPC Derived	Energy Goal Evaluation Criteria & Description	Priority Level by Category					
		Major	Minor	Preservation	Bike & Ped	Transit	Other
X	<b>Vehicle Miles of Travel:</b> Projects that would reduce regional Vehicle Miles of Travel will score better.	A	A		A	A	A
	<b>Components that Save Energy:</b> An assessment provided by the sponsor as to the potential project level technology components that save energy.	B	B	B	B	B	B
	<b>Other Extraordinary Aspects:</b> A statement by the sponsor about any extraordinary aspects of the project's impact on energy. This could include renewable energy production as part of the project.	B	B	B	B	B	B

7.1.4 Collaboration and Funding Goal Criteria

The evaluation for the collaboration and funding goal criteria is exclusively based on information provided in the Final Application. A first consideration in the score for this goal will be inclusion in the MTP. **If the activity is not in the MTP, the maximum score for the goal is reduced to five (5).**

MORPC Derived	Collaboration and Funding Goal Evaluation Criteria & Description	Priority Level by Category					
		Major	Minor	Preservation	Bike & Ped	Transit	Other
	<b>Percent and Amount of MORPC Funding Requested:</b> The percentage will only be based on the total right-of-way and construction cost. If it is not a traditional construction project, the percent of the total program/activity will be used. Applications that provide non-federal match to MORPC funding of 30% or more will score better. Applications that request amounts greater than 50% of the midpoint of forecasted funds available for the category will not benefit in this criterion. Applications that request amounts less than 15% of the midpoint of forecasted funds available for the category will receive maximum benefit in this criterion.	A	A	A	A	A	A
	<b>Documentation of Support and Collaboration:</b> The applicant is to provide letters of support from neighboring government jurisdictions, community associations, business associations, or others. The sponsor is also to provide documentation on interagency and community collaboration (e.g., identification in MORPC's Competitive Advantage Projects initiative) that has occurred to date to advance the project. Additional funding partners are also a sign of support. This includes those entities funding any aspects of project development as well as the number contributing to right-of-way and construction. Projects that have more support will score better.	B	B	B	B	B	B
	<b>Origin of Project/Project Readiness:</b> The applicant is to provide the origin of the project including all planning studies recommending the project or activity and which ODOT Project Development Process (PDP) steps have been completed at time of final application submittal. Projects that that are further through the planning and PDP process will score better.	B	B	B	B	B	B
	<b>Percent and Amount of Private Sector Funding:</b> The amount and percentage will only be based on the total right-of-way and construction cost. If it is not a traditional construction project the percent of the total program/activity will be used. The more private sector funding, the better the score.	B	B	B	B	B	B
	<b>Applicant Priority Ranking:</b> Applicants that submit more than one project must also submit a priority ranking of their projects. The applicant's top project within each category will benefit under this criterion.	C	C	C	C	C	C
	<b>Small Agency Funding Capacity:</b> For an agency with a small transportation budget, such that the local funding they are contributing to the project phases for which they are requesting assistance is approximately equal to or greater than the usual size of its annual transportation infrastructure expenditures, will benefit under this criterion.	C	C	C	C	C	C



### 7.1.5 Health, Safety & Welfare Goal Criteria

Some of the for the health, safety and welfare goal criteria are evaluated based on information provided in the Final Application, and others are evaluated based on MORPC-derived data using GIS analysis.

MORPC Derived	Health, Safety & Welfare Goal Evaluation Criteria & Description	Priority Level by Category					
		Major	Minor	Preservation	Bike & Ped	Transit	Other
X	<b>Crash Reduction:</b> Using the ODOT crash data and tools, crash measures for the project will be calculated, including overall frequency, bike/ped frequency, crash rate, and severity index. Additionally, using Crash Modification Factors (CMF) and Highway Safety Manual (HSM) based analyses, project improvement(s) will be evaluated with respect to their estimated impact on expected crashes. Projects that show more projected improvements to safety will score higher.	A	A	B	A	A	
X	<b>Facility Condition:</b> The average PCR of the existing roadway that would be improved as part of the project based on the most recent ODOT data will be calculated. The worst existing bridge component rating based on ODOT data that would be improved as part of the project. The sponsor should review the ODOT data and may provide supplemental data if desired. Projects that are on facilities with lower PCRs and/or bridge ratings will score higher.	A	A	A			
	<b>New Transit Ridership:</b> The sponsor provides an estimate of the increase in transit ridership. This is to include both the ridership on the specific project or activity as well as overall system ridership. Projects that have higher ridership will score better.					A	
X	<b>Environmental Justice:</b> Of the estimated opening day 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? The ratio of each of these relative to the regional average of each will be calculated. For the Bike and Pedestrian category, the population within 1 mile of the project will be estimated instead of the users.	B	B	B	B	B	
	<b>System Life:</b> The applicant is to provide information on the age and condition of the components being replaced. Also provide a statement, if applicable, as to the potential of the project to maximize life of transportation system. This is any extraordinary aspect that is likely to be part of the project.	C	C	C	C	A	
	<b>Other Health, Safety &amp; Welfare Considerations:</b> Statement by the sponsor with rationale on how the project would further this goal. Reference should be made to as many of the above criteria as applicable in justifying the benefits of the program/activity/project relative to this goal.	C	C	C	C	C	A

### 7.1.6 Sustainable Neighborhoods and Quality of Life Goal Criteria

Some of the criteria for the sustainable neighborhoods goal are based on information provided in the Final Application. A few criteria are based on MORPC-derived data that uses GIS analysis and the travel demand model.

MORPC Derived	Sustainable Neighborhoods and Quality of Life Evaluation Criteria & Description	Priority Level by Category					
		Major	Minor	Preservation	Bike & Ped	Transit	Other
X	<b>Origin/Destination Density:</b> The average density (population + jobs) of the project users' origins and destinations will be estimated based on existing densities & 2040 projections. The average densities will be calculated for both higher density ends of the trip and lower density ends of the trip. For the Bike and Pedestrian category, the density within 1 mile of the project will be used. Projects that serve travelers going to and from more dense areas will score higher.	A	A	A	B	A	
	<b>Pedestrian System:</b> The applicant will provide information on the relationship of the project to the existing pedestrian transportation system and/or how the project will include improvements to enhance or connect to the pedestrian system. Projects that facilitate the construction of pedestrian facilities along a regionally significant active transportation corridor will score higher. Projects that provide pedestrian facilities where none currently exist and/or provide connections among existing facilities will score higher.	B	B	B	A	A	
	<b>Bikeway System:</b> The applicant will provide information on the relationship of the project to the existing bikeway transportation system and/or how the project will include improvements to enhance or connect to the bikeway system. Projects that facilitate the construction of facilities along a regional active transportation corridor will score higher. Projects that provide bike facilities where none currently exist will score higher.	B	B	B	A	A	
	<b>Displacements:</b> The applicant will provide an estimate of the number of displacements (business and residential) as a result of the project. The information can be provided in terms of a range of likely displacements.	B	B	B	B	B	
X	<b>On Transit Line:</b> The information will be simply "yes" or "no" with regard to if an existing transit route uses the project facilities. Projects along existing transit routes will need to provide appropriate transit related facilities and will score higher.	C	C	B	B		
	<b>Transit System:</b> A statement by the applicant as to how the project enhances transit service. Beyond what transit related facilities may be part of the project if on existing transit line, projects that make additional improvement or that could enhance future transit service while not on a current transit line will score higher.	C	C	C	B	B	
	<b>Other Sustainable Neighborhoods Considerations:</b> Statement by the applicant with rationale on how the project would further quality of life and relationship of this project to furthering the community's quality of life goals. For projects in the Other Activity Category, also provide additional information especially in regard to any of criteria above criteria as applicable in justifying the benefits of the program/activity/project relative to this goal.	B	B	B	C	B	A

## 7.2 Scoring Phased Construction Projects

Large construction projects are often developed and constructed in phases, i.e. under separate contracts. Applicants have discretion in how to package the submittal to improve the competitiveness of the application. MORPC staff are available for consultation during the application process and may include such advice in its response to the Screening Application.

Generally, only the components that would be built as part of the project requesting the funding will be evaluated. Exceptions would be when other project components or phases are so intertwined that it was required that they all be in the same NEPA document. The NEPA process requires interrelated projects to be considered in one document, even when construction will occur in phases. In these cases, the criteria will be applied to the scope defined by the environmental document. If the document has not yet been developed to the point of defining the scope, then the scope anticipated for the environmental document will be evaluated rather than on the construction sections

## 7.3 Agency Prioritization of Multiple Applications

An agency which submits multiple funding applications may request, during the scoring and evaluation period, that the score for any project submitted by that agency be reduced and the project demoted in the list of highest scoring projects within a category in order to score lower than a higher priority project by the same agency. The request shall be made in writing.

