MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

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NOTICE OF A MEETING

COMMUNITY ADVISORY COMMITTEE
Mid-Ohio Regional Planning Commission
111 Liberty Street, Suite 100
Columbus, Ohio 43215
Scioto Conference Room

Monday, March 2, 2020
5:30 p.m.

AGENDA

I. **5:30 p.m. Welcome & Introductions** – Catherine Girves**,** Chair

II. **5:35 p.m. Approval of February 4, Meeting Minutes** (enclosed)

III. **5:40 p.m. Community Engagement Discussion –** Thea J Walsh, MORPC & Niel Jurist, MORPC

IV. **5:50 p.m. Metropolitan Planning Organization (MPO) Report** (enclosed) – Thea Walsh, MORPC

- Monthly Report – Data & Mapping – Aaron Schill, MORPC
- Planning & Sustainability – Stephen Patchan, MORPC
- DCTB Update – Denny Schooley, DCTB
- COTA Update – Doug Arseneault, COTA

V. **6:05 p.m. 6:10 p.m. Proposed Resolutions**

- **Proposed Resolutions T-2-2020** – Amending the State Fiscal Year (SFY) 2018-2021 Transportation Improvement Program – Thomas Graham, MORPC
- **Proposed Resolutions T-3-2020** – Amending the SFY 2020 PWP to add a Work Element – Thea J Walsh, MORPC
- **Proposed Resolutions T-4-2020** – Adopting Policies for Managing MORPC - Attributable Funds – Nathaniel Vogt, MORPC

VI. **6:30 p.m. 2020-2050 Metropolitan Transportation Plan (MTP)**

- Draft Document – Maria Schaper**,** MORPC

VII. 6:35 p.m. Informational Items

- Draft SFY- 2021-2024 Transportation Improvement Program – Nathaniel Vogt, MORPC

VIII. 6:45 p.m. Other Business

IX. 7:00 p.m. Adjourn

PLEASE NOTIFY MELISSA SHARP AT 614-233-4180 OR EMAIL AT msharp@morpc.org TO CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR IF YOU REQUIRE SPECIAL ASSISTANCE.

The next CAC Meeting is
May 2020 @ 9:00 a.m.
111 Liberty Street, Suite 100
Columbus, OH 43215

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Mid-Ohio Regional Planning Commission
Community Advisory Committee Meeting Minutes

Date: **February 3, 2020**
Time: **5:30 p.m.**
Location: **MORPC**

Members Present

William Allman
William Curlis
Len Fisher
Catherine Girves
LaGrieta Holloway
Grant Huling
David Paul
Larry Robertson
Bob Roehm
Jonathan Steward
Ira Weiss

Guests Present

Roy Wentzel

MORPC Staff Present

Marta Crispin
Mary Ann Frantz
Dina Lopez
Niel Jurist
Aaron Schill
Bevan Schneck
Maria Schaper
Nathaniel Vogt
Thea Walsh
Brooke White
Melissa Sharp

I. Welcome & Introductions

- Chair Catherine Girves called the meeting to order at 5:30 p.m.

II. Approval of December 4, 2020 Meeting Minutes

- Chair Girves asked for a motion to approve the minutes; LaGrieta moved; Dr. Larry Robertson seconded; Ira Weiss abstained because he did not attend the December 2019 meeting; and the motion carries.

III. Metropolitan Planning Organization (MPO) Report – Thea Walsh, MORPC

Community Advisory Committee Organizational Update

- William Murdock, Executive Director shared MORPC's intentions to be more effective with the engagement of the Community Advisory Committee. He explained that he has been working with the Chair and the staff to appoint members and reformat the meeting for better public engagement. Appointments of existing members and interested candidates will be taking place in March. If additional seats remain, the intention is to have them filled by the next meeting or so.

  He further explained that MORPC is going to add a new committee to broaden public outreach and community engagement. This committee will be the Regional Community Collaborative. The Regional Community Collaborative will

serve to hear and provide feedback on all MORPC program. Members of the committee will represent under-represented populations and diversity on broader regional issues. We intend to have members that will be able to take what they learn at our meetings and share the information within their network that we are eager to reach.

The Community Advisory Committee will continue to provide feedback on Metropolitan Planning Area transportation planning. Community Advisory Committee members will represent under-represented populations and diversity on transportation matters in the Metropolitan Planning Area. We intend to have members that will be able to take what they learn at our meetings and share the information within their network that we are eager to reach.

- Thea Walsh proceeded with the MPO update:

- FTA Section 5310 for Older Adults and Persons with Disabilities provides access to a transportation program that MORPC funds for organizations like COTA, but also National Church Residences, etc. Applications have been solicited and will be awarded by next month.

- The Rapid Speed Transportation Initiative is MORPC's combined study for Hyperloop and passenger rail. Virgin Hyperloop One has been seeking a site for additional testing. MORPC continues to work with them on this matter.

- The Franklin County Transportation Improvement District (TID) has been meeting for about a year. Every county can have at TID. The TID will enable the county to bond funds for transportation with local revenues for future projects. The Franklin County members will start to go to communities to have their meetings and will also conduct information sessions. Hilliard will be the first. Further interest in the TID should be conveyed to MORPC.

COTA – Thea Walsh, MORPC

- COTA reported that its ridership in 2019 was the highest since 1988.

- The COTA Plus service started in Grove City has been expanded to include the Great Southern Shopping Center on the high frequency service line 8. They are in active discussions with Westerville to implement something similar.

- The Accessible Healthcare Initiative allows for about $2.1 million for bus passes for access to healthcare, addressing infant mortality, and the opioid crisis.

- COTA is involved in the census and tax preparation awareness, working to ensure access to the 2019 tax benefit and the 2020 Census.

- COTA is participating in Ohio Loves Transit Week, happening February 11-14. They are encouraging constituents, networks, and friends to share their positive experiences on transit. This initiative is statewide.

- On December 2, 2019, COTA joined Congresswoman Joyce Beatty and The Ohio State University to honor Rosa Parks with a community forum at the Fawcett Center. An assembly was held on the morning of December 3, 2019 for elementary school children from across Central Ohio, where they learned about the history of civil rights.

Monthly Report – Data & Mapping – Aaron Schill, MORPC

- Invitations for the 2020 Census will be distributed starting in March. Promotional materials and information are available online at https://www.census.gov. The Columbus Metropolitan Library is hosting recruitment staff for census jobs. If there is a community with facilities available for hiring events, contact Aaron Schill.

- A complete update for the Regional Hosing Strategy will be available in the next month or so. Task 1 entailed literature reviews and regional housing data, submarket typology, and displacement risk analysis. Opportunity mapping, equity analysis, and focus groups are still in progress. The next steps is investment strategies & policies and recommendations.

  The presentation can be found by clicking here

Proposed Resolution T-1-2020 – Supporting the Ohio Department of Transportation Safety Performance Measures' Targets – Maria Schaper, MORPC

- In 2017, the U.S. DOT completed a rulemaking process that required that the state DOT and Metropolitan Planning Organizations establish performance measures and targets. One of those involves safety.

