NOTICE OF A MEETING

COMMISSION MEETING
MID-OHIO REGIONAL PLANNING COMMISSION
111 LIBERTY STREET, SUITE 100
COLUMBUS, OH 43215
SCIOTO CONFERENCE ROOM

Thursday, March 12, 2020
1:30 p.m.

AGENDA - UPDATED

1:30 p.m.  1. Pledge of Allegiance

2. Welcome and Introductions – Rory McGuiness (City of Columbus), MORPC Chair
   a. Nominating Committee Report – Erik Janas (Franklin County), Nominating Committee Chair

3. Executive Director’s Report – William Murdock, MORPC Executive Director

2:00 p.m.  Committees

4. Regional Data Advisory Committee – Aaron Schill, MORPC Data & Mapping Director

5. Transportation Policy Committee (MPO) – Rory McGuiness (City of Columbus), MORPC Chair
   a. Call to Order – Rory McGuiness (City of Columbus), MORPC Chair
   b. Metropolitan Planning Organization Report
      • Transportation & Infrastructure Development – Thea Walsh, Director
   c. Transportation Policy Committee Consent Agenda

William Murdock, AICP
Executive Director

Rory McGuiness
Chair

Karen J. Angelou
Vice Chair

Erik J. Janas
Secretary
1) Approval of February 13, 2020 Transportation Policy Committee Meeting Minutes

2) Proposed Resolution T-2-20: “Amending the State Fiscal Year (SFY) 2018-2021 Transportation Improvement Program”

3) Proposed Resolution T-3-20: “Amending the SFY 2020 PWP to add a work element”

4) Proposed Resolution T-4-20: “Adopting policies for managing MORPC Attributable Funds”

d. 2020-2050 Metropolitan Transportation Plan Update – Thea Walsh, MORPC Transportation & Infrastructure Development Director

e. Draft SFY 21-24 Transportation Improvement Program – Thea Walsh, MORPC Transportation & Infrastructure Development Director

f. Adjourn Transportation Policy Committee (MPO) – Rory McGuiness (City of Columbus), MORPC Chair

6. Commission Consent Agenda

   a. Approval of February 13, 2020 Commission Meeting Minutes

   b. Proposed Resolution 03-20: “Authorizing the executive director to enter into and administer contracts for approximately $2.2 million with subrecipients receiving Federal Transit Administration (FTA) Section 5310 funding”

   c. Approval of Actions of the Transportation Policy Committee

7. Other Business

3:00 p.m. 8. Adjourn – Rory McGuiness (City of Columbus), MORPC Chair

PLEASE NOTIFY SHARI SAUNDERS AT 614-233-4169 OR ssaunders@morpc.org IF YOU REQUIRE SPECIAL ASSISTANCE.

The next Commission Meeting is
Thursday, April 9, 2020, 1:30 p.m.
111 Liberty Street, Suite 100
Columbus, Ohio 43215

PARKING AND TRANSIT: When parking in MORPC’s parking lot, please be sure to park in a MORPC visitor space or in a space marked with a yellow “M”. Handicapped parking is available at the side of MORPC’s building. On Commission meeting days only, additional parking is available in numbered spaces toward the west end of the parking lot. Three electric vehicle charging stations are available for MORPC guests.

Indoor bike parking is available for MORPC guests.
MORPC is accessible by CBUS. The closest bus stop to MORPC is S. Front Street & W. Blenkner St. Buses that accommodate this stop are the Number 61 - Grove City, the Number 5 - West 5th Ave. /Refugee, and the Number 8 - Karl/S. High/Parsons.
Memorandum

TO:    Mid-Ohio Regional Planning Commission
       Executive Committee
       Officers and Board Members

FROM: Erik Janas, Nominating Committee Chair

DATE: March 12, 2020

SUBJECT: Nomination of Executive Committee Members

Background:
In accordance with the Mid-Ohio Regional Planning Commission Articles of Agreement, the Commission will be notified at least five (5) days prior to the Annual Meeting as to the nominees for MORPC’s Officers and Executive Committee members.

The Nominating Committee excerpt from the Articles is as follows:
"At least twenty (20) days prior to the annual meeting, the chair shall appoint the Nominating Committee. Said Nominating Committee having been duly appointed and confirmed shall, at least ten (10) days prior to the annual meeting of the COMMISSION, report the names of the candidates so nominated to the secretary. The secretary shall advise each member of the COMMISSION, in writing, at least five (5) days prior to the annual meeting as to the nominees so selected. At the annual meeting, the chair of the Nominating Committee shall report the names so nominated. After this report is presented, nominations from the floor shall be invited. Such nominations must be seconded. The secretary then shall prepare ballots properly identifying the nominees, said ballots shall be distributed and tallied during the annual meeting by a temporary committee appointed for that purpose."

The Nominating Committee Members:
At the December 12, 2019 Commission meeting, Commission Chair Rory McGuiness appointed five members of the Nominating Committee. The following members were affirmed by a vote of the Commission:

- Erik Janas, Committee Chair, Franklin County
- Jeff Benton, Delaware County
- Mike Schadek, City of Columbus
- Bonnie Michaels, City of Worthington
- Nancy White, Mifflin Township
Nomination of Executive Committee Members  
March 12, 2020  
Page 2

Review of Current Members of Executive Committee:
Several Executive Committee positions do not have expiring terms this year and therefore require no action by the Nominating Committee. For information, these are listed below:

1) Immediate Past Chair: Rory McGuiness, (2012) City of Columbus
2) For second year of two-year renewal Executive Committee Term (expires 2021)
   a) Kim Maggard (2015), Mayor, City of Whitehall
   b) Jennifer Gallagher (2017), Director, Department of Public Service, City of Columbus
   c) Erik Janas (2017), Deputy County Administrator, Franklin County
3) For a second year of first two-year Executive Committee Term (expires 2021)
   a) Jeff Benton (2019), Commissioner, Delaware County

Nominating Committee Recommendations:
The Nominating Committee convened on January 30, February 4, and February 7 and made the following recommendations for Officer positions and Executive Committee positions, which will be reported at the March 12, 2020 Commission meeting and considered at the April 9, 2020 Commission meeting:

The nominees for Officers for renewed one-year Officer Terms (expires 2021)
- **Chair:** Karen Angelou, Council Member, City of Gahanna
- **Vice-Chair:** Erik Janas, Deputy County Administrator
- **Secretary:** Chris Amorose Groomes, Mayor, City of Dublin

The nominees for Executive Committee are:

1) For renewal of one-year Executive Committee Terms (expires 2021)
   a) Joe Stefanov (2008), Chair of Reserve & Investment Advisory Committee, City Manager, City of New Albany
   b) Michelle Crandall, City Manager, City of Hilliard
   c) David Scheffler, Mayor, City of Lancaster
2) Members for renewal of two-year Executive Committee Terms (expires 2022):
   a) Karen Angelou (2014), Council Member, City of Gahanna
   b) Nancy White (2017), Administrator, Mifflin Township
   c) Greg Lestini (2018), Bricker & Eckler LLP, Attorney, Franklin County representative
   d) Franklin Christman (2018), Administrator, Village of Ashville
   e) Chris Amorose Groomes (2018), Mayor, City of Dublin

Note: The year after each name refers to the first year of the member’s current service on the Executive Committee. For example, Joe Smith (2011) means that Joe Smith’s first term began in 2011 and he has served continuously since then.
# Mid-Ohio Regional Planning Commission
## Transportation Policy Committee Meeting Minutes

**Date:** February 13, 2020  
**Time:** 2:10 p.m.  
**Location:** Scioto Conference Room

## Members Present

<table>
<thead>
<tr>
<th>Chris Amorose Groomes</th>
<th>Dave Gulden</th>
<th>Lauren Rummel</th>
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<tbody>
<tr>
<td>Mike Anderson</td>
<td>Marian Harris</td>
<td>Mike Schadek</td>
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<tr>
<td>Karen Angelou</td>
<td>Tom Homan</td>
<td>Elissa Schneider</td>
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<tr>
<td>Herb Asher</td>
<td>Pamela Hykes O’Grady</td>
<td>Roby Schottke</td>
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<tr>
<td>Trudy Bartley</td>
<td>Laurie Jadwin</td>
<td>Michael Schuiling</td>
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<tr>
<td>Jon Bennehoof</td>
<td>Erik Janas</td>
<td>Kent Shafer</td>
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<tr>
<td>Michaela Burriss</td>
<td>Emily Keeler</td>
<td>David Simmons</td>
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<td>Julie Colley</td>
<td>Steve Kennedy</td>
<td>Thom Slack</td>
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<tr>
<td>Ben Collins</td>
<td>Benjamin King</td>
<td>Dan Sowry</td>
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<tr>
<td>Michelle Crandall</td>
<td>Bill LaFayette</td>
<td>Joe Stefanov</td>
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<tr>
<td>Karl Craven</td>
<td>Kim Maggard</td>
<td>Douglas Stewart</td>
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<td>Tracie Davies</td>
<td>Dana McDaniel</td>
<td>Andy Teater</td>
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<tr>
<td>Terry Dunlap</td>
<td>Rory McGuinness</td>
<td>Kevin Vaughn</td>
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<tr>
<td>Kristen Easterday</td>
<td>Robert Peters</td>
<td>Christie Ward</td>
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<tr>
<td>Brad Ebersole</td>
<td>Mark Potts</td>
<td>Nancy White</td>
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<tr>
<td>Jennifer Gallagher</td>
<td>Eric Richter</td>
<td>Melissa Wilde</td>
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<tr>
<td>Catherine Girves</td>
<td>Cornell Robertson</td>
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<tr>
<td>Matt Greeson</td>
<td>Derek Robinson</td>
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## Commission Members

<table>
<thead>
<tr>
<th>Franklin Christman</th>
<th>David Henry</th>
<th>Steve Stolte</th>
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<tbody>
<tr>
<td>Luke Feeney</td>
<td>Loudan Klein</td>
<td>Andy Ware</td>
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<tr>
<td>Jeff Fix</td>
<td>R. Michael Pettit</td>
<td>RC Wise</td>
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<tr>
<td>Bill Habig</td>
<td>Eric Phillips</td>
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<tr>
<td>Tim Hansley</td>
<td>David Scheffler</td>
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## Associate Members

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<thead>
<tr>
<th>Paul Craft</th>
<th>Ty Marsh</th>
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## MORPC Staff Present

<table>
<thead>
<tr>
<th>Kerstin Carr</th>
<th>Ciel Klein</th>
<th>Bevan Schneck</th>
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<tbody>
<tr>
<td>Mary Ann Frantz</td>
<td>Eileen Leuby</td>
<td>Susan Tsen</td>
</tr>
<tr>
<td>Joe Garrity</td>
<td>Amanda McEldowney</td>
<td>Thea Walsh</td>
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<tr>
<td>Natalie Hurst</td>
<td>William Murdock</td>
<td>Brandi Whetstone</td>
</tr>
<tr>
<td>Alex Jokerst</td>
<td>Shari Saunders</td>
<td>Robert Williams</td>
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<tr>
<td>Niel Jurist</td>
<td>Maria Schaper</td>
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## Guests Present

<table>
<thead>
<tr>
<th>Joe Begeny, City of Reynoldsburg</th>
<th>Jill Love, Village of Galena</th>
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<tr>
<td>Mike Culp, Kegler Brown Hill + Ritter</td>
<td>Ashon McKenzie, CelebrateOne</td>
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<tr>
<td>Mark Forrest (Knox County), CORPO Chair</td>
<td>Carolyn Kay Riggle, City of Delaware</td>
</tr>
<tr>
<td>Blake Jordan, City of Delaware</td>
<td>Steve Tugend, Kegler Brown + Hill Ritter</td>
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</table>
Meeting Called to Order
Chair Rory McGuinness called the Transportation Policy Committee Meeting to order at 2:10 p.m.

Metropolitan Planning Organization Report

- Transportation & Infrastructure Development – Thea Walsh, MORPC Transportation & Infrastructure Development Director
  Thea Walsh reported MORPC Team Members are working with the Community Advisory Committee (CAC) which is part of the transportation planning process. The CAC is made up of citizens or groups that represent underserved or minority populations. The CAC is being overhauled to bring in new members and more voices to the table. The CAC will be part of a larger group that will meet quarterly and get a more global view of MORPC. Team Members are looking for membership from representative groups from around the region. Recommendations are welcome.

  MORPC Team Members are helping the City of Columbus apply for an Infrastructure for Rebuilding America (INFRA) grant for Phase 4 of the crossroads proposal. The crossroads proposal is one of ODOT’s top priorities. Other INFRA grant proposals in the region are coming together. MORPC Team Members are available to provide information and data as needed.

  Last week MORPC Team Members, the City of Columbus, COTA, and other partners hosted the consultant hired for the northwest corridor planning. This will provide a framework for all the corridors.

Transportation Policy Committee Consent Agenda
Roby Schottke made a motion to approve the Transportation Policy Committee Consent Agenda, second by Matt Greeson; motion passed.

Rapid Speed Transportation Initiative – Thea Walsh, MORPC Transportation & Infrastructure Development Director
Thea Walsh gave an update on the Rapid Speed Transportation Initiative. The Midwest Connect Hyperloop Feasibility Study grew out of an interest in passenger rail between Columbus and Chicago. The corridor expanded to include connection to Pittsburgh. The study looked at hyperloop feasibility as well as continuing work along the railroad corridor for passenger rail. The Rapid Speed Transportation Initiative also conducted a preliminary environmental analysis.

