

POLICIES FOR MANAGING MORPC- ATTRIBUTABLE FUNDS

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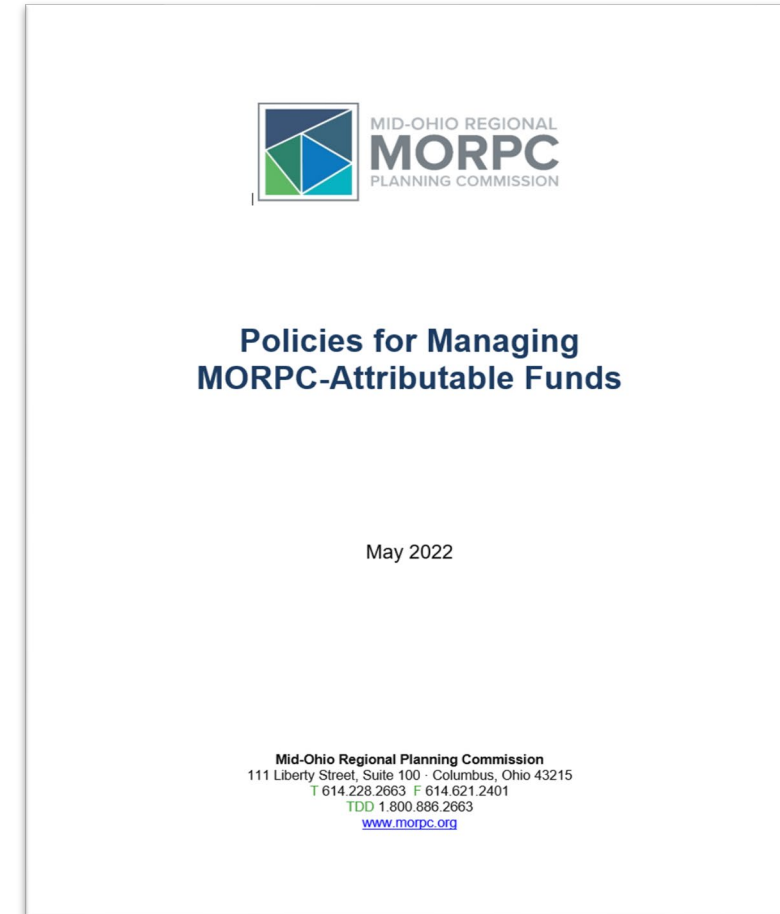
MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

POLICIES FOR MANAGING MORPC-ATTRIBUTABLE FUNDS



MORPC

- 1) Introduction
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SECTION 5 – ACTIVITY CATEGORIES



- Section 5.3 – Funding Target Ranges
 - Reduced minimum % for Roadway Capacity/Operation Changes

	Roadway Capacity/Operational Changes	Transit	System Preservation	Bike & Pedestrian
Minimum %	4030	5	10	15
Maximum %	60	15	15	25

SECTION 5 – ACTIVITY CATEGORIES



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- Section 5.3 – Funding Target Ranges (cont.)

Preliminary Draft - Attributable Funds Available in SFYs 2025-2031							
				Projected Allocation:	\$329,900,000		
				Amount to Commit:	\$304,300,000		
Category	Min. %	Max. %	Min. Allocation (Alloc. × Min. %)	Max. Allocation (Alloc. × Max. %)	Current Commitments for SFYs 2025-31*	Current Commitments for SFYs 2032+	Range Available for New Projects
Roadway Capacity & Operational Changes	30%	60%	\$84,300,000	\$168,700,000	\$91,246,165	\$0	\$0M to \$72.4M
Preservation	10%	15%	\$28,100,000	\$42,200,000	\$34,960,085	\$0	\$0M to \$7M
Bike & Ped	15%	25%	\$42,200,000	\$70,300,000	\$61,860,731	\$0	\$0M to \$8M
Transit	5%	15%	\$14,100,000	\$42,200,000	\$20,620,000	\$0	\$0M to \$22M
Interchange/Freeway	0%	N/A	\$0	N/A	\$9,664,016	\$6,497,059	N/A
Other	0%	N/A	\$0	N/A	\$0	\$0	N/A
Programs	0%	5%	\$0	\$16,500,000	\$13,550,000	\$0	N/A
				Total:	\$231,900,996	\$6,497,059	
				Available for New Commitments:	\$72,400,000		

SECTION 5 – ACTIVITY CATEGORIES



- **Section 5.3 – Funding Target Ranges (cont.)**
 - Removed the language below:
 - In addition to the above target ranges, for the Roadway Capacity/Operational Changes category, funding requests greater than \$5 million will not be funded until at least 40 percent of the maximum funding available for the category goes to requests that are \$5 million or less (in 2022 dollars).