## 7.4 Weighting Scores by Goal and Category

Once the goal scores are completed, they will be multiplied by the corresponding weight in the table below.

Activity Category	Economy	Natural Resources	Energy	Collaboration	Health, Safety & Welfare	Sustainable Neighborhoods
<b>Major Widening/New Roadway</b>	30	10	5	15	30	10
<b>Minor Widening/Intersections/Signals</b>	20	10	10	15	30	15
<b>Bike and Pedestrian</b>	5	5	5	15	35	35
<b>Transit</b>	10	10	15	15	25	25
<b>System Preservation</b>	15	5	10	15	35	20
<b>Other</b>	NA	NA	NA	NA	NA	NA

The overall score for an application will be the sum of all of the weighted scores divided by 10, resulting in an overall score between 0 and 100.

## 7.5 Prioritizing and Recommending Applications for Funding

Once the overall score is established, the applications are ranked within each category. The AFC will review the ranking and make adjustments to the preliminary goal scores if necessary. During the ranking and prioritization process, sponsors may voluntarily reduce the amount of funding requested in an application by increasing the local match or reducing the scope. This would increase the

amount of funding available for other applications or make the reduced request more feasible within available funding.

Staff shall consider AFC comments on the application scores and then identify the high, moderate, and low scoring applications within each category along with the target funding range available within each category. Applications with higher scores will generally be selected before applications with lower scores. Once the AFC reaches agreement upon a program of funding commitments to recommend, MORPC staff would then use this recommendation, the application schedules, and funding availability by SFY to develop a draft program of funding commitments.

Commitments will fall into one of three categories: TIP (Years 1-4), Post-TIP (Years 5-6), and Long Range. The TIP years are the four SFYs of next TIP. MORPC will make commitments in specific SFYs to fully use the funding expected to be available in the TIP years. Most construction phases in the TIP will be continuations of commitments made in previous rounds. MORPC may make Post-TIP commitments with a total not to exceed 75 percent of available funds forecasted for the Post-TIP Years. The uncommitted portion of Post-TIP funds are intended to be available for the next round to fund fast-developing construction (e.g., system preservation or high priority projects), right-of-way phases for new construction commitments, and cost increases for previous commitments. Post-TIP commitments are not designated a specific SFY in the two-year period. The SFY will be designated when it advances into TIP years. Long Range commitments are primarily intended for any debt payments, both outstanding and planned new payments. Long Range commitments must not to exceed 25 percent of the total amount available in the first six years. Also, there cannot be more than 40 percent of the yearly average committed in a single year beyond the sixth year.

The table below summarizes the commitment categories and specifies which SFYs apply to each category for this round.

<b>Commitment Type</b>	<b>SFYs</b>	<b>Specific SFY?</b>	<b>Max % Funding Committed</b>	<b>Typical Uses</b>
TIP	20-23	Yes	100%	Prior Construction, New Right-of-Way, New Fast-Developing Construction
Post-TIP	24-25	No	75%	New Construction, New Right-of-Way
Long Range	26+	NA	25% of 20-25	Debt Payment

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

This program would then be provided for a 30-day agency and public comment period. MORPC staff and the AFC would review any comments received and make adjustments, if necessary, before final action by the CAC, TAC and TPC.

## 7.6 Reservoir Commitments

Even in a well-managed program, there will be occasions when not all of the projects will be able to be obligated as scheduled. Consequently, it is desirable to create a “reservoir” of projects that are ready ahead of funding availability that could be obligated when necessary to effectively manage the program. MORPC will first develop a program based on expected funding per year, the applicants’ schedules and the evaluation criteria results. Then, project phases for which there are insufficient funds available in the requested SFY will receive a funding commitment in a later fiscal year. Sponsors with a delayed commitment should work to maintain the intended schedule and will be

considered to be reservoir commitments. The following commitments will have priority in keeping their requested fiscal year:

1. Commitments made in previous cycles
2. Right-of-way phases of new construction commitments

If sufficient funds are not available when needed to proceed, the sponsor will need to arrange financing, such as loan through the State Infrastructure Bank (SIB), to be repaid with attributable funds. For these situations, MORPC will pay loan fees and interest, to the maximum extent possible, on the MORPC-attributable funding amount being borrowed. MORPC will schedule no more than four project loans in the four-year TIP and no more than one per SFY. At the time it is necessary to set up the financing, the actual amount needed may be reduced or eliminated if there is more MORPC-attributable funding available than originally expected. An applicant may request a series of annual payments for the construction phase on the Final Application. Staff may work with a project sponsor to arrange a commitment as a series of payments. Any such commitments will be documented in the Partnering Agreements.

## 8. Project Development Requirements

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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.

If federal funds are used in the preliminary engineering phase, the consultant must be selected through ODOT's federal procurement process. Consultants working on projects with a commitment of MORPC-attributable funds for any phase must be pre-qualified by ODOT.

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).

To ensure these and other requirements are met, all activities using federal transportation funds must follow either ODOT's PDP or Local Public Agency (LPA) process. ODOT maintains a website with PDP information: <http://www.dot.state.oh.us/projects/pdp/Pages/default.aspx>. 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, sponsors 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.

ODOT allows LPAs to administer construction projects on the LPA's system using federal funds if the LPA has completed all of the required LPA eLearning Qualification Modules, the LPA can prove it has properly licensed and experienced employees, all of the required written processes and policies are

in place, and the LPA has enough internal support to complete the project properly.

For more information on Ohio's LPA Qualification Process, please review chapter one of the Locally Administered Transportation Projects Manual available at <http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalLetProcesses.aspx> or contact the District LPA Manager (list available at [https://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Documents/LPA\\_District\\_Managers.pdf](https://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Documents/LPA_District_Managers.pdf)).

MORPC will include new and outstanding funding commitments in SFYs 2020-2023 in the updated Transportation Improvement Program (TIP). For a project or activity to be eligible to receive federal funds, it must be included in the TIP.

## 9. Maintaining Funding Commitments

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It is the sponsor's responsibility, with ODOT and MORPC support, to develop the project on schedule in order to allow the funds to be authorized.

### 9.1 Partnering Agreements

To document the local commitment to each project, a partnering agreement will be developed in consultation with ODOT and executed among the sponsor and MORPC. The agreement will include the scope of the activity, its schedule prepared with mutually agreeable dates, a commitment on the parts of the sponsor to become suitably knowledgeable about the ODOT process, attending regular progress meetings with ODOT and MORPC and providing status update information necessary for monthly updates to the TAC, and commitment of all the partners to carry out their responsibilities to the project at a level of quality and in a time frame consistent with the best practices customary in Central Ohio. In certain circumstances, the partnering agreements may be revised as described in Section 9.5. A sample Partnering Agreement is provided in the Appendix. The amounts and SFYs in the Partnering Agreement will be consistent with the MORPC resolution adopting the funding commitments as approved by the TPC.

When funding sources other than attributable funds and local agency funds are committed to a phase, the Partnering Agreement will document the amount or percentage from these sources. The agreement will incorporate the expectation of how each source of funding will be adjusted as cost estimates are updated throughout project development.

MORPC and the sponsor can agree to make modest adjustments to the reference dates dictated by the schedule in the application, provided the partnering agreement is executed prior to first incorporating the project into the TIP.

If funding is not available in the same SFY as the reference date, the reference date will be delayed to March 30 of the SFY one year before that to which MORPC has committed the funds. In practice, this means that penalties will begin to apply to a sponsor if the funds are not encumbered in the SFY to which the funding commitment was delayed. Otherwise, the reference dates in the partnering agreement can be changed only with the approval of the AFC during the commitment update cycle.

## 9.2 Project Monitoring

To assist in more timely delivery of MORPC-funded projects and to make the status of these projects more widely known, MORPC will closely monitor the status of projects. Steps MORPC will take to monitor will include:

- Maintain a list with contact information of project managers for the sponsor, ODOT and primary consultant.
- Maintain a list of milestone dates for the project, including at a minimum the milestones included in the application.
- Contact the sponsor, ODOT and consultant project managers at least monthly for status updates, which will be compiled into a report.
- Attend quarterly meetings and other project meetings. Sponsor attendance at quarterly project status meetings scheduled by ODOT will be mandatory unless the sponsor, ODOT, and MORPC agree to cancel the meeting.
- Report on the status of all projects at each TAC meeting. Managers of projects falling behind schedule may be requested to report on the project to TAC.
- Report a summary of the information to the sponsor CEO and chair of council (if such exists) at the beginning of each fiscal year at a minimum. These would be more often if a project begins to fall behind.
- Investigate additional means of monitoring and providing updates.