  Public meetings continue across the corridor. MORPC Team Members are working with Virgin Hyperloop One on a proposal to bring a hyperloop testing facility to Central Ohio. Dina Lopez is the MORPC Project Lead.

  Cleveland is looking at a different corridor and working with a different company. This is not a competition between Central Ohio and Cleveland. Pennsylvania has extended the study of their turnpike for a possible New York to Chicago connection.

2020-2050 Metropolitan Transportation Plan (MTP) Update – Thea Walsh, MORPC Transportation & Infrastructure Director
Thea Walsh shared the 2020-2050 MTP Draft Strategies & Projects. There is an Open House February 26 at MORPC. The public comment period ends April 3. Maria Schaper is the MORPC Project Lead.
The Transportation Policy Committee Meeting adjourned at 2:38 p.m.

Erik J. Janas, Secretary
Mid-Ohio Regional Planning Commission
Memorandum

TO: Transportation Policy Committee
FROM: Nick Gill, Assistant Director
        Transportation & Infrastructure Development
DATE: March 6, 2020
SUBJECT: Proposed Resolution T-2-20: “Amending the State Fiscal Year (SFY) 2018-2021 Transportation Improvement Program”

Proposed Resolution T-2-20 will modify five projects and add three projects to the SFY 2018-2021 Transportation Improvement Program (TIP) with commitments totaling over $95 million. This amendment includes MORPC’s funding award for the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Persons with Disabilities Program. These changes are necessary to enable the projects to advance and to maintain fiscal constraint. In April, the Ohio Department of Transportation (ODOT) will ask the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to amend the Statewide TIP to include these changes.

Attachment 1 to the resolution provides a description of the funding and scope of the project, including a description of the bicycle and pedestrian components. Attachment 2 maps those projects with a physical location. Attachment 3 provides the FTA Section 5310 program of projects.

An explanation of the proposed changes to the TIP follows.

The Central Ohio Transit Authority (COTA) has requested the following changes to the TIP:
- Increase of 5307 funding for COTA Fields CNG Rehabilitation.
- Reallocation of 5307 funds for farebox replacement alternative payment system from SFY2018 to SFY2020.
- Increase of 5307 funding and reallocation of funds from SFY 2019 to SFY 2021 for electric bus purchases.
- Addition of a 2020 Diesel Emission Reduction Grant program award for SFY 2020 for the purchase of nine electric buses.

ODOT, District 6 has requested the following additions and modifications to the TIP:
- Reallocation of construction funding for Worthington-Galena Rd major widening from Wilson Bridge to Sancus Blvd. Funding moved to SFY 2021.
- Add new project, resurfacing of US 42 from Watkins California Rd in Union County to W of SR 257 in Delaware County.
Increase funding for the construction of a modern roundabout at Reynoldsburg-New Albany Rd and Clark State Rd (CR-95).

MORPC has requested the addition of the FTA’s Section 5310 Enhanced Mobility for Seniors and Persons with Disabilities program to the TIP. See additional detail below:

After soliciting projects from November 2019 to January 2020 and receiving over $2.9 million in requests, MORPC staff identified administrative, operating, and capital projects for utilizing the approximately $2.2 million of funding available (PID 112802). Attachment 3 to the resolution provides FTA’s standard program of projects (POP) selected. Selected projects’ federal amounts are listed below. These projects are receiving 80 percent of the project funding, requiring a 20 percent match unless noted.

1. **Alpha Group:** Vehicle Purchase (1), $38,893
2. **Canal Winchester:** Capitalized Maintenance, $16,320
3. **Central Ohio Transit Authority (COTA):** Operating Costs, $572,844 (50% Match)
4. **Columbus Center for Human Services:** Vehicle Purchase (3), $118,224
5. **Columbus Community House:** Vehicle Purchase (1), $67,383
6. **Delaware County Transit Board (DCTB):**
   a. Operating Costs, $74,553 (50% Match)
   b. Capitalized Maintenance, $88,000
   c. Mobility Management, $297,600
7. **City of Dublin:** Purchase Transportation $50,000
8. **Clintonville-Beechwold CRC**
   a. Vehicle Purchase (2), $72,033
   b. Purchase Transportation, $90,718
9. **City of Groveport:** Vehicle Purchase (1), $43,889
10. **Hattie Larlham Center for Children with Disabilities (Formally Association for the Developmentally Disabled):** Vehicle Purchase (2), $65,768
11. **Lifecare Alliance:** Purchase Transportation, $84,000
12. **MORPC:**
    a. Administration, $222,368 (No Match Required)
    b. Mobility Management, $208,000
13. **Netcare:** Vehicle Purchase (1), $31,208
14. **Sourcepoint:** Purchase Transportation, $80,000
NTG: TG

Attachment:
- Proposed Resolution T-2-20
RESOLUTION T-2-20

“Amending the State Fiscal Year (SFY) 2018-2021 Transportation Improvement Program”

WHEREAS, the Transportation Policy Committee of the Mid-Ohio Regional Planning Commission (MORPC) adopted the SFY 2018-2021 Transportation Improvement Program (TIP) by Resolution T-5-17; and

WHEREAS, the Central Ohio Transit Authority (COTA) has requested the modification of three projects and the addition of one project on the 2018-2021 TIP as shown in Attachment 1; and

WHEREAS, the Ohio Department of Transportation (ODOT), District 6 has requested the addition of one project and the modification of two projects on the 2018-2021 TIP as shown in Attachment 1; and

WHEREAS, MORPC completed a solicitation and selection process for FTA Section 5310 Federal Fiscal Years (FFY) 2019 and 2020 funds with projects selected shown in Attachment 3; and

WHEREAS, MORPC has requested the addition of the Section 5310 program to the 2018-2021 TIP as shown in Attachment 1; and

WHEREAS, the projects are consistent with the transportation policies, plans, and programs, including the most recent Metropolitan Transportation Plan adopted by the Transportation Policy Committee; and

WHEREAS, the Community Advisory Committee at its meeting on March 2, 2020, and the Transportation Advisory Committee at its meeting on March 4, 2020, recommended approval of this resolution to the Transportation Policy Committee; now therefore

BE IT RESOLVED BY THE TRANSPORTATION POLICY COMMITTEE OF THE MID-OHIO REGIONAL PLANNING COMMISSION:

Section 1. That the projects shown in Attachment 3 are selected to utilize FTA Section 5310 funding.

Section 2. That the MORPC SFY 2018-2021 TIP be amended to include the project information as shown in Attachment 1.

Section 3. That it affirms that the fiscal balance of the SFY 2018-2021 TIP is maintained.

Section 4. That the determination of conformity between the TIP and the State Implementation Plan (SIP) is hereby reaffirmed, as the projects are exempt from conformity requirements or have been included in the most recent air quality conformity approval.

Section 5. That it affirms that the amendment was developed in compliance with the transportation performance measures as described in Section 6 of the SFY 2018-2021 TIP as modified.
Section 6. That this resolution will be transmitted to ODOT and all sponsoring agencies in Attachment 1, and 3 for appropriate action.

Section 7. That the Transportation Policy Committee finds and determines that all formal deliberations and actions of this committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.

__________________________________________________________________________
Rory McGuinness, Chair
MID-OHIO REGIONAL PLANNING COMMISSION

__________________________________________________________________________
Date

Prepared by: Transportation Staff

Attachment 1: Amended Project Information for the SFY 2018-2021 TIP
Attachment 2: Map of Amended Projects
Attachment 3: FTA Program of Projects
### Resolution T-2-20

**Attachment 1 - Amended Project Information**

<table>
<thead>
<tr>
<th>Agency: COTA</th>
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<th>TIP ID: 3387</th>
<th>MTP ID: 142</th>
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<tbody>
<tr>
<td><strong>Co-Route-Sec:</strong> FRA-COTA Farebox Replacement Alt Pay-</td>
<td><strong>Length (mi.):</strong></td>
<td></td>
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<tr>
<td><strong>Project Type(s):</strong> Transit Activity</td>
<td><strong>Air Quality:</strong> Exempt</td>
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<tr>
<td><strong>Description:</strong> COTA Farebox Replacement Alt Pay, Transit Activity, Alternative payment system.</td>
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<tr>
<td><strong>Bike Components:</strong> Not applicable.</td>
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<tr>
<td><strong>Ped Components:</strong> Not applicable.</td>
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<td><strong>State Fiscal Year</strong></td>
<td><strong>Phase</strong></td>
<td><strong>Source</strong></td>
<td><strong>Amount</strong></td>
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<tr>
<td>2020</td>
<td>Other</td>
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<td>$3,821,249</td>
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<th>PID: 107394</th>
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<tbody>
<tr>
<td><strong>Co-Route-Sec:</strong> FRA-COTA Electric Bus-</td>
<td><strong>Length (mi.):</strong></td>
<td></td>
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<tr>
<td><strong>Project Type(s):</strong> Transit Activity</td>
<td><strong>Air Quality:</strong> Exempt</td>
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<tr>
<td><strong>Description:</strong> COTA Electric Bus, Transit Activity, 10 vehicles.</td>
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<tr>
<td><strong>Bike Components:</strong> Bicycle racks.</td>
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<td><strong>Ped Components:</strong> Not applicable.</td>
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<td><strong>State Fiscal Year</strong></td>
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<td>2021</td>
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<td><strong>Co-Route-Sec:</strong> FRA-COTA 2020 DERG Buses-</td>
<td><strong>Length (mi.):</strong></td>
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<tr>
<td><strong>Project Type(s):</strong> Transit Activity</td>
<td><strong>Air Quality:</strong> Exempt</td>
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<tr>
<td><strong>Description:</strong> COTA 2020 DERG Buses, Transit Activity, Buy Replacements - Nine electric buses to replace nine model year 2008 diesel buses.</td>
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<tr>
<td><strong>Bike Components:</strong> Bicycle racks.</td>
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<tr>
<td><strong>Ped Components:</strong> Not applicable.</td>
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<tr>
<td><strong>State Fiscal Year</strong></td>
<td><strong>Phase</strong></td>
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<td>2020</td>
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<td><strong>Total:</strong></td>
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<td>$8,996,850</td>
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Funds in FYs prior to 2018 are not included in this report nor in the 2018-2021 Transportation Improvement Program. LR = Long Range (after SFY 2021, the last year of the TIP). LR funds are shown for information only and are not included in the TIP.
### Resolution T-2-20

#### Attachment 1 - Amended Project Information

<table>
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<th>Agency</th>
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<tbody>
<tr>
<td>COTA</td>
<td>95037</td>
<td>2786</td>
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**Co-Route-Sec:** FRA-COTA Fields CNG Rehabilitation

**Project Type(s):** Transit Activity

**Description:** COTA Fields CNG Rehabilitation, Transit Activity, 1330 Fields - CNG Changeover Requirements, 1333 & 1330 Fields - CNG Filling Stations, 1333 Fields - CNG Changeover Requirements, 1333 Fields - Roof Replacement. ALI 11.43.03 and 11.41.03

**Bike Components:** No change to existing conditions.

**Ped Components:** No change to existing conditions.

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<tr>
<th>State Fiscal Year</th>
<th>Phase</th>
<th>Source</th>
<th>Amount</th>
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<td>2020</td>
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<tr>
<td>2020</td>
<td>Other</td>
<td>Sec 5339</td>
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<tr>
<td>2020</td>
<td>Other</td>
<td>Local</td>
<td>$2,500,000</td>
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<tr>
<td></td>
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<td>Local-Transit</td>
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**Total:** $56,642,067

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<th>MTP ID</th>
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<tbody>
<tr>
<td>Franklin County</td>
<td>104708</td>
<td>1256</td>
<td>565</td>
</tr>
</tbody>
</table>

**Co-Route-Sec:** FRA-CR006-06.26

**Project Type(s):** Turn Lane Addition

**Description:** Reynoldsburg-New Albany Rd at Clark State Rd (CR-95), Turn Lane Addition, Upgrading 0.88 miles of CR6 (Reynoldsburg-New Albany Road) and 0.25 miles of CR95 (Clark State Road) by constructing a modern roundabout.

**Bike Components:** Maybe - To be determined.

**Ped Components:** Maybe - To be determined.

<table>
<thead>
<tr>
<th>State Fiscal Year</th>
<th>Phase</th>
<th>Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021</td>
<td>Construction</td>
<td>HSIP</td>
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<tr>
<td>2021</td>
<td>Construction</td>
<td>Local</td>
<td>$1,798,329</td>
</tr>
</tbody>
</table>

**Total:** $2,798,329

---

Funds in FYs prior to 2018 are not included in this report nor in the 2018-2021 Transportation Improvement Program.

LR = Long Range (after SFY 2021, the last year of the TIP). LR funds are shown for information only and are not included in the TIP.
Resolution T-2-20
Attachment 1 - Amended Project Information

**Agency:** MORPC  
**PID:** 112802  
**TIP ID:** 3759  
**MTP ID:** 200

**Co-Route-Sec:** FRA-MORPC 5310 FFY2019 and FFY2020  
**Length (mi.):**

**Project Type(s):** Transit Activity  
**Air Quality:** Exempt

**Description:** MORPC 5310 FFY2019 and FFY2020, Transit Activity, Columbus UZA capital, operating, and other transportation grants to meet the needs of seniors and individuals with disabilities.