- The final rules established an annual deadline of August 31 each year for the following performance measures. ODOT established a target of a 2% annual reductions:
  - number of fatalities
  - number of serious injuries
  - number of non-motorized fatalities and serious injuries
  - fatality rate
  - serious injury rate

- Each MPO is then required to annually establish targets by February 27 each year. Resolution T-1-20 is to explicitly meet the federal planning regulations to establish safety performance measures for the MPO area.

  Chairman asked a motion to approve LaGrieta Holloway moved; Ira Weiss seconded; and the motion carried.

IV. 2020-2050 Metropolitan Transportation Plan (MTP) – Maria Schaper, MORPC

- MORPC has a draft list of strategies and projects. MORPC is asking the committee to review the draft list of projects and strategies and provide comments by April 3, 2020.

- Regional goals of the MTP include:
  - Reduce energy consumption
  - Protect natural resources
  - Attract and retain economic opportunity
  - Create sustainable neighborhoods
  - Increase regional collaboration
  - Use public investments to benefit the health, safety, and welfare of the people.

- Draft projects are viewable on the interactive web map available at www.morpc.org/mtp2050

- A public open house will be held at MORPC on February 26, 2020, 4-7 p.m.

- The plan will be adopted in May of 2020.

  The presentation can be found by clicking here

V. Information Items

RSTI Presentation – Dina Lopez, MORPC

- The Rapid-Speed Transportation Initiative (RSTI) started in 2018 with $2.5 million worth of studies for traditional rail and Hyperloop. The study looks at ways to connect Columbus, Chicago, and Pittsburgh.

- Hyperloop Feasibility Study and components of the Tier 1 EIS are the two initial phases of the study.

- For both modes, certain route screening criteria was considered to determine the most viable routes. Hyperloop had a few more criteria because of its engineering complexity.

- The RSTI study identified 15 potential corridor segments from Lima to Pittsburgh, some of which are options, like the north and south corridors through Columbus.

- The key study findings show feasibility based on:
  - Certification of the technology
  - Assumed optimal main line speed of 500 mph on average
  - Branch lines with slower speeds (portal connectors)
  - Potential for initial phases with less tunneling
  - Once fully operational, over 30 years:
    - 1.9 billion autos shifted to Hyperloop passengers
    - 2.4 million tons of reduced CO2 emissions
    - $19 billion direct transportation benefit
    - Reduction of 450 million commercial truck vehicles hours traveled

More detailed information can be found by clicking here

Review 2019 – Bevan Schneck, MORPC

- A handout was presented to the committee outlining its accomplishments, initiatives, projects, and plans from 2019.

The handout can be found by clicking here

Air Quality Update – Dr. Brooke White, MORPC

- The subscribership to air quality alerts increased from 2,272 in 2017 with 1,281 added during the 2018-2019 period. Strategies are continuing to be implemented to increase the subscribership.

- Nimble advertising was used to take advantage of air quality opportunities to push out ads when the air quality goes to the moderate or higher range with appropriately keyed graphics and language to drive users to sign up.

- The program had great success last year with a green weekend giveaway that drove high levels of interest. However, it was difficult to fully convert those interested. This year, the marketing will experiment with smaller, repeated incentives (e.g. monthly giveaways) that are appropriately messaged.

- More content was directed at older, breathing illness demographics. MORPC learned last year that this is one of the most engaged demographics.

- Central Ohio the first region in the nation to move into attainment based on new standards.

The presentation can be found by clicking here

VI. Other Business

VII. Adjourn

Chair Girves asked for a motion to adjourn at 6:58 p.m.; Ira Weiss moved; Len Fisher seconded; and the motion carried.

Bevan Schneck, Secretary
Community Advisory Committee

MORPC Monthly Metropolitan Transportation Organization Summary

March 2020

Transportation & Infrastructure Development

Thea Walsh, Director - twalsh@morpc.org

Metropolitan Transportation Plan

- The draft strategies and project list were completed. In total approximately $30 billion is forecast to be invested into the transportation system though 2050. An interactive web map is available at www.morpc.org/mtp2050 to view the projects. Presentations to local communities continued throughout the last month.
- The open house was held on February 26. Over 60 people attended the open house.
- The full draft document will be completed in early March with the comment period continuing through April 3rd. The MTP will be adopted during the May committee meeting cycle.

Transit, Mobility & Human Services

5310 Designated Recipient

- MORPC reviewed 17 FTA Section 5310 applications requesting over $2.9 million in funding for enhancing transportation for older adults and people with disabilities. Staff identified 14 administrative, operating and capital projects for funding utilization the $2.2 million available. These projects will be added to the quarterly TIP Update in March for ODOT and FTA STIP/TIP approval.
- MORPC is developing Mobility Management with COTA, DCT and ODOT to implement strategies to meet the goals and needs of the Coordinated Plan.

Gohio

- Team members met with Pivot resources to discuss the technical aspects of member management for the C-pass program and to determine if there is a way for the Pivot application to use existing technologies for its integration efforts.
- Staff shared Ohio Loves Transit social media posts to share support for the campaign that highlights the importance of public transit in Ohio. Staff also attended COTA's information session on the bus pass program for rehabilitation and pre-natal services that non-profit and health organizations can apply for.
- Gohio staff met with State of Ohio and Scott's Miracle Grow to discuss commuting options for employees. Staff also participated in the Green Spot Transportation and Cleaning Green meeting to educate about the business opportunities to utilize the Gohio Commute platform.
- One new Vanpool was added traveling from Jackson, Ohio to Chillicothe, Ohio.

Transportation Planning Studies

Rapid Speed Transportation Initiative (RSTI)

- MORPC is working with the Transportation Research Center and other partners to coordinate the next phase of Ohio's bid to be the home to the United States' first hyperloop certification center and test track. MORPC is coordinating the submission for the Phase 2 Hyperloop Certification Center (HCC) and test track as spearheaded by Virgin Hyperloop One. The HCC would involve research facilities and a six-mile test track with the intent of carving a path towards certification for hyperloop technology deployment.

OARC 2020 Conference on Freight

- This year's conference is taking place in Columbus at the Downtown Hilton from July 9-10. MORPC is in charge of organizing this event, including creating the day-and-a-half program of breakout sessions and plenary speakers. MORPC is working with ODOT, JobsOhio, OSU, the Mid-America Freight Coalition, Columbus State Community College and the Columbus Region Logistics Council to create a compelling program that will attract freight transportation, economic development, and logistics professionals from various disciplines.

Central Ohio Rural Planning Organization (CORPO)

CORPO Update

- CORPO staff scheduled the next round county level subcommittee meetings which are all scheduled for April.
- The most recent CORPO Newsletter went live on the CORPO website in mid-February.
- CORPO staff is currently coordinating with Madison on the development of an Access Management Plan and a Thoroughfare Plan. CORPO staff will primarily assist with the Thoroughfare Plan once development begins.
- CORPO staff shared a draft copy of the FY2021 Planning Work Program (PWP) for CORPO. Staff has asked that comments be returned to them by March 4th, 2020.
- CORPO staff has been Coordinating with ODOT's Office of Transit on the development of a Peer Review Workshop that will take place on April 30th, 2020 at ODOT.
- CORPO staff is currently working on the draft of the first ever CORPO Transportation Improvement Program (TIP). Staff will send the draft out for review and comment prior to submitting the draft to ODOT on March 6th, 2020.

