NOTICE OF A MEETING

TRANSPORTATION ADVISORY COMMITTEE
Mid-Ohio Regional Planning Commission
111 Liberty Street, Suite 100
Columbus, Ohio 43215

Wednesday, May 4, 2022
9 a.m.

Click here to join the meeting
Call in (audio only): +1 614-362-3056,,302412544#
Phone Conference ID: 302 412 544#

AGENDA

9:00 a.m.   **Welcome & Introductions –** James Young, Chair

9:02 a.m.   **Approval of April 6, 2022 Meeting Minutes**

9:03 a.m.   **Metropolitan Planning Organization (MPO) Report** – Nick Gill, MORPC

9:10 a.m.   **Funding Programs**
- Attributable Funds Project Status Update – Thomas Graham, MORPC
- Resolution T-5-22: Adopting Policies for Managing MORPC-Attributable Funds – Thomas Graham, MORPC

9:15 a.m.   **Resolutions**
- Resolution T-6-22: Acceptance of the MORPC Fiscal Year 2023 Planning Work Program – Nick Gill, MORPC
- Resolution T-7-22: Certification of the MORPC Metropolitan Transportation Planning Process – Nick Gill, MORPC

9:20 a.m.   **2024-2050 Metropolitan Transportation Plan**
- MTP Development Process – Maria Schaper, MORPC

9:30 a.m.   **Informational Items**
- LinkUS Funding Strategy and Transit Supportive Infrastructure Update – Aslyne Rodriguez, COTA

9:40 a.m.   **Other Business**
- Upcoming Events

9:50 a.m.   **Adjourn**

PLEASE NOTIFY BEVAN SCHNECK AT 614-233-4130 OR EMAIL AT BSCHNECK@MORPC.ORG TO CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR IF YOU REQUIRE SPECIAL ASSISTANCE.

The next TAC meeting is
June 1, 2022, at 9 a.m.

Mid-Ohio Regional Planning Commission
Transportation Advisory Committee Meeting Minutes

Date: **April 6, 2022**
Time: **9 a.m.**
Location: **MORPC**

Members/Alternates Present

Andrew Biesterveld
Barbara Cox
Bill Ferrigno
Cindi Fitzpatrick

Corey Francis
Alan Moran
Tim Nittle
Matt Peoples

Letty Schamp
Kevin Weaver
James Young

Members/Alternates Participating Online

Mike Andrako
Mike Barker
Greg Butcher
Laura Comek

Brian Davidson
Tiffany Jenkins
Harry Kamdar
Morgan Kauffman

Scott Sanders
Dan Sowry

Guests Present

John Gallagher
James Hamilton
Tom Hibbard
Alex Schuler

Guests Online

Mike Avellano
Mike Hafner
Rozland McKee
Mark Stephenoff

Kristin Studabaker
Scott Ulrich
Kelsey Vandia

MORPC Staff

Abby Barnes
Lauren Cardoni
Mary Ann Frantz
Nick Gill

Thomas Graham
Elliott Lewis
Dina Lopez
Anabel Pederson

Maria Schaper
Bevan Schneck
Nathaniel Vogt

I. Welcome & Introductions

- Chair Young called the meeting to order at 9 a.m. There was a quorum present.

II. Approval of March 2, 2022 Meeting Minutes

- Chair Young asked for a motion to approve the March 2, 2022 minutes. Mr. Ferrigno moved; Ms. Schamp seconded; and the motion passed.

III. **Metropolitan Planning Organization (MPO) Report** – Nick Gill, MORPC
- Mr. Gill introduced Abby Barnes, Elliott Lewis, and Anabel Peterson – all of whom are new staff members at MORPC that started in the past month.
- MORPC is accepting applications for new members of the Community Advisory Committee, which considers many of the same topics as the TAC, but from a broader community resident perspective. The application can be found on the CAC webpage at morpc.org/CAC.
- Mr. Gill provided status updates on the 2024-2050 Metropolitan Transportation Plan process and the four communities awarded with technical assistance through the 2022 Technical Assistance Program (Columbus and Franklin County Metro Parks, City of Columbus, City of Dublin, and City of Sunbury).
- Mr. Gill also highlighted the marketing campaign for Gohio Commute that is currently underway, as well as the Celebrate Trails Day activities taking place April 23.

- Transportation Review Advisory Council (TRAC) Update – Dina López, MORPC
  o Ms. López recapped what types of projects are included in TRAC and the criteria for them. She also reiterated that MPOs like MORPC prioritize local projects, which will likely take place in June.
  o Updates are being considered to the existing TRAC guidelines that: add Regional Transportation Planning Organizations (RTPOs); clarify when MPOs/RTPOs will be notified of applications in their region and timeframe to submit comments; and create new criteria to receive expedited consideration for off-cycle applications.
  o TRAC also will have a new funding policy related to construction for public passenger rail service.
  o Ms. Schamp commented about how long it takes for a project to be shovel-ready, specifically in relation to passenger rail, and asked about how those applicants advance to the point of being ready to apply for TRAC funding. Ms. López said it helps to have existing passenger rail in place, but also for others to know what pinch points are caused in roadway traffic that can be alleviated by passenger rail.
  o Mr. Nittle said he looked at the revised code regarding the passenger rail, saying it was very narrowly drafted and would only apply to Cuyahoga County. Mr. Gill said this is something that can be brought up during the state transportation budget process to make it apply to others. Mr. Nittle said he would like to start the discussion before the transportation budget. Ms. Schamp said it would be good to partner with other areas of Ohio (Cincinnati, etc.) interested in rail.

IV. **Funding Programs**
- Attributable Funds Project State Update – Thomas Graham, MORPC
  o Mr. Graham said the US 33/Post Road interchange project bids came in over the state estimate. Resolution T-4-22 is a result of the high bid and will be discussed further in the agenda.
  o For the two COTA high-capacity transit corridor projects, the FTA transfers were requested and should go through soon. The Refugee Road sidewalks project is moving forward and should have funds encumbered this fiscal year. The Cassady Avenue project funds

likely won't be encumbered because the right-of-way authorization date will now by next fiscal year. Franklin County/Agler road bids also came in over estimate. It is being rebid, but it still will occur in FY22. The COTA mobility center FTA transfer will likely not be executed this fiscal year and was moved to next.
  - o Ms. Schamp asked how much over budget the US 33/161 estimates came in. Mr. Graham responded that they were about 10% over the final state estimate.

- Resolution T-4-22: Adoption of Revised Funding Commitment for US 33/SR161/Post Road Interchange Project – Thomas Graham, MORPC
  - o Mr. Graham said the resolution revises the MORPC-attributable funding commitment for the US 33/SR 161/Post Road Interchange project previously approved by increasing the MORPC commitment from $10 million to $12 million.
  - o This action was prompted in response to a request by the Union County Engineer's Office and the City of Dublin to increase the MORPC funding because of inflation.
  - o Ms. Fitzpatrick asked if the additional $2 million makes the partners whole and asked if MORPC was doing an analysis about seeing increases like this across all projects. Mr. Graham said this will allow the project to move forward, and MORPC is not as worried as it typically would be because of increased funds from the Bipartisan Infrastructure Law, although that means there may be less funding for new projects in the future. Mr. Gill added that the timing was good since MORPC is about to enter its attributable funds process and new cost inflation information can be considered looking forward.
  - o Mr. Weaver asked what the original estimate was, and Mr. Gill said it was around $33 million. The state estimate at the time was $36 million.
  - o Mr. Ferrigno asked about after-bid programs and if local fund contributions also increased. Mr. Gill said there was also more local funding put in. Mr. Ferrigno asked about these types of increased funding requests coming in the future. Mr. Gill said the goal is to ensure those that have been in the process a long time can move forward and, since it is out of the control of locals, MORPC is committed to doing all it can to ensure the projects go forward. Accommodating some increases is already built into the policies.
  - o Mr. Kamdar asked to verify that the change in the resolution was not causing harm to the funding of additional projects. Mr. Graham said this was correct – that it was not.
  - o Mr. Ferrigno asked if the overall percentage with the increase is greater than MORPC's original amount. Mr. Gill went said they are roughly in the same proportion.
  - o Chair Young asked for a motion to approve Resolution T-4-2022. Ms. Schamp moved; Mr. Weaver seconded; and the motion passed with Laura Comek abstaining.

V.   <u>**Informational Items**</u>

- Draft FY 2023 Planning Work Program – Nick Gill, MORPC
  - o Mr. Gill explained that the Planning Work Program specifies how MORPC goes about transportation planning work for the Metropolitan Planning Organization area, including its programs and projects. A summary of the programs/projects and their associated budgets was included in the meeting packet.
  - o The core work elements are all remaining roughly the same, and he ran though examples of them. One adjustment made was that a project titled Active Transportation Planning had pieces moved to different areas and the PWP added a new element of Regional Strategic Initiatives for things related to housing initiatives, RAPID 5, and other far-reaching regional activities. Many of the trail activities are in this element.
  - o The PWP includes special studies that include funding from STBP and CMAQ (Gohio Commute, Technical Assistance, Paving the Way, etc.) A new item includes a wayfinding planning grant from ODOT related to trails for $230,000. MORPC will hire a consultant to support this work.
  - o A resolution to adopt MORPC's FY2023 Planning Work Program will be proposed at the May TAC meeting.
  - o Mr. Ferrigno comment that MORPC has an impressive amount of work and complimented the staff.

- Subcommittees of TAC
  - o Active Transportation Committee – Scott Ulrich, Columbus Public Health
    - ▪ Mr. Ulrich, one of the committee co-chairs, highlighted the work performed by this committee in the realm of active transportation, as well as those who serve on the committee.
    - ▪ The committee's action plan includes goals related to: innovative and low-stress active transportation infrastructure; reducing severe injuries and fatalities for people walking and bicycling; and increasing stakeholders' understanding of the sustainability, economic, health, social, and transportation benefits of a connected active transportation network.
    - ▪ The next committee meeting is on Thursday, April 21 at 10 a.m. and will be a hybrid meeting hosted at MORPC.

