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# FHWA Complete Streets Planning Waiver Update

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OARC Transportation Committee (8.23.2024)

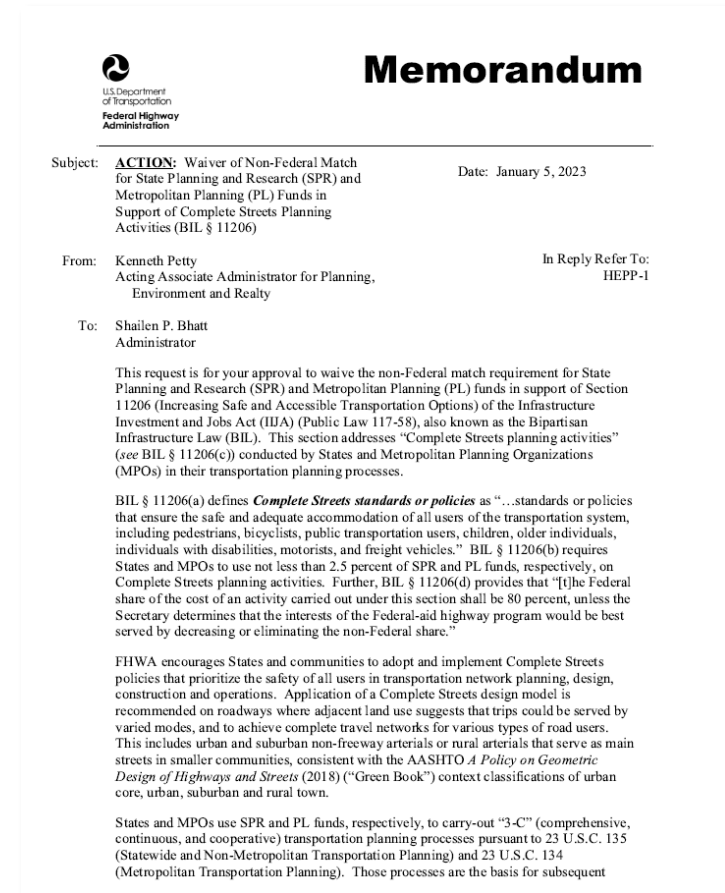
August 2024



Department of  
Transportation

# OVERVIEW: FEDERAL C.S. WAIVER

- On 1/5/23, FHWA exercised an option detailed in BIL Section 11206(b)
  - Determined that “the interests of the Federal-aid highway program would be best served by eliminating the non-Federal match on SPR and PL [i.e. your CPG funding] funds used on Complete Streets planning activities”
- At the time, the waiver “ceiling” was interpreted as being limited to the 2.5% set-aside requirement
- Participation was very limited; significant effort to revamp work programs/budgets for very little savings.



# FEDERAL C.S. WAIVER –UPDATE!

- On 8/13/24 (last week), FHWA published a “Clarified Waiver of the Non-Federal Match...” memorandum
  - FTA (5303 Planning Funds) concurs with the FHWA memo
- The non-Federal match waiver applies to ANY eligible Complete Streets planning activities – even above-and-beyond the 2.5% requirement.
  - The ceiling has been eliminated. A BIG change!
- So, what’s it all mean for the MPOs?



# THE BENEFITS

- MPOs can now pay for eligible\* Complete Streets planning activities with 100% CPG funding
  - MPO saves 10% in local match funds
  - ODOT saves 10% in its local match assistance
- Descriptions of eligible projects is quite broad (per BIL 11206(d)): *[these are just a sample]*
  - *Development of most multi-modal transportation plans (ODOT interpretation: MPO staff time on the plan, other resources, consultant fees, etc.)*
  - Adoption of Complete Streets standards or policies
  - Development of a Complete Streets prioritization plan
  - Regional planning that addresses capacity constraints through alternatives to new highway capacity



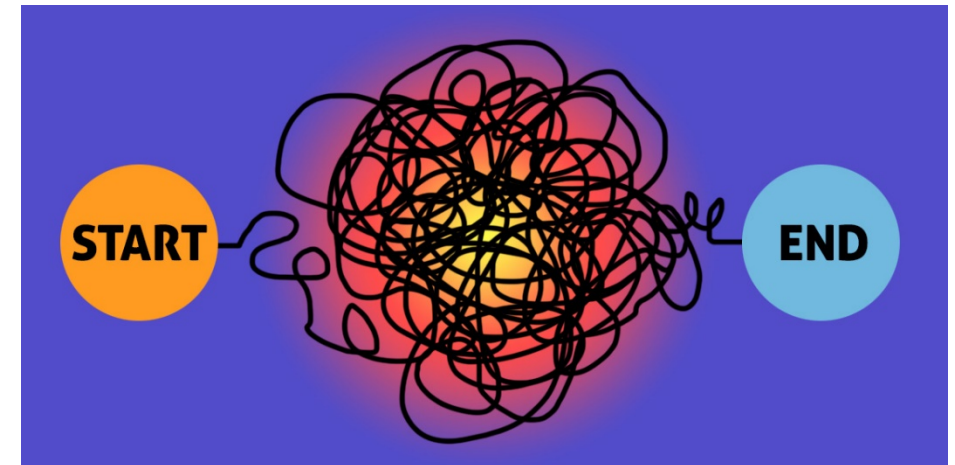
# THINGS TO CONSIDER

- Will require amending work programs and related budget tables
- Possibly multiple invoices: one for traditional 80/10/10% CPG, and one for 100% items [*will confirm this with Finance and/or Districts*]
- Coordination for multi-state MPOs
  - Other states' participation, required funding splits, etc.
- Will use your federal CPG allocation at a faster rate
  - Similar to Toll Revenue Credits usage



# ODOT'S INITIAL THOUGHTS ON THE PROCESS\*

- MPOs who choose to participate will need to develop a new Unified Planning Work Program (UPWP) work element to capture all the projects/staff time/etc. that will be taking advantage of this local-match waiver
- UPWP budget tables will need restructured to account for new 100% federally-funded work
- UPWP Amendment Process: MPO Board, ODOT and USDOT will review
  - BIL 11206(d) eligibility will be evaluated during review
- Upon approval, ODOT will create a new PID for each participating MPO, and will transfer the required funding from traditional CPG PID to the new PID



*\*Process is subject to change; we'll keep you posted along the way*

# SO, WHAT DO YOU THINK?

- FHWA/FTA: Any additional comments?
- MPO Discussion to gauge potential participation
- Any concerns?
- Other questions?



# THANK YOU FOR YOUR TIME!



**Department of  
Transportation**

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