MORPC Attributable Funds Workshop

May 18, 2022

MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

Workshop Overview

- Introduction & What's New

- Funding Programs and Eligibility

- Applications & Updates
    - Updates
    - Screening Application
    - Final Application

- Evaluation Process

- Project Development Requirements
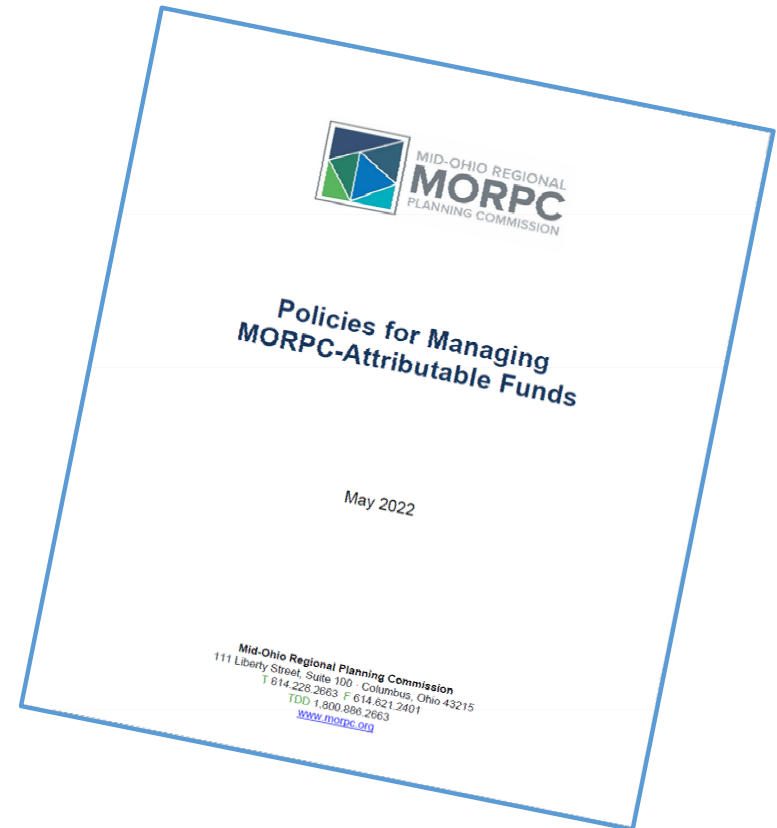
Introduction

MORPC-Attributable Funding Workshop

Policies for Managing MORPC-Attributable Funds

1) Introduction
2) Attributable Funds Committee
3) Process Milestones & Timeline
4) Eligibility & Requirements
5) Activity Categories
6) Application Process for New Funding
7) Evaluation & Selection Process
8) Project Development Requirements
9) Maintaining Funding Commitments
10) Other Policies for Program Management

Policies for Managing MORPC-Attributable Funds

May 2022

Mid-Ohio Regional Planning Commission
111 Liberty Street, Suite 100 · Columbus, Ohio 43215
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TDD 1.800.886.2663
www.morpc.org

MORPC-Attributable Funding

- Approximately $37 Million Annual Budget
    - Surface Transportation Block Grant Program (STBG) ~$23M/yr
    - Congestion Mitigation/Air Quality Improvement Program (CMAQ) ~$12M/yr
    - Transportation Alternatives Program (TAP) ~$2M/yr

    - Allocations based on FAST Act

- Pending requests to modify outstanding commitment

- Solicit Project Applications Every Two Years
    - Updates to previous funding commitments
    - Applications for new commitments

Attributable Funds Committee (AFC)

- Membership includes:
    - Transportation Advisory Committee
    - Transportation interests
    - Community Advisory Committee, Transportation Policy, Sustainability Advisory Committee
    - Members with current MORPC funding commitments or active applications for funding
- Committee Responsibilities:
    - Reviews Policies and recommends changes
    - Oversees the project solicitation and selection process
    - Recommends decisions on requests in project updates
    - Assists staff scoring and ranking of applications
    - Recommends a program of previous and new commitments within targets in the policies

Policies Review

- Began September 2021 with AFC session to brainstorm changes
- Meetings September to February
  - AFC members formed a working group to suggest and discuss changes
  - Staff worked to incorporate suggestions
  - AFC recommended changes in February
- Draft Policy public comment period
- Transportation Policy Committee approval in May of 2022