  - o Intelligent Transportation System (ITS) Committee – Mark Stephenoff, City of Columbus
    - ▪ Mr. Stephenoff highlighted the work of the ITS committee and how ITS architecture involves agencies, systems, communications, and information exchange.
    - ▪ The committee assists MORPC in maintaining and updating the regional ITS architecture, ensures compliance with it through coordination of ITS activities, and assists in developing ITS strategies to be included in the MTP.
    - ▪ Mr. Stephenoff provided updates on a variety of major projects, as well as updates to the Smart Region Resource

Guide, the ITS architecture, and DriveOhio's Connected Vehicle/Autonomous Vehicle Systems Engineering Guidebook.

- Grants & Investment Update – Abby Barnes, MORPC
    - o Ms. Barnes explained what her role at MORPC would be as the agency's new Grants and Investments Officer, including being a point of contact for new financial resource opportunities and overseeing grant proposals.
    - o RAISE applications being submitted include MORPC's LinkUS application, Licking County's Multimomodal Planning, Franklin County's Trailways, and the City of Columbus's Williams Road Corridor project.
    - o She highlighted the Multimodal Project Discretionary Grant (MPDG) opportunities, which allow applicants to use one application to apply for up to three separate grant opportunities. Those include:
        - ▪ MEGA – a new program focused on supporting large, complex projects that are "difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits" ($5 billion from FY2022-FY2026)
        - ▪ INFRA – an existing program that was updated in IIJA to include new eligibilities, set-asides, and other programming changes ($7.25 billion from FY2022-FY2026)
        - ▪ Rural Surface Transportation Grant – a new program that aims to support projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life ($1 billion from FY2022-FY2026)
    - o Ms. Barnes also highlighted the expected timeframes of future notices of funding opportunities.

VI.   Other Business
- None

VII.   Adjourn
- The meeting was adjourned at 10:15 a.m.

Thea J Ewing, Secretary

METROPOLITAN PLANNING ORGANIZATION REPORT

April 2022

PROGRAMMING

Thea Ewing, Chief Regional Development Officer & Sr. Director of Programming – twalsh@morpc.org

Transportation

Nick Gill, Transportation Study Director – ngill@morpc.org

Metropolitan Transportation Plan:

- MORPC staff is compiling and developing data to report on performance measures in the forthcoming 2022 MTP Report Card.

- MORPC staff is compiling data and refining the Land Use Model for deployment in forecasting population and employment to 2050.

- Staff established a plan development schedule and timeline as well as updated MTP branding, graphics, and templates for use in communicating 2024-2050 MTP status updates and progress. Beginning in May, staff will update CAC, TAC, and TPC monthly on 2024-2050 MTP development activities.

Transit, Mobility & Human Services:

Mobility Management

- MORPC staff held an optional training and info session for mobility managers on Gohio Mobility, the statewide transportation search tool.

- MORPC staff met with the coordinating agency representatives at ODOT regions 2 and 9 to initiate conversations related to Gohio Mobility administration at the regional level.

- MORPC staff met with representatives from the Columbus City Schools district to share transportation services and Gohio Commute school pool capabilities in response to their lack of school bus drivers.

- MORPC staff met with transportation and human service representatives in Logan, Union, and Pickaway counties to discuss transit coordination next steps for local and regional goals.

FTA Section 5310 Designated Recipient

- Staff inspected and accepted two vans for the 5310 program. Staff continued dialogue among the original equipment manufacturers to determine the pipeline forward for the delivery of the remaining vehicles on order and subsequent FY2021 5310 vehicles that still need to be ordered after execution of the grant.

- Staff is working with FTA on execution of the FY2021 5310 dollars that were approved in January 2022 from the STIP. Execution will occur during the month of March for projects.

- FTA released the appropriations for FY2022 5310 dollars in April for urbanized areas. The Columbus urbanized area through MORPC will receive approximately $1.6 million for the next round of funding.

Gohio Commute

- MORPC staff supported LCATS in its submittal of a RAISE planning grant application to explore multimodal mobility assets to support equity and sustainability goals in Licking County and the surrounding area.

- MORPC staff attended the 2022 Smart Cities Connect Conference held in Columbus the week of April 4, 2022, to learn and share best practices for innovative mobility and energy initiatives.

- MORPC staff met with the Central Ohio Mode Shift Coalition to plan a future campaign, People Who Bike, that highlights inclusiveness in active transportation outreach.

- Gohio Commute staff welcomed two new vanpools in April. One group is traveling from Grove City to Lancaster, and the other van is traveling from Beavercreek to Whitehall.

- MORPC staff provided a presentation on the new Gohio Commute initiative at the April Rickenbacker Employer Assistant Network (REAN).

- MORPC staff joined Sean Anthony on Eye on the Community to talk about MORPC's Gohio Commute Rideshare program.

Transportation Planning Activities:

LinkUS Mobility Initiative

- Staff continued meeting with the Franklin County jurisdictions for the second round of regional engagement of LinkUS.

- Staff continues to provide technical and modeling support for the East-West and Northwest corridor studies.

- Staff participated in the Smart Cities Panel with the LinkUS partners.

- Staff participated in the East Main/West Broad Street BRT Station Design Workshop hosted at the Smart Columbus Center.

- Staff submitted a RAISE planning grant with the LinkUS partners for $6.25 million for prioritization, engineering and feasibility, and environmental/cost estimation for the transit supportive infrastructure elements.

- Staff will begin working with regional partners to design a Transit Supportive Infrastructure (TSI) Committee, which will be charged with developing a regional capital improvement program.

Interregional Connections
- The agenda is being set for the next ICC meeting, taking place on May 25, 2022.

Central Ohio Rural Planning Organization (CORPO):
- Staff drafted proposed goals and objectives as a first step of the 2023-2050 CORPO Transportation Plan (CTP) development process

- Staff continued to review land use data and develop 2050 population and employment forecasts.

- Staff facilitated a public comment period on the CORPO Draft Planning Work Program (PWP), which was submitted to ODOT in March. Comments were incorporated, and the final PWP will be submitted to ODOT upon adoption by the CORPO committee in May.

- CORPO subcommittees met in early April. Subcommittees reviewed the Draft PWP and proposed CTP goals and objectives.

Transportation Safety:

- Staff wrapped up the Complete Streets Safety Audits project with Franklin County Public Health in April. In addition to the materials and resources provided to the cities of Grove City, Whitehall, and Reynoldsburg, MORPC staff developed a formal Walk Audit Assessment form and template for conducting similar Complete Streets Safety Audits in other communities throughout the region.

Technical Assistance Program:

- Work continues with the four agencies awarded technical assistance services for 2022 (City of Columbus, City of Dublin, Metro Parks, City of Sunbury). Workshops will be held with the City of Columbus and City of Dublin before the end of May to coordinate with key local stakeholders on potential opportunities to connect the regional trail system. MORPC and Metro Parks have started meeting with local property owners to determine a feasible route to continue the Scioto Trail south to Heer Park.

Infrastructure Funding:

Transportation Improvement Program (TIP)
- Staff is exploring options to improve TIP data management.

MORPC-Attributable Funding
- Staff is working to prepare the online application for new attributable funding requests and commitment updates.

- A workshop will be held at MORPC on May 18 at 2:30 p.m. for all sponsors of projects with outstanding attributable funding commitments, as well as any potential

applicants requesting funding. This workshop will explain MORPC-attributable funding and allow applicants the opportunity to ask questions.

Ohio Public Works Commission (OPWC)

- The next meeting of the Public Works Integrating Committee, District 3 (Franklin County), will be held on Friday, May 13. The PWIC will consider approval of policies and criteria for FY24 funding.

Transportation Review Advisory Council (TRAC)

- TRAC held a meeting on April 27, at which ODOT staff presented proposed updates to TRAC policies for approval. ODOT staff also reviewed the upcoming application cycle schedule and scoring criteria. The 2022 application period will be open from May 1 through May 31. MORPC will provide members with updates as appropriate as part of regular participation in the TRAC process.

Federal Competitive Programs

- In order to provide stakeholders with more visibility into upcoming funding opportunities, USDOT is publishing a list of anticipated dates for Notice of Funding Opportunities (NOFOs) for key Bipartisan Infrastructure Law programs. This list is not comprehensive and will be updated periodically with new programs and dates. The table can be found here: https://www.transportation.gov/bipartisan-infrastructure-law/upcoming-notice-funding-opportunity-announcements-2022
- USDOT is holding a pre-application webinar series for the Safe Streets and Roads for All Grant opportunity. Information and registration can be found here.

Economic Development

Comprehensive Economic Development Strategy (CEDS)

- The implementation of the CEDS continues to bring new opportunities for the Columbus Region. Preparation for the Economic Development District designation proposal continues, with support from the 11 counties of the region being gathered as summer approaches.

Brownfield Assessments

- EDA Phase I and II have been complete or are in progress across the region, including properties in Franklinton, Whitehall, and Chillicothe.

PLANNING

Kerstin Carr, Chief Regional Strategy Officer & Sr. Director of Planning – kcarr@morpc.org

Community Development

Active Transportation Planning:

- The Active Transportation Committee met for their Q2 meeting on Thursday, April 21. The committee heard important updates on the Columbus Vision Zero initiative, upcoming funding opportunities, as well as the LinkUSMobility Initiative. Meeting materials are available on the Committee web page here: www.morpc.org/committees/active-transportation-committee

- Team members met with Franklin County Public Health to debrief the Walk Audit Program, which included audit findings and recommendations for the three participating communities.

Central Ohio Greenways

- Celebrate Trails Day was held on Saturday, April 23 in conjunction with Green Columbus' Earth Day celebrations. Celebrate Trails Day also marked the re-launch of the Outdoor Trails Passport, a program of Experience Columbus. Trail users are invited to access the passport online and check into locations across the COG network for the opportunity to win prizes.

- COG Board members and partners continue to advance the Rural Trail Town Framework planning effort. The group has made strong progress and the project remains on track for completion this summer.

insight2050:

LinkUS Mobility Initiative

- Together with the Programming Department, team members are engaged in ongoing committee and working group meetings for the LinkUS initiative, including developing goals, metrics, and targets.