Infrastructure Funding

Transportation Improvement Program

- The draft SFY 21-24 was submitted to ODOT on February 7. It is also posted on MORPC's website. Work continues review and update project information from local jurisdictions and to update ODOT. The final draft is due to ODOT on March 27th. ODOT's STIP public involvement period runs from March 20 to April 10. An open house for the TIP will be held on March 31 at MORPC.

Ohio Public Works Commission (OPWC)

- The Public Works Integrating Committee (PWIC) for OPWC District 3, comprising Franklin County, will meet on March 6 for a working session to review the policies and

criteria for Round 35 of the State Capital Improvements Program and the Local Transportation Improvement Program.

Natural Resources Assistance Council (NRAC)

- Final applications for the Clean Ohio Conservation Fund are due by March 20. Approximately $3.8 million is available for the current round.

INFRA & BUILD

- Applications for the FY 2020 round of the Infrastructure for Rebuilding America (INFRA) grant program were due on February 25. The following applications were submitted in Central Ohio:
    - I-70/I-71 downtown Innerbelt
    - I-71 and SR 36/US 37 Interchange in Delaware County
- In the February 25th Federal Register the U.S. Department of Transportation (DOT) published a Notice of Funding Opportunity (NOFO) to apply for $1 billion in Fiscal Year (FY) 2020 discretionary grant funding through the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program. These competitive grants are awarded on a competitive basis to projects that improve roads, bridges, transit, rail, ports, and intermodal transportation facilities. The maximum grant award is $25 million. MORPC will begin discussion with ODOT and other partners on possible projects for submission. Applications are due by May 18th.

Franklin County Transportation Improvement District (FCTID)

- The FCTID added two additional projects to the FCTID Program of Projects at their January board meeting. These projects included the Franklin County Parking Facilities Improvement Project and the Borror Road Improvement Project.

Competitive Advantage Projects

- Staff are working with Ice Miller to conclude the CAP Innovative Funding Strategies Development Activity. This initiative will conclude with production of a final report including a variety of funding strategies which can be used to advance projects around the region.

Data & Mapping

Aaron Schill, Director – aschill@morpc.org

Regional Data Advisory Committee (RDAC) and Working Groups

The Regional Data Advisory Committee, including new Chair Brad Ebersole and new member Jonathan Miller, will meet on March 3 to discuss ongoing census efforts, public policy, and status of the work of the four working groups.

- Data Policy Needs Survey & Toolkit Working Group members have been working on their own to prepare the Data Policy Needs Survey. Working Group leadership intends to have the Survey ready for distribution to local governments in Quarter 1 2020. The Working Group will meet again on February 28.
- The Regional Information & Data Group (RIDG) Working Group hosted the kickoff meeting of the Regional Information & Data Group. 32 local data professionals attended, and the consensus of the attendees was that the meeting was a resounding success. The next meeting of the user group will be on April 1. The Working Group will meet again on March 11.

- The Regional Municipal Fiber Strategy Working Group will meet again on February 28 to discuss the progress of the subgroup (Fiber Network Working Group) and the progress of fiber mapping.
- The Sustainability Dashboard Working Group met on February 11 to discuss the outcome of the beta testing, to review problematic metrics, and to plan for more testing of the Dashboard. The Working Group will meet again on March 10.
- The Central Ohio GIS User Group met on February 12 to discuss ESRI's ArcGIS and other GIS topics. The next meeting will be May 20.

Smart Region Task Force

- The Smart Region Task Force will meet in March to review the Task Force's final deliverable, the Smart Region Resource Guide.
    -

Transportation

- GIS Manager Cheri Mansperger continues work on the ODOT LBRS (Location Based Response System) Steering Committee.
- Data and Mapping staff continues assisting Transportation with the Metropolitan Transportation Plan.

Census

- The Columbus/Franklin County Complete Count Committee Local Government Subcommittee met on February 10 to discuss talking points for local government leaders and the Franklin County Census mini-grants. The subcommittee will meet again on March 4.
- Data and Mapping Director Aaron Schill continues his work with Ohio Census Advocacy Coalition (OCAC) on outreach to encourage full participation in the 2020 Census, with a focus on historically "hard-to-count" populations.

Data and Mapping Outreach and Collaboration

- The Data and Mapping Team continues to take a lead role in data collection and analysis for the Regional Housing Study.
- Data and Mapping Director Aaron Schill continues his work with the Leadership Columbus Committee for Digital Inclusion.

Planning & Sustainability

Kerstin Carr, Director - kcarr@morpc.org

Active Transportation Planning

- Complete Streets: The next meeting for the Complete Streets Steering Committee will be on March 26. The Committee will review the next round of updates to the policy and provide their input on the changes.
- Active Transportation Working Group (ATWG): The ATWG will meet quarterly in 2020 to accommodate additional meetings for ongoing active transportation projects, such as the Complete Streets Policy Update and update to the Active Transportation Plan. The next meeting has not yet been scheduled.
- Outreach: Team members hosted the monthly Association of Pedestrian and Bicycle Professionals (APBP) webinar, “Street Typologies: An organizing framework for more walkable, bikeable streets,” on February 19.

insight2050

- Technical Assistance Program (TAP): Team members have begun work on Jefferson Township, Hilliard, and Franklin County TAP projects. Team members continue to refine anticipated deliverables, activities, and timelines for Columbus and Westerville TAP projects.
- Academy: Application for the April Academy on Affordable Housing begins March 4, about a month before the three-session Academy co-sponsored with the OSU Knowlton School Alumni Society. It is aimed at design professionals in architecture and planning and will include team projects designed in the second session.

Regional Housing Strategy

- A joint meeting of the Regional Housing Strategy Project Sponsors & Advisory Board on February 7 helped establish guiding principles, prioritize areas of focus, and move toward solutions/regional levers for change.

Transportation Safety

- Meeting Coordination: Team members coordinated with NOACA to host the Q1 Ohio Association of Regional Councils (OARC) Transportation Safety working group meeting on February 11, 2020. MORPC and NOACA will be representing OARC on the update to the Ohio Strategic Highway Safety Plan (SHSP) that will be completed by November of 2020.
- Regional Safety Plan: Team members attended the SAFE Delaware County Coalition meeting on February 13, 2020 and presented the Central Ohio Transportation Safety Plan to the group.
- Safety Projects: Team members initiated a regional trail access and crossings safety project that will be developed in collaboration with COG partners.
  Team members assisted the City of Columbus and ODOT with an update to the traffic safety section portion of the INFRA application for the Columbus Crossroads project.
- External Meetings: Team members attended the Franklin County Traffic Fatality Review meeting on January 30, 2020. Challenges identified included: impaired driving and speeding.
- Team members attended the SHSP Steering Committee meeting on January 29, 2020. Discussion at the meeting focused around the plan update that must be completed by November 2020. Additional highlights included updates on statewide crash trends: there were 89 additional fatalities statewide in 2019 compared to 2018 (an 8% increase).