Changes for 2022

- Adjusting the schedule for the applications
- Revised funding target ranges to allocate additional funding towards bike and pedestrian projects
- Combined the Major and Minor categories
- Adjusted goal weighting
- Adjusted various criteria

Funding Management Process

- 2 Year Cycle

Application Timeline 2022-23

- **May:** MORPC adopted Policies

- **May 18:** MORPC hosts applicant workshop at 2:30

- **July 8:** Commitment Update Form due

- **July 15:** Screening Applications for new funding due

- **Early August:** Staff completes review of Updates. Provide feedback to applicants and revised forecast of available funding

- **September 28:** Final Applications due

- **October 5:** Ad-interim AFC members change

- **October - December:** Staff review and score applications & AFC review and recommends funding commitments

- **January 2023:** Draft list of funding commitments available for public review and comment

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Funding Programs & Eligibility

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Eligible Activities

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- Roads & bridges
    - Reconstruction & maintenance
    - Intersection or corridor signalization and other operational modifications
    - Widen existing facility
    - New facilities
- Transit
- Construction of bicycle and pedestrian facilities (on- or off-road)
- Primarily for capital (not operating)

Requirements

- Public agencies only
- Roadways on [federal-aid system](#)
- Bridges can be on any road
- In 2020-2050 [Metropolitan Transportation Plan](#) (MTP)
  - Individually listed
  - Included in line item
    - Reconstruction
    - Maintenance
    - Transit
- 20 percent cash match
- Preliminary engineering (PE) & design ineligible
- Complete Streets Policy
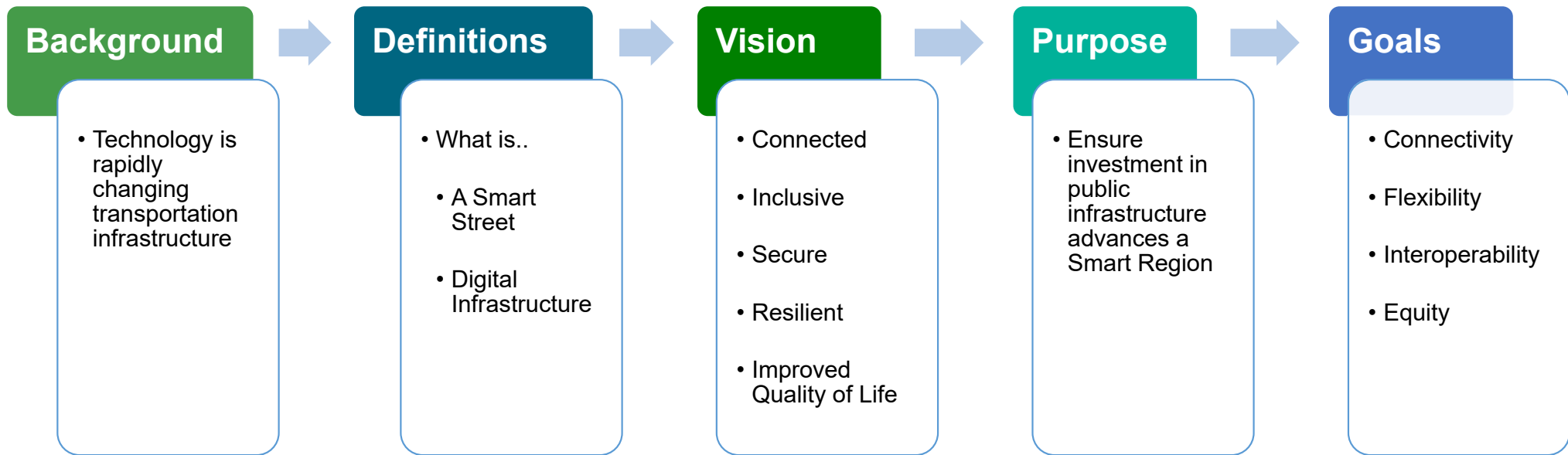- Smart Streets Policy
- Follow ODOT project development process

Complete Streets Policy

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Complete Streets are roadways designed, implemented, operated, and maintained in an equitable and context-sensitive manner so that people of all ages, incomes, and abilities can use them safely.