## 9.3 Commitment Update Form

After receiving a commitment, sponsors must submit a Commitment Update Form every two years, during the application period, until the funds have received federal authorization. If MORPC does not receive a Commitment Update Form, the commitment is considered to be cancelled (see Sec. 9.6). Exceptions will be made for funds expected to receive authorization for the final phase before SFY 2020. At the time MORPC requests Update Forms, sponsors of construction projects with a final plan package submittal date after December 31, 2018, are expected to submit an Update Form. Staff may grant exceptions at their discretion.

The purposes of the Update Form are to reaffirm or request adjustments to the committed amount and schedule; provide justification for requesting significant changes to the scope, schedule, or budget; and reaffirm the sponsor's commitment to deliver the project. Changes to the amount committed are significant if the total has changed by more than 10 percent (excluding inflation) since the previous application/update. Schedule changes are considered significant if any milestones have changed by more than six months since the previous application/update. Sponsors need to provide a resolution or legislation supporting the project that was approved within the year preceding the Update Form due date. **Funding commitments will be determined to be on schedule or behind schedule by comparing the revised schedule with the dates in the Partnering Agreement.**

Staff will present the requests to the AFC, which may consider the requests in aggregate and/or individually. The AFC has recommended approval of all updated requests when it has found the net change in total funds committed would be acceptable, notwithstanding significant changes in individual commitments or any sponsor's total commitments. When the total of all updated requests would result in a significant net increase, the AFC has asked sponsors of individual commitments requesting the largest percentage increases to submit a Final Application for the evaluation and scoring process to determine whether it will fulfill the request for additional funds. The AFC

recommended approval of the other requests. Staff will use the recommendations as the basis of determining the availability of funds for new commitments.

If the AFC required a Final Application for a large increase, it considered its score and ranking with new applications in its category to inform its recommendation on the requested increase. Sponsors of unsuccessful applications for increases could either continue developing the same project (without significant alterations of the scope) without additional funding assistance or cancel the outstanding commitment.

#### 9.4 Cost Overruns at Time of Authorization

The estimated cost of projects sometimes increases between the time the Partnering Agreement was signed and the final estimate prior to federal authorization. To provide some flexibility, MORPC will allow authorization amounts to exceed the committed funding according to the limits that follow.

Except as noted in the following paragraphs, MORPC's total participation in a project for Right-of-Way and Construction shall be fixed at no more than the commitments shown in the TIP at the time the project phase is authorized plus 10 percent or \$300,000, whichever is greater, as long as the total commitment does not increase more than 50 percent. Costs in excess of these amounts shall be the responsibility of the sponsor. Prior to authorization, sponsors have the right to withdraw projects and ask that they be reprioritized in a later year to obtain a higher MORPC commitment with the stipulation that if the withdrawal results in a loss of federal funds or obligation authority to the region, this funding commitment and others to the sponsoring agency may be delayed by MORPC indefinitely.

When funding sources other than attributable funds and local agency funds are committed to a phase, the authorization amount of the attributable funds may not exceed the amount shown on the TIP at the time the project phase is authorized. If the sponsor can document that the phase's final cost estimate has risen since the date of the estimate that formed the basis of the funding commitment (the estimate in the Partnering Agreement) and that the sponsor has made a good-faith effort to obtain a proportional increase in the amounts committed by other sources, then the attributable funding commitment will be subject to the limits in the preceding paragraph.

Commitments for non-construction activities, such as studies, preliminary engineering, MORPC programs, other programs, and purchases are fixed at the dollar amount shown on the TIP from which the project phase is obligated, i.e. there is no additional 10 percent MORPC participation. This also applies to construction projects that receive a commitment of a fixed dollar amount.

#### 9.5 Delays and Penalties

Because, at times, sponsors have been unable to deliver their projects on the original schedule or within original budget, it is necessary to include penalties for delays and cost increases. The application of penalties will only take place after several notifications of the delayed or increased cost status of the project through the reports and letters generated through the monitoring system. Sponsors may appeal penalties by petitioning MORPC's Attributable Funds Committee (AFC) for relief.

- The partnering agreement between MORPC and the local agency shall document the reference dates and funding commitment in determining reference dates when penalties take effect.



- If the sponsor has not authorized a consultant nor completed any additional project development tasks per the schedule by the time the first updated application is due, the project must re-compete.
- If a project's federal right-of-way authorization or final plan package submittal to ODOT is delayed more than one year, then the sponsor will be penalized on all new projects submitted for funding by reducing each new project's total score by 5 points. The penalty will be applied until the right-of-way is authorized or the final plan package is submitted to ODOT. If a sponsor has multiple existing projects with delays, the penalty will be applied for each delay up to a maximum of 15 penalty points.
- If a project's federal right-of-way authorization is delayed more than two years, then the sponsor is ineligible to apply for funding of additional projects until right-of-way is authorized.
- If a project's final plan package submittal to ODOT is delayed more than two years, then the sponsor is ineligible to apply for funding of additional projects until it has submitted the final plan package to ODOT.
- Projects which miss obligation dates that result in loss of funding to the region will have their federal share reduced by 10 percent (typically from 80 percent to 70 percent, but 100 percent projects would also drop to 70 percent), as well as have funding for this project and other projects sponsored by the agency delayed by MORPC indefinitely.
- During the formal commitment update cycle, with approval of the AFC and adopted through TPC resolution, the partnering agreement may be updated to reflect new funding commitment amounts.
- In extenuating circumstances, if agreed to by the AFC, the partnering agreement may be updated during the formal commitment update cycle to reflect new reference dates.

## 9.6 Cancelled Commitments

If a project sponsor decides not to proceed with a project or not to fulfill the requirements of the funding commitment, the commitment is cancelled and the funds are returned to the balance of uncommitted funds available for other uses. The sponsor is not permitted to transfer the funds to another unrelated project or activity.

## 10. Other Policies for Program Management

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### 10.1 Out-of-Cycle Requests

When circumstances require MORPC to decide outside of its normal funding cycle about committing MORPC-attributable funds to a project to which it has not previously made any commitments, the sponsor shall:

1. Fill out the final application from the previous funding round including all information used to score it.
2. Provide a letter to the Executive Director and Transportation Director requesting the funding which answers the following questions:

- Why is this request being made outside the normal funding cycle?
- What is the urgency of the request that it cannot wait until the next normal funding cycle?
- When did the applicant know the funds being request would be needed?

Once the applicant has provided the completed application and letter of request, staff will:

1. Assign the application to the appropriate Activity Category and determine whether committing the requested funds would cause the total funding for that category to be outside its targeted range.
2. Score the application relative to the applications in the Activity Category from the last round
3. Assess if the requested funding would impact other funding commitments.

Once staff has completed the above assessment, the request will be processed as described below:

- If the requested amount is under \$2,000,000, staff will prepare a recommendation to the CAC, TAC and TPC on whether to provide the requested funding. Staff has the discretion to recommend a more rigorous process if it determines that circumstances warrant it.
- If the requested amount is \$2,000,000 or over, staff will provide a summary of the request to the TPC chair who will consult with the other officers, the CAC chair and the TAC chair. This evaluation group would then determine the additional steps to be taken to asses this request before submitting the request to CAC, TAC, and TPC. The options include:
  - No additional assessment. Go directly to CAC, TAC and TPC with staff recommendation
  - Direct the request to the AFC for further discussion and recommendation. The AFC recommendation would then be submitted to CAC, TAC and TPC
  - In consultation with the evaluation group and consistent with the Bylaws governing the TPC, the chair of the TPC appoints a special sub-committee or work group to further discuss the request and make a recommendation. The recommendation would then be submitted to CAC, TAC and TPC
- MORPC may adjust the type of federal funding (i.e., STBG, CMAQ, and TAP) awarded in order to balance its program. This does not mean that funding will not be committed, but that MORPC may alter funding arrangements to make the funds available.

## 10.2 Trading Funds with Other MPOs

Staff is authorized to negotiate with other MPOs, ODOT, and the County Engineers Association of Ohio to exchange obligation authority so it may be used to the advantage of Central Ohio. At the time it is necessary to submit a SIB loan application per Section 7.6, the principal amount applied for may be reduced or eliminated if there is the ability to exchange obligation authority. The Transportation Systems and Funding Director is authorized to approve these exchanges.