Sustainable2050

- Member Engagement: City of Bexley, City of Delaware, and MORPC were recognized at Commission for earning the Platinum tier status designation. Planning is underway for the quarterly Sustainable2050 member meeting coming up in March, with a focus on natural resources. A monthly member update included information about MORPC's upcoming Energy Academy kicking off on March 11.

Greenways & Water Resources Program

- Central Ohio Greenways (COG) Board: The Central Ohio Greenways Board will meet March 18t. The Trail Development Working Group will recommend the adoption of updated COG Trail Definition. These definition updates clarify the types of Regional and Community Trails that COG supports. Additionally, the Trail Development Working Group will recommend an updated *Regional Trail Vision Map*. Recommended changes include a trail through the City of Dublin to connect Bridge Park to Glacier Ridge Metro Park and various other minor route changes. Additional agenda items will include updates to ongoing COG Projects including: The COG Operations & Access Working Group's AEP solar micro-grid project opportunity on the Camp Chase Trail, The COG Marketing & Communication Working Group's *Taste of the Trails* Event Toolkit, The COG Partnership Working Group's *Rapid 5* scope development, and the Trail Development Working Group's Trail Prioritization Project.
- Sustaining Scioto Board: Efforts are underway to continue confirming members of this newly formed board. A chair has been secured and next steps are to coordinate with the chair and the funders to plan for the first Board meeting expected in April.
- Central Ohio Water Resources Planning: Ohio EPA would like MORPC to expand the 208 planning work into two additional counties in 2020. Staff is updating documents and concentrating on preliminary work in preparation for the upcoming projects.

Energy & Air Quality

- Air Quality Marketing and Outreach: Plans are underway for ozone season kick off on March 1.
- Energy & Air Quality Working Group: The Energy and Air Quality Working Group met on January 28. Michael Forrester, Energy Manager of the City of Cincinnati, presented on Cincinnati's American Cities Climate Challenge and renewable energy programming. There are two sub-groups moving forward with special projects. Development of the Solar Toolkit is progressing and the next sub-group meeting is scheduled for the end of February. The Air Quality Sensor sub-group also met, with the first meeting focused on the central motivation or 'Why?' for creating an air quality sensor network program in Central Ohio.
- Local Government Energy Partnership: Energy Academy was announced, and is scheduled for March 11, June 10, September 9, and December 9. Topics include the national and state energy landscapes, community resilience, onsite generation and benchmarking, and future planning.

Sustainability Advisory Committee

- The Sustainability Advisory Committee met on February 19th and welcomed the newly appointed members. The MORPC team gave an update on Sustainable2050 planning for 2020, and presented on resilience as a component of sustainability work. Justin Milam agreed to chair a sub-committee to update the Regional Sustainability Agenda which expires at the end of 2020. The next meeting be on April 15.
- Regional Sustainability Dashboard: The Sustainability Dashboard Working Group completed the initial beta testing and provided input. More testing is planned and will be opened up to a broader stakeholder audience in late March. MORPC staff continues to identify and gather data sources for the Dashboard and will be creating a plan for the

launch. Completion of the project scheduled for mid-May. The next Working Group meeting will be on March 10.

Communications & Engagement

Niel Jurist, Director – njurist@morpc.org

Presentations & Outreach

- Staff continued the scheduling of community presentations for the Metropolitan Transportation Plan, as well as attending/presenting at the meetings.
- MTP Open House invitations were mailed to 2600 locations on MORPC's public involvement list, including churches, community groups, and businesses.
- Staff highlighted the MTP comment period and distributed MTP Open House invitations at the Franklin County Treasurer's Black History Month event.
- Staff assisted in updating Gohio Commute outreach materials.
- Staff completed ODOT's Title VI Questionnaire.

News Releases

- MORPC Amends 2018-2021 Transportation Improvement Program to Reflect COTA Changes
- Public Invited to Review Proposed Transportation Projects (MTP)
- MORPC to Host Public Open House to Discuss 2020-2050 Metropolitan Transportation Plan

MORPC in the News

- C-pass helps boost COTA ridership – Columbus Dispatch
- COTA ridership up in 2019; highest in 31 years - WBNS 10 TV
- Central Ohio considered for hyperloop test track – Columbus Dispatch
- Why are so many pedestrians getting struck on Columbus streets? – Columbus Dispatch
- Efforts underway to reduce pedestrian-vehicle crashes in central Ohio - ABC 6 / FOX 28
- Self-Driving Mass Transit Arrives on American Streets – Bloomberg
- MORPC asks for feedback on metropolitan-transportation plan – This Week News
- MORPC urges public participation on transportation plan – Columbus Messenger

Digital Content

- Social media and web/e-newsletter content included the MTP and its open house, Ohio Loves Transit Week/Day, hyperloop, the Rickenbacker Area Study, MORPC 5307 TIP Changes, insight2050 Corridor Concepts, Gohio Commute, COTA/C-pass, and distracted driving legislation

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Memorandum

TO: Transportation Advisory Committee
Community Advisory Committee

FROM: Nick Gill, Assistant Director
Transportation & Infrastructure Development

DATE: February 26, 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 avilable (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

Attachments:

- 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 projects 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

Agency: COTA **PID:** 105462 **TIP ID:** 3387 **MTP ID:** 142

Co-Route-Sec: FRA-COTA Farebox Replacement Alt Pay- **Length (mi.):**

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

Description: *COTA Farebox Replacement Alt Pay, Transit Activity, Alternative payment system.*

Bike Components: Not applicable.

Ped Components: Not applicable.

State Fiscal Year	Phase	Source	Amount
2020	Other	Sec 5307	$3,821,249
		Total:	**$3,821,249**

Agency: COTA **PID:** 107394 **TIP ID:** 3511 **MTP ID:** 142

Co-Route-Sec: FRA-COTA Electric Bus- **Length (mi.):**

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

Description: *COTA Electric Bus, Transit Activity, 10 vehicles.*

Bike Components: Bicycle racks.

Ped Components: Not applicable.

State Fiscal Year	Phase	Source	Amount
2021	Other	Sec 5307	$7,896,000
		Total:	**$7,896,000**

Agency: COTA **PID:** 112316 **TIP ID:** 3758 **MTP ID:** 142

Co-Route-Sec: FRA-COTA 2020 DERG Buses- **Length (mi.):**

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

Description: *COTA 2020 DERG Buses, Transit Activity, Buy Replacements - Nine electric buses to replace nine model year 2008 diesel buses.*

Bike Components: Bicycle racks.

Ped Components: Not applicable.

State Fiscal Year	Phase	Source	Amount
2020	Other	Federal	$1,439,496
2020	Other	Local	$7,557,354
		Total:	**$8,996,850**

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: COTA **PID:** 95037 **TIP ID:** 2786 **MTP ID:** 142

Co-Route-Sec: FRA-COTA Fields CNG Rehabilitation- **Length (mi.):**

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

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.

State Fiscal Year	Phase	Source	Amount
2020	Other	Sec 5307	$23,294,145
2020	Other	Sec 5339	$1,706,000
2020	Other	Local	$2,500,000
2020	Other	Local-Transit	$29,141,922
		Total:	**$56,642,067**

Agency: Franklin County **PID:** 104708 **TIP ID:** 1256 **MTP ID:** 565

Co-Route-Sec: FRA-CR006-06.26 **Length (mi.):** 0.02

Project Type(s): Turn Lane Addition **Air Quality:** Exempt

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.