- More than bicyclists and pedestrians
- Wide variety of approaches to comply
- MORPC staff involvement
- No automatic exemptions
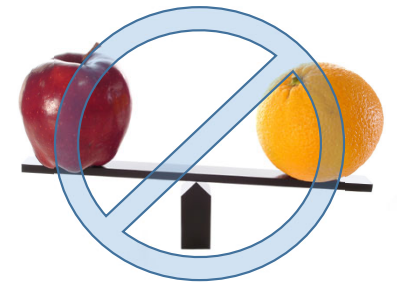- Appeals process
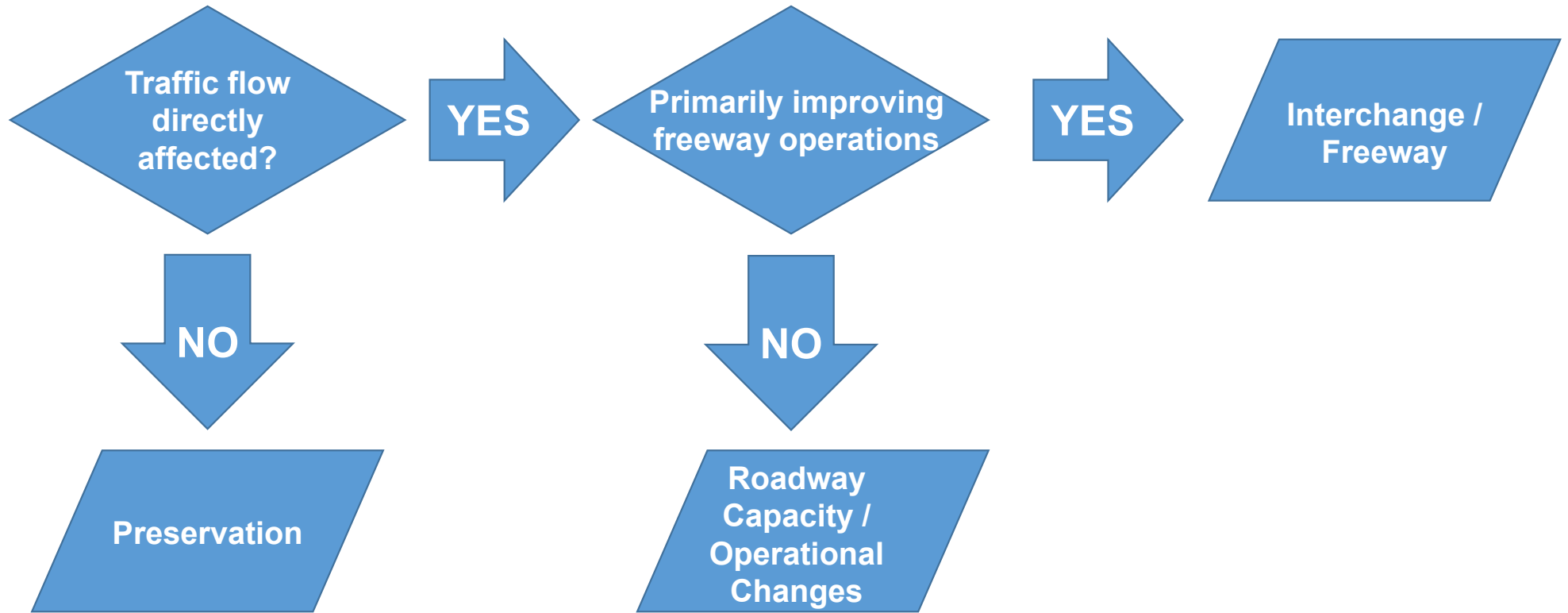
Regional Smart Streets Policy Basics

MORPC

Background		Definitions		Vision		Purpose		Goals

Background
- Technology is rapidly changing transportation infrastructure

Definitions
- What is..
  - A Smart Street
  - Digital Infrastructure

Vision
- Connected
- Inclusive
- Secure
- Resilient
- Improved Quality of Life

Purpose
- Ensure investment in public infrastructure advances a Smart Region

Goals
- Connectivity
- Flexibility
- Interoperability
- Equity

Activity Categories

- Roadway Improvements and Operational Changes
  - Add through lanes or new roadways
  - Add center turn lane
  - Expand intersection capacity
  - Coordinated signal systems
- System Preservation
  - Replace existing infrastructure only
  - No capacity addition
- Public Transit
  - Replace vehicles
  - Park & rides, transit centers
  - Enhanced bus stops
  - New service capital projects
- Bike and Pedestrian
  - Add path, bike lanes, sidewalks
  - Not part of a larger project
- Interchange/Freeway
  - Primarily benefits the freeway system as opposed to the local system
  - Interchange modifications, freeway widening, etc.
- Other
  - Does not fit other categories
  - Education & enforcement
  - Engine retrofits, alternative fuels stations, etc.