## 10.3 Ohio Statewide Urban CMAQ Program

As of the fall of 2013, MORPC no longer receives a direct allocation from ODOT of Congestion Mitigation and Air Quality (CMAQ) funds specifically for the MORPC MPO area. The funds historically provided are now pooled with the funds formerly provided to each of the eight large MPOs in the state. The eight large MPOs have cooperatively developed (with ODOT's concurrence) the Ohio Statewide Urban CMAQ Committee (OSUCC) to solicit, evaluate, and select applications to use the

pooled CMAQ funding. As outlined below, MORPC will work within the guidelines of the OSUCC to secure CMAQ funding for MORPC MPO area commitments. If ODOT's current funding policy changes in regards to amount of funds sub-allocated or the elimination the program, MORPC will reevaluate the CMAQ funding commitments.

- MORPC will strive to ensure that the MORPC MPO area obtains a fair share of CMAQ funding.
- The OSUCC does not require ridesharing and air quality programs to go through the project selection process. MORPC may continue them per Section 5.3 up to the funding threshold established in the OSUCC program.
- The application and selection process as described in Section 7 will be used to identify applications to be submitted to the statewide process for CMAQ funding. The target percentages of funding by Activity Category in Section 5.3 will assume MORPC will receive its fair share of CMAQ funding.
- All applications will be evaluated according to the category criteria as specified in Section 7. CMAQ-eligible applications will also be scored according to the OSUCC scoring criteria.
- The results of the MORPC evaluation and the statewide scoring will be considered in identifying applications to submit to the statewide process. The AFC will rank the top four applications in accordance to the statewide program.
- For applications being submitted to the statewide process, MORPC may work with the applicants to adjust the project's scope, schedule or funding to allow it to be more competitive in the statewide process and maximize the CMAQ funding able to be brought into the region. This may include relaxing some requirements identified in this document.
- If necessary, some funding commitments resulting from MORPC's normal selection process may be identified as contingent upon receiving funding through the statewide CMAQ process.

#### 10.4 Participation in ODOT Freeway Projects

MORPC roadway funding is focused on arterial and collector facilities to support local agency roadway needs. Freeway facilities and system interchanges are generally the responsibility of ODOT, and MORPC does not intend to participate in funding those types of projects. However, MORPC will consider funding participation in the following:

- New or modified interchanges that connect to an arterial or collector (service interchanges)
- Components of a freeway project that modify an arterial or a collector
- Actual freeway or system interchange components if participation is structured as a series of payments over 10 to 20 years such that it does not significantly impact the ability to support local agency roadway needs.

In all cases, a local agency or multiple local agencies must be the applicant and follow the application process.

## Appendix A: Final Application Form

### Application Form for MORPC-Attributable Transportation Funding – 2018 State Fiscal Years 2020-2025

Screening Application Deadline: June 11, 2018, at 5 p.m. (Highlighted items only)

Final Application Deadline: August 13, 2018 at 5 p.m. (All items)

**For more information, please see Policies for Managing MORPC-Attributable Funds.**

**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 MORPC.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name (type/print)

\_\_\_\_\_  
Title

### Reference Information

**2. Primary Facility (Road or Path) Name:** \_\_\_\_\_

**3. Project Limits –** For a linear/segment project, provide the names of the beginning and ending points of the project, which will serve as logical termini. These will typically be intersecting roads or other transportation facilities.

**From:** \_\_\_\_\_ **To:** \_\_\_\_\_

**4. Secondary Facility or Feature –** For a point project, such as an intersection or bridge project, provide the name of the road, railroad, path, water feature, etc., that intersects or crosses the primary facility.

**At/Over:** \_\_\_\_\_

**5. Project Length:** \_\_\_\_\_ miles

**6. Title (for non-roadway/pathway applications):** \_\_\_\_\_

**7. Metropolitan Transportation Plan (MTP) Project ID(s).** List the MTP 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, pedestrian, maintenance, intermodal, etc., are listed as Unmapped Projects.

**8. ODOT PID (if assigned):** \_\_\_\_\_

## Applicant Information

**9. Sponsoring Local Public Agency:** \_\_\_\_\_

See Policies Sec. 4.1 for sponsor eligibility.

**10. 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, 2017**.

NOTE: If a copy of approved supporting legislation is not received by **September 28, 2018**, the application’s evaluation score will be reduced by 10 points. The penalty will increase by 5 points for each additional week that passes before the applicant provides a copy of enacted supporting legislation.

**11. Sponsor Project**

Manager (responsible  
for all project  
communication):

	Name	Title
	Street	
	City	State
	ZIP	
	Phone: _____	
	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 Sponsor notifies all other parties.

NOTE: The application 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 Sponsor Project Manager. Therefore, **it is very important that the Sponsor Project Manager is able to respond quickly to requests while MORPC is reviewing the applications in late August and September, or that this person delegates that responsibility.** See Policies Sec. 6.3.

## Project Information

Applications will be evaluated by criteria developed for one of six Activity Categories. Each category will have the same or similar types of projects. The six Activity Categories are:

- System Preservation
- Minor Widening/Intersections/Signals
- Major Widening/New Roadway
- Bike and Pedestrian
- Transit
- Other

**12. Primary Activity.** Choose only one activity that best describes the project. To determine the primary activity, consider what activity accounts for the largest portion of the costs or addresses the project's purpose and need most directly. This list is not exhaustive; many eligible activities are not listed.

	<b>Primary Activity</b>	<b>Activity Category</b>
<input type="checkbox"/>	Alternative Fuels/Vehicles (Non-Transit)	Other
<input type="checkbox"/>	Bridge Maintenance	System Preservation
<input type="checkbox"/>	Bridge/Bridge Deck Replacement	System Preservation
<input type="checkbox"/>	Preventive Maintenance	System Preservation
<input type="checkbox"/>	Reconstruction	System Preservation
<input type="checkbox"/>	Resurfacing	System Preservation
<input type="checkbox"/>	Intersection Modification	Minor Widening/Intersections/Signals
<input type="checkbox"/>	Minor Widening (add turn lane(s))	Minor Widening/Intersections/Signals
<input type="checkbox"/>	Traffic Signals	Minor Widening/Intersections/Signals
<input type="checkbox"/>	Interchange Modification	Major Widening/New Roadway
<input type="checkbox"/>	Major Widening (add through lane(s))	Major Widening/New Roadway
<input type="checkbox"/>	New Roadway	Major Widening/New Roadway
<input type="checkbox"/>	Bicycle Lanes	Bike and Pedestrian
<input type="checkbox"/>	Multi-Use Path (Bicycle/Pedestrian)	Bike and Pedestrian
<input type="checkbox"/>	Sidewalk Installation/Modification	Bike and Pedestrian
<input type="checkbox"/>	Streetscape Improvement	Bike and Pedestrian
<input type="checkbox"/>	Transit Capital Expansion (Vehicle Addition)	Transit
<input type="checkbox"/>	Transit Service Expansion	Transit
<input type="checkbox"/>	Transit Capital Maintenance (Vehicle Replacement)	Transit
<input type="checkbox"/>	Planning Activity	Other
<input type="checkbox"/>	Program Administration	Other
<input type="checkbox"/>	Travel Demand Management	Other
<input type="checkbox"/>	Other _____	Category: _____

**13.** Briefly describe the scope of the project. When completed, what physical changes, products, and/or outcomes will result? Include important details not captured above, like any activities listed in the primary activities list above that are also part of the project, curbs/gutters or lighting. If you think the Activity Category should be different from the one paired with the primary activity selected above, please tell us which category is more appropriate and why.

**14.** Attach schematic drawings of the typical cross sections of the existing and proposed facilities. The drawings should show the location and widths of the right-of-way, pavement, travel lanes, bicycle lanes, shoulders, buffer strips, sidewalks, and multi-use paths. Consider using tools such as Streetmix (<http://streetmix.net/>) or Sketchup.

See Attachment

15. If there are any bridges located within the project limits, describe any work proposed for the bridges as part of the project.

16. If there are any railroad properties located within the project limits, describe any potential project impacts to that property.

17.  The sponsor has read MORPC's Complete Streets Policy and understands that it applies to all projects that will use federal funds allocated through MORPC.

18. Describe the project area's current accommodations for pedestrians (including ADA compliance), bicyclists and transit users. Please describe the existing character of the project area, including estimated pedestrian and bicycle traffic, any unofficial walking paths, utilization of any on-street parking, density of development, street furniture/lighting, and perceived safety issues.