**Bike Components:** Not applicable.  
**Ped Components:** Not applicable.

<table>
<thead>
<tr>
<th>State Fiscal Year</th>
<th>Phase</th>
<th>Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>Administration</td>
<td>Sec 5310</td>
<td>$222,368</td>
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<tr>
<td>2020</td>
<td>Operating</td>
<td>Sec 5310</td>
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<td>2020</td>
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<td>Local</td>
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<tr>
<td>2020</td>
<td>Capital</td>
<td>Sec 5310</td>
<td>$1,223,025</td>
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<td>2020</td>
<td>Capital</td>
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<td>$305,756</td>
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</table>

**Total:** $3,307,727

**Agency:** ODOT 6  
**PID:** 111381  
**TIP ID:** 3681  
**MTP ID:** 204

**Co-Route-Sec:** UNI-/DEL042-4.92/0.00  
**Length (mi.):**

**Project Type(s):** Major Rehabilitation  
**Air Quality:** Exempt

**Description:** US 42 from Watkins California Rd to W of SR 257, Major Rehabilitation, Resurface US 42 to include full depth pavement repairs and shoulder widening (~4'). Installation of centerline and edge line rumble stripes. Adding turn lanes at Jerome road.

**Bike Components:** Widen shoulder.  
**Ped Components:** Widen shoulder.

<table>
<thead>
<tr>
<th>State Fiscal Year</th>
<th>Phase</th>
<th>Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>PE-Environmental Study</td>
<td>NHPP</td>
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<tr>
<td>2020</td>
<td>PE-Environmental Study</td>
<td>State</td>
<td>$100,000</td>
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<tr>
<td>2021</td>
<td>PE-Environmental Study</td>
<td>NHPP</td>
<td>$160,000</td>
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<td>2021</td>
<td>PE-Environmental Study</td>
<td>State</td>
<td>$40,000</td>
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<tr>
<td>2021</td>
<td>PE-Detailed Design</td>
<td>NHPP</td>
<td>$40,000</td>
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<td>2021</td>
<td>PE-Detailed Design</td>
<td>State</td>
<td>$10,000</td>
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</table>

**Total:** $750,000

Funds in FYs prior to 2018 are not included in this report nor in the 2018-2021 Transportation Improvement Program. LR = Long Range (after SFY 2021, the last year of the TIP). LR funds are shown for information only and are not included in the TIP.

Wednesday, February 26, 2020
Attachment 1 - Amended Project Information

**Resolution T-2-20**

**Agency:** Worthington  
**PID:** 95516  
**TIP ID:** 1272  
**MTP ID:** 69

**Co-Route-Sec:** FRA-CR084-01.36  
**Length (mi.):** 0.29

**Project Type(s):** Major Widening/Intersection Modification  
**Air Quality:** System Analyzed

**Description:** Worthington-Galena Rd from Wilson Bridge/Huntley Rds to Sancus Blvd, Major Widening from 2 lanes to 4 lanes & Intersection Modification, also known as the Northeast Gateway.

**Bike Components:** Multi-use path. 0.29 mi. added to bike network.

**Ped Components:** Multi-use path. 0.29 mi. added to ped network.

<table>
<thead>
<tr>
<th>State Fiscal Year</th>
<th>Phase</th>
<th>Source</th>
<th>Amount</th>
<th>Source Type</th>
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<tbody>
<tr>
<td>2020</td>
<td>Construction</td>
<td>STBG-M</td>
<td>$464,984</td>
<td>MORPC Funds</td>
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<tr>
<td>2020</td>
<td>Construction</td>
<td>Local</td>
<td>$116,246</td>
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<tr>
<td>2021</td>
<td>Construction</td>
<td>STBG-M</td>
<td>$8,307,200</td>
<td>MORPC Funds</td>
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<tr>
<td>2021</td>
<td>Construction</td>
<td>Local</td>
<td>$2,615,800</td>
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**Total:** $11,504,230

**Summary of Funding Sources**

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<th>Source</th>
<th>Description</th>
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<tbody>
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<td>Federal</td>
<td>Unassigned Federal Transportation Funds</td>
<td>$1,439,496</td>
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<td>HSIP</td>
<td>Highway Safety Improvement Program</td>
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<td>Local</td>
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<td>Local Public Transit Authority</td>
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<td>NHPPP</td>
<td>National Highway Performance Program</td>
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<tr>
<td>Sec 5307</td>
<td>Transit Formula Block Grants</td>
<td>$35,011,394</td>
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<td>Sec 5310</td>
<td>Transit Enhanced Mobility Seniors &amp; Individuals with Disabilities</td>
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<tr>
<td>Sec 5339</td>
<td>Transit Bus and Bus Facilities</td>
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<tr>
<td>State</td>
<td>State Transportation Funds</td>
<td>$150,000</td>
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<tr>
<td>STBG-M</td>
<td>Surface Transportation Block Grant, Attributable to MORPC</td>
<td>$8,772,184</td>
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**Grand Total:** $95,716,452

Funds in FYs prior to 2018 are not included in this report nor in the 2018-2021 Transportation Improvement Program. LR = Long Range (after SFY 2021, the last year of the TIP). LR funds are shown for information only and are not included in the TIP.
SFY 2018-2021
Transportation Improvement Program
Resolution T-2-20
Amendment to the TIP
Project Location Map

Mid-Ohio Regional Planning Commission
111 Liberty Street
Columbus, Ohio 43215
614.228.2663
February 2020

Please check www.morpc.org for updates to this map and project listing.

This map prepared in cooperation with the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, the Ohio Department of Transportation, and local communities.

The information shown on this map is compiled from various sources available to us which we believe to be reliable. N:\ArcGIS\CORE\TIP\2018_21\TIP amendment T-2-20.mxd Feb 2020
### Attachment 3 Resolution T-2-20

**5310 PROGRAM OF PROJECTS**

State: Columbus, Ohio UZA

5310: FFY 2019 and 2020 apportionment (DS, DM, DL): $2,223,682; Carryover: 0

(DS = Rural Areas (under 50,000); DM = Small Urbanized Areas (50,000-200,000); DL = Large Urbanized Areas (200,000 or more))

Transfer Funds (plus or minus): 0

Total Funds Available: $2,223,682

Total number of subrecipients funded in this Program of Projects: 17

LIST OF PROJECTS Required subrecipient information includes: name of entity receiving the award, amount of award, location of the entity receiving the award and the primary location of performance under the award, including the city and/or county and Congressional District.

**VEHICLE PURCHASE, CAPITAL, OPERATING, AND PROGRAM ADMINISTRATION**

(Projects may include reasonable contingencies)

(Subrecipient Types may include: a non-profit organization or a local governmental authority).

<table>
<thead>
<tr>
<th>Program of Projects</th>
<th>Direct and Sub-recipients</th>
<th>City</th>
<th>Service Area Urban / Rural</th>
<th>Sub Type Private Public</th>
<th>Project Description n/AU</th>
<th>Quantity</th>
<th>FTA Amount</th>
<th>Local Amount</th>
<th>Total Amount</th>
<th>Capital / Operating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sub A</td>
<td>COTA</td>
<td>Columbus, OH Urban</td>
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<td>8.09.01</td>
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<td>$ 57,844</td>
<td>$ 1,144,688</td>
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<td>Sub B</td>
<td>DCTB</td>
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<td>Public</td>
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<td>$ 74,555</td>
<td>$ 149,109</td>
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<tr>
<td>Sub C</td>
<td>MORPC</td>
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<td>Non Profit</td>
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<td>$ 52,000</td>
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<td>Sub D</td>
<td>City of Dublin</td>
<td>Dublin, OH Urban</td>
<td>Public</td>
<td>11.7.13</td>
<td>$ 50,000</td>
<td>$ 12,500</td>
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<tr>
<td>Sub F</td>
<td>Clintonville Beechwold CRC</td>
<td>Columbus, OH Urban</td>
<td>Non Profit</td>
<td>11.4.11</td>
<td>2</td>
<td>$ 72,033</td>
<td>$ 18,008</td>
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<td>Capital Purchase Vehicles Replace</td>
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<tr>
<td>Sub G</td>
<td>Columbus Center for Human Services</td>
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<td>Non Profit</td>
<td>11.13.15</td>
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<td>$ 118,224</td>
<td>$ 29,556</td>
<td>$ 147,780</td>
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<td>Sub H</td>
<td>Canal Winchester Human Services Inc</td>
<td>Canal Winchester, OH Urban</td>
<td>Non Profit</td>
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<td>$ 16,320</td>
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<td>$ 38,933</td>
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<td>Sub K</td>
<td>Hattie Larlham Center for Children/w Disabilities (ADD)</td>
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<td>$ 65,768</td>
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<td>Sub L</td>
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<td>$ 7,802</td>
<td>$ 39,010</td>
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<td>Sub N</td>
<td>Sourcepoint</td>
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<td>11.7.13</td>
<td>1</td>
<td>$ 80,000</td>
<td>$ 20,000</td>
<td>$ 100,000</td>
<td>Capital Purchase Transportation</td>
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<td><strong>Total</strong></td>
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<td>$ 1,999,433</td>
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**Program Admin**

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<tr>
<th>MORPC</th>
<th>Columbus, OH Private</th>
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<tr>
<td></td>
<td>Grand Total</td>
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<tr>
<td></td>
<td>Total Traditional 5310 55% Capital Amount</td>
<td>$ 1,258,147 does not include Cities of Dublin and Groveport</td>
</tr>
<tr>
<td></td>
<td>Total Other Capital Amount</td>
<td>$ 93,889 Dublin and Groveport</td>
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<tr>
<td></td>
<td>Total Operating Expense Amount</td>
<td>$ 647,397 COTA and DCT</td>
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</table>

*Eligibility Project Type refers to 49 U.S.C. 5310 (b) (1) criteria

**STATE ADMINISTRATION, PLANNING AND TECHNICAL ASSISTANCE**

Not to exceed 10 percent of Section 5310 apportionment and any flex funds transferred to the Section 5310 account may be used to provide a 100 percent Federal share.

Subtotal State or Designated Recipient Administration (funded at 100 percent) $222,368

**SUBTOTAL DESIGNATED RECIPIENT ADMINISTRATION**

$222,368
Memorandum

TO: Community Advisory Committee
    Transportation Advisory Committee
    Transportation Policy Committee

FROM: Thea Walsh, Director
    Transportation & Infrastructure Development

DATE: March 6, 2020

SUBJECT: Proposed Resolution T-3-20: “Amending the SFY 2020 Planning Work Program to Add a Work Element”

Resolution T-3-20 amends the SFY 2020 Planning Work Program (PWP) to add Work Element 67420-3000 for MORPC Mobility Management. This work element will coordinate programs among public, private, and non-profit transportation providers with regional mobility managers that serve older adults, people with disabilities and individuals with lower incomes.

MORPC maintains the locally developed Coordinated Plan for Franklin and Delaware Counties and administers the Federal Transit Administration’s (FTA) 5310 funding for the Columbus urbanized area. Mobility management will track and facilitate action on the goals and strategies identified in the current 2018-2021 Coordinated Plan.

Mobility Management will focus on ongoing mobility service and planning efforts throughout the region. MORPC will engage stakeholders on best practices to address gaps and needs to increase transportation capacity. Facilitate the development of technology that coordinates inventoried transportation systems with mode eligibility and trip arrangement for users. Staff will also incorporate urban and rural barriers that lead to mobility challenges.

MORPC will work with existing mobility managers in the MORPC MPO area, Licking County, the Central Ohio Rural Planning Organization (CORPO) counties, ODOT’s Human Service Transportation Coordination Regions (HSTCR) 5 and 6 and ODOT’s Office of Transit for a more regional multi county approach to update the next Coordinated Plan. There will be an initial focus on the MORPC MPO area that will evolve into a more regional approach as ODOT oversees Coordinated Plans around Human Service Transportation Coordination Regions.

Attachment: Resolution T-3-20
RESOLUTION T-3-20

"Amending the SFY 2020 Planning Work Program to Add a new Work Element"

WHEREAS, following review by the Ohio Department of Transportation (ODOT), the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and the Central Ohio Transit Authority (COTA), the Transportation Policy Committee accepted the MORPC Planning Work Program (PWP) for Fiscal Year 2020 by Resolution T-4-19; and

WHEREAS, the Public Transit Human Services Transportation Plan for Delaware and Franklin counties (also known as the Coordinated Plan) identified a goal with strategies to increase awareness of transportation programs and services for older adults, people with disabilities and lower incomes; and

WHEREAS, MORPC maintains the locally developed Coordinated Plan and administers the FTA’s Section 5310 funding for the Columbus UZA; and

WHEREAS, MORPC conducted a solicitation for Section 5310 funding in early 2020, completed the selection process and incorporated the program of projects into the SFY 18-21 Transportation Improvement Program via Resolution T-2-20; and

WHEREAS, the program of projects included funding to establish a Mobility Management activity and coordinate programs among public, private and human service transportation providers for enhancing transportation for older adults, people with disabilities and lower incomes; and

WHEREAS, MORPC is requesting that PWP Work Element 67420-3000 be added for Mobility Management which will support and coordinate transportation programs among public, private and human service agencies in Franklin County in coordination with COTA and Delaware County Transit (DCT); and

WHEREAS, MORPC will work within the MPO area, the counties in the Central Ohio Rural Planning Organization (CORPO), Licking County, and ODOT’s Human Service Transportation Coordination Regions 5 and 6; and

WHEREAS, the Community Advisory Committee at its March 2, 2020 meeting and the Transportation Advisory Committee at its March 4, 2020 meeting recommended adoption of this resolution by the Transportation Policy Committee; now therefore

BE IT RESOLVED BY THE TRANSPORTATION POLICY COMMITTEE OF THE MID-OHIO REGIONAL PLANNING COMMISSION:

Section 1. That it hereby amends the SFY 2020 Planning Work Program (PWP) to add the above work element as shown in the attachment.