RAPID 5

- MORPC continues to work with ULI Columbus on advancing the RAPID 5 initiative. An updated website is now available at www.rapid5.org along with opportunities to engage and contribute. As a reminder, MORPC also has printed copies of the final visions for each corridor. If you are interested in obtaining a hard copy, please contact Kerstin Carr.

Regional Housing Strategy (RHS):

Implementation Assistance

- MORPC members can look forward to an improved and expanded RHS Resource Hub later this spring. Resources will include examples of administrative and policy

best practices, templates, and data, and will promote the efforts of MORPC members and partners to advance the goals of the RHS. If your community or organization would like to share resources for inclusion in the Resource Hub, please contact us.

- Furthermore, MORPC hosted a workshop for City of Delaware council members around housing. If any community is interested in hosting a similar workshop, please contact Kerstin Carr or Jennifer Noll.

Sustainability

Outreach

- A team member gave a presentation on regional sustainability programs to an OSU Planning and Sustainable Development class.

- MORPC participated in the Green Bexley Earth Fair on April 23 with an information table.

- MORPC participated in a Climate Change themed panel discussion hosted by OSU's Center for Urban and Regional Analysis.

Sustainability Advisory Committee:

- The Sustainability Advisory Committee (SAC) met on April 20. MORPC staff presented plans for the 2022 Summit on Sustainability and received input on speaker ideas. The SAC will be engaged by supporting the summit event in a variety of ways. The agenda also included a presentation on the MORPC member Intel listening session. Committee members provided their input regarding top sustainability considerations and concerns. The next meeting is scheduled for June 8.

Sustainable2050:

- The next Sustainable2050 member meeting will take place on June 17. Plans are underway in coordination with Metro Parks to focus the theme on parks, trails, and greenspace protection with a potential field trip. Please contact Brandi Whetstone (bwhetstone@morpc.org) to join Sustainable2050 or to achieve tier status certification.

Water Resources Program:

Sustaining Scioto Board

- The board met on April 27 to hear from Max Herzog, from Cleveland Water Alliance, on its work on Lake Erie Volunteer Science Network as well as itsr efforts to support and standardize volunteer monitoring efforts across Lake Erie watersheds.

- The Agricultural & Rural Communities Outreach Team will meet on May 19 to continue discussion on organizing a field day/farm demonstration tour focused on learning about best management practices for water quality and flood management in the Scioto watershed. Additionally, the team will continue discussion on hosting a webinar focused on highlighting the Sustaining Scioto Board and its goals.

Energy & Air Quality:

Energy & Air Quality Working Group

- The group will meet on May 24 and be focused on supporting The Ohio State University's EPA Drivers and Environmental Impacts of Energy Transitions in Underserved Communities, which is supported by MORPC, along with the City of Columbus, Franklin County Public Health, and others.

Air Quality-specific Activities

- In partnership with Franklin County Public Health, MORPC staff applied for an EPA air monitoring grant with a focus on environmental justice and health disparities. The MORPC team will be presenting the current neighborhood level air monitoring project at the Air Sensor International Conference in May. COSI has installed an air monitor at its facility, and a monitor will be located in the 43219 area, where there is a neighborhood air pollution concern.

- Air Quality Awareness Week is May 2-6, and MORPC will be sharing educational messages on social media each day of the week. Members are encouraged to like and share those messages broadly in the community.

Clean Ohio Conservation Fund:

- The final action meeting to vote on applications recommended for funding was held on April 25. Of the five applications received by the Natural Resource Assistance Council, four met the funding criteria and have been recommended for funding to the Ohio Public Works Commission (OPWC).

Data, Mapping & Modeling

Regional Data Advisory Committee (RDAC):

The first RDAC meeting of 2022 was held in March. Members will meet again on June 7 at MORPC.

Working Groups

- The Capacity Building & Partnerships Working Group met on April 13 with more detailed discussion regarding the proposed "Data Day" event. The tentative date for Data Day is September 15, and the call for proposals is anticipated to be distributed by early May, with a deadline for responses later in the month. A resource for assistance with data is also being considered for this year, but discussions are being postponed until Data Day is further along in planning. The working group will meet again on May 10.

- The Local Government Resources Working Group is establishing a process for selecting/creating data policy resources for MORPC members, which will inform the creation of a living clearinghouse for these resources. Meetings are held the fourth Tuesday of every month.

- The Regional Municipal Fiber Strategy Working Group has collected letters of intent from 11 cities and has held several meetings to discuss next steps.

- The Regional Information & Data Group (RIDG) will meet on May 4 to share best practices in data collection and analysis.

- The Central Ohio GIS User Group will meet on May 11.

Data Management

- MORPC and OSU's Center for Urban and Regional Analysis have been officially accepted as members of the National Neighborhood Indicators Partnership (NNIP). This membership will provide access to national organizations and research projects, and to learn best practices around data.

- Staff mapped the latest round of building permits for use in population estimates and land use model.

- The new Data and Research Officer, Adam Porr, started at MORPC on May 2.

Data Analytics, Mapping, and Research:

Data & Research Activities

- The data team is working to provide updated population forecasts for jurisdictions.

- The data team has fulfilled numerous internal and external data requests, including for Franklin County Public Health, Franklin County Libraries, and OPWC.

- Data and research activities are focused on inputs to the land use allocation model for the coming cycle of the Metropolitan Transportation Plan (MTP) and CORPO Transportation Plan (CTP), and staff is internally reviewing draft county population projections and conducting research for other county control totals (e.g., households, labor force, employment).

Mapping Activities

- A web application is being created as part of the land use model for the 2024 MTP and will be set up for community review.

- The mapping team has fulfilled numerous internal and external mapping requests, including a Gohio Sustainable Transportation Options report for Abercrombie and Fitch, map support for a Licking County grant application, and maps to help identify potential land for solar in Rickenbacker area.

- MORPC is working with ESRI and the City of Columbus on a sample scenario in ESRI Urban, with the intention of learning the application with a practical application.

Modeling Activities

- The modeling team is continuing to support the LinkUS project with transportation modeling estimates and has finalized network adjustments on E. Main Street for LinkUS projects. To support the LinkUS metrics, team members have also calculated the average number of jobs reachable within 20 minutes and within 40 minutes via transit in the COTA service area.

- The modeling team has fulfilled numerous internal and external mapping requests, including responding to traffic growth rate requests for various locations, maintaining the traffic count program, estimating vehicle miles traveled for the City of Columbus Greenhouse Gas Inventory 2021, creating several traffic conditions maps for

Williams Road project, and preliminary modeling work for the Dublin-Avery Muirfield project.

- Staff has also begun research around environmental justice for the Metropolitan Transportation Plan and Transportation Improvement Program, and has prepared a draft traffic count RFP for 2022 MORPC Regional Model Validation.

- Staff attended Ohio Travel Demand Model Users Group spring meeting on March 18.

COMMUNICATIONS & ENGAGEMENT

Níel M. Jurist, Sr. Director of Communications & Engagement – njurist@morpc.org

News Releases:

- MORPC Welcomes New Board Officers

MORPC in the News:

- Evolution of New Albany to city of nearly 11,000 was built on foundation of infrastructure
- NEW ALBANY'S PLAYBOOK
- Massive Amtrak expansion money coming soon; will Ohio seek funding for proposed Cleveland-Columbus-Cincinnati-Dayton route?
- MORPC Matters: April celebration of trails can continue year-round
- COTA Outlines Plan to Fund Transit Corridors, Other Transportation Upgrades
- COTA officials ready to pitch 0.5% sales tax hike to build bus rapid transit system
- Ohio State study finds bus rapid transit can boost value of apartments, condos
- Central Ohio leaders eye sales tax increase to fund $8B in transit investment
- Interview: LinkUs Leaders on the New Transit Plan & the Case for a Sales Tax Hike to Pay for It
- US cities are riding the next wave of mobility innovation
- Columbus passenger hyperloop is now a pipe dream
- Only one of two proposed hyperloop systems involving Pittsburgh remains in active development
- Columbus hyperloop project stalled, technology still lacks federal approval
- Hypernope? MORPC turns to rail, BRT projects as hyperloop company sorts itself out

Digital Content:

- Air Quality Alerts, Careers/Jobs, Central Ohio Greenways, Columbus Vision Zero, eSource, Gohio Commute, LinkUS, Mid-Ohio Open Data Site, Educational Partnership, Regional Housing Strategy, RFPs/RFQs, Sustainability, Weatherization, Minority Health Month/Social determinants of health (air and water quality), Earth Day, CAC application post (deadline April 30), Celebrate Diversity, Columbus International Summit, New Board Announcement, Trails promotion (and event), MBK event promotion
  - Top Digital Content
    - [March 2022](#)
    - [April 2022 (as of 4/22/22)](#)

Diversity & Inclusion:

- April is designated as *Celebrate Diversity Month*, which recognizes diversity not only in the workplace, but also within our communities. MORPC held two staff diversity training opportunities, *Beyond Inclusion: Building a Community of Belonging,* facilitated by YWCA Columbus. A session will be held for our members on May 24, 10:00 a.m. to 12:00 p.m. More information and registration [here](#).

- Participated in the *Women in the Workforce: Where we Stand* virtual event held by the Latina Mentoring Academy. This panel discussion addressed how the pandemic has affected gender equity in the workplace, as well as the importance of DE&I initiatives.

Public Involvement & Engagement:

- Since the March 2022 meeting, the Community Advisory Committee (CAC) application period was promoted in our [eSource newsletter](#), on our [website](#) and through [social media platforms](#).

- Participated in the Metro High School 2022 Design Challenge Showcase, which provided an opportunity for students to engage directly with the community and career professionals in fields such as transportation, business, and diversity & inclusion. Students' projects envisioned new ways to enhance mobility and transportation in Central Ohio with concepts such as driverless busses and rail transportation systems.

- C&E staff represented MORPC at the April Clean Fuels Ohio (CFO) Outreach and Communications Committee Meeting. CFO is currently searching for a new CEO and the committee will create an engagement plan which aligns with their goals, once onboarded.

Marketing Campaigns:

- The Gohio Commute program is running a marketing campaign that is focused specifically on vanpooling and carpooling. This program is being promoted on Instagram and Facebook, as well as Central Ohio radio stations.