Categorizing Roadway Projects

Traffic flow directly affected? → **YES** → **Primarily improving freeway operations** → **YES** → Interchange / Freeway

Traffic flow directly affected? ↓ **NO** → Preservation

Primarily improving freeway operations ↓ **NO** → Roadway Capacity / Operational Changes

Funding Targets

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

These funding target ranges are for all MORPC commitments through SFY 2029

Estimated Funding Available by Category

	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	5%	15%	$23	$35	$11	$1	$24
	75%	110%			$130		
		Available for new commitments			$100		

- Estimated funding allocations from the IIJA
- Pending requests to modify projects requiring commitment updates

Updates & New Applications

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Commitment Updates

- For current commitments
  - If submitting final plans after Dec. 31, 2022
  - Or awarding after June 2023
  Sponsors have been notified of projects requiring updates
- Due on July 8 by 5 p.m.
- Pre-filled – sponsor only edits & completes form
- Sponsor provides:
  - Cost estimate
  - Signature
  - Resolution/legislation – July 8, 2021 or newer

Key Update Information

- Explain changes since last time
    - Scope changes
    - Milestone changes 6+ months
    - Cost changes 10%+
        - Form displays current committed amount
        - Enter estimate in 2022 dollars
        - Form calculates inflated amount for award SFY
        - Justify if inflated differs from current committed by +/- 10% or more
- Significant changes could require a new Final Application

Selection Process for New Projects

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Screening Application (July 15)

Staff Review & Feedback

Final Application (September 28)

Evaluation, AFC Review & Recommendation

Public Involvement (January 2023) & MORPC Adoption (March 2023)

Screening Application

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Purposes:

• Assess eligibility

• Establish Activity Category

• Determine funding demand

• Understand stage of development

• Review schedule & costs

Requested Info:

• MTP Project ID Number

• Scope
  • Location
  • Limits
  • Activity Category

• Project schedule

• Project cost and funding requested

Screening Application Feedback

- Eligibility issues
- Confirm Activity Category
- General competitiveness
- Information needed on Final Application
- Complete Streets assistance
- Guidance for Final Application

Online Application Form

- Project Related Information
    - Detailed scope, schedule, cost, etc.

- Evaluation Related Information (Not required for Screening Application)
    - Questions related to scoring the project
    - Respond only to questions identified in feedback
        - Not all questions apply to each activity category
        - The Policies identify which questions are required for each activity category

New Application

App sections

Overview

Applicant info

Reference info

Dimensions

Planning and coordination

Multimodal

Cost estimate

Schedule

Evaluation

Authorization

Uploads

Overview

Application type	New application
Due date	7/15/2022
Status	In progress

Print Entire Application / Save as a PDF

Check and submit   Withdraw this application

Applicant Info Section

- Contact information
- Supporting resolution due Oct. 29

Reference Info & Dimensions Sections

- Primary facility
- Project limits
- Scope: Primary & secondary activities
- Activity Category (feedback to confirm)
- Typical section(s) and plan view(s)
- Width of lanes, shoulders, sidewalks & paths
- Bridges, RR crossings, transit stops

Planning & Coordination Section

- Origin
- Stakeholders
- Adjacent projects & jurisdictions
- Logical termini
- Other scope elements:
  - Utilities
  - Lighting
  - Traffic calming
  - Intelligent Transportation System (ITS) components

Multi-Modal Section

- Complete Streets Policy compliance
- Existing & proposed components and conditions for:
  - Transit
  - Pedestrians
  - Bicyclists

Cost Estimate Section

- Estimate prepared after June 30, 2021
- 20% match for amount requested
- PE is generally ineligible
  - Available for financial hardship or for multi-jurisdictional projects
  - Up to 80% of PE
  - Amount for PE will be deducted from a future phase
  - Total amount for project the same as if funds not advanced to PE (80% of RW & construction)
- ODOT's preliminary cost estimating procedure
- Current dollars (2022)
- Discourage construction projects under $250,000
- State Fiscal Year (SFY) determined by schedule

Cost Estimate Section continued

- Funding Table
  - Choose table format to calculate based on:
    - Percentage of costs
    - Fixed amount

Project Schedule Section

- Schedule guidelines:
    - 2 years for environmental (up to right-of-way (RW) authorization)
    - 1 year for detailed design
    - 1 to 3 years for RW acquisition and utility relocation
    - For Jan.-June plan file dates, funds in next state fiscal year (SFY)
- Non-construction projects
    - Explain when the funding is needed

Online Application Form

Online Application Form

There are many financial resources available for the programs, projects, and services that make our region successful. Below are funding and grant opportunities that are available to local communities and organizations.