19. Which of the following items are planned to be part of the project? Please check all that will apply.

<b>Pedestrian Components of the Project</b>			
<b>Included</b>	<b>Pedestrian Component</b>	<b>Length (mi.)</b>	<b>Comments (e.g., details, locations, quantities)</b>
<input type="checkbox"/>	ADA curb ramps		
<input type="checkbox"/>	Audible signals		
<input type="checkbox"/>	Lighting		
<input type="checkbox"/>	Maybe - To be determined		
<input type="checkbox"/>	Modify existing facilities		
<input type="checkbox"/>	Multi-use path		
<input type="checkbox"/>	Multi-use path on 2 sides		
<input type="checkbox"/>	No change to existing conditions		
<input type="checkbox"/>	None		
<input type="checkbox"/>	Not applicable		
<input type="checkbox"/>	Other		
<input type="checkbox"/>	Pedestrian detectors		
<input type="checkbox"/>	Replace existing facilities		
<input type="checkbox"/>	Sidewalk on 1 side		
<input type="checkbox"/>	Sidewalk on 1 side, multi-use path on 1 side		
<input type="checkbox"/>	Sidewalk on 2 sides		
<input type="checkbox"/>	Signalized crosswalk		
<input type="checkbox"/>	Transit shelters		
<input type="checkbox"/>	Transit stop/ Paved waiting area		
<input type="checkbox"/>	Unsignalized marked crosswalk		
<input type="checkbox"/>	Widen shoulder		

Pedestrian Components of the Project			
Included	Pedestrian Component	Length (mi.)	Comments (e.g., details, locations, quantities)
<input type="checkbox"/>	Yes - Type to be determined		

Bicycle Components of the Project			
Included	Bicycle Component	Length (mi.)	Comments (e.g., details, locations, quantities)
<input type="checkbox"/>	Bicycle detectors		
<input type="checkbox"/>	Bicycle lanes		
<input type="checkbox"/>	Bicycle parking		
<input type="checkbox"/>	Bicycle signage		
<input type="checkbox"/>	Bicycle signal faces		
<input type="checkbox"/>	Maybe - To be determined		
<input type="checkbox"/>	Modify existing facilities		
<input type="checkbox"/>	Multi-use path		
<input type="checkbox"/>	Multi-use path on 2 sides		
<input type="checkbox"/>	No change to existing conditions		
<input type="checkbox"/>	None		
<input type="checkbox"/>	Not applicable		
<input type="checkbox"/>	Other		
<input type="checkbox"/>	Replace existing facilities		
<input type="checkbox"/>	Shared bike-bus lane		
<input type="checkbox"/>	Shared-lane markings/ Sharrows		
<input type="checkbox"/>	Widen outside lane		
<input type="checkbox"/>	Widen shoulder		
<input type="checkbox"/>	Yes - Type to be determined		

**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
- To Be Determined

**Traffic Calming Elements**



- Landscaping, including Street Trees
- Narrower Traffic Lanes
- On-Street Car Parking
- Curb Extensions
- Reduction in Speed Limit
- Other (please explain) \_\_\_\_\_
- To Be Determined

**20.** Explain how the proposed project will accommodate pedestrians (including ADA compliance), bicyclists and transit users once completed, in conformance to MORPC's Complete Streets Policy.

**21.** If you are not providing any pedestrian, bicycle, or transit facilities, please explain why for each type of facility.

**22.** 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 on MORPC's website.)

Yes                       No

Please explain:

**Project Schedule**

**23.** Project Schedule Table - Provide a schedule that is realistic and recognizes the processing and review times needed by ODOT and other state and federal agencies in the project development process. Unless the applicant can provide justification, the schedule should allow at least two years for preliminary development (between Consultant Authorization and Environmental Document Approval), one year for detailed design (between Environmental Document Approval and Final Plans/Bid Package Submittal) and one year for right-of-way activities (between RW Authorization and RW Acquisition Complete).

For construction phases, the SFY requested for the commitment will be one year following the calendar year of the Final Plans and Bid Package Submittal to ODOT in the project's schedule. For example, if the bid package submittal date is in April 2024, the applicant is requesting funds for SFY 2025. This is done to minimize the risk of the award date slipping into the next SFY and the potential that the unspent funds could be recalled

If selected for funding, the sponsor and MORPC must agree on a schedule, in consultation with ODOT, when the partnering agreement is executed (see Section 9.1). The schedule may be revised between the Screening Application and Final Application and between the Final Application and the Partnering Agreement.

Milestone	Date (MM/DD/YY)	Mark if Completed
<b>Consultant Authorized to Begin Design:</b> Must be completed before the first Commitment Update Form is due (approx. June 1, 2020).		<input checked="" type="checkbox"/>
<b>Submittal of Alternative Evaluation Report or Feasibility Study:</b> The date when the Alternative Evaluation Report or Feasibility Study is received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
<b>Preferred Alternative Approval:</b> The date when a single Preferred Alternative is approved. For Path 1 Projects and simple Path 2 Projects, the preferred alternative may be established at scope development. If so, provide the scoping date. Otherwise, enter the appropriate approval date associated with the Alternative Evaluation Report or Feasibility Study.		<input type="checkbox"/>
<b>Stage 1 Design Plan Submittal:</b> The date when Stage 1 design plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
<b>Preliminary Right-of-Way Plan Submittal:</b> The date when Preliminary RW plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
<b>Stage 2 Design Plan Submittal:</b> The date when Stage 2 design plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
<b>Final Right-of-Way Plan Submittal:</b> The date when Final RW plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
<b>Environmental Document Approval:</b> The date when the responsible agency (FHWA or ODOT) approves the document or the District confirms the project is exempt from documentation.		<input type="checkbox"/>
<b>Right-of-Way Authorization:</b> The date when authorization is given to a local public agency to begin acquisition activities.		<input type="checkbox"/>
<b>Stage 3 Design Plan Submittal:</b> The date when Stage 3 design plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
<b>Right-of-Way Acquisition Complete:</b> Date on which the local public agency certifies the completion of RW acquisition activities. (Utilities/encroachments not included.)		<input type="checkbox"/>
<b>Final Plans and Bid Package Submittal to ODOT:</b> Not permitted in January through June (the second half of a SFY). Must occur in July through December.		<input type="checkbox"/>
<b>Award Contract:</b> The date the local public agency approves a contract with a successful bidder.		<input type="checkbox"/>

24. 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. Also give a summary of the schedule to be followed before the project is ready for funding and while it is being implemented. 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

### 25. Cost Estimate Table

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

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 (2018) dollars. **Do not adjust construction cost estimates for inflation or include inflation in contingency costs.**

The funding tables are set up to make automatic calculations in two ways, depending on what information is known. In the majority of cases, the total cost of the sub-phase has been estimated, and the percentage of funding from each source has been decided. In other cases, however, an applicant needs certain dollar amounts to fully fund a phase.

For each phase, you may use the default tables, in which you enter the total amount for each sub-phase and the percentage from each source, and the form will calculate the amounts for each funding source. Alternatively, you can select the amount-based table, and the table will calculate the percentages for each source and the total amount for each sub-phase.

#### Preliminary Engineering

MORPC expects project sponsors to undertake preliminary engineering (PE) on construction projects without the use of MORPC-attributable funds. However, if MORPC funds are requested for preliminary engineering, Policies Section 4.4.3 states, its total funding commitment to the project (PE, ROW & construction) will not exceed the amount it would have been had MORPC funds only been used for the ROW and construction phases.

PE – Environmental/Preliminary Development: Enter costs to prepare the environmental document and develop the project through Stage 1 design plans.

PE – Detailed Design: Enter costs to develop the project to right-of-way authorization or Stage 2 design plans.

#### Right-of-Way

Right-of-Way Acquisition. Land acquisition costs, including professional services, that are necessary to construct any project elements. Do not include utility relocation costs.

Utility Relocation: Estimate the project costs to relocate utilities as necessary to construct any project elements.

**Construction**

Construction Engineering: Inspection services, etc. These costs are typically estimated to be 10 percent of the contract costs.