SECTION 7 – EVALUATION AND SELECTION PROCESS

- **Congestion Relief**
 - Included existing congestion in analysis
 - Reduced priority in Roadway category
- **Travel Delay Reduction**
 - Removed this criteria.
- **Other Economic Considerations**
 - Increased priority in Roadway and System Preservation categories

Data Source	Economic Opportunity Goal Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
MORPC Derived***	Congestion Relief: Applicant is to provide information on how congestion is hampering economic development in the area. Applications which do not clearly demonstrate how congestion is hampering economic development in the area will not benefit from this criterion. How will improvements to the transportation system because 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 existing and 2050 VMT that experiences LOS F or worse within 1 mile of the project.	B			B	
MORPC Derived****	Job Retention & Creation: 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 that will be <u>created in the region</u> because 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	B	B	B	
	Development Readiness: 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/unskilled), and other transportation options (e.g., rail, airports, transit or bicycle/pedestrian). This can include how much new private/public capital investment has been made in the project area or will be because of the project. This investment can be within the past 3 years or commitments between now and 5 years after completion of the transportation project. Provide a map showing the past and committed investments. Specify the type of investment and the timeline for this investment.	B			B	
MORPC Derived*	Travel Time Uncertainty: 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.	B			C	
MORPC Derived*	Traffic Composition: 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	A			
	Other Economic Considerations: 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). Provide information regarding 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 One Columbus.	A	B	A	A	A

SECTION 7 – EVALUATION AND SELECTION PROCESS

- **Percent and Amount of MORPC Funding Requested**
 - Separated this into two criteria
 - Set fixed thresholds for scoring amount of funding requested
- **Applicant Priority Ranking**
 - Limited scoring to only the top priority in all categories

Data Source	Collaboration and Funding Goal Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
MORPC Provided*	Percent of MORPC Funding Requested: 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.	A	A	A	A	A
MORPC Provided*	Amount of MORPC Funding Requested: Applications that request amounts greater than \$8 million for the Roadway Capacity & Operational Changes and Transit categories or request amounts greater than \$4 million for the remaining categories, will not benefit in this criterion. Applications that request amounts less than \$2 million for the Roadway Capacity & Operational Changes and Transit categories or request amounts less than \$1 million for the remaining categories, will receive maximum benefit in this criterion.	A	A	A	A	A
	Documentation of Support and Collaboration: The applicant is to provide letters of support from neighboring government jurisdictions, community associations, business associations, or others. Additional funding partners are also a sign of support. The focus of this support is to be for the right-of-way and construction phases. Projects that have more support will score better. Additionally, the more private sector funding, the better the score.	A	A	A	A	A
	Origin of Project/Project Readiness: 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 are further through the planning and PDP process will score better. The sponsor is also to provide documentation on interagency and community collaboration (e.g., identification in MORPC's Competitive Advantage Projects initiative, utilized MORPC's Technical Assistance Program) that has occurred to date to advance the project.	B	B	B	B	B
	Applicant Priority Ranking: 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
	Small Agency Funding Capacity: 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

SECTION 7 – EVALUATION AND SELECTION PROCESS

- **Crash Reduction**
 - Split crash reduction into two criteria
 - Increased priority to A for all three safety focused criteria across all categories

Data Source	Health, Safety & Welfare Goal Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
MORPC Derived*	Crash Reduction (Motor Vehicles): Using the ODOT crash data and tools, crash measures for the project will be calculated, including overall frequency, fatal and serious injury crash frequency, and fatal and serious injury crash rate. 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 impacting motor vehicle users. Projects that show more projected improvements to safety motor vehicle users will score higher, with additional consideration given to projects reducing fatal and serious injury crashes.	A	A	A	A	
MORPC Derived*	Crash Reduction (Vulnerable Users): Using the same methodology as the previous criterion, overall bike/ped frequency and fatal and serious injury bike/ped frequency for the project will be calculated and projects will be evaluated with respect to their estimated impact on expected crashes impacting vulnerable roadway users. Projects that show more projected improvements to the safety of vulnerable roadway users will score higher, with additional consideration given to projects reducing fatal and serious injury crashes.	A	A	A	A	
	Enhance Systemic Safety: The applicant describes how the project will improve or maintain safety. Projects which address existing safety issues will score higher, but projects which include systemic safety improvements to maintain safety can benefit in this criterion. Additionally, projects which are identified in local or regional plans as priority safety projects will score higher.	A	A	A	A	
MORPC Derived*	Facility Condition: 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			
	New Transit Ridership: The applicant 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	
	Regional Transportation System Equity: Measure of how the project addressing unmet needs of a particular population group or groups within their community. With a focus on minority, low income, elderly, disabled or other historically underrepresented population group, the applicant is to provide a description of how the unmet need(s) of the population group(s) is being addressed by the project. Data (census or other) to support the project is serving the specified population(s) should be provided.	A	A	A	A	
	System Life: 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	A	
	Other Health, Safety & Welfare Considerations: 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	A

OTHER CHANGES



MORPC

- Various references to FHWA and FTA documents were updated.
- MORPC's Complete Streets Review process was further defined in the document.

PUBLIC COMMENT PERIOD



- Comments are being accepted on both the Policies for Managing MORPC-Attributable Funds and the Complete Streets Policy through **February 23, 2024 at 5 p.m.**
- Both documents are available to review online at <https://www.morpc.org/funding>
- Comments regarding either of the Policies may be submitted via email to tip@morpc.org, or in writing to:

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