Section 2. That staff is authorized to make such changes to the work element as are needed to satisfy clarifying comments from the Ohio and U.S. Departments of Transportation, but which do not change the intent of the activity.

Section 3. That this resolution be forwarded to ODOT and the Federal Transit Administration as evidence of acceptance of this amendment by the Transportation Policy Committee.

Section 4. That this committee finds and determines that all formal deliberations and actions of this committee concerning and relating to the adoption of this resolution were taken in open meetings of the committee.
Rory McGuiness, Chair
Mid-Ohio Regional Planning Commission

Prepared by: Transportation and Infrastructure Development staff
Attachment: Work Element # 67420-0000
Mobility Management 2020

This work element will support mobility management coordinating programs among public, private and human service transportation providers that serve older adults, people with disabilities and individuals with lower incomes. Mobility management will focus on increasing access to service by increasing awareness, coordinating services and addressing barriers to achieve a more efficient transportation system. MORPC maintains the locally developed Coordinated Plan for the MPO and administers the FTA’s Section 5310 funding for the Columbus urbanized area.

Through this work element MORPC will engage in ongoing mobility service and planning efforts throughout the region. MOPRC will work with existing mobility managers in the MORPC MPO area, Licking County, the Central Ohio Rural Planning Organization (CORPO) counties, ODOT’s Human Service Transportation Coordination Regions (HSTCR) 5 and 6 and ODOT’s Office of Transit for a more regional multi-county approach to the Coordinated Plan.

<table>
<thead>
<tr>
<th>Product: Method</th>
<th>Agencies:</th>
<th>Schedule:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engagement: Work with human service agencies, municipalities, transit agencies, private providers, and the public to address gaps in understanding and awareness of mobility options for older adults, people with disabilities, and low-income populations.</td>
<td>FTA, MORPC, COTA, DCT, others</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Increase capacity: Address the gaps and needs identified in the Coordinated Plan that impact transportation capacity. Work with current transportation providers and stakeholders to improve coordination and increase capacity.</td>
<td>MORPC, COTA DCT &amp; others</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Information coordination: Facilitate regional collaboration among transit agencies and private transportation providers to develop operational planning for technology that coordinates the transportation system, mode eligibility, and trip arrangement for users.</td>
<td>MORPC, COTA, DCT, &amp; others</td>
<td>Ongoing</td>
</tr>
<tr>
<td>State and local coordination: Convene a dynamic local stakeholder committee to exchange best practices, provide feedback on urban and rural program progress, to assist in tracking the Coordinated Plan Action Plan (Goals and Strategies) providing input to the next more regional Coordinated Plan update.</td>
<td>MORPC, COTA, DCT, ODOT HSTCRs 5&amp;6, Other state agencies consumers &amp; others</td>
<td>Completion in 2021</td>
</tr>
<tr>
<td>Awareness and accessibility: Develop a regional inventory of accessible transportation options, travel training, scheduling/routing software etc... Track barriers to transportation caused by cost, benefit coverage, geography, language, age, ability, infrastructure and accessibility challenges. Incorporate inclusive transportation in to MORPC’s Transportation Demand Management and Active Transportation Plans</td>
<td>MORPC, COTA, DCT, &amp; others</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>
Related Activities:
- Transit and Human Services Planning (see 60150-3000)
- 5310 Designated Recipient-2020 (see 67410-3000)
- Ongoing COTA Activities (see 67401-0000)
- Ongoing Delaware County Transit Activities (see 67402-0000)

Budget
- Total Work Element Budget: $130,000
  - $104,000 FTA
  - $26,000 MORPC
- Spent Previous Year(s): $0
- Remaining Work Element Budget: $130,000
Memorandum

TO: Transportation Policy Committee
   Community Advisory Committee
   Transportation Advisory Committee

FROM: Nick Gill, Assistant Director
       Transportation & Infrastructure Development

DATE: March 6, 2020

SUBJECT: Proposed Resolution T-4-20: “Adopting ‘Policies for Managing MORPC-Attributable Funds’”

Every two years, MORPC solicits applications for MORPC-attributable federal transportation funding. Approximately $37 million is available annually to be allocated to projects in MORPC’s transportation planning area. MORPC establishes Policies for Managing MORPC-Attributable Funds (Policies) to guide the selection of projects to use these funds. Resolution T-4-20 adopts the Policies to be used in the upcoming project solicitation cycle.

Prior to formal project solicitation, MORPC reviews, revises as necessary and readopts the Policies. Over the last several months, the Attributable Funds Committee (AFC) met to review and update the Policies. The drafts of the revised Policies were available on the MORPC website at https://www.morpc.org/program-service/morpc-attributable-funding-for-transportation/ for public review and comment. MORPC accepted public comments on the Policies from December 20, 2019 through January 21, 2020. No significant comments were received.

Major changes from the 2018 version include:
- Adjusting the schedule for the applications
- Providing additional data for which the evaluation of projects will be based on prior to the screening applications being due
- Incorporating language with regard to the new Smarts Streets Policy
- Clarifying language on who pays interest on SIB loans

MORPC staff will conduct a workshop on June 3 at 2:30 p.m. for potential applicants and agencies that need to submit updates for their outstanding funding commitments. The Screening Applications for new funding will be due on July 17, 2020. Commitment Updates for outstanding commitments will be due on July 10.

Attachment: Proposed Resolution T-4-20
RESOLUTION T-4-20

“Adopting ‘Policies for Managing MORPC-Attributable Funds’”

WHEREAS, the Transportation Policy Committee of the Mid-Ohio Regional Planning Commission is designated as the Metropolitan Planning Organization (MPO) for the Columbus Metropolitan Area; and

WHEREAS, the Ohio Department of Transportation (ODOT) sub-allocates part of its Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Transportation Alternatives Program (TAP) funding to MORPC and other MPOs; and

WHEREAS, the MPO is responsible for allocating these federal transportation funds that are sub-allocated to it; and

WHEREAS, the Transportation Policy Committee, to fairly allocate these funds in conformance with federal and state laws and regulations, adopted by Resolution T-9-97: “Principles For Allocation Of MORPC-Attributable Federal Funding,” which was subsequently expanded and revised by Resolutions T-15-02, T-15-04, T-12-06, T-10-08, T-8-10, T-3-12, T-3-14, T-4-16 and T-5-18; and

WHEREAS, Resolution T-5-18 included the stipulation that these policies be evaluated prior to each update of the Transportation Improvement Program (TIP); and

WHEREAS, staff and the Attributable Funds Committee, composed of members of the Transportation Advisory Committee and representatives of the Community Advisory Committee, the Transportation Policy Committee and other interests, completed the review and update including a public comment period; and

WHEREAS, the Community Advisory Committee, at its meeting on March 2, 2020, and the Transportation Advisory Committee, at its meeting on March 4, 2020, recommended approval of these policies to the Transportation Policy Committee; now therefore

BE IT RESOLVED BY THE TRANSPORTATION POLICY COMMITTEE OF THE MID-OHIO REGIONAL PLANNING COMMISSION:

Section 1. That the Policies for Managing MORPC-Attributable Funds, dated March 2020, are hereby approved to be used and applied in allocating MORPC-attributable federal funding.

Section 2. That the policies be evaluated and updated as necessary after the completion of upcoming solicitation and selection cycle.
Section 3. That the Transportation Policy Committee finds and determines that all formal deliberations and actions of this committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.

_________________________________________
Rory McGuiness, Chair
Mid-Ohio Regional Planning Commission

_________________________________________
Date

Prepared by: Transportation Staff

Attachment: Policies for Managing MORPC-Attributable Funds
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, local communities, 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 U.S. Department of Transportation, MORPC does not discriminate on the basis of age, race, color, national origin, gender, sexual orientation, familial status, ancestry, military status, religion or disability in programs, services or in employment. Information on non-discrimination and related MORPC policies and procedures is available at www.morpc.org.
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1. Introduction

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:

<table>
<thead>
<tr>
<th>Federal Transportation Program</th>
<th>MORPC’s Annual Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surface Transportation Block Grant Program (STBG)</td>
<td>$23 million</td>
</tr>
<tr>
<td>Congestion Mitigation &amp; Air Quality Improvement Program (CMAQ)</td>
<td>$12 million</td>
</tr>
<tr>
<td>Transportation Alternatives Program (TAP)</td>
<td>$2 million</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$37 million</strong></td>
</tr>
</tbody>
</table>

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

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.

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1 Formerly called the Surface Transportation Program, or STP.
2 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.
As established in the AFC’s bylaws, membership includes representatives from the following entities:

- **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

In 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 2020-2021 application and selection process:

<table>
<thead>
<tr>
<th>Date</th>
<th>Milestone</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAY 1</td>
<td>Solicitation of funding applications announced.</td>
</tr>
<tr>
<td>JUNE 3</td>
<td>MORPC hosts an Applicant Workshop from 2:30 p.m. to 4:30 p.m.; select MORPC-generated datasets made available for applicant use.</td>
</tr>
<tr>
<td>JULY 10</td>
<td>The Commitment Update Form must be completed online by 5 p.m.</td>
</tr>
<tr>
<td>JULY 17</td>
<td>Staff notifies sponsors of any errors and omissions on the Commitment Update Forms. Sponsors have one week to provide corrections.</td>
</tr>
<tr>
<td>JULY 17</td>
<td>Screening Applications must be completed online by 5 p.m.</td>
</tr>
<tr>
<td>JULY 24</td>
<td>Staff will notify applicants of any errors and omissions on the Screening Applications. Applicants will have one week to provide corrections.</td>
</tr>
<tr>
<td>JULY 31</td>
<td>MORPC posts the summary of Updates and Screening Applications.</td>
</tr>
<tr>
<td>AUG. 4</td>
<td>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.</td>
</tr>
<tr>
<td>AUG. 12</td>
<td>Staff sends feedback to Screening Applicants and guidance for completing the Final Application.</td>
</tr>
<tr>
<td>AUG. 19</td>
<td>Staff revises the forecast of funding available for new commitments.</td>
</tr>
<tr>
<td>OCT. 9</td>
<td>Final Applications must be completed online by 5 p.m., when staff downloads the data in the online form.</td>
</tr>
<tr>
<td>OCT. 16</td>
<td>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.</td>
</tr>
<tr>
<td>NOV. 4</td>
<td>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.</td>
</tr>
<tr>
<td>NOVEMBER</td>
<td>Staff applies scoring criteria to the applications for new funding commitments to develop a preliminary ranking of applications.</td>
</tr>
<tr>
<td>DEC. 2</td>
<td>AFC meets at approximately 10 a.m. (following TAC) to review MORPC staff preliminary scoring and ranking of the applications.</td>
</tr>
<tr>
<td>DECEMBER</td>
<td>AFC provides feedback to staff on preliminary scoring. Staff revises scoring as needed.</td>
</tr>
<tr>
<td>JAN. 6, 2021</td>
<td>Staff’s revised ranking within each Activity Category and information relative to preparation for development draft recommendations provided to AFC members for review.</td>
</tr>
<tr>
<td>JAN. 20, ’21</td>
<td>AFC meets at 10:00 a.m. to develop a draft recommendation of new funding commitments.</td>
</tr>
<tr>
<td>FEB. 3, 2021</td>
<td>AFC meets at approximately 10 a.m. (following TAC) to present member feedback on the draft recommendation and to consider final adjustments to the draft recommendation of funding commitments and approve it for the public review and comment period.</td>
</tr>
<tr>
<td>FEB. 8, ’21</td>
<td>Draft recommendation of funding commitments is announced and made available for public review and comment (30 days).</td>
</tr>
<tr>
<td>FEBRUARY</td>
<td>Sponsors of applications included in the draft recommendations will coordinate with ODOT to program the project (obtain a PID) and initiate project development.</td>
</tr>
<tr>
<td>MAR. 10, ’21</td>
<td>Close of public review and comment period.</td>
</tr>
<tr>
<td>MAR. 18, ’21</td>
<td>Staff to send to AFC public comments received and staff recommendations for any changes to the draft funding recommendations.</td>
</tr>
<tr>
<td>APR. 7 ‘21</td>
<td>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.</td>
</tr>
<tr>
<td>APRIL 2021</td>
<td>MORPC’s CAC, TAC and TPC reviews, modifies and approves the awards of MORPC funding.</td>
</tr>
<tr>
<td>JULY 2021</td>
<td>Partnering Agreements sent to sponsoring agencies.</td>
</tr>
<tr>
<td>AUGUST ’21</td>
<td>Signed Partnering Agreements are due from sponsoring agencies.</td>
</tr>
</tbody>
</table>
4. Eligibility and Requirements

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.

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#EligibleProjects.

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

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 2021-2027. 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.