State Fiscal Year	Phase	Source	Amount
2021	Construction	HSIP	$1,000,000
2021	Construction	Local	$1,798,329
		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.

State Fiscal Year	Phase	Source	Amount
2020	Administration	Sec 5310	$222,368
2020	Operating	Sec 5310	$778,289
2020	Operating	Local	$778,289
2020	Capital	Sec 5310	$1,223,025
2020	Capital	Local	$305,756
		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.

State Fiscal Year	Phase	Source	Amount
2020	PE-Environmental Study	NHPP	$400,000
2020	PE-Environmental Study	State	$100,000
2021	PE-Environmental Study	NHPP	$160,000
2021	PE-Environmental Study	State	$40,000
2021	PE-Detailed Design	NHPP	$40,000
2021	PE-Detailed Design	State	$10,000
		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.

Resolution T-2-20

Attachment 1 - Amended Project Information

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.

State Fiscal Year	Phase	Source	Amount	
2020	Construction	STBG-M	$464,984	**MORPC Funds**
2020	Construction	Local	$116,246	
2021	Construction	STBG-M	$8,307,200	**MORPC Funds**
2021	Construction	Local	$2,615,800	
		Total:	**$11,504,230**	

Summary of Funding Sources

Source	Description	Total Amount
Federal	Unassigned Federal Transportation Funds	$1,439,496
HSIP	Highway Safety Improvement Program	$1,000,000
Local	Local Public Agency	$15,671,774
Local-Transit	Local Public Transit Authority	$29,141,922
NHPP	National Highway Performance Program	$600,000
Sec 5307	Transit Formula Block Grants	$35,011,394
Sec 5310	Transit Enhanced Mobility Seniors & Individuals with Disabilities	$2,223,682
Sec 5339	Transit Bus and Bus Facilities	$1,706,000
State	State Transportation Funds	$150,000
STBG-M	Surface Transportation Block Grant, Attributable to MORPC	$8,772,184
	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

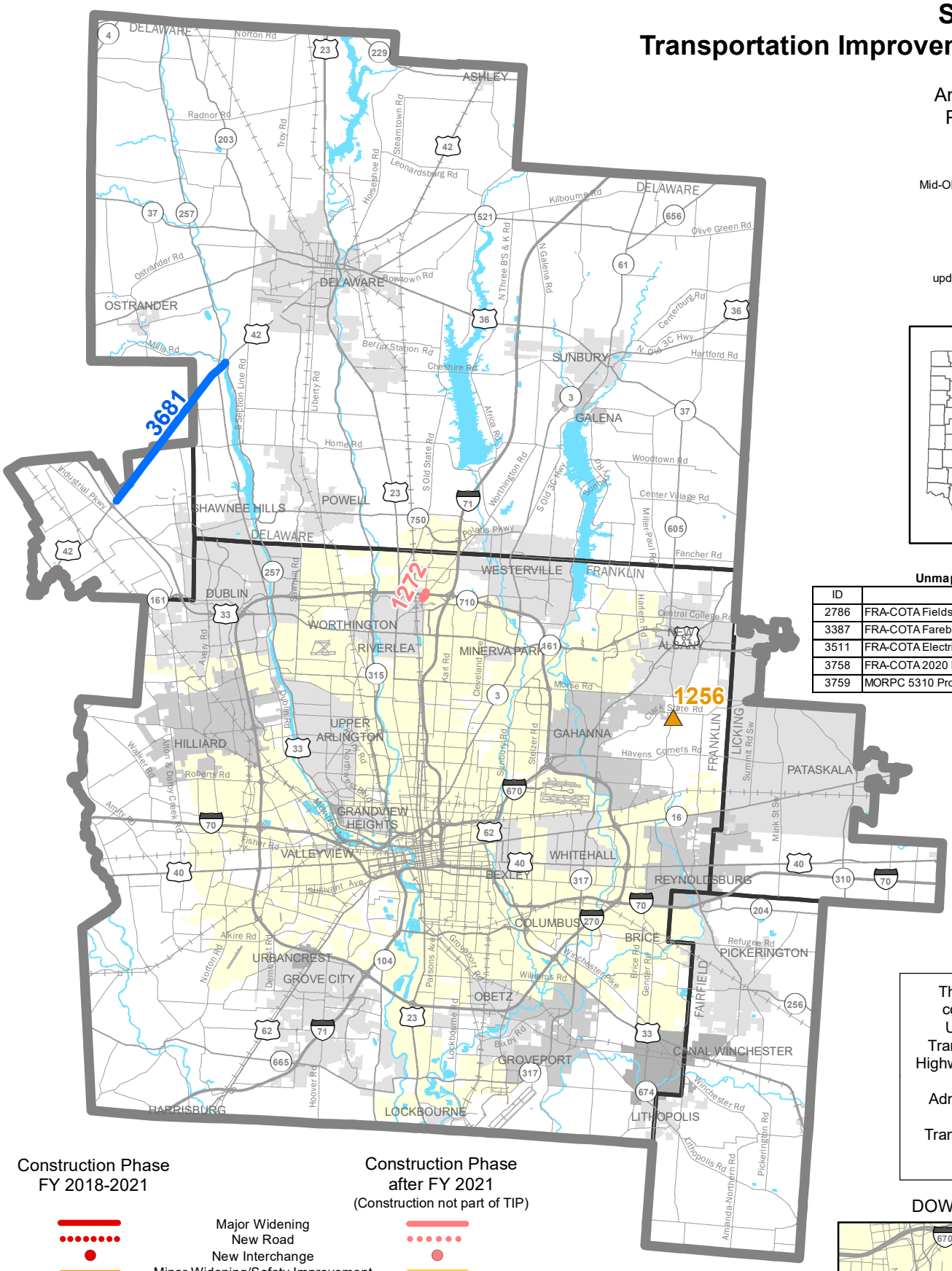
Resolution T-2-20
Amendment to the TIP
Project Location Map

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.

Unmapped Projects

ID	Description
2786	FRA-COTA Fields CNG Rehabilitation
3387	FRA-COTA Farebox Replacement Alt Pay
3511	FRA-COTA Electric Bus
3758	FRA-COTA 2020 DERG Buses
3759	MORPC 5310 Program FFY19 and FFY20



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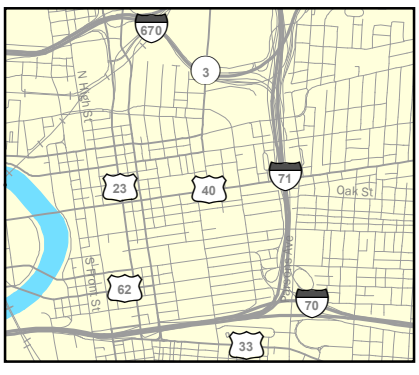
Miles

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.