ABOUT MORPC

PROGRAMS & SERVICES

TOOLS & RESOURCES

MORPC-Attributable Funding for Transportation

A portion of federal transportation funding is allocated at MORPC's discretion, following an application and selection process. We call these funds MORPC-attributable funds. We work closely with local agencies to prioritize the use of these funds to meet their needs and those of the entire region. They can be used for roads and bridges, public transit, bikeways, sidewalks, and a variety of other activities. The funds come from three federal programs: the Surface Transportation Block Grant Program (STBG), the Congestion Mitigation & Air Quality Improvement Program (CMAQ) and the Transportation Alternatives Program (TAP).

We manage this program under the oversight of our Attributable Funds Committee (AFC). We solicit and evaluate applications for funding from local public agencies every two years. Because of the time it takes to plan, study and design these projects, we try to keep most of the next four years' worth of funding lined up for projects already in the pipeline.

More information and updates can be viewed on the MORPC-attributable Funding for Transportation webpage.

Questions can be directed to Thomas Graham at 614.233.4193.

CITY OF COLUMBUS 🏠 PROJECT UPDATES NEW APPLICATIONS

Project Updates
📅 Due 7/8/2022

Project Name	Last updated	By
Cassady Ave from CSX Railroad to north of E 7th Ave, Minor Widening	5/17/2022, 12:48:13 PM	MAFOA_Admin@bogus.com
E Broad St from I-270 to Outerbelt St, Major Widening	5/17/2022, 10:47:54 AM	graham.1001@osu.edu
Souder Ave from W Broad St to Dublin Rd, Multi-Use Path	5/17/2022, 11:32:38 AM	tgraham@morpc.org

Showing 3 of 13 Full listing

New Applications
📅 Due 9/28/2022

Start a new application

Project Name	Last updated	By
Test	5/17/2022, 12:47:37 PM	ngill@morpc.org

Users for my organization

Name	Email address	Role
Lisa LaMantia	lmlamantia@columbus.gov	Org member
Jud Hines	jmhines@columbus.gov	Org member
Nic Sanna	njsanna@columbus.gov	Org member
Jonathan Koester	jmkoester@columbus.gov	Org member
Daniel Wayton	djwayton@columbus.gov	Org member
Ryan Bollo	rjbollo@columbus.gov	Org member
Steve Schmidt	smschmidt@columbus.gov	Org member
Carl Walters	clwalters@columbus.gov	Org member
Kyle Schmitmeyer	kjschmitmeyer@columbus.gov	Org member
Andrew Krumel	adkrumel@columbus.gov	Org member
Bud Braughton	nlbraughton@columbus.gov	Org member
Randy Bowman	rjbowman@columbus.gov	Org member
Richard Ortman	drortman@columbus.gov	Org member
Ben Farrell	bcfarrell@columbus.gov	Org member
Timothy Nittle	tonittle@columbus.gov	Org member
Kevin Thomas	kdthomas@columbus.gov	Org member
Kyle Hardy	knhardy@columbus.gov	Org member
Ryan Lowe	rjlowe@columbus.gov	Org member
Maria Cantrell	mecantrell@columbus.gov	Org member
Maria Schaper	mariaschaper@gmail.com	Org member
Tom Graham	graham.1001@osu.edu	Org member
Alan Moran	apmoran@columbus.gov	Org member

Evaluation & Selection Process

MORPC-Attributable Funding Workshop

Evaluation Information

- Questions reference project selection criteria for project categories
- Grouped by MTP goal
- Some questions do not apply to certain categories
- Feedback will give guidance for which questions need a response
- Online application questions are numbered to align with the appendix to the Policies

MTP Goals (criteria areas)

- Position Central Ohio to attract and retain *economic opportunity* to prosper as a region and compete globally
- Protect *natural resources* and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community
- Reduce per capita energy consumption and promote alternative fuel resources to increase affordability and resilience of regional *energy* supplies.
- 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.
- Create *sustainable neighborhoods* to improve residents' *quality of life*

