

RESOLUTION



T-5-22

Adopting Policies for Managing MORPC-Attributable Funds

1

Activity Category Changes

- Roadway Capacity and Operational Changes
 - This category combines the Major Widening and Minor Widening categories.
 - Staff engaged in an exercise to rescore the last round with updated criteria and goal weighting and concluded that no one project type would dominate the other if they were scored as one category.
- Interchange/Freeway
 - This category includes all projects which primarily benefit the freeway system as opposed to the local and regional transportation system.
 - Projects in this category are scored using the criteria for the Roadway Capacity and Operational Changes category.
 - No funding target is set for this category.
- System Preservation
 - Category definition expanded to include reconstruction of stand-alone bike and pedestrian infrastructure.
 - Additionally, the definition has been modified to allow for road diets occurring as part of a preservation project to compete within this category.



2

Regional Transportation System Equity

- **Regional Transportation System Equity:** Measure of how the project addressing unmet needs of a particular population group or groups within their community. With a focus on minority, low income, elderly, disabled or other historically underrepresented population group, the applicant is to provide a description of how the unmet need(s) of the population group(s) is being addressed by the project. Data (census or other) to support the project is serving the specified population(s) should be provided.

| Categories: | A ✓ Roadway Capacity | A ✓ Preservation | A ✓ Bike & Ped | A ✓ Transit | Other |
|------------------------|--|------------------|----------------|-------------|-------|
| 1. | Regional Transportation System Equity. With a focus on minority, low income, elderly, disabled or other historically underrepresented population group, provide a description of how the unmet need(s) of the population group(s) is being addressed by the project. Please provide data (census or other) to support the project is serving the specified population(s) should be provided | | | | |
| See related attachment | | | | | |

- Priority level A criteria for all categories within the Health, Safety, and Welfare Goal.
- Previously a MORPC derived criteria which required no response from the applicant. This change requires applicants to provide explanation of how the project will address unmet needs of historically underrepresented population groups.



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Other Criteria Changes

- Congestion Relief
 - Change evaluation of congestion from LOS E or worse to LOS F or worse. Emphasis on applicant response of how congestion is hampering economic development
- Percent and Amount of MORPC Funding Requested
 - Applications that request amounts greater than 25% of the maximum of forecasted funds available for the category or over \$8 million, whichever is smaller, will not benefit in this criterion Applications that request amounts less than 10% of the maximum of forecasted funds available for the category or less than \$1 million, whichever is greater, will receive maximum benefit in this criterion.
- Private Sector Funding
 - Merged this criteria in Documentation of Support and Collaboration criteria.
- Applicant Priority Ranking
 - Allow for top 2 priority projects to receive credit under this criteria within the Roadway Capacity/Operational Changes category.
- Crash Reduction
 - Increase emphasis on reducing fatal and serious injury crashes.
- Enhance Safety
 - A new criteria which allows for applicants to explain possible safety improvements.



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Goal Weighting

| Activity Category | Economy | Natural Resources | Energy | Collaboration | Health, Safety & Welfare | Sustainable Neighborhoods |
|--------------------------------------|---------|-------------------|--------|---------------|--------------------------|---------------------------|
| Roadway Capacity/Operational Changes | 20 | 10 | 5 | 15 | 30 | 20 |
| Bike and Pedestrian | 10 | 10 | 5 | 15 | 30 | 30 |
| Transit | 15 | 5 | 15 | 15 | 20 | 30 |
| System Preservation | 15 | 5 | 5 | 15 | 35 | 25 |
| Other | NA | NA | NA | NA | NA | NA |



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Funding Target Ranges

| | Roadway Capacity/Operational Changes | Transit | System Preservation | Bike & Pedestrian |
|-----------|--------------------------------------|---------|---------------------|-------------------|
| Minimum % | 40 | 5 | 10 | 15 |
| Maximum % | 60 | 15 | 15 | 25 |

With new Infrastructure Investment & Jobs Act (IIJA) increase in funding, \$100 to \$120 million is expected to be available for new projects this cycle.

| | Min % | Max % | Min \$ | Max \$ | Current | Available Min | Available Max* |
|-------------------------------|-------|-------|--------|--------|---------|---------------|----------------|
| Roadway Cap/Oper Improvements | 40% | 60% | \$92 | \$138 | \$87 | \$5 | \$51 |
| Preservation | 10% | 15% | \$23 | \$35 | \$15 | \$8 | \$20 |
| Bike/Ped | 15% | 20% | \$35 | \$46 | \$17 | \$18 | \$29 |
| Transit | 10% | 15% | \$23 | \$35 | \$11 | \$12 | \$24 |
| | 75% | 110% | | | \$130 | | |
| Available for new commitments | | | | | | \$100 | |

| | Min % | Max % | Min \$ | Max \$ | Current | Available Min | Available Max* |
|-------------------------------|-------|-------|--------|--------|---------|---------------|----------------|
| Roadway Cap/Oper Improvements | 40% | 60% | \$100 | \$150 | \$87 | \$13 | \$63 |
| Preservation | 10% | 15% | \$25 | \$38 | \$15 | \$10 | \$23 |
| Bike/Ped | 15% | 20% | \$38 | \$50 | \$17 | \$21 | \$33 |
| Transit | 10% | 15% | \$25 | \$38 | \$11 | \$14 | \$27 |
| | 75% | 110% | | | \$130 | | |
| Available for new commitments | | | | | | \$120 | |

*For the Roadway Capacity/Operational Changes category, funding requests greater than \$5 million will not be funded until at least 40 percent of the maximum funding available for the category goes to requests that are \$5 million or less (in 2022 dollars).



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