DOWNTOWN COLUMBUS



Construction Phase FY 2018-2021

- Major Widening
- New Road
- New Interchange
- Minor Widening/Safety Improvement
- Interchange Modification
- Intersection Modification
- Maintenance/Resurfacing
- Bridge Repair/Replacement
- Traffic Signal Upgrade
- Streetscape/Study/Other
- Bikeway/Sidewalk/Transit
- Streetscape/Study/Other
- 100 100 100 100 MORPC Project Identification

Construction Phase after FY 2021
(Construction not part of TIP)

- 100 100 100 100

Planning Area

MORPC

The information shown on this map is compiled from various sources available to us which we believe to be reliable.
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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 performanc 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).

Program of Projects	Direct and Sub-recipients	City	Service Area Urban / Rural	Sub Type Private Public	Project Description/ALI	Quantity	FTA Amount	Local Amount	Total Amount	Capital / Operating
Category A										
Sub A	**COTA**	Columbus, OH	Urban	Public	30.09.01		$ 572,844	$ 571,844	$ 1,144,688	Operating
Sub B	**DCTB**	Delaware, OH	Urban	Public	30.09.01		$ 74,553	$ 74,556	$ 149,109	Operating
	DCTB	Delaware, OH	Urban	Public	11.7L.00		$ 297,600	$ 74,400	$ 372,000	Capital Mobility Management
	DCTB	Delaware, OH	Urban	Public	12.7A.00		$ 88,000	$ 22,000	$ 110,000	Capital Cap Maintenance
Sub C	**MORPC**	Columbus, OH	Urban	Non Profit	11.7L.00		$ 208,000	$ 52,000	$ 260,000	Capital Mobility Management
Sub D	**City of Dublin**	Dublin, OH	Urban	Public	11.71.13		$ 50,000	$ 12,500	$ 62,500	Capital Purchase Transportation
Sub E	**Clintonville Beechwold CRC**	Columbus, OH	Urban	Non Profit	11.42.11	2	$ 72,033	$ 18,008	$ 90,041	Capital Purchase Vehicles Replace
	Clintonville Beechwold CRC	Columbus, OH	Urban	Non Profit	11.71.13		$ 90,718	$ 22,679	$ 113,397	Capital Purchase Transportation
Sub F	**Central Community House**	Columbus, OH	Urban	Non Profit	11.13.15	1	$ 67,383	$ 16,846	$ 84,229	Capital Purchase Vehicles Expand
Sub G	**Columbus Center for Human Services**	Columbus, OH	Urban	Non Profit	11.13.15	3	$ 118,224	$ 29,556	$ 147,780	Capital Purchase Vehicles Expand
Sub H	**Canal Winchester Human Services Inc**	Canal Winchester, OH	Urban	Non Profit	12.7A.00		$ 16,320	$ 4,080	$ 20,400	Capital Cap Maintenance
Sub I	**Alpha Group**	Columbus, OH	Urban	Non Profit	11.42.11	1	$ 38,893	$ 9,723	$ 48,616	Capital Purchase Vehicles Replace
Sub J	**Hattie Larlham Center for Children/w Disablities (ADD)**	Columbus, OH	Urban	Non Profit	11.42.11	2	65,768	$ 16,442	$ 82,210	Capital Purchase Vehicles Replace
Sub K	**City of Groveport**	Groveport, OH	Urban	Public	11.42.11	1	$ 43,889	$ 10,972	$ 54,861	Capital Purchase Vehicles Replace
Sub L	**Lifecare Alliance**	Columbus, OH	Urban	Non Profit	11.71.13		$ 84,000	$ 21,000	$ 105,000	Capital Purchase Transportation
Sub M	**Netcare**	Columbus, OH	Urban	Non Profit	11.42.11	1	$ 31,208	$ 7,802	$ 39,010	Capital Purchase Vehicles Replace
Sub N	**Sourcepoint**	Columbus, OH	Urban	Non Profit	11.71.13		$ 80,000	$ 20,000	$ 100,000	Capital Purchase Transportation
Total							**$ 1,999,433**	**$ 984,408**		

Program Admin **MORPC** **Columbus, OH** Private **$ 222,368**

Grand Total **$ 2,221,801**
Total Traditional 5310 55% Capital Amount **$ 1,258,147** does not inclue Cities of Dublin and Groveport
Total Other Capital Amount **$ 93,889** Dublin and Groveport
Total Operating Expense Amount **$ 647,397** COTA and DCT
* 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**

MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

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Memorandum

TO: Community Advisory Committee
Transportation Advisory Committee
Transportation Policy Committee

FROM: Thea Walsh, Director
Transportation & Infrastructure Development

DATE: February 25, 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 mangers 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

WHERAS, 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

_____

Date

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

No 67420-3000

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.

Product: Method	Agencies:	Schedule:
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.	FTA, MORPC, COTA, DCT, others	Ongoing
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.	MORPC, COTA DCT & others	Ongoing
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.	MORPC, COTA, DCT, & others	Ongoing
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.	MORPC, COTA, DCT, ODOT HSTCRs 5&6, Other state agencies consumers & others	Completion in 2021
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	MORPC, COTA, DCT, & others	Ongoing

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	

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Memorandum

TO: Transportation Policy Committee
Community Advisory Committee
Transportation Advisory Committee

FROM: Nick Gill, Assistant Director
Transportation & Infrastructure Development

DATE: February 26, 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

Policies for Managing MORPC-Attributable Funds

March 2020

Mid-Ohio Regional Planning Commission
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The Policies for Managing MORPC-Attributable Funds was prepared by the Mid-Ohio Regional Planning Commission (MORPC), 111 Liberty St., Suite 100, Columbus, OH 43215, 614-228-2663, with funding from the Federal Highway Administration, Federal Transit Administration, Ohio Department of Transportation, 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.

Contents

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:

Federal Transportation Program	MORPC's Annual Allocation
Surface Transportation Block Grant Program (STBG) [1]	$23 million
Congestion Mitigation & Air Quality Improvement Program (CMAQ)[2]	$12 million
Transportation Alternatives Program (TAP)	$2 million
Total	**$37 million**

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.

[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:

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

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.

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

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
- Traffic composition
- Funding available
- Facility condition
- Environmental justice (Bike/Ped only)
- Uncertainty index
- Sensitive lands
- Crash reduction (GCAT)
- Transit line
- 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 Length
- 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 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.

Data Source	Economic Opportunity Goal Evaluation Criteria & Description	Priority Level by Category					
		Major	Minor	Preservation	Bike & Ped	Transit	Other
MORPC Derived***	**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.	A	A			A	
MORPC Derived****	**Job Retention & Creation:** The number of existing jobs of each type (manufacturing, office, warehousing, retail, institutional) within 1 mile of the project. The Applicant will provide the number of permanent jobs of each type (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.	A	A	B	B	B	
	Development Readiness: Describe the presence and timing of all necessary economic development components in the project area, such as infrastructure (e.g., utilities, water and sewer, broadband), access to appropriately trained labor (skilled and unskilled), and other transportation options (e.g., rail, airports, transit or bicycle and pedestrian). This can include how much new private or public capital investment has been made in the project area or will be as a result of the project. This investment can be within the past three years or commitments between now and 5 years after completion of the transportation project. Provide a map showing the past and committed investments. Please specify the type of investment and the timeline for this investment.	B	B			B	
MORPC Derived*	**Travel Time Uncertainty & 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.	B	B			C	
MORPC Derived*	**Traffic Composition:** Current and future Average Daily Traffic and percentage of truck traffic. Higher volume facilities and facilities serving a higher percentage of truck traffic will score higher.	B	B	A			
	Other Economic Considerations: Describe the type and amount of acreage of site(s) that will primarily benefit from the project's improvements (e.g., greenfields, developed, redeveloped, infill, brownfields, intermodal facilities). 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.	C	C	C	A	A	A

*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.