Project Scoring

- Evaluation criteria for each Activity Category
- Staff performs initial scoring
- Quantitative and qualitative measures
- Scored on 10 point scale for each of 6 goals
  - Relative to applications in its category
  - Brief rationale for each score
  - Criteria in each goal are prioritized into 3 levels: A, B & C.
- Policies show questions used for each criterion
- Weights applied to score for each goal
- Weights differ by Activity Category
- Penalties for missing items, not responding to requests

Data Source	Economic Opportunity Goal Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
MORPC Derived***	**Congestion Relief:** Applicant is to provide information on how congestion is hampering economic development in the area. Applications which do not clearly demonstrate how congestion is hampering economic developing in the area will not benefit from this criterion. How will improvements to the transportation system because of this project improve economic development? MORPC will estimate the ability of the project to improve travel within a corridor so congested components of the transportation system are relieved. Measured using the regional model by the percentage reduction in 2050 VMT that experiences LOS F or worse within 1 mile of the project.	A			B	
MORPC Derived****	**Job Retention & Creation:** The number of existing jobs of each type (manufacturing, office, warehousing, retail, institutional) within 1 mile of the project. The Applicant will provide the number of permanent jobs of each type that will be created in the region because of the project. Provide a map showing the locations in relationship to the project. Provide documentation showing that these jobs are committed to being created in this area with the improvements to the area.	A	B	B	B	
	Development Readiness: Describe the presence and timing of all necessary economic development components in the project area, such as infrastructure (e.g., utilities, water and sewer, broadband), access to appropriately trained labor (skilled/unskilled), and other transportation options (e.g., rail, airports, transit or bicycle/pedestrian). This can include how much new private/public capital investment has been made in the project area or will be because of the project. This investment can be within the past 3 years or commitments between now and 5 years after completion of the transportation project. Provide a map showing the past and committed investments. Specify the type of investment and the timeline for this investment.	B			B	
MORPC Derived*	**Travel Time Uncertainty & 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) because of the project as estimated using the regional model. Projects with more delay reduction will score better.	B			C	
MORPC Derived*	**Traffic Composition:** Current and future Average Daily Traffic and percentage of truck traffic. Higher volume facilities and facilities serving a higher percentage of truck traffic will score higher.	B	A			
	Other Economic Considerations: Describe the type and amount of acreage of site(s) that will primarily benefit from the project's improvements (e.g., greenfields, developed, redeveloped, infill, brownfields, intermodal facilities). Provide information regarding the project's impact on economic development in the area. Is there anything unique about this project that has not been captured by the criteria? This could include how the project will impact a specific industry cluster, innovative business, or industry target as identified by One Columbus.	C	C	A	A	A

*Data relative to the travel time index and delay will be available prior to application submission.
***MORPC will estimate change in congested VMT. Applicant is to provide statement on how congestion is hampering economic development.

Data Source	Health, Safety & Welfare Goal Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
MORPC Derived*	**Crash Reduction:** Using the ODOT crash data and tools, crash measures for the project will be calculated, including overall frequency, fatal and serious injury crash frequency, fatal and serious injury bike/ped frequency, and fatal and serious injury crash rate. Additionally, using Crash Modification Factors (CMF) and Highway Safety Manual (HSM) based analyses, project improvement(s) will be evaluated with respect to their estimated impact on expected crashes. Projects that show more projected improvements to safety will score higher..	A	B	A	A	
	Enhance Safety: The applicant describes how the project will improve or maintain safety. Projects which address existing safety issues will score higher, but projects which include systemic safety improvements to maintain safety can benefit in this criterion. Additionally, projects which are identified in local or regional plans as priority safety projects will score higher.	A	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			
	New Transit Ridership: The applicant provides an estimate of the increase in transit ridership. This is to include both the ridership on the specific project or activity as well as overall system ridership. Projects that have higher ridership will score better.				A	
	Regional Transportation System Equity: Measure of how the project addressing unmet needs of a particular population group or groups within their community. With a focus on minority, low income, elderly, disabled or other historically underrepresented population group, the applicant is to provide a description of how the unmet need(s) of the population group(s) is being addressed by the project. Data (census or other) to support the project is serving the specified population(s) should be provided.	A	A	A	A	
	System Life: The applicant is to provide information on the age and condition of the components being replaced. Also provide a statement, if applicable, as to the potential of the project to maximize life of transportation system. This is any extraordinary aspect that is likely to be part of the project.	C	C	C	A	
	Other Health, Safety & Welfare Considerations: Statement by the sponsor with rationale on how the project would further this goal. Reference should be made to as many of the above criteria as applicable in justifying the benefits of the program/activity/project relative to this goal.	C	C	C	C	A