Events:

- MORPC held its annual [State of the Region](#) on March 16, 11:30 a.m. – 1 p.m. at the Greater Columbus Convention Center with almost 800 attendees. This year's theme was *From Possibility to Reality,* and included keynote speaker Andy Berke, Special Representative for Broadband, National Telecommunications and Information Administration. The recording of the event can be found on [MORPC's YouTube Channel.](#) Be sure to save the date for the 2023 MORPC State of the Region on April 18, 2023 at the Hilton Columbus Downtown.

- Be sure to save the date for other important events hosted by MORPC alongside our partners throughout 2022:
  - NARC 56th Annual Conference & Exhibition, June 12-15, 2022, Hilton Columbus Downtown
  - Ohio Conference on Freight, June 16, 2022, Greater Columbus Convention Center
  - OARC Gubernatorial Luncheon, August 26, 2022, Hilton Columbus Downtown
  - Summit on Sustainability, October 14, 2022, Hilton Columbus Downtown

Memorandum

TO: Transportation Policy Committee
Community Advisory Committee
Transportation Advisory Committee

FROM: Nick Gill, Transportation Study Director

DATE: April 25, 2022

SUBJECT: **Proposed Resolution T-5-22: "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-5-22 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 February 8, 2022 through March 18, 2022. No comments were received.

Major changes from the 2020 version include:
- Adjusting the schedule for the applications
- Revised funding target ranges with an increased emphasis on funding stand-alone bike and pedestrian projects
- Revision to crash criteria to focus on fatal and serious injury crashes
- Revision to congestion criteria to focus on the worst congestion in the region
- Revision to environmental justice criteria to be more context sensitive

MORPC staff will conduct a workshop on May 18 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 15, 2022. Commitment Updates for outstanding commitments will be due on July 8.

Attachment: Proposed Resolution T-5-22

RESOLUTION T-5-22

"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, T-5-18, and T-4-20; and

WHEREAS, Resolution T-4-20 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 May 2, 2022, and the Transportation Advisory Committee, at its meeting on May 4, 2022, 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 May 2022, 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.

_____

Erik J. Janas, Chair
Mid-Ohio Regional Planning Commission

_____

Date

Prepared by: Transportation Staff

Attachment: Policies for Managing MORPC-Attributable Funds

Policies for Managing
MORPC-Attributable Funds

May 2022

Contents

1. Introduction

The federal transportation program in the United States was authorized in 2021 by the Infrastructure Investment and Jobs 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 have been about $37 million annually:

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

*Annual allocations based upon FAST Act allocations.

MORPC has established a competitive evaluation process to help determine which of the requests will be granted. The Attributable Funds Committee and Staff evaluate information from applicants based on established criteria in order to make recommendations for awards. A public involvement process follows, and the MORPC Transportation Policy Committee (TPC) makes awards based on the recommendations and public comments.

The TPC has adopted this document to establish the policies to guide the allocation and management of these MORPC-attributable federal funds. If warranted by circumstances, the TPC may suspend any of these policies at its discretion.

2. Attributable Funds Committee

MORPC convened the Attributable Funds Committee (AFC) to review the policies and procedures for managing these funding programs and to recommend modifications to them. The purpose of the committee is to advise MORPC's TPC, Transportation Advisory Committee (TAC), and Community Advisory Committee (CAC) on the development and execution of the processes used to allocate MORPC-attributable federal funds. To accomplish this, the AFC oversees the evaluation of applications, reviews the results of the evaluation, and recommends a program of funding commitments to the TPC.

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[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 2022-2023 application and selection process:

Date	Milestone
MAY 2	Solicitation of funding applications announced.
MAY 18	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 8	The **Commitment Update Form** must be completed online by 5 p.m.
JULY 15	Staff notifies sponsors of any errors and omissions on the Commitment Update Forms. Sponsors have one week to provide corrections.
JULY 15	**Screening Applications** must be completed online by 5 p.m.
JULY 22	Staff will notify applicants of any errors and omissions on the Screening Applications. Applicants will have one week to provide corrections.
AUG. 1	MORPC posts the summary of Updates and Screening Applications.
AUG. 3	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. 10	Staff revises the forecast of funding available for new commitments.
AUG. 17	Staff sends feedback to Screening Applicants and guidance for completing the Final Application.
SEP. 28	**Final Applications** must be completed online by 5 p.m., when staff downloads the data in the online form.
Oct. 5	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.
OCT. 5	AFC meets at approximately 10 a.m. (following TAC) to approve modifications to outstanding funding commitments. Project sponsors present a summary of each new application.
OCTOBER	Staff applies scoring criteria to the applications for new funding commitments to develop a preliminary ranking of applications.
NOV. 2	AFC meets at approximately 10 a.m. (following TAC) to review MORPC staff preliminary scoring and ranking of the applications.
NOVEMBER	AFC provides feedback to staff on preliminary scoring. Staff revises scoring as needed.
DEC. 2	Staff's revised ranking within each Activity Category and information relative to preparation for development draft recommendations provided to AFC members for review.
DEC. 7	AFC meets at approximately 10 a.m. (following TAC) to develop a draft recommendation of new funding commitments.
DEC. 14	AFC meets at 0 a.m. 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.
JAN. 3, '23	Draft recommendation of funding commitments is announced and made available for public review and comment (30 days).
JANUARY	Sponsors of applications included in the draft recommendations will coordinate with ODOT to program the project (obtain a PID) and initiate project development.
FEB. 3, '23	Close of public review and comment period.
FEB. 10, '23	Staff to send to AFC public comments received and staff recommendations for any changes to the draft funding recommendations.
FEB. 15, '23	AFC meets at 10 a.m. to review public comments received and discuss any changes to the draft recommendations. AFC approves **final recommendations** for updated and new commitments of MORPC-attributable funding.
MARCH '23	MORPC's CAC, TAC and TPC reviews and approves the awards of MORPC funding.
MARCH '23	Staff incorporates updated and new commitments into the draft SFY 24-27 Transportation Improvement Program
May '23	MORPC's CAC, TAC and TPC adopts the SFY 24-27 Transportation Improvement Program
JULY '23	Partnering Agreements sent to sponsoring agencies.
AUGUST '23	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 must commit 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). MORPC maintains [a map of functional classifications](#) in the MPO area. 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. Certain safety projects noted in 23 USC 120(c)(1) 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 the 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 the certain safety projects noted in 23 USC 120(c)(1), 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 must 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 federal authorization of the**

project phase 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 of existing bike and pedestrian infrastructure may be considered in this category. Additionally, a reconstruction or resurfacing project which includes new bike and pedestrian infrastructure may still be considered in this category. 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 Roadway Capacity/Operational Changes category.

- **Roadway Capacity/Operational Changes** – Projects that increase the motor-vehicle capacity of the regional transportation system or result in operational changes comprise this category. Examples include the addition of through lanes to a facility, new roadways, 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, intelligent transportation systems, and any traffic signal infrastructure modifications (including equipment upgrades) that will result in operational changes to motor vehicle traffic.

- **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, or 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.

- **Interchange/Freeway** – Projects which are constructing a new interchange or modifying an existing interchange or other component of a freeway project and the benefits generally are focused on improving travel on the freeway system as opposed to the local system.

- **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 most 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. Is the project a new interchange or primarily improving freeway operations? Yes = Interchange/Freeway.

3. If a roadway project includes significant bike/pedestrian or transit related components, it will be categorized by the primary purpose of the project.
4. If a roadway project is not System Preservation or Interchange/Freeway it will be categorized as Roadway Capacity/Operational Changes 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 2023-2029. The purpose of the criteria is to identify the projects among the various categories that best advance the goals of the MTP. Once the worthiest projects are identified, the appropriate funding source(s) will be identified.

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

In addition to the above target ranges, 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).

MORPC traditionally funds five programs from its attributable funding: Gohio Commute, Paving the Way, Air Quality Awareness, Technical Assistance and Supplemental Planning. These programs may use up to five percent of MORPC-attributable funding without submitting applications for the formal selection process. The AFC may still make recommendations to the TPC regarding funding for these programs.

6. Application Process for New Funding Commitments

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

6.1 Applicant Workshop

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

Additionally, staff will explain data sources derived or used by MORPC as part of project evaluation. On or before the date of the workshop, staff will ensure that certain datasets are

available for applicants to review. These datasets are generally those that do not require a specific project to be coded into MORPC's Travel Demand Model, and include:

Jobs within one mile	Uncertainty index
Traffic composition	Sensitive lands
Funding available	Crash reduction (GCAT)
Pavement and bridge condition	Transit line
Census data to identify various population groups	O/D density

6.2 Screening Application

Screening Applications will be submitted through an online form and are due on July 15, 2022. 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 the total funding requested for all applications. 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 2029.

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

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

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 on the Final Application based on the Activity Category.

6.3   Final Application

The Final Application, which is due on September 28, 2022, 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 (even if the award date is May 2026 on the application). 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, 2022, 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 CAC, TAC, 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 adopted 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 2020-2050 Metropolitan Transportation Plan in May 2020. 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				
		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 <u>created in the region</u> 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.
****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				
		Capacity & Operational Changes	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
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	
	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
	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
	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

*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				
		Capacity & Operational Changes	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
	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
	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

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				
		Capacity & Operational Changes	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 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.	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. Additional funding partners are also a sign of support. The focus of this support is to be for the right-of-way and construction phases. Projects that have more support will score better. Additionally, the more private sector funding, the better the score.	A	A	A	A	A
	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. 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.	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, and top two projects within the Roadway Capacity/Operational Changes category, will benefit under this criterion.	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

*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				
		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.

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				
		Capacity & Operational Changes	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	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	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. Projects that improve the level of stress, per MORPC's Level of Stress map will score higher.	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	C	C	C	
	Transit System: A statement by the applicant as to how the project enhances transit service. Projects along existing transit routes will need to provide appropriate transit related facilities and will score higher. Beyond what transit related facilities may be part of the project if on existing transit line, projects that make additional improvements, improve first and last mile connections to existing service, or that could enhance future transit service while not on a current transit line will score higher.	B	B	A	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.	C	C	C	C	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
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

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. Interchange/Freeway projects will be evaluated using the criteria for the Roadway Capacity/Operational Changes category to assess their benefit to the region.