<table>
<thead>
<tr>
<th>Activity Category</th>
<th>Minimum %</th>
<th>Maximum %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Widening</td>
<td>40</td>
<td>50</td>
</tr>
<tr>
<td>Minor/Intersections</td>
<td>20</td>
<td>30</td>
</tr>
<tr>
<td>Transit</td>
<td>5</td>
<td>15</td>
</tr>
<tr>
<td>System Preservation</td>
<td>10</td>
<td>15</td>
</tr>
<tr>
<td>Bike &amp; Pedestrian</td>
<td>5</td>
<td>15</td>
</tr>
</tbody>
</table>

MORPC traditionally funds four programs from its attributable funding: Gohio Commute, 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

There is a two-step process to apply for new funding commitments – a Screening Application and a Final Application. The process begins with an announcement of solicitation of applications and a workshop for potential applicants.

6.1 Applicant Workshop

In order to prepare applicants for the upcoming application process, MORPC staff will host an applicant workshop following announcement of solicitation of applications. The workshop will provide an overview of timelines, eligibility, activity categories, and the application, evaluation, and selection processes, in addition to other information relevant to applicants.

Additionally, staff will explain data sources derived or used by MORPC as part of project evaluation. On or before the date of the workshop, staff will ensure that certain datasets are available for applicants to review. These datasets are generally those that do not require a specific project to be coded into MORPC’s Travel Demand Model, and include:

- Jobs within one mile
- Uncertainty index
- Traffic composition
- Sensitive lands
- Funding available
- Crash reduction (GCAT)
- Facility condition
- Transit line
- Environmental justice (Bike/Ped only)
- O/D density (Bike/Ped only)
6.2 Screening Application

Screening Applications will be submitted through an online form and are due on July 17, 2020. 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 2027.

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

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

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-August, 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.

6.3 Final Application

The Final Application, which is due on October 9, 2020, 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).

Applicants will be asked in the final application to acknowledge that all projects are subject to NEPA, the Complete Streets Policy, and the Smart Streets Policy (see Section 8).

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 2026, the applicant is requesting funds for SFY 2027. 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.

6.4 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 October 29, 2020, 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

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 on 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 to document how each scoring measure impacted each application score. 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.

<table>
<thead>
<tr>
<th>Data Source</th>
<th>Economic Opportunity Goal Evaluation Criteria &amp; Description</th>
<th>Priority Level by Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>MORPC Derived***</td>
<td>Congestion Relief: 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.</td>
<td>A A A</td>
</tr>
<tr>
<td>MORPC Derived****</td>
<td>Job Retention &amp; 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 (manufacturing, office, warehousing, retail, institutional) that will be created in the region 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.</td>
<td>A A B B B</td>
</tr>
<tr>
<td></td>
<td>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 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.</td>
<td>B B B</td>
</tr>
<tr>
<td>MORPC Derived*</td>
<td>Travel Time Uncertainty &amp; Delay Reduction: 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.</td>
<td>B B C</td>
</tr>
<tr>
<td>MORPC Derived*</td>
<td>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.</td>
<td>B B A</td>
</tr>
<tr>
<td></td>
<td>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). 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 One Columbus, formerly known as Columbus 2020.</td>
<td>C C C A A A</td>
</tr>
</tbody>
</table>

*Available prior to application submission.

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

****The number of existing jobs is available prior to application submission. 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.

<table>
<thead>
<tr>
<th>Data Source</th>
<th>Natural Resources Goal Evaluation Criteria &amp; Description</th>
<th>Priority Level by Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>MORPC Derived</td>
<td><strong>Emission Reduction:</strong> 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.</td>
<td>A  A  A  A  A</td>
</tr>
<tr>
<td>MORPC Provided</td>
<td><strong>Addressing Sensitive Land Issues:</strong> 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.</td>
<td>B  B  B  B  B</td>
</tr>
<tr>
<td></td>
<td><strong>Water Runoff Quality &amp; Quantity:</strong> 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.</td>
<td>B  B  B  B  B</td>
</tr>
<tr>
<td></td>
<td><strong>Vegetation and Habitat Restoration:</strong> 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.</td>
<td>B  B  B  B  B</td>
</tr>
<tr>
<td></td>
<td><strong>Other Extraordinary Aspects Related to Natural Resources:</strong> A statement by the sponsor about any extra-ordinary aspects of the project's impact on the natural habitat.</td>
<td>B  B  B  B  B</td>
</tr>
</tbody>
</table>

*Available prior to application submission.
### 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.

<table>
<thead>
<tr>
<th>Data Source</th>
<th>Energy Goal Evaluation Criteria &amp; Description</th>
<th>Priority Level by Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>MORPC Derived</td>
<td><strong>Vehicle Miles of Travel:</strong> Projects that would reduce regional Vehicle Miles of Travel will score better.</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td><strong>Components that Save Energy:</strong> An assessment provided by the sponsor as to the potential project level technology components that save energy.</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td><strong>Other Extraordinary Aspects:</strong> 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.</td>
<td>B</td>
</tr>
</tbody>
</table>
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).**

<table>
<thead>
<tr>
<th>Data Source</th>
<th>Collaboration and Funding Goal Evaluation Criteria &amp; Description</th>
<th>Priority Level by Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>MORPC Provided*</td>
<td><strong>Percent and Amount of MORPC Funding Requested:</strong> 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 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.</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td><strong>Documentation of Support and Collaboration:</strong> 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, utilized MORPC’s Technical Assistance Program) 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.</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td><strong>Origin of Project/Project Readiness:</strong> 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.</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td><strong>Percent and Amount of Private Sector Funding:</strong> 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.</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td><strong>Applicant Priority Ranking:</strong> 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.</td>
<td>C</td>
</tr>
<tr>
<td></td>
<td><strong>Small Agency Funding Capacity:</strong> 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.</td>
<td>C</td>
</tr>
</tbody>
</table>

*Available prior to application submission.
### 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.

<table>
<thead>
<tr>
<th>Data Source</th>
<th>Health, Safety &amp; Welfare Goal Evaluation Criteria &amp; Description</th>
<th>Priority Level by Category</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MORPC Derived</strong>*</td>
<td>Crash Reduction: 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.</td>
<td>A A B A A</td>
</tr>
<tr>
<td><strong>MORPC Derived</strong>*</td>
<td>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.</td>
<td>A A A</td>
</tr>
<tr>
<td><strong>MORPC Derived</strong>*</td>
<td>New Transit Ridership: 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.</td>
<td>A</td>
</tr>
<tr>
<td><strong>MORPC Derived</strong></td>
<td>Environmental Justice: 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.</td>
<td>B B B B B</td>
</tr>
<tr>
<td><strong>MORPC Derived</strong></td>
<td>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.</td>
<td>C C C C A</td>
</tr>
<tr>
<td><strong>Other Health, Safety &amp; Welfare Considerations</strong>: 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.</td>
<td>C C C C C A</td>
<td></td>
</tr>
</tbody>
</table>

*Available prior to application submission.

**Available prior to application submission ONLY for Bike and Pedestrian projects.
### 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.

<table>
<thead>
<tr>
<th>Data Source</th>
<th>Sustainable Neighborhoods and Quality of Life Evaluation Criteria &amp; Description</th>
<th>Priority Level by Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>MORPC Derived**</td>
<td><strong>Origin/Destination Density:</strong> The average density (population + jobs) of the project users’ origins and destinations will be estimated based on existing densities &amp; 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.</td>
<td>A A A B A</td>
</tr>
<tr>
<td></td>
<td><strong>Pedestrian System:</strong> 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.</td>
<td>B B B A A</td>
</tr>
<tr>
<td></td>
<td><strong>Bikeway System:</strong> 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.</td>
<td>B B B A A</td>
</tr>
<tr>
<td></td>
<td><strong>Displacements:</strong> 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.</td>
<td>B B B B B</td>
</tr>
<tr>
<td>MORPC Derived*</td>
<td><strong>On Transit Line:</strong> 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.</td>
<td>C C B B</td>
</tr>
<tr>
<td></td>
<td><strong>Transit System:</strong> 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.</td>
<td>C C C B B</td>
</tr>
<tr>
<td></td>
<td><strong>Other Sustainable Neighborhoods Considerations:</strong> 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.</td>
<td>B B B C B A</td>
</tr>
</tbody>
</table>

*Available prior to application submission.
**Available prior to application submission ONLY for Bike and Pedestrian projects.
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.

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

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.

<table>
<thead>
<tr>
<th>Commitment Type</th>
<th>SFYs</th>
<th>Specific SFY?</th>
<th>Max % Funding Committed</th>
<th>Typical Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>TIP</td>
<td>22-25</td>
<td>Yes</td>
<td>100%</td>
<td>Prior Construction, New Right-of-Way, New Fast-Developing Construction</td>
</tr>
<tr>
<td>Post-TIP</td>
<td>26-27</td>
<td>No</td>
<td>75%</td>
<td>New Construction, New Right-of-Way</td>
</tr>
<tr>
<td>Long Range</td>
<td>28+</td>
<td>NA</td>
<td>25% of 22-27</td>
<td>Debt Payment</td>
</tr>
</tbody>
</table>

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 (see Section 10.5).

8. Project Development Requirements

8.1 Federal and State Requirements

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 http://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.

**8.2 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. MORPC staff can assist in determining the most appropriate approach. The Complete Streets Policy and other resources are available on the MORPC website: http://www.morpc.org/tool-resource/complete-streets/

**8.3 Smart Streets Policy**

Projects are required to adhere to MORPC’s Smart 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 ensure investments in mobility are planned and constructed in a manner that advances a regional smart mobility system that is connected, inclusive, secure, and resilient across jurisdictions. The goals of this policy seek to improve connectivity of digital infrastructure and to create a mobility system that provides for flexibility, interoperability, and equity.

Sponsors are responsible for determining, within the context of the project, the most appropriate approach to meet the Smart Streets Policy’s requirements. Projects approved for funding prior to 2020 should consider the Smart Streets Policy and are requested to provide related information during Commitment Updates (see Section 9.3). Projects approved for funding in or after 2020 are required to incorporate the Smart Streets Policy into the planning and design of funded projects.

The Smart Street Policy is available on the MORPC website: http://bit.ly/smartstreetspolicy. The information identified in the Smarts Streets Checklist have been incorporated in the application questions.
9. Maintaining Funding Commitments

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 milestone 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 scheduled date, the date that will trigger a score reduction on future applications will be delayed to December 31 of the SFY 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 scheduled 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 2022. At the time MORPC requests Update Forms, sponsors of construction projects with a final plan package submittal date after December 31, 2020, 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; reaffirm the sponsor’s commitment to deliver the project; and provide an update on the project development requirements (see Sec 8).

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 milestone dates and funding commitment in determining 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 penalty trigger 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

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 assess 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

MORPC does not receive a direct allocation from ODOT of Congestion Mitigation and Air Quality (CMAQ) funds specifically for the MORPC MPO area. The funds are available to the eight largest MPOs in the state are pooled. The eight large MPOs, acting through the Ohio Statewide Urban CMAQ Committee (OSUCC), 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.
• 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.

### 10.5 State Infrastructure Bank Loans

The State Infrastructure Bank (SIB) provides loans to advance transportation projects, which can be repaid with federal transportation dollars such as MORPC-attributable funds. The SIB is administered by ODOT and requires a separate application process. As the SIB has limited funding that must support projects around the state, projects using this mechanism should be
minimized as much as possible. The SIB generally functions as program management tool used to keep a project on schedule after it has been awarded funding.

MORPC will pay loan fees and interest to the maximum extent possible, based on the situation:

1) Should a project sponsor with a funding commitment seek to advance project construction prior to the fiscal year commitment specified in the signed Partnering Agreement, MORPC will pay any loan fees and interest up to the dollar amount of the future year commitment.

2) Should MORPC be unable to fulfill a funding commitment in the fiscal year specified in the signed Partnering Agreement, MORPC will pay any loan fees and interest such that the contribution from the sponsor will not increase.

When a larger-scale project, such as an ODOT-related freeway project, is identified for a Long Range Funding Commitment during the evaluation process (see Section 7.5), MORPC staff may work with the project sponsor to arrange the commitment as a series of payments, not to exceed aggregate limits referenced in Section 7.5. Any such commitments will be documented in the Partnering Agreements.
Appendix A: Project Application Form

The following pages are the questions that will be included in the project application form. The application process will utilize an online form for project updates, screening application and final application. The format of the information requested may be modified slightly for the online system. Applicants will be required to register with MORPC to be provided access to the online system. The application form as presented in the following pages will be available for download as a Word document from the online system for the convenience of applicants. All submissions must be through the online system. Additional detail about the online system will be provided when project solicitation begins and during the applicant workshop on June 3, 2020.
Application Form for
MORPC-Attributable Transportation Funding – 2018
State Fiscal Years 2020-2025

Screening Application Deadline: July 17, 2020, at 5 p.m. (Highlighted items only)
Final Application Deadline: October 9, 2020 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.

<table>
<thead>
<tr>
<th>Signature</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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.

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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, 2019.

NOTE: If a copy of approved supporting legislation is not received by October 29, 2020, 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.

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

13. **Briefly describe the scope of the project.** When completed, what physical changes, products, and/or outcomes will result and who will have maintenance responsibility? 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, lighting or digital infrastructure. What, if any, transportation related mobility functions will be performed by the digital infrastructure elements of the project? 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. The sponsor has read MORPC’s Smart Streets Policy and understands that it applies to all new projects that will use federal funds allocated through MORPC.