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

Weights by Category & Goal

Project Category	MTP Goal Economy	Natural Resources	Energy	Collaboration & Funding	Health, Safety & Welfare	Sustainable Neighborhoods & Quality of Life
Roadway Capacity/Operational Changes	20	10	5	15	30	20
Bicycle 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

Roadway Capacity/Operation Changes Example Criteria

Goal: Economic Opportunity

Weight = 20

Criteria:

- **Effects of congestion in area/congestion relief**
- **Jobs retained* & created in the region**
- Development readiness (infrastructure, labor, transportation access)
- Travel time uncertainty & delay reduction*
- Traffic composition (ADT & truck %)*
- Other

Goal: Health, Safety & Welfare

Weight = 30

Criteria:

- **Crash reduction***
- **Safety enhancements**
- **Facility condition (pavement condition & bridge ratings)***
- **Regional Transportation System Equity**
- Components that maximize life of system
- Other

Priority A   Priority B   Priority C

*Derived from MORPC datasets that are available to applicants prior to submission.

System Preservation Example Criteria

Goal: Health, Safety & Welfare

Weight = 35

Criteria:

- **Facility condition (pavement condition & bridge ratings)***
- **Regional Transportation System Equity**
- Crash reduction*
- Safety Enhancements
- Components that maximize life of system
- Other

Priority A　　Priority B　　Priority C

*Derived from MORPC datasets that are available to applicants prior to submission.

Bike & Ped Example Criteria

Goal: Sustainable Neighborhoods

- Weight = 30
- Criteria:
  - **Effects on pedestrian system**
  - **Effects on bikeway system**
  - **Effects on transit system**
  - Origin/destination density (within 1 mile)*
  - Displacements
  - Other

Priority A   Priority B   Priority C

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Project Evaluation Data

MORPC

- Data sets to estimate the following are available during the application preparation period

  - Employment data
  - Uncertainty index
  - Traffic composition
  - Sensitive lands
  - Crash data (GCAT)
  - Facility condition
  - Transit lines
  - Population and employment density data

AFC Review & Recommendation

- Reviews scoring & ranking
- Determines best applications by category
- Recommends a program of commitments within targets by category

Public Involvement & Selection

- Public review & comment on recommendations
- MORPC's advisory and policy committees
  - Consider comments
  - May adjust recommendations
- Transportation Policy Committee approves final selection in March 2023

Project Development Requirements

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Schedule Requirements & Penalties

- Execute a Partnering Agreement
  - Between sponsoring agency & MORPC
  - Confirmed amounts
  - Agreed dates to achieve milestones
    - RW authorization
    - Final plan package submittal

- Begin development of new projects
  - Authorize a consultant
  - Due by next Commitment Update deadline (2024)
  - If not, can re-apply for funds

- Penalties applied until phase is authorized
  - 1 year late → 5 point deduction on future new requests
  - 2 years late → ineligible for future new requests

Other Requirements

- Follow ODOT PDP and project monitoring
    - Work with ODOT District to receive programming guidance
    - Projects must be programmed before authorizing a consultant
- Copy MORPC staff on formal ODOT submittals
- Sponsor is responsible for costs above the MORPC commitment

Application Tips

- Consider time & costs of federal requirements
  - NEPA (National Environmental Policy Act)
  - Uniform Act (property acquisition)
  - PDP (plan reviews)
- Accurate, realistic schedule & costs

- Rationale & documentation for qualitative criteria
- How criteria & weights affect score
- Maximize strengths before addressing weaknesses
- Federal funds for "easy" projects, flexible funds for challenges
- Consider consultant experience

Application Timeline 2022-23

- **May:** MORPC adopted Policies
- **May 18:** MORPC hosts applicant workshop at 2:30
- **July 8:** Commitment Update Form due
- **July 15:** Screening Applications for new funding due
- **Early August:** Staff completes review of Updates. Provide feedback to applicants and revised forecast of available funding
- **September 28:** Final Applications due
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