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 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	24-27	Yes	100%	Prior Construction, New Right-of-Way, New Fast-Developing Construction
Post-TIP	28-29	No	75%	New Construction, New Right-of-Way
Long Range	30+	NA	25% of 24-29	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 2024-2027 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 2024. At the time MORPC requests Update Forms, sponsors of construction projects with a final plan package submittal date after December 31, 2022, 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 May 18, 2022.

Application Form for
MORPC-Attributable Transportation Funding – 2022
State Fiscal Years 2024-2029

Final Application Deadline: September 28, 2022 at 5 p.m. (All items)
For more information, please see Policies for Managing MORPC-Attributable Funds.

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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): _____

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

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8. ODOT PID (if assigned):

Applicant Information

9. Sponsoring Local Public Agency: _____

See Policies Sec. 4.1 for sponsor eligibility.

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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 <u>after June 30, 2011.</u>

NOTE: If a copy of approved supporting legislation is not received by <u>October 29, 2022,</u> 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.

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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
- Roadway Capacity/Operational Changes
- Bike and Pedestrian
- Transit
- Interchange/Freeway
- 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

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15. If there are any bridges located within the project limits, describe any work proposed for the bridges as part of the project.

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16. If there are any railroad properties located within the project limits, describe any potential project impacts to that property.

New Question If there are any businesses located within the project limits, which steps will be taken to minimize construction impacts to these businesses?

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.

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20. Describe the project area's current accommodations for pedestrians (including ADA compliance), bicyclists, transit users and digital infrastructure. Include the location of the existing facilities nearest to the project limits for each facility type. 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.

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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		

Pedestrian Components of the Project

Included	Pedestrian Component	Length (mi.)	Comments (e.g., details, locations, quantities)
☐	Multi-use path		
☐	Multi-use path on 2 sides		
☐	No change to existing conditions		
☐	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		

	Bicycle Components of the Project		
Included	Bicycle Component	Length (mi.)	Comments (e.g., details, locations, quantities)
☐	Replace existing facilities		
☐	Shared bike-bus lane		
☐	Shared-lane markings/ Sharrows		
☐	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. Include a description of how the project will connect to the nearest existing facilities of each type.

23.	If you are not providing any pedestrian, bicycle, or transit facilities, or connecting to the facilities nearest to the project, please explain what alternatives were considered and why they were rejected 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
<mark>Consultant Authorized to Begin Design:</mark> Must be completed before the first Commitment Update Form is due (approx. July 2024).		☑
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.		☐
<mark>Right-of-Way Authorization:</mark> 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.		☐
<mark>Award Contract:</mark> 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 <u>certify the cost estimate.</u>

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 (2022) dollars. <u>Do not adjust construction cost estimates for inflation or include inflation in contingency costs.</u>

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.

<u>Preliminary Engineering</u>
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.

<u>Right-of-Way</u>

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

		Sub-Phase Total		
Other	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, 2021, 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 ✓ Roadway Capacity	Preservation	Bike & Ped	B ✓ 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 ✓ Roadway Capacity	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 <u>created in the region</u> 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 ✓ Roadway Capacity	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 ✓ Roadway Capacity	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 ✓ Roadway Capacity	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:	A ✓ Roadway Capacity	Preservation	A ✓ 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 ✓ Roadway Capacity	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 ✓ Roadway Capacity	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 ✓ Roadway Capacity	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 ✓ Roadway Capacity	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 ✓ Roadway Capacity	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 ✓ Roadway Capacity	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:	A ✓ Roadway Capacity	A ✓ Preservation	A ✓ Bike & Ped	A ✓ Transit	A ✓ Other
42. Documentation of Support and Collaboration. Provide letters of support from neighboring government jurisdictions, community associations, business associations, or others.. 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 with more private sector funding will score better. Projects that have more support and documentation will score better. Additionally, the more private sector funding, the better the score.					
☐ See related attachment					

Categories:	B ✓ Roadway Capacity	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. 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.					
☐ See related attachment					

Categories:	C ✓ Roadway Capacity	C ✓ Preservation	C ✓ Bike & Ped	C ✓ Transit	C ✓ Other
44. 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, and top two projects within the Roadway Capacity/Operational Changes category, will benefit under this criterion.					
☐ See related attachment					

Categories:	C ✓ Roadway Capacity	C ✓ Preservation	C ✓ Bike & Ped	C ✓ Transit	C ✓ Other
45. 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 ✓ Roadway Capacity	B ✓ Preservation	A ✓ Bike & Ped	A ✓ Transit	Other

46. Enhance Safety. Describe 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.

☐ See related attachment

Categories:	A ✓ Roadway Capacity	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:	Roadway Capacity	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:	A ✓ Roadway Capacity	A ✓ Preservation	A ✓ Bike & Ped	A ✓ Transit	Other

49. 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

Categories:	C ✓ Roadway Capacity	C ✓ Preservation	C ✓ Bike & Ped	A ✓ Transit	Other

50. 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 ✓ Roadway Capacity	C ✓ Preservation	C ✓ Bike & Ped	C ✓ Transit	A ✓ Other
51. 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 ✓ Roadway Capacity	B ✓ Preservation	A ✓ Bike & Ped	A ✓ Transit	Other
52. 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 ✓ Roadway Capacity	B ✓ Preservation	A ✓ Bike & Ped	A ✓ Transit	Other

53. 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 ✓ Roadway Capacity	B ✓ Preservation	A ✓ 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, improve (FLM) connections to existing service, or that could enhance future transit service while not on a current transit line will score higher.

☐ See related attachment

Categories:	B ✓ Roadway Capacity	C ✓ Preservation	C ✓ Bike & Ped	C ✓ Transit	Other

55. 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 ✓ Roadway Capacity	C ✓ Preservation	C ✓ Bike & Ped	C ✓ Transit	A ✓ Other

56. 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 ##, 2023

«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 2022.

Beginning in the summer of 2022, MORPC requested updated cost and schedule information from previous funding commitments and then solicited, evaluated and selected projects for new funding commitments in accordance with the Policies for Managing MORPC-Attributable Funds (Policies) adopted in March 2020. 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 28/29 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 Policies outline two key dates, right-of-way authorization and final plan and bid package submittal to ODOT, which if not met will trigger penalties. 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. The date included in the new application for funding is used as the scheduled date with trigger dates as described above. However, in cases where the funding commitment is in a later fiscal year than the schedule proposed, the first trigger date is set such that if met, the funding would still be encumbered in the committed fiscal year and the second trigger date one year later. 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			

If penalties are applied, they remain in effect 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, 2024, MORPC requires the project sponsor to submit an update in summer of 2024.

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	Date

Transportation Infrastructure and Development
Mid-Ohio Regional Planning Commission

==Project Manager/CEO==	Date

==«Jurisdiction»==

Partnering Agreement Template for Updated Funding Commitment

August ==##==, 2023

==«AddressBlock»==

==«GreetingLine»==

Beginning in the summer of 2022, MORPC requested updated cost and schedule information from previous funding commitments and then solicited, evaluated and selected projects for new funding commitments in accordance with the *Policies for Managing MORPC-Attributable Funds* (Policies) adopted in March 2022. *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					

==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 Policies outline two key dates, right-of-way authorization and final plan and bid package submittal to ODOT, which if not met will trigger

penalties. 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. The date included in the new application for funding is used as the scheduled date with trigger dates as described above. However, in cases where the funding commitment is in a later fiscal year than the schedule proposed, the first trigger date is set such that if met, the funding would still be encumbered in the committed fiscal year and the second trigger date one year later. 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			

If penalties are applied, they remain in effect until the milestone that triggered the penalty is completed.

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, 2024, MORPC requires the project sponsor to submit an update in summer of 2024.

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   Date
Transportation Infrastructure and Development
Mid-Ohio Regional Planning Commission

_____

==Project Manager/CEO==   Date
==«Jurisdiction»==

Appendix C: One-Pager Template

The following page is a template for the informational handouts which will be produced for each final application. These handouts will be provided to the AFC and posted online.

108 - Orange Road under CSX/NS Grade Separation

Project Scope

Applicant: Delaware County TID

Construction of a 5-lane curb and gutter roadway between Green Meadows Drive and Blue Holly Drive/Northpointe Meadows Blvd for the purpose of a railroad grade separation under the CSX and Norfolk Southern Railroads. There will be 4-lanes, a center median and a 10' wide multi-use path under the railroad with center turn lanes at each intersection. The at-grade structures are proposed as two-span steel beam bridges to carry the railroads over Orange Road. LED lighting will be provided in the underpass. Project will include relocation of existing telecommunication facilities and provisions for future fiber optic cables.

ACITIVITY CATEGORY: Roadway Capacity/ Operational Changes

- **Primary Project Type:** Major Widening
- **Secondary Project Type:** Grade Separation

BIKE/PED ACCOMADATIONS: 10' MUP

ESTIMATED COST: $22,908,235

REQUESTED FUNDING: $7,366,590 (32%)

- **CON:** $7,366,590 (35%) in SFY 26/27

OTHER COMMITTED FUNDING:

- Orange TWP: $3,000,000
- Delaware County TID: $500,000

Milestones

Stage 1 Plans: 2/1/2022

Stage 2 Plans: 10/1/2022

ROW Authorization: 6/1/2023

Stage 3 Plans: 12/1/2024

ROW Certification: 6/1/2024

Final Plan Submittal: 9/1/2025

Award: 12/1/2025

*completed

MAP GOES HERE

FOR MORE INFORMATION:

Tom Graham, *Senior Planner*
Mid-Ohio Regional Planning Commission
tgraham@morpc.org| 614.233.4193

MID-OHIO REGIONAL MORPC PLANNING COMMISSION

Memorandum

TO: Transportation Policy Committee
              Transportation Advisory Committee
              Community Advisory Committee

FROM: Nick Gill, Transportation Study Director

DATE: May 2, 2022

SUBJECT: Proposed Resolution T-6-22: **"Acceptance of the MORPC Fiscal Year 2023 Planning Work Program"**

Annually, MORPC submits a Planning Work Program (PWP) that outlines the work of the metropolitan planning organization (MPO), the use of regional transportation planning funds, and the regional planning activities that will be undertaken in the coming year. The PWP outlines MORPC's annual scope of work with ODOT using federal planning dollars. The total Fiscal Year 2023 budget of all work elements is $6,896,147 to be spent in SFY 2023 or later. The work elements of the PWP as shown in the summary attached to the resolution (T-6-22) are divided into four sections:

1) <u>Formula-Funded Planning Program Projects (total budget of $3,976,024 for SFY 2023)</u>
   This includes work elements related to the core federally required planning activities. These touch on all areas including Management & Operations, Transit and Human Services Planning, Metropolitan Transportation Plan, Active Transportation Plan, Transportation Improvement Program, Public Involvement, Regional Strategic Initiatives (insight2050, housing, trail planning, RAPID 5), as well as work related to data, mapping, and modeling. This includes $425,000 in carryover from the SFY 2022 core program.