19. The sponsor is familiar with NEPA and understands that it applies to all projects that will use federal funds allocated through MORPC.

20. Describe the project area’s current accommodations for pedestrians (including ADA compliance), bicyclists, transit users and digital infrastructure. 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, perceived safety issues, communication/digital infrastructure (e.g. coax, fiber, etc. including owners/capacity if known) along the project and/or to significant public facilities (e.g. recreation centers, schools, library, government offices, police & fire stations, etc.), existing signal coordination and other Intelligent Transportation System (ITS) components.

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

<table>
<thead>
<tr>
<th>Pedestrian Component</th>
<th>Length (mi.)</th>
<th>Comments (e.g., details, locations, quantities)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADA curb ramps</td>
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<td></td>
</tr>
<tr>
<td>Audible signals</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lighting</td>
<td></td>
<td></td>
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<tr>
<td>Maybe - To be determined</td>
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<tr>
<td>Modify existing facilities</td>
<td></td>
<td></td>
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<tr>
<td>Multi-use path</td>
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<td></td>
</tr>
<tr>
<td>Multi-use path on 2 sides</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No change to existing conditions</td>
<td></td>
<td></td>
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</tbody>
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### Pedestrian Components of the Project

<table>
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<tr>
<th>Included</th>
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<th>Length (mi.)</th>
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<tbody>
<tr>
<td>□</td>
<td>None</td>
<td></td>
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<tr>
<td>□</td>
<td>Not applicable</td>
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<tr>
<td>□</td>
<td>Other</td>
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<td>Pedestrian detectors</td>
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<td>Sidewalk on 1 side</td>
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<tr>
<td>□</td>
<td>Sidewalk on 1 side, multi-use path on 1 side</td>
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<td></td>
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<tr>
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<td>Sidewalk on 2 sides</td>
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<td>□</td>
<td>Signalized crosswalk</td>
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<td>□</td>
<td>Transit shelters</td>
<td></td>
<td></td>
</tr>
<tr>
<td>□</td>
<td>Transit stop/ Paved waiting area</td>
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<tr>
<td>□</td>
<td>Unsignalized marked crosswalk</td>
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<tr>
<td>□</td>
<td>Widen shoulder</td>
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</tr>
<tr>
<td>□</td>
<td>Yes - Type to be determined</td>
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</table>

### Bicycle Components of the Project

<table>
<thead>
<tr>
<th>Included</th>
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<th>Length (mi.)</th>
<th>Comments (e.g., details, locations, quantities)</th>
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<td>Bicycle parking</td>
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<td></td>
</tr>
<tr>
<td>□</td>
<td>Bicycle signage</td>
<td></td>
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</tr>
<tr>
<td>□</td>
<td>Bicycle signal faces</td>
<td></td>
<td></td>
</tr>
<tr>
<td>□</td>
<td>Maybe - To be determined</td>
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<tr>
<td>□</td>
<td>Modify existing facilities</td>
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<td></td>
</tr>
<tr>
<td>□</td>
<td>Multi-use path</td>
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</tr>
<tr>
<td>□</td>
<td>Multi-use path on 2 sides</td>
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<td>None</td>
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<tr>
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</tr>
<tr>
<td>□</td>
<td>Other</td>
<td></td>
<td></td>
</tr>
<tr>
<td>□</td>
<td>Replace existing facilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>□</td>
<td>Shared bike-bus lane</td>
<td></td>
<td></td>
</tr>
<tr>
<td>□</td>
<td>Shared-lane markings/ Sharrows</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Bicycle Components of the Project

<table>
<thead>
<tr>
<th>Included</th>
<th>Bicycle Component</th>
<th>Length (mi.)</th>
<th>Comments (e.g., details, locations, quantities)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Widen outside lane</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Widen shoulder</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Yes - Type to be determined</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### 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

#### Digital Infrastructure
- Replace existing digital infrastructure
- Add new digital infrastructure
- To Be Determined

22. Explain how the proposed project will accommodate pedestrians (including ADA compliance), bicyclists, transit users, and digital infrastructure once completed, in conformance to MORPC’s Complete Streets Policy and Smart Streets Policy.

23. If you are not providing any pedestrian, bicycle, or transit facilities, please explain why for each type of facility.
### 24. Provide a statement answering the following questions:

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? Does the project present any ITS integration opportunities and ITS extensions of additional/future projects as identified in the Central Ohio Regional ITS Architecture? Describe how it will support future extensions of the regional architecture. If the project touches another jurisdiction, was a systems approach taken? Were cross jurisdictional connections considered? (Note: If yes, then the project must be consistent with and part of the regional ITS architecture including design standards, interoperability and data collection, sharing use and security. The database and document can be found on MORPC’s website.)

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
</table>

Please explain:

### Project Schedule

**25. 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 2026, the applicant is requesting funds for SFY 2027. 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.
<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date (MM/DD/YY)</th>
<th>Mark if Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consultant Authorized to Begin Design: Must be completed before the first Commitment Update Form is due (approx. July 2022).</td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td>Submittal of Alternative Evaluation Report or Feasibility Study: The date when the Alternative Evaluation Report or Feasibility Study is received for review by the District from a consultant or local public agency.</td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td>Preferred Alternative Approval: 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.</td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td>Stage 1 Design Plan Submittal: The date when Stage 1 design plans are received for review by the District from a consultant or local public agency.</td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td>Preliminary Right-of-Way Plan Submittal: The date when Preliminary RW plans are received for review by the District from a consultant or local public agency.</td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td>Stage 2 Design Plan Submittal: The date when Stage 2 design plans are received for review by the District from a consultant or local public agency.</td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td>Final Right-of-Way Plan Submittal: The date when Final RW plans are received for review by the District from a consultant or local public agency.</td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td>Environmental Document Approval: The date when the responsible agency (FHWA or ODOT) approves the document or the District confirms the project is exempt from documentation.</td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td>Right-of-Way Authorization: The date when authorization is given to a local public agency to begin acquisition activities.</td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td>Stage 3 Design Plan Submittal: The date when Stage 3 design plans are received for review by the District from a consultant or local public agency.</td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td>Right-of-Way Acquisition Complete: Date on which the local public agency certifies the completion of RW acquisition activities. (Utilities/encroachments not included.)</td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td>Final Plans and Bid Package Submittal to ODOT: Not permitted in January through June (the second half of a SFY). Must occur in July through December.</td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td>Award Contract: The date the local public agency approves a contract with a successful bidder.</td>
<td></td>
<td>☐</td>
</tr>
</tbody>
</table>
26. 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

27. 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 (2020) 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.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Sub-Phase Total</th>
<th>MORPC Federal</th>
<th>Local Match to MORPC Federal</th>
<th>Other Federal</th>
<th>Non-Federal</th>
<th>Phase Total</th>
</tr>
</thead>
<tbody>
<tr>
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<td>Other Federal</td>
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### March 2020 42 Policies for Managing MORPC-Attributable Funds

#### Sub-Phase Total

<table>
<thead>
<tr>
<th></th>
<th>MORPC Federal</th>
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<th>Other Federal</th>
<th>Non-Federal</th>
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#### Other

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<th>Non-Federal</th>
<th>Phase Total</th>
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<tr>
<td>Percentage</td>
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<td>20%</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
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</tr>
</tbody>
</table>

**Grand Total** $0

**28.** When was this cost estimate prepared? Cost estimates must have been prepared after June 30, 2019, using plans that were current at the time and consistent with the current scope of the project.

**29.** 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.

<table>
<thead>
<tr>
<th>Categories:</th>
<th>Major</th>
<th>Minor</th>
<th>Preservation</th>
<th>Bike &amp; Ped</th>
<th>A ✓ Transit</th>
<th>Other</th>
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</thead>
<tbody>
<tr>
<td>30. <strong>Congestion Relief.</strong> 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.)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

☐ See related attachment

<table>
<thead>
<tr>
<th>Categories:</th>
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<th>Minor</th>
<th>Preservation</th>
<th>B ✓ Bike &amp; Ped</th>
<th>B ✓ Transit</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>31. <strong>Job Retention and Creation.</strong> Provide the number of permanent jobs of each type (manufacturing, office, warehousing, retail, institutional) that will be created in the region 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.)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

☐ See related attachment

<table>
<thead>
<tr>
<th>Categories:</th>
<th>B ✓ Major</th>
<th>B ✓ Minor</th>
<th>Preservation</th>
<th>Bike &amp; Ped</th>
<th>B ✓ Transit</th>
<th>Other</th>
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<tbody>
<tr>
<td>32. <strong>Development Readiness.</strong> 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.</td>
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☐ See related attachment
33. Traffic Composition. 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.

☐ See related attachment

34. 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). 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 One Columbus, formerly known as Columbus 2020.

☐ See related attachment

Examples of other considerations or extraordinary aspects that have improved scores for this goal are:

- The project benefits a relatively distressed area of the region. Redevelopment efforts would be strengthened by new or improved infrastructure.
- The project has the potential to be a catalyst for regionally significant economic development and/or congestion reduction, such as high capacity transit in dense corridors of the region.

GOAL: Natural Resources
Preserve and protect natural resources to maintain a healthy ecosystem.

35. Emission Reduction. 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 & Ped categories, MORPC will estimate emission reductions using the regional travel demand model or other methods as appropriate.)

☐ See related attachment
36. **Addressing Sensitive Land Issues.** 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.]

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.

☐ See related attachment

37. **Water Runoff Quality & Quantity.** 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 beyond NEPA requirements. Projects which address problems or go beyond NEPA requirements will score better.

☐ See related attachment

38. **Vegetation and Habitat Restoration:** 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.

☐ See related attachment

39. **Other Extraordinary Aspects Related to Natural Resources.** 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.

☐ See related attachment

Examples of responses that have improved scores for this goal are:

- Existing culverts are hydraulically undersized, contributing to flooding of the intersection. High outlet velocities have resulted in significant stream erosion.

- The area adjacent to a project currently experiences some drainage issues and basement flooding. The project will address all known flooding / drainage issues.

- Documentation includes plans for a bioswale in the center median, vegetated swales, bio-retention cells for water quality treatment, detention basins, rain gardens, infiltration beds and trenches.
• Eliminate direct runoff to waterways from structures.
• The project will not increase impervious surface area.

**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.

<table>
<thead>
<tr>
<th>Categories:</th>
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<th>B ✓ Minor</th>
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<th>B ✓ Other</th>
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<tbody>
<tr>
<td><strong>40. Components that Save Energy.</strong> Provide an assessment of the potential project-level technology components that save energy.</td>
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<td>See related attachment</td>
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<tr>
<td><strong>41. Other Extraordinary Energy Aspects.</strong> Provide a statement about any extraordinary aspects of the projects impact on energy. This could include renewable energy production as part of the project.</td>
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<td>See related attachment</td>
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</table>

Examples of responses that have improved scores for this goal are:

• Project electrified by solar power.
• Plans to install roundabouts, which use less energy than traffic signals.
• Reuse of existing pavement material as road base saving energy from production and transport.
• The project continues the implementing the technology to support a connected vehicle environment across many areas of the city which sets up more energy efficiency in the future.
• Commitment to use energy efficient technology (LED) for street lighting and traffic signal heads.
• Documentation of the project infrastructure or right-of-way being used to produce renewable energy.
GOAL: Collaboration and Funding
Increase collaboration to maximize the return on public expenditures.

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<th>B ✓ Other</th>
</tr>
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42. Documentation of Support and Collaboration. 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 (other local governments, ODOT, transit, etc.) 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.

☐ See related attachment

<table>
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<th>Categories:</th>
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</table>

43. Origin of Project/Project Readiness. 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.

☐ See related attachment

<table>
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</tr>
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</table>

44. Percent and Amount of Private Sector Funding. 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.

☐ See related attachment

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<th>C ✓ Transit</th>
<th>C ✓ Other</th>
</tr>
</thead>
</table>

45. 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.

☐ See related attachment
### 46. 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.

See related attachment

### GOAL: Health, Safety & Welfare

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

<table>
<thead>
<tr>
<th>Categories:</th>
<th>C  Major</th>
<th>C  Minor</th>
<th>C  Preservation</th>
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<th>C  Transit</th>
<th>C  Other</th>
</tr>
</thead>
</table>

### 47. 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.

See related attachment

### 48. New Transit System Ridership

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.

See related attachment

### 49. System Life

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.

See related attachment

### 50. Other Health, Safety & Welfare Considerations

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 Policies including beneficiaries of the project’s digital infrastructure. 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.

See related attachment
Examples of responses that have improved scores for this goal are:

- Project serves a nearby public safety facility (police/fire substation)
- Project to improve emergency response time in the project area
- Addresses a location on a high crash listing.
- The proposed project is predicted to have a service life of 30 years, an improvement of 50% over the typical 20 years.
- Designed for overweight vehicles
- The project area is targeted as part of the City of Columbus' Celebrate One program.
- Opting for a more extensive fix expected to last 50-75 years instead of temporary repairs.
- Bus pads to help extend system life

GOAL: Sustainable Neighborhoods and Quality of Life
Create sustainable neighborhoods to improve residents’ quality of life.