<b>Preliminary Engineering</b>	<b>Environmental</b>			
	Sub-Phase Total			
	100%	MORPC Federal	80%	\$0
		Local Match to MORPC Federal	20%	\$0
	0%	Other Federal		\$0
	0%	Non-Federal		\$0
	<b>Detailed Design</b>			
	Sub-Phase Total			
	100%	MORPC Federal	80%	\$0
		Local Match to MORPC Federal	20%	\$0
	0%	Other Federal		\$0
	0%	Non-Federal		\$0
	<b>Phase Total</b>			<b>\$0</b>

<b>Right-of-Way</b>	<b>Acquisition</b>			
	Sub-Phase Total			
	100%	MORPC Federal	80%	\$0
		Local Match to MORPC Federal	20%	\$0
	0%	Other Federal		\$0
	0%	Non-Federal		\$0
	<b>Utilities</b>			
	Sub-Phase Total			
	100%	MORPC Federal	80%	\$0
		Local Match to MORPC Federal	20%	\$0
	0%	Other Federal		\$0
	0%	Non-Federal		\$0
	<b>Phase Total</b>			<b>\$0</b>

<b>Construction</b>	<b>Contract</b>			
	Sub-Phase Total			
	100%	MORPC Federal	80%	\$0
		Local Match to MORPC Federal	20%	\$0
	0%	Other Federal		\$0
	0%	Non-Federal		\$0
	<b>Engineering</b>			
	Sub-Phase Total			
	100%	MORPC Federal	80%	\$0

		Local Match to MORPC Federal	20%	\$0
	0%	Other Federal		\$0
	0%	Non-Federal		\$0
<b>Phase Total</b>				<b>\$0</b>

	Sub-Phase Total			
<b>Other</b>	100%	MORPC Federal	80%	\$0
		Local Match to MORPC Federal	20%	\$0
	0%	Other Federal		\$0
	0%	Non-Federal		\$0
	<b>Phase Total</b>			

<b>Grand Total</b>				<b>\$0</b>
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**26.** When was this cost estimate prepared? Cost estimates must have been prepared after June 30, 2017, using plans that were current at the time and consistent with the current scope of the project.

**27.** If the cost estimate methodology differed from ODOT's procedures, briefly summarize how costs were estimated, e.g., based on a similar project and adjusted for site conditions.

## Evaluation Information

The responses to the rest of the questions on this form will be used to score the project. The applicable categories and the priority level applied to each corresponding criterion are shown above each question. The questions will obtain information needed to score the project against the criteria developed for each goal.

### GOAL: Economic Opportunity

Position Central Ohio to attract and retain economic opportunity to prosper as a region and compete globally.

<b>Categories:</b>	<b>A ✓</b> Major	<b>A ✓</b> Minor	Preservation	Bike & Ped	<b>A ✓</b> Transit	Other
<p><b>28. Congestion Relief.</b> How is congestion hampering economic development in the area? How will improvements to the transportation system as a result of this project improve economic development? (MORPC will estimate change in congested VMT.)</p>						
<p><input type="checkbox"/> See related attachment</p>						

<b>Categories:</b>	<b>A ✓</b> Major	<b>A ✓</b> Minor	<b>B ✓</b> Preservation	<b>B ✓</b> Bike & Ped	<b>B ✓</b> Transit	Other
<p><b>29. Job Retention and Creation.</b> Provide the number of permanent jobs of each type (manufacturing, office, warehousing, retail, institutional) that will be <u>created in the region</u> as a result of the project. Provide a map showing the locations in relationship to the project. Provide documentation showing that these jobs are committed to being created in this area with the improvements to the area. (MORPC will calculate the number of existing jobs.)</p>						
<p><input type="checkbox"/> See related attachment</p>						

<b>Categories:</b>	<b>B ✓</b> Major	<b>B ✓</b> Minor	Preservation	Bike & Ped	<b>B ✓</b> Transit	Other
<p><b>30. Development Readiness.</b> Describe the presence and timing of all necessary economic development components in the project area, such as infrastructure (e.g., utilities, water and sewer, broadband), access to appropriately trained labor (skilled and unskilled), and other transportation options (e.g., rail, airports, transit or bicycle and pedestrian). This can include how much new private or public capital investment has been made in the project area or will be as a result of the project. This investment can be within the past three years or commitments between now and 5 years after completion of the transportation project. Provide a map showing the past and committed investments. Please specify the type of investment and the timeline for this investment.</p>						
<p><input type="checkbox"/> See related attachment</p>						

<b>Categories:</b>	<b>B ✓</b> Major	<b>B ✓</b> Minor	<b>A ✓</b> Preservation	Bike & Ped	Transit	Other
<p><b>31. Traffic Composition.</b> Current and future Average Daily Traffic and percentage of truck traffic. MORPC will use counts available in its online traffic count database and its travel demand model to project future traffic. The applicant can provide more recent data here, if available.</p>						
<p><input type="checkbox"/> See related attachment</p>						

<b>Categories:</b>	<b>C</b> ✓ Major	<b>C</b> ✓ Minor	<b>C</b> ✓ Preservation	<b>A</b> ✓ Bike & Ped	<b>A</b> ✓ Transit	<b>A</b> ✓ Other
<p><b>32. Other Economic Considerations:</b> Describe the type and amount of acreage of site(s) that will primarily benefit from the project's improvements (e.g., greenfields, developed, redeveloped, infill, brownfields, intermodal facilities). Please provide information with regard to the project's impact on economic development in the area. Is there anything unique about this project that has not been captured by the criteria? This could include how the project will impact a specific industry cluster, innovative business, or industry target as identified by Columbus 2020.</p>						
<input type="checkbox"/> See related attachment						

**GOAL: Natural Resources**

Preserve and protect natural resources to maintain a healthy ecosystem.

<b>Categories:</b>	Major	Minor	Preservation	Bike & Ped	<b>A</b> ✓ Transit	<b>A</b> ✓ Other
<p><b>33. Emission Reduction.</b> For vehicle purchases or retrofits, provide specifications such as year, vehicle type, and average annual mileage of vehicles to be replaced and any characteristics of the new vehicles that will result in additional emission reductions. (For the Major, Minor and Bike &amp; Ped categories, MORPC will estimate emission reductions using the regional travel demand model or other methods as appropriate.)</p>						
<input type="checkbox"/> See related attachment						

<b>Categories:</b>	<b>B</b> ✓ Major	<b>B</b> ✓ Minor	<b>B</b> ✓ Preservation	<b>B</b> ✓ Bike & Ped	<b>B</b> ✓ Transit	Other
<p><b>34. Addressing Sensitive Land Issues.</b> Based on project location information provided in the Screening Application, the following sensitive lands have the potential to be impacted by the project: [List of sensitive lands.]</p> <p>Provide information addressing how the project impacts each of these sensitive lands. Projects that do not impact sensitive lands or will go beyond NEPA requirements will score better.</p>						
<input type="checkbox"/> See related attachment						

<b>Categories:</b>	<b>B</b> ✓ Major	<b>B</b> ✓ Minor	<b>B</b> ✓ Preservation	<b>B</b> ✓ Bike & Ped	<b>B</b> ✓ Transit	<b>B</b> ✓ Other
<p><b>35. Water Runoff Quality &amp; Quantity.</b> Describe a current significant water runoff quality or quantity problem in the project area that will be resolved as a result of the project and complying with NEPA requirements. If there is no current significant water runoff quality or quantity problem, describe aspects of the project that will improve water runoff quality or quantity that will go above and beyond NEPA requirements. Projects which address problems or go beyond NEPA requirements will score better.</p>						
<input type="checkbox"/> See related attachment						

<b>Categories:</b>	<b>B</b> ✓ Major	<b>B</b> ✓ Minor	<b>B</b> ✓ Preservation	<b>B</b> ✓ Bike & Ped	<b>B</b> ✓ Transit	<b>B</b> ✓ Other
<p><b>36. Vegetation and Habitat Restoration:</b> Describe a current significant vegetation or habitat problem in the project area that will be resolved as a result of the project and complying with NEPA requirements. If there is no current significant vegetation or habitat problem, describe aspects of the project that will improve vegetation or habitat restoration above and beyond NEPA requirements. Projects that address problems or go beyond NEPA requirements will score better.</p>						
<input type="checkbox"/> See related attachment						

<b>Categories:</b>	<b>B ✓ Major</b>	<b>B ✓ Minor</b>	<b>B ✓ Preservation</b>	<b>B ✓ Bike &amp; Ped</b>	<b>B ✓ Transit</b>	<b>B ✓ Other</b>
<b>37. Other Extraordinary Aspects Related to Natural Resources.</b> Provide a statement about the project's impact on the natural habitat. With regard to projects in the "Other" category, this includes rationale on how project would further this goal especially in regard to any of the criteria listed for this goal in the Policies.						
<input type="checkbox"/> See related attachment						

**GOAL: Energy**

Promote the reduction of per capita energy consumption and the production of energy from renewable local sources to increase affordability and resilience of regional energy supplies.

<b>Categories:</b>	<b>B ✓ Major</b>	<b>B ✓ Minor</b>	<b>B ✓ Preservation</b>	<b>B ✓ Bike &amp; Ped</b>	<b>B ✓ Transit</b>	<b>B ✓ Other</b>
<b>38. Components that Save Energy.</b> Provide an assessment of the potential project-level technology components that save energy.						
<input type="checkbox"/> See related attachment						

<b>Categories:</b>	<b>B ✓ Major</b>	<b>B ✓ Minor</b>	<b>B ✓ Preservation</b>	<b>B ✓ Bike &amp; Ped</b>	<b>B ✓ Transit</b>	<b>B ✓ Other</b>
<b>39. Other Extraordinary Energy Aspects.</b> Provide a statement about any extraordinary aspects of the projects impact on energy. This could include renewable energy production as part of the project.						
<input type="checkbox"/> See related attachment						

**GOAL: Collaboration and Funding**

Increase collaboration to maximize the return on public expenditures.