2) <u>Special Studies (total budget $1,670,123 for SFY 2023 or later)</u>
   These are special studies completed with funding outside of the core planning funds. These include work elements related to the Central Ohio Greenways Wayfinding Strategy, LinkUS Regional Corridors Planning, Paving the Way, Technical Assistance Program, Mobility Management, and 5310 designated recipients for enhanced mobility of seniors and individuals with disabilities programs.

3) <u>Ridesharing and Air Quality Projects (total budget is $1,250,000 for SFY 2023)</u>
   This includes transportation services related to Ridesharing (Gohio Commute) and Air Quality Awareness activities.

William Murdock, AICP   **Erik J. Janas**   **Chris Amorose Groomes**   **Michelle Crandall**
Executive Director   *Chair*   *Vice Chair*   *Secretary*

4) <u>Projects Undertaken by Other Entities</u>
This area is provided in order to report on local and transit transportation planning activities throughout the region. No specific federal funding through MORPC is provided for these activities.

Resolution T-6-22 accepts the attached MORPC Planning Work Program for Fiscal Year 2023 as a document to receive federal and state planning funds.

Attachment: Resolution T-6-22

RESOLUTION T-6-22

"Acceptance of the MORPC Fiscal Year 2023 Planning Work Program"

WHEREAS, surface transportation systems serve economic activities and provide the necessary and highly valued opportunity for people to travel freely wherever and whenever they choose; and

WHEREAS, travel in Central Ohio involves frequent crossings of municipal, township and county boundaries on facilities that are under the control of various local jurisdictions, special-purpose agencies, and the State of Ohio; and

WHEREAS, transportation systems that function best and are most cost-effective include regular cooperative and coordinated planning and decision-making across geographic and administrative boundaries; and

WHREAS, the 2020-2050 Metropolitan Transportation Plan includes facilitating multi-jurisdictional dialogue as a strategy to provide for collaboration in order to maintain and improve the transportation system; and

WHEREAS, it is the role of the metropolitan planning organization (MPO) to encourage, facilitate and provide a forum for this cooperation so as to help spend regional transportation funds most effectively; and

WHEREAS, the Planning Work Program (PWP) is the document that outlines the work of the MPO, the use of regional transportation planning funds, and the regional planning activities that will be undertaken in the coming year; and

WHEREAS, the Federal Highway Administration, the Ohio Department of Transportation, and the Central Ohio Transit Authority have reviewed the MORPC Fiscal Year 2023 PWP (summary attached); and

WHEREAS, approval of this work program by the Transportation Policy Committee is necessary for MORPC to receive federal and state grants to accomplish the scope of work within it; and

WHEREAS, basic requirements for the PWP are included in the U.S. Code of Federal Regulations, Title 23, Section 450.308; and

WHEREAS, the Community Advisory Committee at its meeting on May 2, 2022, and the Transportation Advisory Committee at its meeting on May 4, 2022, recommended acceptance of this work program 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 accepts the attached MORPC Planning Work Program for Fiscal Year 2023 in order for MORPC to receive federal and state planning funds.

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

Section 3.   That staff is authorized to make such changes to the work element budgets as needed to reflect final carryover budgets from FY 2022 into FY 2023, including modest shifting among work element budgets.

Section 4.   That this resolution be forwarded to ODOT as evidence of acceptance of this program by the Transportation Policy Committee.

Section 5.   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 this committee.

_____
Erik J. Janas, Chair
MID-OHIO REGIONAL PLANNING COMMISSION

_____
Date

Prepared by: Transportation Staff

Attachment: Summary of FY 2023 PWP

SUMMARY
FISCAL YEAR 2023 MORPC PLANNING WORK PROGRAM

Notes on Listing

Total budget of all work elements (including funds spent prior to SFY 2023) **$7,211,147**

$6,896,147   is estimated to remain to be expended in SFY 2023 or subsequent years.

I. Formula Funded Planning Program Projects

Total Budget *$3,976,024*

WORK ELEMENT   PROJECT DESCRIPTION
BUDGET

60112-1000

$225,000

*

Budget is Carry over from SFY 2022 only

Active Transportation Planning

MORPC assists local agencies and entities in planning for and implementing pedestrian and bicycle infrastructure. More specifically, this activity works to maintain the regional active transportation plan, gather pedestrian- and bicycle-related data, review transportation plans and projects to ensure that all users are accommodated, coordinate and assist with safety education, work on specific projects, and provide information and education to local government members to assist them in their local planning efforts.

Products/Activities

Planning assistance

Active Transportation Plan

Non-motorized system monitoring

Complete Streets Outreach and Implementation

Conduct special studies and projects related to active transportation

Education

60123-3000

$185,000

Management & Operations Planning

Managing and maintaining the extensive existing transportation system is a priority of transportation agencies. This work element coordinates on the benefits of a holistically managed transportation system. Helping members collaborate on M&O, advancing ITS including connected infrastructure and CV/AV, access management, estimating costs to maintain the condition of the transportation system including pavement management and deficient bridges, etc., and incorporating security and emergency response into the planning process. Monitoring freight rail activities and analyzing for developing trends; meeting one-on-one with communities that are impacted by freight; and providing timely information via the web. Monitoring goods movement-related legislation and other regional freight initiatives.

Products/Activities

Condition report of highway system and resources

Access Management

Maintain Regional ITS Architecture

Participation and education on freight initiatives

Transportation security assistance

60133-3000

$105,000

Safety Planning

Safety continues to be a significant focus for FHWA, ODOT, and the entire region. This activity works to gather crash data, conduct crash data analyses, reports on safety meetings, encourages local governments to apply for funding to implement safety countermeasures, conducts pre- and post-crash data analysis for safety projects to evaluate the benefits of each countermeasure, and implements the regional systematic safety improvements.

Products/Activities

Regional crash data analysis

Regional Safety Education

Member assistance

Participation in local and state safety committees

** Project was previously authorized. Budget estimated to remain at the end of SFY 2022*
^ Project is expected to continue beyond SFY 2023

Project Evaluation

Special projects and studies

60153-3000　　　　　**Transit and Human Services Planning**

$100,000　　Coordination, assistance, and oversight to improve transit service and workforce mobility. Work includes integration of all aspects of transit and mobility to ensure that an adequate level of access is afforded to all populations while improving the range of options for meeting diverse mobility needs.

Products/Activities

Maintain the urbanized area's Coordinated Plan for Franklin and Delaware Counties

Public transit provider coordination

Transit Service planning assistance

Monitor agreements and funding in the region

Workforce Mobility Assistance

60203-3000　　　　　**Transportation Improvement Program (TIP) and Implementation**

$400,000　　The TIP is one of the two required items to allow for the flow of federal and state transportation funds into the region. This activity includes the development, update and revisions of the TIP, monitoring of federally funded projects, coordination of federally funded infrastructure projects with projects funded from other sources, allocation of STBG, CMAQ, and TAP funding, the TRAC process, environmental studies and engineering source document review including complete street implementation, innovative financing, and financing education. Specific activities for the year are listed below.

Products/Activities

Maintain the SFY 2021-2024 TIP & Prepare SFY 24-27 TIP

Prioritized list of regional projects for TRAC

Collaboration on innovative project delivery and financing options for projects

Reports on the status of federally funded projects & annual obligation report

Program of projects to use MORPC-attributable funding

Complete Streets Policy and Implementation

60513-2000　　　　　**Manage, Map, Collect, and Share Data**

$495,000　　This element pertains to MORPC's role as a leader in coordinating data providers throughout the region, as well as managing its own internal data and GIS systems. It includes using technology for collecting, maintaining and sharing data sets that support transportation programs. It includes keeping data sets current and organized, and managing and monitoring the GIS system. In addition, it includes advancing collaboration among local data providers to reduce redundancies and improve efficiencies associated with information management.

Products/Activities

Increase efficiencies of internal data systems

Update and maintain data sets to support transportation planning efforts

Promote data sharing among data providers to reduce redundancy

Coordinate with U.S. Census

Collection and maintenance of mobility data sets

60523-2000　　　　　**Data Analytics and Research for Transportation Projects and Programs**

$490,000　　Many transportation programs and projects require GIS and database analytical methods. This element includes using information and tools to develop and prepare final products associated with the various projects and programs of the Metropolitan Planning Organization. In addition, MORPC functions as a regional resource for requests for information regarding transportation, demographic, development, and various other community needs. This element includes aspects of research associated with fulfilling those requests.

Products/Activities

Provide GIS and technical assistance to transportation programs

Prepare annual estimates of population and employment at the county and sub-county levels

Transform raw data into useful information, suggest conclusions, and support decision-making

Update the Transportation Plan Report Card

Respond to and document requests

* Project was previously authorized. Budget estimated to remain at the end of SFY 2022

^ Project is expected to continue beyond SFY 2023

60553-3000　　　　**Transportation Systems Analysis Techniques and Applications**

$455,000

Building upon transportation data, this activity maintains, updates and refines the regional transportation models and continues to refine and implement the Congestion Management Process (CMP) procedures in the 3C planning process, including monitoring congestion, Environmental Justice (social equity) analysis, TIP and Transportation Plan air quality conformity, SIP revisions, and CMAQ justifications. Participation in other regional congestion management and air quality initiatives.