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<thead>
<tr>
<th>Categories:</th>
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<th>B ✓ Minor</th>
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<th>A ✓ Transit</th>
<th>✓ Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>51. Pedestrian System.</td>
<td>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.</td>
<td>See related attachment</td>
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<th>A ✓ Transit</th>
<th>✓ Other</th>
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</thead>
<tbody>
<tr>
<td>52. Bikeway System.</td>
<td>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.</td>
<td>See related attachment</td>
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<th>✓ Other</th>
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<tbody>
<tr>
<td>53. Displacements.</td>
<td>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.</td>
<td>See related attachment</td>
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</table>
### 54. Transit System

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.

- [ ] See related attachment

### 55. Other Sustainable Neighborhoods Considerations

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.

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.

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.

- [ ] See related attachment
Appendix B: Sample Partnering Agreement

The following pages are templates for the partnering agreements. One is for projects with their first commitment of MORPC attributable funding. The second is for projects which have had a previous partnering agreement and the update is to reestablish the funding and schedule for the project. These templates are suitable for most projects. If there are unique circumstances surrounding the funding or schedule for a project, the partnering agreement will include additional language describing the circumstances.
Partnering Agreement Template for New Funding Commitment

August ##, 2021

MORPC has selected your project, «Project_Name», for MORPC-attributable funding. MORPC receives this allocation of federal transportation funding in accordance with federal transportation law and by Ohio Department of Transportation (ODOT) policy. MORPC has established Policies for Managing MORPC-Attributable Funds (Policies) to guide the solicitation, selection and administration of these funds. MORPC last adopted the Policies in March 2020.

Beginning in the summer of 2020, MORPC requested updated cost and schedule information from previous funding commitments and then solicited, evaluated and selected projects for new funding commitments. This process concluded with the adoption of the program of projects to receive MORPC-attributable funding via resolution T-##-21 on June 10, 2021.

In accordance with the Policies, entities that receive funding are to enter into a partnering agreement that specifies the scope and schedule of the project receiving the funding commitment as well as a commitment from the project sponsor and MORPC to be knowledgeable of and deliver the project through ODOT’s Project Development Process (PDP). This requires that the project sponsor and their consultant, if applicable, attend quarterly meetings and provide other information to MORPC in order to monitor progress through the PDP. The project manager, «Project_Manager», should remain in contact with MORPC staff and communicate any changes to the scope, cost and schedule promptly. This letter, once signed by both parties, constitutes the partnering agreement.

MORPC resolution T-##-21 awarded funding for «Project_Name» (PID ##) for the following phases in the expected state fiscal year period and amount and based on the funding splits shown below.

<table>
<thead>
<tr>
<th>Phase</th>
<th>State Fiscal Year</th>
<th>MORPC Committed Amount</th>
<th>Local Match</th>
<th>Other Funding</th>
<th>Phase Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right-of-Way</td>
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<tr>
<td>Construction</td>
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</tbody>
</table>
Commitments of MORPC-attributable funding in SFY 26/27 are not assigned a specific year. During future attributable funding cycles, as project updates are received, the specific fiscal year will be defined based on progress of projects and availability of funding.

The partnering agreement would include a paragraph here describing any specifics with regard to the funding plan such as: local match percent (generally 20%); is MORPC funding a fixed amount; if there are multiple funding sources and the cost estimate changes, what is the expectations on the change in MORPC’s and the other funding sources.

As the project proceeds through the PDP, should the cost estimates change and the funding plan is significantly altered, the project may be subject to re-competing during a future attributable funding cycle.

To ensure the implementation of this schedule and the availability of funding for this and other projects, MORPC monitors project milestones. The scheduled dates listed below for Right-of-Way Authorization and the Final Plans and Bid Package Submittal to ODOT were used to establish the dates that will trigger penalties per the Policies if not met.

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Scheduled Date</th>
<th>Trigger Date for Score Reduction</th>
<th>Trigger Date for Ineligibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Right-of-Way Authorization</td>
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<td></td>
</tr>
<tr>
<td>Final Plans and Bid Package Submittal to ODOT</td>
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</tbody>
</table>

As outlined in the Policies, if either of these milestones is delayed by more than one year, new projects submitted for MORPC-attributable funding will have their score reduced by 5 points; if either of these milestones is delayed by more than two years, the sponsoring agency will be ineligible to submit new projects for MORPC-attributable funding. Penalties will be applied until the milestone that triggered the penalty is complete.

Additionally, projects that miss obligation dates that result in the loss of funding to the region will have their federal share reduced by 10 percentage points (typically from 80 percent to 70 percent).

If the milestone for Final Plans and Bid Package Submittal to ODOT is after December 31, 2021, MORPC requires the project sponsor to submit an update in summer of 2022.

See the Policies for additional information and please do not hesitate to contact MORPC staff with any questions.

Sincerely,

Thea J. Walsh, AICP
Director, Transportation & Infrastructure Development
MORPC agrees to fund the «Project_Name» project in the amounts shown above according to
the included schedule contingent upon MORPC’s continued federal funding. The «Jurisdiction»
agrees to the amounts shown above and the included schedule and is aware of the potential
penalties of failing to maintain that schedule. Changes to the scope, cost and schedule as
outlined in this agreement must be approved in accordance with the Policies.

__________________________________________  Date
Director
Transportation Infrastructure and Development
Mid-Ohio Regional Planning Commission

__________________________________________  Date
Project Manager/CEO
«Jurisdiction»
MORPC has selected your project, «Project_Name», for MORPC-attributable funding. MORPC receives this allocation of federal transportation funding in accordance with federal transportation law and by Ohio Department of Transportation (ODOT) policy. MORPC has established Policies for Managing MORPC-Attributable Funds (Policies) to guide the solicitation, selection and administration of these funds. MORPC last adopted the Policies in March 2020.

Beginning in the summer of 2020, MORPC requested updated cost and schedule information from previous funding commitments and then solicited, evaluated and selected projects for new funding commitments. This process concluded with the adoption of the program of projects to receive MORPC-attributable funding via resolution T-#-21 on June 10, 2021. This resolution maintained the commitment of MORPC-attributable funds to your project, «Project_Name».

In accordance with the Policies, entities that receive funding are to enter into a partnering agreement that specifies the scope and schedule of the project receiving the funding commitment as well as a commitment from the project sponsor and MORPC to be knowledgeable of and deliver the project through ODOT’s Project Development Process (PDP). This requires that the project sponsor and their consultant, if applicable, attend quarterly meetings and provide other information to MORPC in order to monitor progress through the PDP. The project manager, «Project_Manager», should remain in contact with MORPC staff and communicate any changes to the scope, cost and schedule promptly. This letter, once signed by both parties, constitutes the partnering agreement.

MORPC resolution T-#-21 reestablished funding for «Project_Name» (PID ##) for the following phases in the expected state fiscal year period and amount and based on the funding splits shown below.

<table>
<thead>
<tr>
<th>Phase</th>
<th>State Fiscal Year</th>
<th>MORPC Committed Amount</th>
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Commitments of MORPC-attributable funding in SFY 26/27 are not assigned a specific year. During future attributable funding cycles, as project updates are received, the specific fiscal year will be defined based on progress of projects and availability of funding.

The partnering agreement would include a paragraph here describing any specifics with regard to the funding plan such as: local match percent (generally 20%); is MORPC funding a fixed amount; if there are multiple funding sources and the cost estimate changes, what is the expectations on the change in MORPC’s and the other funding sources.

As the project proceeds through the PDP, should the cost estimates change and the funding plan is significantly altered, the project may be subject to re-competing during a future attributable funding cycle.

To ensure the implementation of this schedule and the availability of funding for this and other projects, MORPC monitors project milestones. The 20## partnering agreement established the dates listed below for Right-of-Way Authorization and the Final Plans and Bid Package Submittal to ODOT. These continue to be the dates that will trigger penalties per the Policies if not met.

<table>
<thead>
<tr>
<th>Milestone</th>
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As outlined in the Policies, if either of these milestones is delayed by more than one year, new projects submitted for MORPC-attributable funding will have their score reduced by 5 points; if either of these milestones is delayed by more than two years, the sponsoring agency will be ineligible to submit new projects for MORPC-attributable funding. Penalties will be applied until the milestone that triggered the penalty is complete.

Additionally, projects that miss obligation dates that result in the loss of funding to the region will have their federal share reduced by 10 percentage points (typically from 80 percent to 70 percent).

If the milestone for Final Plans and Bid Package Submittal to ODOT is after December 31, 2021, MORPC requires the project sponsor to submit an update in summer of 2022.

See the Policies for additional information and please do not hesitate to contact MORPC staff with any questions.

Sincerely,

Thea J. Walsh, AICP
Director, Transportation & Infrastructure Development
MORPC agrees to fund the «Project_Name» project in the amounts shown above according to the included schedule contingent upon MORPC’s continued federal funding. The «Jurisdiction» agrees to the amounts shown above and the included schedule and is aware of the potential penalties of failing to maintain that schedule. Changes to the scope, cost and schedule as outlined in this agreement must be approved in accordance with the Policies.

Director
Transportation Infrastructure and Development
Mid-Ohio Regional Planning Commission

Date

Project Manager/CEO
«Jurisdiction»

Date
**Commission Members**

Chris Amorose Groomes
Mike Anderson
Karen Angelou
Herb Asher
Trudy Bartley
Jon Bennehoof
Michaela Burriss
Franklin Christman
Julie Colley
Ben Collins
Michelle Crandall
Karl Craven
Tracie Davies
Terry Dunlap
Brad Ebersole
Luke Feeney
Jeff Fix
Jennifer Gallagher
Matt Greeson
Dave Gulden
Bill Habig
Tim Hansley
Marian Harris
David Henry
Tom Homan
Pamela Hykes O'Grady
Laurie Jadwin
Erik Janas
Emily Keeler
Steve Kennedy
Loudan Klein
Benjamin King
Bill LaFayette
R. Michael Pettit
Eric Phillips
Mark Potts
Eric Richter
Robert Peters
R. Michael Pettit
Thom Slack
Catherine Girves
Dan Sowry

**Policy Committee Members**

Kristen Easterday
Catherine Girves

**Associate Members**

Paul Craft
Ty Marsh

**MORPC Staff**

Kerstie Carr
Mary Ann Frantz
Joe Garrity
Natalie Hurst
Alex Jokerst
Niel Jurist
Ciel Klein
Eileen Leuby
Amanda McEldowney
William Murdock
Shari Saunders
Maria Schaper

**Guests Present**

Joe Begeny, City of Reynoldsburg
Mike Culp, Kegler Brown Hill + Ritter
Mark Forrest (Knox County), CORPO Chair
Blake Jordan, City of Delaware
Jill Love, Village of Galena
Ashon McKenzie, CelebrateOne
Carolyn Kay Riggle, City of Delaware
Steve Tugend, Kegler Brown + Hill Ritter
Meeting Called to Order – Rory McGuiness (City of Columbus), MORPC Chair
Chair Rory McGuiness called the Commission meeting to order at 1:33 p.m. followed by the pledge of allegiance. Chair McGuiness welcomed everyone to the first Commission meeting of 2020. Chair McGuiness introduced himself for those who were new to the Commission. He is chair for a few more months.

Chair McGuiness reported that a number of MORPC representatives attended the National Association of Regional Councils (NARC) National Conference of Regions February 9-12. NARC represents MPOs and regional councils/councils of governments. The conference is an opportunity to learn from peers and to visit with congressional delegates. MORPC is well-known, well-liked and trusted by NARC peers and our elected officials. MORPC is seen as a leader.

One MORPC One Voice: CelebrateOne – Ashon McKenzie, CelebrateOne Director of Strategic Initiatives
CelebrateOne is the City of Columbus’ infant mortality imitative housed in Mayor Ginther’s offices. Ohio is 39th in the nation in infant mortality rates. In Franklin County, about three babies die every week. Columbus ranks 43rd of the 50 largest cities. In Central Ohio, African American babies are dying at three times the rate. Infant mortality is defined as death before a child reaches age one. CelebrateOne began in 2014 as a result of the Greater Columbus Infant Mortality Task Force. The Task Force’s final report included eight recommendations all with the purpose of bringing the infant mortality rate down to 6% and to cut the disparity rate by half. The recommendations formulate three objectives:
1. Reduce racial disparities
2. Prevent prematurity
3. Reduce sleep-related infant deaths

Different entities take on the responsibilities of the recommendations. CelebrateOne works with over 100 organizations. Mr. McKenzie mentioned four key focus areas:
1. Expand home visiting work
2. Safe sleep work
3. Connecting the disconnected
4. Reproductive health initiative

CelebrateOne is seeing good results. In 2018 there were 27 sleep-related deaths; there were only 9 in 2019. The overall infant mortality rate is decreasing.

The best way for members to engage with CelebrateOne is to reach out to Mr. McKenzie at almckenzie@columbus.gov. Infant mortality has started spreading to the suburbs. The major volunteer component is safe-sleep ambassadors. They receive training from Columbus Public Health.

The largest reason for infant mortality is prematurity, which has a lot to do with maternal health. The next largest reasons are infections, congenital abnormalities, and disabilities. Mr. McKenzie announced copies of the CelebrateOne 2018 Annual Report were available.

Executive Director’s Report – William Murdock, MORPC Executive Director
Mr. Murdock welcomed members to the first Commission Meeting of 2020. He shared for those who are new, that the first five to ten minutes of the Commission meeting are reserved to talk about diverse communities or efforts going on in the region. Sharing news of important efforts
across Central Ohio. Mr. Murdock is grateful for the new faces in the room and shared that MORPC wants to be their host while they are here.