Data Source	Natural Resources Goal Evaluation Criteria & Description	Priority Level by Category					
		Major	Minor	Preservation	Bike & Ped	Transit	Other
MORPC Derived	**Emission Reduction:** The vehicle emissions of PM2.5 (fine particulates), VOC (volatile organic compounds), and NOx (oxides of nitrogen) contribute to the region being recently in non-attainment of the ozone and PM 2.5 national air quality standards. The regional model will estimate the change in emissions resulting from the project, reported in kilograms per day. Projects with more emission reductions will score better.	A	A		A	A	A
MORPC Provided*	**Addressing Sensitive Land Issues:** Based on project location information provided in the Screening Application, a listing of sensitive lands in the project vicinity will be provided to the applicant. In the Final Application, the applicant is to provide information addressing how the project impacts each of these. Projects that do not impact sensitive lands or will go beyond NEPA requirements* will score better.	B	B	B	B	B	
	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 above and beyond NEPA requirements.* Projects which address problems or go beyond NEPA requirements will score better.	B	B	B	B	B	B
	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.	B	B	B	B	B	B
	Other Extraordinary Aspects Related to Natural Resources: A statement by the sponsor about any extra-ordinary aspects of the project's impact on the natural habitat.	B	B	B	B	B	B

*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.

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

7.1.4 Collaboration and Funding Goal Criteria

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

Data Source	Collaboration and Funding Goal Evaluation Criteria & Description	Priority Level by Category					
		Major	Minor	Preservation	Bike & Ped	Transit	Other
MORPC Provided*	**Percent and Amount of MORPC Funding Requested:** The percentage will only be based on the total right-of-way and construction cost. If it is not a traditional construction project, the percent of the total program/activity will be used. Applications that provide non-federal match to MORPC funding of 30% or more will score better. Applications that request amounts greater than 50% of the midpoint of forecasted funds available for the category will not benefit in this criterion. Applications that request amounts less than 15% of the midpoint of forecasted funds available for the category will receive maximum benefit in this criterion.	A	A	A	A	A	A
	Documentation of Support and Collaboration: 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.	B	B	B	B	B	B
	Origin of Project/Project Readiness: The applicant is to provide the origin of the project including all planning studies recommending the project or activity and which ODOT Project Development Process (PDP) steps have been completed at time of final application submittal. Projects that that are further through the planning and PDP process will score better.	B	B	B	B	B	B
	Percent and Amount of Private Sector Funding: The amount and percentage will only be based on the total right-of-way and construction cost. If it is not a traditional construction project the percent of the total program/activity will be used. The more private sector funding, the better the score.	B	B	B	B	B	B
	Applicant Priority Ranking: Applicants that submit more than one project must also submit a priority ranking of their projects. The applicant's top project within each category will benefit under this criterion.	C	C	C	C	C	C
	Small Agency Funding Capacity: For an agency with a small transportation budget, such that the local funding they are contributing to the project phases for which they are requesting assistance is approximately equal to or greater than the usual size of its annual transportation infrastructure expenditures, will benefit under this criterion.	C	C	C	C	C	C

*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.

Data Source	Health, Safety & Welfare Goal Evaluation Criteria & Description	Priority Level by Category					
		Major	Minor	Preservation	Bike & Ped	Transit	Other
MORPC Derived*	**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.	A	A	B	A	A	
MORPC Derived*	**Facility Condition:** The average PCR of the existing roadway that would be improved as part of the project based on the most recent ODOT data will be calculated. The worst existing bridge component rating based on ODOT data that would be improved as part of the project. The sponsor should review the ODOT data and may provide supplemental data if desired. Projects that are on facilities with lower PCRs and/or bridge ratings will score higher.	A	A	A			
	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.					A	
MORPC Derived**	**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.	B	B	B	B	B	
	System Life: The applicant is to provide information on the age and condition of the components being replaced. Also provide a statement, if applicable, as to the potential of the project to maximize life of transportation system. This is any extraordinary aspect that is likely to be part of the project.	C	C	C	C	A	
	Other Health, Safety & Welfare Considerations: Statement by the sponsor with rationale on how the project would further this goal. Reference should be made to as many of the above criteria as applicable in justifying the benefits of the program/activity/project relative to this goal.	C	C	C	C	C	A

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

7.1.6 Sustainable Neighborhoods and Quality of Life Goal Criteria

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

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

*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.

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

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

7.5 Prioritizing and Recommending Applications for Funding

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

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

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

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

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

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

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

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

7.6 Reservoir Commitments

Even in a well-managed program, there will be occasions when not all of the projects will be able to be obligated as scheduled. Consequently, it is desirable to create a “reservoir” of projects that are ready ahead of funding availability that could be obligated when necessary to effectively manage the program. MORPC will first develop a program based on expected funding per year, the applicants’ schedules and the evaluation criteria results. Then, project

phases for which there are insufficient funds available in the requested SFY will receive a funding commitment in a later fiscal year. Sponsors with a delayed commitment should work to maintain the intended schedule and will be considered to be reservoir commitments. The following commitments will have priority in keeping their requested fiscal year:

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

If sufficient funds are not available when needed to proceed, the sponsor will need to arrange financing, such as loan through the State Infrastructure Bank (SIB), to be repaid with attributable funds (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 asses this request before submitting the request to CAC, TAC, and TPC. The options include:
    - No additional assessment. Go directly to CAC, TAC and TPC with staff recommendation
    - Direct the request to the AFC for further discussion and recommendation. The AFC recommendation would then be submitted to CAC, TAC and TPC
    - In consultation with the evaluation group and consistent with the Bylaws governing the TPC, the chair of the TPC appoints a special sub-committee or work group to further discuss the request and make a recommendation. The recommendation would then be submitted to CAC, TAC and TPC
- MORPC may adjust the type of federal funding (i.e., STBG, CMAQ, and TAP) awarded in order to balance its program. This does not mean that funding will not be committed, but that MORPC may alter funding arrangements to make the funds available.

10.2 Trading Funds with Other MPOs

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

10.3 Ohio Statewide Urban CMAQ Program

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.

Signature _____ Date _____

Name (type/print) _____

Title _____

Reference Information

2. Primary Facility (Road or Path) Name: _____

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

From: _____ To: _____

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

At/Over: _____

5. Project Length: _____ miles

6. Title (for non-roadway/pathway applications): _____

7. **Metropolitan Transportation Plan (MTP) Project ID(s).** List the MTP IDs even if the scope of the proposed project does not exactly match the plan listing; e.g., different limits, number of lanes, etc. Some activities, such as transit, pedestrian, maintenance, intermodal, etc., are listed as Unmapped Projects.