Products/Activities

Up-to-date travel demand model

Up-to-date data sets for SIP development and air quality conformity

Up-to-date CMP and EJ analysis procedures, data and documents

Determination of the emissions changes from proposed CMAQ projects

Up-to-date Land Use Model processes

Modeling assistance to ODOT staff in the certified design traffic development

61012-3000　　　　**Long-Range Multimodal Transportation Planning (SFY 2022)**

$200,000

*

Budget is Carry over from SFY 2022 only

The Long-Range Transportation Plan is the major requirement of the MPO, including coordinating all Transportation Plan-related activities. This includes any follow-up to the just completed 2020-2050 Metropolitan Transportation Plan and initial steps of the next Metropolitan Transportation Plan to be adopted in 2024. This activity is also to coordinate with state and local agencies on transportation studies and plans. Specific activities this year are listed below.

Products/Activities

2020-2050 MTP Follow-up

Goals and Objectives for the 2024-2050 Metropolitan Transportation Plan

Complete long-range system studies

Coordination with ODOT planning activities

Intercity transportation service planning

Functional Class, National Highway System, and Thoroughfare Planning

insight2050 resource updates and outreach

61013-3000　　　　**Long-Range Multimodal Transportation Planning**

$485,000

The Long-Range Transportation Plan is the major requirement of the MPO, including coordinating all Transportation Plan-related activities. This includes any follow-up to the completed 2020-2050 Metropolitan Transportation Plan and significant steps of the next Metropolitan Transportation Plan to be adopted in 2024. This activity is also to coordinate with state and local agencies on transportation studies and plans. Specific activities this year are listed below.

Products/Activities

2020-2050 MTP Follow-up

Goals and Objectives for the 2024-2050 Metropolitan Transportation Plan

2020-2050 MTP Candidate Strategies and Projects

Active Transportation Plan

Complete long-range system studies

Coordination with ODOT planning activities

Functional Class, National Highway System, and Thoroughfare Planning

Intercity transportation service planning

61023-0400　　　　**Transportation Public Involvement**

$121,024

Public involvement and outreach are vital components of the transportation planning process. These activities maintain the public involvement process for transportation consistent with the Infrastructure Investment and Jobs Act (IIJA), federal regulations, and local needs. Efforts continue to seek the involvement of low-income and minority populations, handicapped, and elderly in the transportation planning process, Metropolitan Transportation Plan, Transportation Improvement Program, Active Transportation Plan, FTA's Section 5310, FTA's Section 5307, and other transportation-related studies. The Public Participation Plan supports the activities of the Community Advisory Committee and provides updates on transportation planning activities through in-person and virtual presentations, the web, electronic newsletters, social media, and other public involvement and outreach activities.

Products/Activities

Transportation Public Involvement Process

Public Involvement Activities for the Metropolitan Transportation Plan

Public Involvement Activities for the Transportation Improvement Program

*** *Project was previously authorized. Budget estimated to remain at the end of SFY 2022**

^ *Project is expected to continue beyond SFY 2023

Public Involvement Activities for the Active Transportation Plan

Public Involvement for Miscellaneous Transportation Activities

61033-1000   **Regional Strategic Initiatives**

$370,000   Transportation is interrelated with land use, housing, air quality, energy, environmental sustainability, and quality of life. This work element is to ensure MORPC is leading the region in studying, identifying, and communicating best practices, as well as developing plans, tools, and programming to address these issues and advance regional goals in these areas. This work element includes connecting people to green space and our natural resources. Specific activities this year are listed below.

Products/Activities

insight2050 Resource Updates and Outreach

Planning for Housing

Regional Trail Planning

Central Ohio Greenways Vision Planning and Implementation

River Corridor Development Planning

62513-1000   **Planning Coordination and Support**

$210,000   Coordination of transportation planning efforts among different jurisdictions is a critical element to ensuring regional consistency in the transportation network. This activity includes informational sharing meetings among MORPC and others, regional collaboration meetings, and educational transportation workshops and forums. MORPC staff also provides support to individual communities with integrating regional initiatives into local land use and transportation plans and provides education around advancing active transportation..

Products/Activities

Informational Meetings

Regional Collaboration Group Meetings

Member Education

Cross-jurisdictional Planning Assistance

Active Transportation Education and Outreach

69713-3000   **Program Administration**

$135,000   This work element is to facilitate the efficient administration of the transportation planning program. This work element provides for technical and policy direction of activities to fulfill ODOT, U.S. EPA, Ohio EPA, FHWA, FTA and jointly funded work as described in the Planning Work Program, where such activities are not directly attributable to specific work elements. The specific items are listed below.

Products/Activities

CAC, TAC, TPC agendas and meeting summaries

Annual Planning Work Program and Completion Report

Title VI & DBE Process

Maintain certification and planning agreements

Monitor federal and state planning requirements

* Project was previously authorized. Budget estimated to remain at the end of SFY 2022

^ Project is expected to continue beyond SFY 2023

II. Special Studies

Total Budget $1,985,123

$315,000 spent prior to SFY 2023   Balance for SFY 2023 or later is $1,670,123

WORK ELEMENT   PROJECT DESCRIPTION
BUDGET

66513-1000

$290,000

Central Ohio Greenways Wayfinding Strategy

This work element will assist communities to plan for and implement a cohesive wayfinding strategy that unifies regional trail networks and celebrates the uniqueness of diverse communities. The wayfinding strategy will include guidance for selecting directional content such as destinations and landmarks, as well as appropriate placement of wayfinding tools, such as signs, maps, and digital applications. A replicable process for collecting data and inventorying assets along trails, including trail use data, will inform the wayfinding strategy.

Products/Activities

A cohesive wayfinding strategy that unifies regional trail networks

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66522-3000

$500,000

* $250,000   remaining

100% MORPC STBG with Toll Credit

LinkUS Regional Corridors Planning

This work element focuses on conducting regional high capacity transit corridor planning and outreach to ensure a safe, accessible, and equitable implementation of the LinkUS Transit Corridors. The LinkUS Committees which include leaders from MORPC, COTA, City of Columbus, Franklin County and many other regional stakeholders will serve as the advisory bodies guiding most of this work. he City of Columbus and COTA have initiated the next step of planning and project development in three corridors. This work element supports that work including coordination of multiple regional stakeholders, technical planning and analysis, revenue forecasting, fiscally constrained budgeting, transit capital funds grant writing and extensive public engagement.

Products/Activities

Outreach, Education & Engagement

High Capacity Transit Planning

Transit Oriented Development Planning

Corridor Funding Strategies

66543-0400

$50,000

100% MORPC STBG using toll credit

Paving The Way

The purpose of this work element is to provide transportation project construction and other road closure information to the public. Paving the Way acts as a liaison between the government agencies implementing projects and the public, and it is unique in that it can provide information on all projects affecting traffic regardless of which agency (state, local, or utility) is responsible. Paving the Way addresses construction management and communication on a regional, rather than project, basis. The program regularly provides information and education to the public on roadway construction, traffic management, and work zone safety and alternative transportation options with the goal of ensuring that drivers experience the least possible inconvenience while traveling in and around Central Ohio.

Products/Activities

Project Coordination

Communications and Outreach

66563-3000

$350,000

100% MORPC STBG using toll credit

Supplemental Planning

This work element supplements the formula-funded program and includes research and planning efforts that are required to fulfill MPO planning and project implementation responsibilities. The activity includes elements that supplement project delivery, data collection and data management, Interregional Connections, long-range studies and sustainability. Specific activities this year are listed below.

Products/Activities

Regular reports to members and MORPC committees on project delivery

Traffic counts for approximately 200 locations, including bike and pedestrian counts as identified in active transportation count plan

Implement projects to address the goals, objectives, and action items detailed in the Regional Data Agenda.

Provide special services and conduct special transportation studies

Support for the Interregional Connections activities

Resiliency Planning

---

* Project was previously authorized. Budget estimated to remain at the end of SFY 2022

^ Project is expected to continue beyond SFY 2023

Coordination with other regional activities, such as the Regional Sustainability Agenda to further the 2020-2050 MTP goals

66573-1000

$250,000

100% MORPC STBG using toll credit

Technical Assistance Program

The purpose of this work element is to provide technical planning assistance to support individual communities with effective integration of insight2050 findings into local land use and transportation plans. Services will be provided for specific community planning and development projects related to transportation, air quality, traffic, and other projects that support consideration of transportation in land use planning and/or demonstrate the benefits of various modes of transportation. Part of this work element is to maintain online references, tools, policies, and expertise developed under this PWP work element.

Products/Activities

Planning Assistance

Outreach

Maintenance of insight2050 resources

67412-3000

$116,044

* $86,044   remaining

100% FTA 5310 Administration 10% of Apportionment

5310 Designated Recipient-2022

This work element is to carry out the responsibility and authority for the administration of the FTA Section 5310 Program for Enhanced Mobility of Seniors and Individuals with Disabilities for each federal fiscal year apportionment for the Columbus urbanized area. The program will follow FTA policy and program guidance in the selection of projects and apply for FTA funding using the designated FTA electronic grant management system on behalf of eligible recipients.

Products/Activities

A Program Management Plan (PMP) according to FTA provisions

Comply with other FTA requirements

Program of Projects

Update and Maintain the Coordinated Plan

67413-3000

$169,079   ^

100% FTA 5310 Administration 10% of Apportionment

5310 Designated Recipient-2023

This work element is to carry out the responsibility and authority for the administration of the FTA Section 5310 Program for Enhanced Mobility of Seniors and Individuals with Disabilities for each federal fiscal year apportionment for the Columbus urbanized area. The program will follow FTA policy and program guidance in the selection of projects and apply for FTA funding using the designated FTA electronic grant management system on behalf of eligible recipients.

Products/Activities

A Program Management Plan (PMP) according to FTA provisions

Comply with other FTA requirements

Program of Projects

Update and Maintain the Coordinated Plan

67422-3000

$130,000

* $95,000   remaining

100% FTA 5310, 0% local per COVID-19 Relief

Mobility Management 2022

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.

Products/Activities

Engagement

Increase capacity

Information coordination

State and local coordination

Awareness and accessibility

*** *Project was previously authorized. Budget estimated to remain at the end of SFY 2022**

^ *Project is expected to continue beyond SFY 2023

67423-3000

$130,000   ^

80% FTA 5310, 20% local

Mobility Management 2023

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.