<b>Categories:</b>	<b>B ✓ Major</b>	<b>B ✓ Minor</b>	<b>B ✓ Preservation</b>	<b>B ✓ Bike &amp; Ped</b>	<b>B ✓ Transit</b>	<b>B ✓ Other</b>
<b>40. Documentation of Support and Collaboration.</b> Provide letters of support from neighboring government jurisdictions, community associations, business associations, or others. Where applicable, the sponsor is encouraged to provide additional documentation on interagency and community collaboration (e.g., identification in MORPC's Competitive Advantage Projects initiative) that has occurred to date to advance the project. Also provide names of entities that are expected to contribute financially to the project. Provide the amount or magnitude of the contribution and include documentation. This includes those entities funding any aspects of project development as well as the number contributing to right-of-way and construction. Projects that have more support and documentation will score better.						
<input type="checkbox"/> See related attachment						

<b>Categories:</b>	<b>B ✓ Major</b>	<b>B ✓ Minor</b>	<b>B ✓ Preservation</b>	<b>B ✓ Bike &amp; Ped</b>	<b>B ✓ Transit</b>	<b>B ✓ Other</b>
<b>41. Origin of Project/Project Readiness.</b> Please explain the origin of the project including all planning studies recommending the project or activity and which ODOT Project Development Process (PDP) steps have been completed at time of final application submittal. Projects that that are further through the planning and PDP process will score better.						
<input type="checkbox"/> See related attachment						



<b>Categories:</b>	<b>B</b> ✓ Major	<b>B</b> ✓ Minor	<b>B</b> ✓ Preservation	<b>B</b> ✓ Bike & Ped	<b>B</b> ✓ Transit	<b>B</b> ✓ Other
<p><b>42. Percent and Amount of Private Sector Funding.</b> What private financial support has been or will be provided to this transportation project? Please specify the amounts and entities providing the support and their relationship to the project. This may be support within the past three years or commitments into the future, and please specify the timeline for this support. The amount and percentage will only be based on the total right-of-way and construction cost. If it is not a traditional construction project the percent of the total program/activity will be used. The more private sector funding, the better the score.</p>						
<input type="checkbox"/> See related attachment						

<b>Categories:</b>	<b>C</b> ✓ Major	<b>C</b> ✓ Minor	<b>C</b> ✓ Preservation	<b>C</b> ✓ Bike & Ped	<b>C</b> ✓ Transit	<b>C</b> ✓ Other
<p><b>43. Applicant Priority Ranking.</b> Applicants that submit more than on project must also submit a priority ranking of their projects. The applicant's top project within each category will benefit under this criterion.</p>						
<input type="checkbox"/> See related attachment						

<b>Categories:</b>	<b>C</b> ✓ Major	<b>C</b> ✓ Minor	<b>C</b> ✓ Preservation	<b>C</b> ✓ Bike & Ped	<b>C</b> ✓ Transit	<b>C</b> ✓ Other
<p><b>44. Small Agency Funding Capacity.</b> For an agency with a small transportation budget, such that the local funding they are contributing to the project phases for which they are requesting assistance is approximately equal to or greater than the usual size of its annual transportation infrastructure expenditures, will benefit under this criterion.</p>						
<input type="checkbox"/> See related attachment						

**GOAL: Health, Safety & Welfare**

Use public investments to benefit the health, safety and welfare of people.

<b>Categories:</b>	<b>A</b> ✓ Major	<b>A</b> ✓ Minor	<b>A</b> ✓ Preservation	✓ Bike & Ped	✓ Transit	✓ Other
<p><b>45. Facility Condition.</b> The average PCR of the existing roadway that would be improved as part of the project based on the most recent ODOT data will be calculated. The worst existing bridge component rating based on ODOT data that would be improved as part of the project. The sponsor should review the ODOT data and may provide supplemental data if desired. Projects that are on facilities with lower PCRs and/or bridge ratings will score higher.</p>						
<input type="checkbox"/> See related attachment						

<b>Categories:</b>	Major	Minor	Preservation	Bike & Ped	<b>A</b> ✓ Transit	Other
<p><b>46. New Transit System Ridership.</b> Provide an estimate of the increase in transit ridership. This is to include both the ridership on the specific project or activity as well as overall system ridership. Projects that have higher ridership will score better.</p>						
<input type="checkbox"/> See related attachment						

<b>Categories:</b>	<b>C</b> ✓ Major	<b>C</b> ✓ Minor	<b>C</b> ✓ Preservation	<b>C</b> ✓ Bike & Ped	<b>A</b> ✓ Transit	✓ Other
<b>47. System Life.</b> Provide information on the age and condition of the components (other than pavement or bridge structures) being preserved or replaced. Also provide a statement, if applicable, as to the potential of the project to maximize life of transportation system. This is any extraordinary aspect that is likely to be part of the project.						
<input type="checkbox"/> See related attachment						

<b>Categories:</b>	<b>C</b> ✓ Major	<b>C</b> ✓ Minor	<b>C</b> ✓ Preservation	<b>C</b> ✓ Bike & Ped	<b>C</b> ✓ Transit	<b>A</b> ✓ Other
<b>48. Other Health, Safety &amp; Welfare Considerations.</b> Provide a statement with a rationale on how project would further this goal especially in regard to any of the criteria listed for this goal in the Procedures. Reference should be made to as many of the above criteria as applicable in justifying the benefits of the program/activity/project relative to this goal.						
<input type="checkbox"/> See related attachment						

**GOAL: Sustainable Neighborhoods and Quality of Life**

Create sustainable neighborhoods to improve residents' quality of life.

<b>Categories:</b>	<b>B</b> ✓ Major	<b>B</b> ✓ Minor	<b>B</b> ✓ Preservation	<b>A</b> ✓ Bike & Ped	<b>A</b> ✓ Transit	✓ Other
<b>49. Pedestrian System.</b> Provide information on the relationship of the project to the existing pedestrian transportation system and/or how the project will include improvements to enhance or connect to the pedestrian system. Projects that facilitate the construction of pedestrian facilities along a regionally significant active transportation corridor will score higher. Projects that provide pedestrian facilities where none currently exist and/or provide connections among existing facilities will score higher.						
<input type="checkbox"/> See related attachment						

<b>Categories:</b>	<b>B</b> ✓ Major	<b>B</b> ✓ Minor	<b>B</b> ✓ Preservation	<b>A</b> ✓ Bike & Ped	<b>A</b> ✓ Transit	✓ Other
<b>50. Bikeway System.</b> Provide information on the relationship of the project to the existing bikeway transportation system and/or how the project will include improvements to enhance or connect to the bikeway system. Projects that facilitate the construction of facilities along a regional active transportation corridor will score higher. Projects that provide bike facilities where none currently exist will score higher.						
<input type="checkbox"/> See related attachment						

<b>Categories:</b>	<b>B</b> ✓ Major	<b>B</b> ✓ Minor	<b>B</b> ✓ Preservation	<b>B</b> ✓ Bike & Ped	<b>B</b> ✓ Transit	✓ Other
<b>51. Displacements.</b> Provide an estimate of the number of displacements (business and residential) as a result of the project. The information can be provided in terms of a likely range of displacements. The information can be provided in terms of a range of likely displacements.						
<input type="checkbox"/> See related attachment						

<b>Categories:</b>	<b>C</b> ✓ Major	<b>C</b> ✓ Minor	<b>C</b> ✓ Preservation	<b>B</b> ✓ Bike & Ped	<b>B</b> ✓ Transit	✓ Other
<p><b>52. Transit System.</b> Provide a statement as to how the project enhances transit service. Beyond what transit related facilities may be part of the project if on existing transit line, projects that make additional improvement or that could enhance future transit service while not on a current transit line will score higher.</p>						
<input type="checkbox"/> See related attachment						

<b>Categories:</b>	<b>B</b> ✓ Major	<b>B</b> ✓ Minor	<b>B</b> ✓ Preservation	<b>C</b> ✓ Bike & Ped	<b>B</b> ✓ Transit	<b>A</b> ✓ Other
<p><b>53. Other Sustainable Neighborhoods Considerations.</b> Provide a statement with rationale on how the project would further quality of life and relationship of this project to furthering the community's quality of life goals.</p> <p>Attach a schematic map or aerial/satellite photo of the project area showing existing land uses and future trip generators, i.e., places that attract customers, employees, students, visitors, and others. The following are some examples: employment centers, shopping centers, schools/colleges, libraries, distribution centers, parks, tourist destinations, places of worship, entertainment, and residential areas. List or describe these locations below or on the attachment.</p> <p>For projects in the Other Activity Category, provide additional information in regard to any of criteria above as applicable in justifying the benefits of the program/activity/project relative to this goal.</p>						
<input type="checkbox"/> See related attachment						

## Appendix B: Sample Partnering Agreement

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Not included in this draft.