8. ODOT PID (if assigned): _____

Applicant Information

9. Sponsoring Local Public Agency: _____

See Policies Sec. 4.1 for sponsor eligibility.

10. Project Legislation – Effective Date: _____ Check if attached: ☐

Attach a copy of the most recent project legislation. The effective date of the most recent project legislation approved by the sponsoring agency's legislative body (e.g., city council) must be after June 30, 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.

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

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.

Pedestrian Components of the Project

Included	Pedestrian Component	Length (mi.)	Comments (e.g., details, locations, quantities)
☐	ADA curb ramps		
☐	Audible signals		
☐	Lighting		
☐	Maybe - To be determined		
☐	Modify existing facilities		
☐	Multi-use path		
☐	Multi-use path on 2 sides		
☐	No change to existing conditions		

Pedestrian Components of the Project			
Included	Pedestrian Component	Length (mi.)	Comments (e.g., details, locations, quantities)
☐	None		
☐	Not applicable		
☐	Other		
☐	Pedestrian detectors		
☐	Replace existing facilities		
☐	Sidewalk on 1 side		
☐	Sidewalk on 1 side, multi-use path on 1 side		
☐	Sidewalk on 2 sides		
☐	Signalized crosswalk		
☐	Transit shelters		
☐	Transit stop/ Paved waiting area		
☐	Unsignalized marked crosswalk		
☐	Widen shoulder		
☐	Yes - Type to be determined		

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

Bicycle Components of the Project			
Included	Bicycle Component	Length (mi.)	Comments (e.g., details, locations, quantities)
☐	Widen outside lane		
☐	Widen shoulder		
☐	Yes - Type to be determined		

Transit Facilities

- ☐ Secure Bicycle Parking
- ☐ Shared Bike-Bus Lane
- ☐ Priority-Bus Lane
- ☐ Bus Stop, including Paved Passenger Waiting Area
- ☐ Bus Passenger Shelter
- ☐ Real-Time Bus Arrival Information Signs
- ☐ Bus Pads
- ☐ To Be Determined

Traffic Calming Elements

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

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.)

☐ Yes ☐ No

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.

Milestone	Date (MM/DD/YY)	Mark if Completed
Consultant Authorized to Begin Design: Must be completed before the first Commitment Update Form is due (approx. July 2022).		☐
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.		☐
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.		☐
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.		☐
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.		☐
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.		☐
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.		☐
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.		☐
Right-of-Way Authorization: The date when authorization is given to a local public agency to begin acquisition activities.		☐
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.		☐
Right-of-Way Acquisition Complete: Date on which the local public agency certifies the completion of RW acquisition activities. (Utilities/encroachments not included.)		☐
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.		☐
Award Contract: The date the local public agency approves a contract with a successful bidder.		☐

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.

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

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

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

	Sub-Phase Total			
	100%	MORPC Federal	80%	$0
		Local Match to MORPC Federal	20%	$0
	0%	Other Federal		$0
	0%	Non-Federal		$0
			Phase Total	$0

Other	Sub-Phase Total			
	100%	MORPC Federal	80%	$0
		Local Match to MORPC Federal	20%	$0
	0%	Other Federal		$0
	0%	Non-Federal		$0
			Phase Total	$0

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.

Categories:	A ✓ Major	A ✓ Minor	Preservation	Bike & Ped	A ✓ Transit	Other
30. Congestion Relief. 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.)						
☐ See related attachment						

Categories:	A ✓ Major	A ✓ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	Other
31. Job Retention and Creation. 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.)						
☐ See related attachment						

Categories:	B ✓ Major	B ✓ Minor	Preservation	Bike & Ped	B ✓ Transit	Other
32. 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.						
☐ See related attachment						

Categories:	B ✓ Major	B ✓ Minor	A ✓ Preservation	Bike & Ped	Transit	Other
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						

Categories:	C ✓ Major	C ✓ Minor	C ✓ Preservation	A ✓ Bike & Ped	A ✓ Transit	A ✓ Other
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.

Categories:	Major	Minor	Preservation	Bike & Ped	A ✓ Transit	A ✓ Other
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						

Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	Other

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

Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	B ✓ Other

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

Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	B ✓ Other

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

Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	B ✓ Other

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.

Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	B ✓ Other
40. Components that Save Energy. Provide an assessment of the potential project-level technology components that save energy.						
☐ See related attachment						

Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	B ✓ Other
41. Other Extraordinary Energy Aspects. Provide a statement about any extraordinary aspects of the projects impact on energy. This could include renewable energy production as part of the project.						
☐ See related attachment						

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.

Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	B ✓ Other
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						

Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	B ✓ Other
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						

Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	B ✓ Other
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						

Categories:	C ✓ Major	C ✓ Minor	C ✓ Preservation	C ✓ Bike & Ped	C ✓ Transit	C ✓ Other
45. Applicant Priority Ranking. Applicants that submit more than on project must also submit a priority ranking of their projects. The applicant's top project within each category will benefit under this criterion.						
☐ See related attachment						

Categories:	C ✓ Major	C ✓ Minor	C ✓ Preservation	C ✓ Bike & Ped	C ✓ Transit	C ✓ Other
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.

Categories:	A ✓ Major	A ✓ Minor	A ✓ Preservation	✓ Bike & Ped	✓ Transit	✓ Other
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						

Categories:	Major	Minor	Preservation	Bike & Ped	A ✓ Transit	Other
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						

Categories:	C ✓ Major	C ✓ Minor	C ✓ Preservation	C ✓ Bike & Ped	A ✓ Transit	✓ Other
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						

Categories:	C ✓ Major	C ✓ Minor	C ✓ Preservation	C ✓ Bike & Ped	C ✓ Transit	A ✓ Other
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.

Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	A ✓ Bike & Ped	A ✓ Transit	✓ Other
51. Pedestrian System. 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.						
☐ See related attachment						

Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	A ✓ Bike & Ped	A ✓ Transit	✓ Other
52. Bikeway System. 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.						
☐ See related attachment						

Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	✓ Other
53. Displacements. 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.						
☐ See related attachment						

Categories:	C ✓ Major	C ✓ Minor	C ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	✓ Other

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

Categories:	B ✓ Major	B ✓ Minor	B ✓ Preservation	C ✓ Bike & Ped	B ✓ Transit	A ✓ Other

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

«AddressBlock»

«GreetingLine»

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.

Phase	State Fiscal Year	MORPC Committed Amount	Local Match	Other Funding	Phase Total
Right-of-Way					
Construction					

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.

Milestone	Scheduled Date	Trigger Date for Score Reduction	Trigger Date for Ineligibility
Right-of-Way Authorization			
Final Plans and Bid Package Submittal to ODOT			

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

Partnering Agreement Template for Updated Funding Commitment

August ##, 2021

«AddressBlock»

«GreetingLine»

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.

Phase	State Fiscal Year	MORPC Committed Amount	Local Match	Other Funding	Phase Total
Right-of-Way					
Construction					

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.

Milestone	Scheduled Date	Trigger Date for Score Reduction	Trigger Date for Ineligibility
Right-of-Way Authorization			
Final Plans and Bid Package Submittal to ODOT			

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