Products/Activities

Engagement

Increase capacity

Information coordination

State and local coordination

Awareness and accessibility

* Project was previously authorized. Budget estimated to remain at the end of SFY 2022

^ Project is expected to continue beyond SFY 2023

III. Ridesharing and Air Quality Projects

Total Budget $1,250,000

**WORK ELEMENT   PROJECT DESCRIPTION
BUDGET**

66713-3000	**Transportation Services (Ridesharing)**
$700,000	Promote Travel Demand Reduction (TDM) in Central Ohio; and market programs and service in a 15-county area. Program services include carpool matching, vanpool formation, transit, bike and pedestrian support and strategies for employers and the general public. MORPC administers an emergency ride home program, vanpool program, and a statewide rideshare matching vendor contract in coordination with OARC rideshare agencies.
100% MORPC CMAQ	

Products/Activities

Promote a culture of sustainable and smart multimodal travel throughout Central Ohio. Public education and ride matching services

Raise public awareness about mobility options in the region. Increase ridesharing and TDM acceptance to improve air quality

National Transit Database reporting

Program evaluation, strategic plan and telework policy

Promote TDM services to reduce SOV travel and associated air pollution in communities near high-volume corridors as well as in diverse and underserved populations

66733-1000	**Air Quality Awareness**
$550,000	This work element ensures that MORPC continues air pollution forecasting and educating its members and the public on the importance of air quality, its health and environmental impacts, and how to reduce air pollution. Furthermore, MORPC provides technical and planning assistance to the region on strategies to reduce fuel use and reduce emissions and energy use.
100% MORPC CMAQ	

Products/Activities

Operate a year-round daily air quality forecasting and alert system to communicate important air quality information to Central Ohio residents

Air Quality Alerts

Education and Outreach

Conduct special studies and projects related to air quality

Planning and policy assistance

* Project was previously authorized. Budget estimated to remain at the end of SFY 2022
^ Project is expected to continue beyond SFY 2023

IV. Projects Undertaken By Other Entities

Total Budget $0

WORK ELEMENT PROJECT DESCRIPTION
BUDGET

66505-3000

$0

No funding

Ongoing Local Planning

Other agencies also undertake transportation planning activities. This activity includes identifying local planning efforts and coordinating with them through other projects. No budget.

Products/Activities

Integrate local planning efforts into MORPC's regional transportation planning processes

67401-3000

$0

No funding

Ongoing COTA Activities

This work element is for coordination with COTA to ensure adherence to federal and state requirements and for the facilitation of effective transit services in the COTA service area, mainly in Franklin County and in portions of adjacent counties. No budget.

Products/Activities

COTA's planning process

Continued refinement of COTA's Long-Range Plan and other planning activities

Short-Range Transit Plan (SRTP) update

Service change planning

COTA safety and asset management plans

67402-3000

$0

No funding

Ongoing DCT Activities

This work element is for coordination with DCT to ensure adherence to federal and state requirements and for the facilitation of effective transit services in Delaware County. No budget.

Products/Activities

DCT's planning process and requirements needed to receive federal urban area and state funds

Implement recommendations from DCT's Interim SRTP

DCT safety and asset management plans

* Project was previously authorized. Budget estimated to remain at the end of SFY 2022
^ Project is expected to continue beyond SFY 2023

MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

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Memorandum

TO: Transportation Policy Committee
Transportation Advisory Committee
Community Advisory Committee

FROM: Nick Gill, Transportation Study Director

DATE: April 27, 2022

SUBJECT: Proposed Resolution T-7-22: **"Certification of the MORPC Metropolitan Transportation Planning Process"**

In urbanized areas, which have a population of 50,000 or more, federal planning law (49 U.S.C. 5303) calls upon local officials to cooperate with states and public transportation providers in undertaking a continuing, comprehensive, and cooperative (3C) multimodal transportation planning process. This metropolitan transportation planning process is carried out through MORPC as a federally designated metropolitan planning organization (MPO).

Every four years, the Secretary of the U.S. Department of Transportation (DOT) must certify that each MPO serving a transportation management area (TMA) – a designation by DOT of an urbanized area with a population over 200,000 as defined by the Bureau of the Census – is carrying out the metropolitan planning process in adherence with federal statutes and regulations. The Federal Highway Administration and Federal Transit Administration last conducted this review, on the Secretary's behalf, at MORPC in 2018 and will conduct another recertification review of MORPC in September 2022.

However, federal regulations also specify that the state and MPO must annually self-certify to the FHWA and the FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements.

Resolution T-7-22 self-certifies MORPC's metropolitan transportation planning process and affirms that MORPC, as an MPO, is meeting all requirements in its transportation planning work.

Attachment: Resolution T-7-22

William Murdock, AICP
Executive Director

Erik J. Janas
Chair

Chris Amorose Groomes
Vice Chair

Michelle Crandall
Secretary

RESOLUTION T-7-22

"Certification of the MORPC Metropolitan Transportation Planning Process"

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

WHEREAS, 23 CFR 450.334 requires that the state and MPO certify, at least every four years, that the transportation planning process is being carried out in accordance with all applicable requirements, including:

1) 23 U.S.C. 134 and 49 U.S.C. 5303 (Metropolitan Transportation Planning requirements);
2) Sections 174 and 176(c) and (d) of the Clean Air Act, as Amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;
3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
5) Section 11101(e) of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects;
6) 23 CFR part 230, regarding the implementation of the equal employment opportunity program on federal and federal-aid highway construction contracts;
7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
9) Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and

WHEREAS, this "self-certification" is separate from the MPO certification done by the Federal Highway Administration and Federal Transit Administration, which was last conducted at MORPC in 2018 and will be conducted again in 2022; and

WHEREAS, as a prerequisite to the receipt of federal financial assistance (per 49 CFR Subtitle A, Section 21.7), MORPC is required to provide the Title VI Assurances included in Attachment A; and

WHEREAS, the Community Advisory Committee at its meeting on May 2, 2022 and the Transportation Advisory Committee at its meeting on May 4, 2022 recommended approval 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 certifies that the urban transportation planning process is carried out in conformance with all the applicable federal requirements to the degree that is appropriate for the size and complexity of the area.

Section 2.   That it provides the Title VI Assurances in Attachment A, Parts 1 and 2.

Section 3.   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 this committee.

_____
Erik J. Janas, Chair
MID-OHIO REGIONAL PLANNING COMMISSION

_____
Date

Prepared by: Transportation Staff

Attachments:
    A.   Part 1 - Standard DOT Title VI Assurances
        Part 2 – Contractor Contractual Requirements

PART 1
STANDARD DOT TITLE VI ASSURANCES

The Mid-Ohio Regional Planning Commission (MORPC) hereby agrees that as a condition to receiving Federal financial assistance from the Department of Transportation (DOT), it will comply with Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.) and all requirements imposed by 49 CFR Part 21 - Nondiscrimination in Federally Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the "Regulations") to the end that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which MORPC receives Federal financial assistance and will immediately take any measures necessary to effectuate this agreement. Without limiting the above general assurance, MORPC agrees that:

1. Each "program" and "facility" (as defined in Sections 21.23(e) and 21.23 (b)) will be conducted or operated in compliance with all requirements of the Regulations.

2. It will insert the clauses of Part 2 of this assurance in every contract subject to the Act and the Regulations.

3. This assurance obligates MORPC for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of personal property or real property or interest therein or structures or improvements thereon, in which case the assurance obligates MORPC or any transferee for the longer of the following periods:

    (a) the period during which the property is used for a purpose for which Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits, or

    (b) the period during which MORPC retains ownership or possession of the property.

4. It will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom (s)he delegates specific authority to give reasonable guarantee that it, other sponsors, sub-grantees, contractors, subcontractors, transferees, successors in interest, and other participants or Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations, and this assurance.

5. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining Federal financial assistance for this Project and is binding on MORPC, its contractor, subcontractors, transferees, successors in interest and other participants in the Project. The person whose signature appears on this resolution is authorized to sign this assurance on behalf of MORPC.

PART 2
CONTRACTOR CONTRACTUAL REQUIREMENTS

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1.   **Compliance with Regulations**. The contractor shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter "DOT"), Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the "Regulations"), which are herein incorporated by reference and made a part of this contract.

2.   **Nondiscrimination**. The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, national origin, gender or sex (including pregnancy, gender identification or expression, and sexual orientation), age (including federally protected 40 years or older), disability or other handicap, low-income status, limited English proficiency, religion, genetic information, gender identification, creed, military status (past, present, or future), medical conditions, or marital/familial status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by Section 49 CFR 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B to part 21 of the Regulations.

3.   **Solicitations for Subcontracts, including Procurements of Materials and Equipment**. In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, national origin, gender or sex (including pregnancy, gender identification or expression, and sexual orientation), age (including federally protected 40 years or older), disability or other handicap, low-income status, limited English proficiency, religion, genetic information, gender identification, creed, military status (past, present, or future), medical conditions, or marital/familial status.

4.   **Information and Reports**. The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Mid-Ohio Regional Planning Commission (MORPC), the Ohio Department of Transportation (ODOT), or U.S. DOT to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to MORPC, ODOT or U.S. DOT, as appropriate, and shall set forth what efforts it has made to obtain the information.

5.   **Sanctions for Noncompliance**. In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, MORPC shall impose such contract sanctions as it, ODOT or the U.S. DOT may determine to be appropriate, including, but not limited to:

   a.   Withholding of payments to the contractor under the contract until the contractor complies, and/or

   b.   Cancellation, termination, or suspension of the contract, in whole or in part.

6.   **Incorporation of Provisions**. The contractor and subcontractor(s) shall include the provisions of paragraphs 1 through 5 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The contractor and subcontractor(s) shall take such action with respect to any subcontract or procurement as MORPC, ODOT or U.S. DOT may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event a contractor or subcontractor(s) becomes involved in, or is threatened

with, litigation with a subcontractor or supplier as a result of such direction, the contractor or subcontractor(s) may request MORPC or ODOT to enter into such litigation to protect the interests of MORPC or ODOT and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.