BYLAWS OF THE ATTRIBUTABLE  
FUNDS COMMITTEE OF THE  
MID-OHIO REGIONAL PLANNING COMMISSION

ARTICLE I  
MORPC Attributable Funds Committee

Section 1. NAME

The name of this committee shall be the Attributable Funds Committee of the Mid-Ohio Regional Planning Commission (AFC).

Section 2. PURPOSE AND ORIGIN

The purpose of the Attributable Funds Committee is to provide advice to the Transportation Policy Committee, the Transportation Advisory Committee (TAC), and the Community Advisory Committee (CAC) of the Mid-Ohio Regional Planning Commission (MORPC) on the development and execution of the processes used to allocate MORPC-attributable federal funds to projects and project sponsors. Its origin is to formalize the ad hoc process used at the time of adoption of these bylaws, bringing together members of these committees and other constituencies to work collaboratively to create and update the processes.

Section 3. MEMBERSHIP

There shall be two classes of membership, permanent members and ad interim members.

Membership shall consist of a designated representative or their designated alternate from the committees or organizations listed below:

Permanent Members

- MORPC Committees:
  - *Transportation Policy Committee*: 1 appointed by the Chair of the Transportation Policy Committee
  - *Community Advisory Committee (CAC)*: 2 appointed by the Chair of CAC
  - *Transportation Advisory Committee (TAC)*: All members as identified in the current TAC bylaws with voting rights as listed in the TAC bylaws
  - ~~MORPC Sustainability Advisory Committee (SAC) Growth Working Group: 21 appointed by the Chair of the SAC and representing transportation-related SAC as appointed by the Chair of the Sustainable Growth Working Groups~~  
~~—MORPC Air Quality and Energy Working Group: 1 as appointed by the Chair of the Air Quality and Energy Working Group~~
- *Columbus and Franklin County Metropolitan Park District (Metro Parks)*: 1 as appointed by the Executive Director of Metro\_Parks (non-voting)

- *Sierra Club*: 1 as appointed by the Chair of the Central Ohio Group (non-voting)
- *Rails-to-Trails Conservancy*: 1 as appointed by Midwest Regional Office Director (non-voting)
- *Clean Fuels Ohio*: 1 as appointed by the Executive Director of CFO (non-voting)
  - MORPC staff: 3 as appointed by the Executive Director (non-voting)

Ad Interim Members

Representatives of communities which have a future commitment of MORPC-attributable federal funding or which submitted final application(s) for MORPC-attributable federal funding on the most recent deadline date, except for those communities that already have representation through Permanent Member seats: 1 per community applicant appointed by the chief executive of that community.

On the day after the most recent deadline date for the final application for MORPC-attributable federal funds, the chief executive of each community submitting one or more applications for funding in the application round for that deadline date (except for those communities that already have representation through Permanent Member seats) shall have the right to appoint one representative to serve on the Attributable Funds Committee for a term ending at the latter of the next final application round deadline date or the date upon which they no longer have a future commitment of MORPC-attributable federal funding.

The Transportation Policy Committee may appoint other such members whose broad technical knowledge and experience in transportation planning or related field would enhance the development and application of the funding allocation process.

Section 4. DUTIES AND RESPONSIBILITIES

1. Provide advice to the Transportation Policy Committee, the Transportation Advisory Committee (TAC), and the Community Advisory Committee (CAC) of the Mid-Ohio Regional Planning Commission (MORPC) on the development and execution of the processes used to allocate MORPC-attributable federal funds to projects and project sponsors.
  - i. Review the procedures used to allocate MORPC-attributable federal funds to projects and project sponsors - methodology, projections, assumptions and recommended policies and procedures - before submission to the Transportation Policy Committee, TAC, and CAC. This includes review of the Principles and Procedures for managing these funding programs and recommending modifications to them.
  - ii. This committee is also charged with evaluating and recommending projects for funding by application of the above procedures.
2. Establish special subcommittees as may be required to provide supplemental personnel and advice necessary for the development and carrying out the intent of its duties and responsibilities.

ARTICLE II  
Organization

Section 1. OFFICERS

The officers shall consist of a chair, vice-chair and a secretary and shall be the same as the officers of the Transportation Advisory Committee.

~~Section 2. ELECTION OF OFFICERS~~

~~The chair and vice-chair of the Committee shall be elected from among the permanent voting members, other than MORPC staff, at the first meeting following the most recent deadline date for the final application for MORPC-attributable federal funds. The secretary shall be a member of MORPC staff and shall be appointed by the Executive Director. Term of office shall start at the election and shall be until the next application round deadline date, until the officer resigns, and/or until a successor is elected/appointed and takes office.~~

Section ~~2~~<sup>3</sup>. DUTIES OF OFFICERS

1. Chair: To preside at all meetings of FAFC and to appoint subcommittees as needed.
2. Vice-Chair: To perform the duties of the chair in the chair's absence.
3. Secretary: To record the minutes and attendance, prepare required reports, notify members of meetings and such other duties as required or directed by TAC.
4. Temporary Chair: In the absence of the chair and vice-chair a temporary chair shall be selected by the members present.

ARTICLE III  
Meetings

Section 1. REGULAR MEETINGS

The AFC shall meet when called to do so by the chair or the ~~Executive~~ Director of Transportation Systems and Funding.

Section 2. NOTICE

Notice of meetings shall be mailed and/or electronically mailed at least one week in advance of meeting date, whenever practical.

Section 3. AGENDA

Members desiring to add an item to the agenda of the monthly meeting should forward a list of such items and related handouts to the secretary at least 10 days prior to the meeting to be included as part of the monthly mailing. All other items and handouts by the members shall be discussed at AFC's prerogative.

Section 4. QUORUM

A quorum shall be defined as those members present and eligible to vote at any meeting. An affirmative vote of a majority of the quorum is necessary for any action taken.

ARTICLE IV  
Subcommittees

Section 1.       FORMATION

Subcommittees may be formed to provide supplemental advice on specific issues. These subcommittees shall be responsible to AFC.

Section 2.       MEMBERSHIP

Subcommittee members and chair shall be appointed by the chair of AFC and shall be composed of any person with recognized competence in the specific issue in question.

Section 3.       DUTIES

Subcommittee will perform the specific tasks assigned to it and will report its advice and recommendations to AFC.

Section 4.       MEETINGS

Subcommittee shall meet as determined by the chair of the subcommittee.

ARTICLE V  
Conflict Resolution

Section 1.       SUBCOMMITTEES

If conflict should arise between the staff and a subcommittee regarding procedure, methodology, projections, assumptions, recommendations or any other aspect which cannot be resolved, a full report expressing the subcommittee and staff's viewpoints will be presented to AFC by the chair of the subcommittee. The AFC shall decide the issue.

Section 2.       ATTRIBUTABLE FUNDS COMMITTEE

If conflict should arise between the staff and AFC regarding procedure, methodology, projections, assumptions, recommendations or any other issue which cannot be resolved, a full report expressing AFC's viewpoints will be presented to the CAC and TAC by the chair of the AFC or by the Executive Director at the request of the chair. The CAC and TAC shall individually decide the issue as part of their considerations of the recommendations of the AFC.

ARTICLE VI

Amendment to the Bylaws & Rules of Order

Section 1. HOW AMENDED

These articles may be amended by a majority vote of the AFC subject to approval of the Transportation Policy Committee, CAC, and TAC.

Section 2. RULES OF ORDER

All questions of parliamentary procedure, order of business or other matters not covered by the bylaws shall be decided according to Robert's Rules of Order, Newly Revised.

ARTICLE VII  
Code of Ethics & Procedures

Section 1. CODE OF ETHICS

All members shall understand and be governed by the Code of Ethics adopted by the Planning Commission in Resolution 45-94 (attached).

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Approved by the CAC, TAC and Policy Committee of the Mid-Ohio Regional Planning Commission July 2011 by Resolution T-16-11.

Approved by the CAC, TAC and Policy Committee of the Mid-Ohio Regional Planning Commission December 2013 by Resolution T-20-13.