The Regional Housing Strategy work is moving forward. Project sponsors and the advisory board met February 7 to review and prioritize 100 strategies to tackle the housing crisis in Central Ohio. MORPC is working with 12 communities on this regional effort.

Governor DeWine is introducing distracted driving legislation today. MORPC has been working on this effort about 10 years and is excited for it to be introduced. Sen Kunze is introducing the legislation with the Governor. This is also a top focus for ODOT.

MORPC is serious about being good stewards of money. For the 31st straight year, MORPC was awarded the Certificate for Excellence in Financial Reporting by the Government Finance Officers Association (GFOA). Mr. Murdock introduced MORPC Finance Director Susan Tsen. Commission members applauded MORPC for the achievement.

The Ohio University Voinovich School of Public Policy is partnering with MORPC to bring more services to Central Ohio governments. First, Ohio University is helping pay for some of the local government summer interns in the Appalachian distressed rural counties. The University and MORPC also created an agreement that any MORPC employee, or any employee of a MORPC member, working toward their BA in Ohio University’s public policy program qualifies for a $1,000 scholarship for their first semester. Eileen Leuby will send the official information. The scholarships begin next semester. Mr. Murdock thanked Ms. Leuby for negotiating the benefit for members and staff. MORPC is looking at an additional partnership with Ohio University in the future to help local governments.

Mr. Murdock reported that the Federal Highway Administrator spoke at the NARC National Conference of Regions. She focused on safety and rural investments. The Administrator has been to the Transportation Research Center in Logan/Union Counties. MORPC representatives made visits to the Hill on February 12 to advocate for specific grant requests, competitive advantage projects, the regional housing study, and transit corridors. Mr. Murdock thanked Steve Tugend and Joe Garrity for organizing the visits.

Registration is open for the April 30 State of the Region. Mr. Murdock encouraged members to register as the event usually sells out. MORPC is still accepting sponsors. Watch for announcement of the keynote speaker next month.

- **Quarterly Membership Update – Eileen Leuby, MORPC Membership Services Officer**
  Eileen Leuby presented the [Membership Services Quarterly Update](#) highlighting:
  - Recap of last quarter’s events
  - Resources available to members
  - Energy Benchmarking Program
  - [Energy Academy](#)
  - Rural Workshops
  - Summer Intern Program
  - MORPC and Ohio University Voinovich School of Leadership & Public Affairs Partnership
  - Upcoming Events
Member Visits
- Request for member government contacts

**Proposed Resolution 01-20:** “Accepting the City of Chillicothe as a member of the Mid-Ohio Regional Planning Commission (MORPC)” – William Murdock, MORPC Executive Director
Derek Robinson made a motion to approve Resolution 01-20, second by Jon Bennehoof; motion passed.

Eileen Leuby introduced City of Chillicothe Mayor Luke Feeney.

**Proposed Resolution 02-20:** “Accepting the City of Circleville as a member of the Mid-Ohio Regional Planning Commission (MORPC)” – William Murdock, MORPC Executive Director
Franklin Christman made a motion to approve resolution 02-20, second by David Scheffler; motion passed.

**Recognition of Guests and New Members – Eileen Leuby, MORPC Membership Services Officer**
Eileen Leuby introduced the following new representatives and guests:
- Michelle Crandall, City of Hilliard
- Jon Bennehoof, City of Powell
- Jill Love, Village of Galena
- Paul Craft, META Solutions
- BJ King, City of Groveport
- Mike Culp, Kegler Brown Hill + Ritter
- Jeff Fix, Fairfield County
- Doug Stewart, Jerome Township
- Joe Begeny, City of Reynoldsburg
- Laurie Jadwin, City of Gahanna

**Committees**

**Transportation Policy Committee – Rory McGuiness (City of Columbus), MORPC Chair**
Chair McGuiness called the Transportation Policy Committee Session to order at 2:10 p.m. The session adjourned at 2:38 p.m. Separate minutes are attached.

**Central Ohio Rural Planning Organization – Mark Forrest (Madison County), Central Ohio Rural Planning Organization Chair**
Central Ohio Rural Planning Organization (CORPO) staff submitted a revised proposal to ODOT requesting funds to study freeway access for Knox and Morrow Counties. At the January 6 CORPO meeting, members discussed types of planning and activities to pursue for the new year. CORPO Staff provided Transportation Safety Data to peer RTPOs related to a trails project. At CORPO’s suggestion, ODOT is hosting a peer exchange to determine the best way for mobility managers to work together in Central Ohio.
Regional Data Advisory Committee – Brad Ebersole (Delaware County), Regional Data Advisory Committee Chair

New Regional Data Advisory Committee (RDAC) Chair Brad Ebersole reported the RDAC has four working groups working toward their established goals. The RDAC is finding ways to advance data policy and open data access. A few of the working groups will meet their goals this year.

Aaron Schill provided a Data & Mapping Update. The next three months are the most critical timeframe for the 2020 Census. The Central Ohio Counts in Census 2020 information page provides information about the census, why it is important, links to key resources, and how local governments can help. Promotional materials and information are available on the display in MORPC’s lobby. Invitations to participate in the census are going out in March. Census Day is April 1. Many communities are holding census activities. Mr. Schill encouraged those communities not having a census activity April 1 to start planning one.

The redesigned Paving the Way system is up and completely functional. MORPC is working with communities to on-board staff and start entering projects in the system. The Annual Paving the Way Meeting is before the next Commission meeting. The public launch for the new redesigned website is later this spring.

Regional Policy Roundtable – Ben Collins (Plain Township), Regional Policy Roundtable Chair

New Regional Policy Roundtable Chair Ben Collins presented the Regional Policy Roundtable Update. The Regional Policy Roundtable Vice Chair is Dave Scheffler. The roundtable will have a busy year working on the public policy agenda. The next roundtable meeting is February 25. The roundtable is hosting a newly elected government officials’ breakfast on April 17. Chair Collins thanked former chair Kim Maggard for her leadership.

- Legislative Update – Steve Tugend, Kegler Brown Hill + Ritter
  
  Steve Tugend gave the legislative update highlighting the following:
  
  o HB 476 – Restricting Eminent Domain and Anti-Trails
  o Press Conference for Distracted Driving as a Primary Offense Legislation
  o MORPC Congressional Meetings February 2020
  o Questions on HB 163 and Opioid Settlement

  See the February 2020 Monthly Legislative Update for other legislative news.

Sustainability Advisory Committee – Kerstin Carr, MORPC Planning & Sustainability Director

Kerstin Carr gave the Sustainability Advisory Committee Report. Dr. Carr recognized those serving on the Sustainability Advisory Committee (SAC), thanking them for their leadership and dedication to advise sustainability work in Central Ohio. New SAC members are:

- Megan O’Callaghan, City of Dublin Deputy City Manager. Dublin serves as a Sustainable2050 member. Ms. O’Callaghan replaces Michelle Crandall the new City of Hilliard City Manager. Dr. Carr thanked Ms. Crandall for her service.
- Kyle O’Keefe, SWACO Director of Innovation and Programs. SWACO serves as a Sustainable2050 member.
Robin Duffee, Violet Township Development Manager. Violet Township serves as a Sustainable2050 member. Mr. Duffee replaced Greg Butcher the new City of Pickerington City Manager. Dr. Carr thanked Mr. Butcher for his service.

SAC members agreeing to serve another term are:
- Kate Bartter, OSU Sustainability Institute
- Justin Milam, City of Upper Arlington
- Alana Shockey, City of Columbus
- Dan Sowry, Ohio EPA

Dr. Carr thanked Jennifer Fish, Franklin Soil and Water Conservation District Executive Director, who served on the SAC as the chair of the Water Resources Working Group.

Dr. Carr and Brandi Whetstone recognized Sustainable2050 members who received certification. Tier Status is determined by a combination of completing three mandatory activities, completion of one or more eligible activities, and carrying out the eligible active across one or more categories. The following communities/agencies and designation were recognized:
- City of Bexley – Platinum
- City of Delaware – Platinum
- MORPC - Platinum

**Commission Consent Agenda**
Jon Bennehoof made a motion to approve the Commission Consent Agenda, second by Bill LaFayette; motion passed.

**Other Business**
Chair McGuiness asked members to send him any ordinance they may have that authorizes a designated outdoor refreshment area for their community.

The meeting adjourned at 3:02 p.m.

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Erik J. Janas, Secretary
Mid-Ohio Regional Planning Commission
Memorandum

TO:    Mid-Ohio Regional Planning Commission
       Executive Committee
       Officers and Board Members

FROM: Thea J. Walsh, Director
       Transportation & Infrastructure Development

DATE: March 6, 2020

SUBJECT: Proposed Resolution 03-20: “Authorizing the executive director to enter into, administer, and/or sub-allocate contracts for approximately $2.2 million from the Federal Transit Administration (FTA) Section 5310 funding”

This resolution authorizes the executive director to enter into and administer contracts with subrecipients receiving Federal Transit Administration (FTA) Section 5310 funds.

MORPC is the Designated Recipient and administrator for the Federal Transit Administration’s (FTA) Section 5310 to enhance the mobility of older adults and persons with disabilities pursuant to 49 U.S.C. for the Columbus, Ohio urbanized area. Staff is obligated to receive and expend two federal fiscal years of funds for projects approved by MORPC’s Transportation Policy Resolution T-2-20.

The Central Ohio Transit Authority (COTA) and Delaware County Transit Board (DCT) are Direct Recipients with FTA. They administer Section 5310 funds that have been awarded by MORPC creating a sub-allocation agreement to pass-through Section 5310 funds to an eligible transit entity. Their awards are approximately $1 million.

- Approximately $647,397 was directed to COTA and DCT for operating costs.
- Approximately $385,600 was directed to DCT capitalized maintenance and Mobility Management programs.

MORPC’s procedures with FTA are documented in MORPC’s Program Management Plan to administer funds between FTA and approved subrecipients. All federal requirements will be met with federal oversight. Based on signed contracts, MORPC will reimburse subrecipients or make purchases with budgeted MORPC funds for approved capital items purchased according to proper procurement policies.

Below is an overview of the remaining $1.2 million.

- Over $758,000 was awarded to private non-profits, local governments, and other public transportation providers to purchase capital items such as lift equipped vehicles, purchase transportation and preventative maintenance.
- MORPC Administration will receive $222,368
• MORPC Mobility Management will receive $208,000

MORPC, COTA, DCT, and FTA will have $2.2 million in executed agreements awarding Section 5310 funds to direct and subrecipients. These awards include lift equipped vehicles, acquisition of transportation services, and preventive maintenance on existing Section 5310 vehicles.

Attachment: Resolution 03-20
RESOLUTION 03-20

“Autorizing the executive director to enter into, administer, and/or sub-allocate contracts for approximately $2.2 million from the Federal Transit Administration (FTA) Section 5310 funding”

WHEREAS, the Mid-Ohio Regional Planning Commission (MORPC) is the Designated Recipient and administrator for the Federal Transit Administration’s (FTA) Section 5310 program for enhancing the mobility of older adults and persons with disabilities pursuant to 49 U.S.C. in the Columbus, Ohio urbanized area; and

WHEREAS, these projects and programs were approved and amended to MORPC’s Transportation Program by MORPC’s Transportation Policy with resolution T-2-20; and

WHEREAS, The Central Ohio Transit Authority (COTA) and Delaware Area Transit Board (DCT) are Direct Recipients with FTA and will administer $1 million in Section 5310 funds that were awarded by MORPC creating a sub-allocation agreement to pass-through Section 5310 funds to an eligible transit entity; and

WHEREAS, the Section 5310 funds for subrecipients have been recommended and approved by MORPC and are expected to be accepted by FTA according to MORPC’s approved FTA Program Management Plan to receive over $758,000 for the purchase of vehicles and other capital items under FTA Grant numbers; and

WHEREAS, MORPC is an authorized Designated Recipient and will administer funds between FTA and approved subrecipients according to MORPC’s Program Management Plan; and

WHEREAS, purchases performed pursuant to these contracts for vehicle and other capital items using Section 5310 and local match funds will be under the oversight of MORPC and be implemented through a combination of MORPC staff, approved subrecipients, and FTA; now therefore

BE IT RESOLVED BY THE MID-OHIO REGIONAL PLANNING COMMISSION:

Section 1. That the executive director is authorized to enter into, administer, and/or sub-allocate contracts for approximately $2.2 million from the Federal Transit Administration (FTA) Section 5310 funding.

Section 2. That, as part of the $2.2 million, the executive director is authorized to enter into and administer contracts with subrecipients receiving over $758,000 in FTA Section 5310 funding.

Section 3. That the executive director is authorized to approve change orders for amounts up to the financial authorization levels in the MORPC bylaws without further authorization from this Commission.

Section 4. That the executive director is authorized to take such other action and execute and deliver such other documents as, acting with the advice of legal counsel, he shall deem necessary and appropriate to carry out the intent of this resolution.

Section 5. That this Commission finds and determines that all formal deliberations and actions of this Commission concerning and relating to the adoption of this resolution were taken in open meetings of this Commission.
Effective date: March 12, 2020
Submitted by: Thea Walsh, Director, Transportation Systems and Funding
Prepared by: Transportation Systems and Funding Staff
Authority: Ohio Revised Code Section 713.21
For action date: March 12, 2020