



Central Ohio
Rural Planning
Organization

NOTICE OF A MEETING

CORPO COMMITTEE MEETING

Hosted by: THE MID-OHIO REGIONAL PLANNING COMMISSION (MORPC)

To be held in-person:

Board Room
111 Liberty Street Suite 100
Columbus, OH 43213

May 1, 2023
2:00 – 3:30 P.M.

AGENDA

1. **Welcome and Introductions** – CORPO Chair, Commissioner Mark Forrest
(Roster Enclosed)
2. **Approval of November 7, 2022 Meeting Minutes** *(Enclosed)*
3. **CORPO Administrative Items**
 - a. *Resolution 1-23: “Adoption of the FY24 Planning Work Program”*
 - b. County Subcommittee Meetings Update
 - c. Nomination of Officers and Confirmation of Committee Appointments
4. **Transportation Improvement Program (TIP), Project Funding & Implementation**
 - a. *Resolution 2-23: “Adoption of the FY 2024-2027 Transportation Improvement Program”*
 - b. CORPO Dedicated Funds Update
Resolution 3-23: “Adoption of the updated CORPO-Dedicated Funds Policies for FY 2024 and 2025”
 - c. TRAC Update
 - d. Other Funding Opportunities
5. **Long Range Planning**
 - a. 2023-2050 CORPO Transportation Plan Update

Mark Forrest
Chair

Jeff Stauch
Vice Chair

6. Short Range Planning, Active Transportation, Safety, Transit & Data and Analysis

- a. CORPO Safety Action Plan

7. CORPO Member / Stakeholder Roundtable Discussion

- a. Marion County
- b. Pickaway County
- c. Knox County
- d. Fairfield County
- e. Union County
- f. Madison County
- g. Morrow County

8. Other Business

- a. Member Services Update / Events

9. Adjourn

PLEASE NOTIFY MIKE BORGER AT 804-525-0071 OR MBORGER@MORPC.ORG TO CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR IF YOU REQUIRE SPECIAL ASSISTANCE.

**The next CORPO Committee Meeting is
November 6, 2023, 2:00 – 3:30 P.M.
111 Liberty Street, Suite 100
Columbus, Ohio 43215**

CORPO Meeting Roster – May 1, 2023

CORPO Officers

Mark Forest , Madison County Commissioner - CORPO Chair
Jeff Stauch, Union County Engineer - Vice Chair

CORPO Committee Members

Jeff Stauch, Union County Engineer
Bill Narducci, Union County Assistant Engineer
Jeff Gottke, Knox County Area Development Foundation, Inc.
Cameron Keaton, Knox County Engineer
Brian Ball, City of Mount Vernon Engineer
Bryan Dhume, Madison County Engineer
Mark Forest, Madison County Commissioner
David Kell, Madison County Economic Development
Chris Mullins, Pickaway County Engineer
Anthony Neff, Pickaway County Deputy County Engineer
Jamie Brucker, Director of Operations, Morrow County
Bart Dennison, Morrow County Engineer
Ira Weiss, Fairfield Heritage Trail Association and Fairfield County
Planning Commission
Rick Szabrak, Fairfield County Economic Development Director
Gus Comstock, Marion Can Do
Scott Schertzer, Mayor, City of Marion
Jim Bishoff, Director, Marion County Public Works

11/7/22 2:00PM – CORPO COMMITTEE MEETING

1. Welcome and introductions – Jeff Stauch called the meeting to order.
2. Approval of May 2022 meeting minutes – Jeff Stauch asked for a motion to approve the May 2022 meeting minutes. Bryan Dhume of Madison County motioned to approve the minutes; Ira Weiss of Fairfield County seconded the motion. Motion approved.
3. CORPO administrative items –
 - a. Mike Borger – Mike Borger let the committee know that the next round of CORPO County Subcommittee Meetings would be held in March or April of 2023 and that the focus would be on the CORPO TIP.
4. Long range planning
 - a. 2023 – 2050 CORPO transportation plan development process – Mike Borger covered what the CTP is, why it is important (slide show), and outlined the scope of the CTP. Mike Borger also shared that the timeline has been changed and that the CTP would not be submitted to ODOT until November 2023. (CTP adoption). Jeff Stauch asked questions about how the CTP will be updated and how CTP projects would be identified. Nick Gill shared that the new CTP will be more robust, and more than just a refresh as there are now dedicated funds. Nick Gill also shared that the transit section of the CTP will be more multimodal focused than the last round. Next resolution – latest item structurally the same. Big picture, game changing activities, and other aspects included. Active transportation and transit will have more focus. Bryan Dhume shared that Madison County has concerns regarding reliable transportation for workers as a focus (long range plan)
 - b. Mike Borger introduced performance measures for the CTP 2022-2050. Will be shared and sent to committee members. Resolution 4-22. Jeff Stauch motioned. Andy ware, moved.
 - c. Northern Pickaway planning discussions – Nick provided status update to committee members. County submitted request for funding. Focus on route 23 to Ross County. \$168k ODOT for planning study. MORPC providing support in traffic modeling and projects. Not sure of timeframe from ODOT.
 - d. Knox county intel strategic planning. Mike Borger attended intel strategy meeting at Knox County ADF. Knox ADF is working with three consultants on the strategic plan. Thea Ewing discussed counties near term needs and projects, and transit brought to MORPC.
5. Short range planning, active transportation, safety, transit & data, and analysis
 - a. Regional transit coordination meetings – Mary Ann Frantz informed committee members that MORPC will continue to host quarterly coordination meetings with COTA and other regional agencies to discuss funding and facilitate planning. She also discussed the Coordinated plan which includes the counties in region ODOT Office of Transit region 6. The meetings occur on the third Thursday of every quarter starting in January.
 - b. Fairfield county active transportation plan – Mike Borger informed the committee that an OSU planning studio will hold a planning kick off in January. He also informed the committee that an agreement between OSU and Fairfield County had been finalized.

- c. Safe streets for all application – Mike Borger informed the committee that CORPO had applied for safe streets for all funding on behalf of CORPO counties. This initial application was to fund a safety action plan which would in-turn open CORPO members up to additional safety funding dollars for plan implementation. Announcement may be out in January.
- 6. Transportation improvement program (TIP), project funding & implementation
 - a. Dedicated funds – Mike Borger and Nick Gill informed the committee that there is residual funding left from the previous cycle that could be utilized for inflation concerns. Morrow county, Andy Ware, shared his thoughts on the program. RTPO upcoming funding updates – March 31st we will know... facilitation for projects open in May 2023. Starting cycle earlier. Jeff Stauch discussed inflation and projections increase in a span of 3-4 years.
 - b. Mike Borger discussed what the 2024-2027 CORPO transportation improvement program (CTP or RTP). We are on November 29 project data/fiscal analysis for coordinated review (draft 1).
 - c. Upcoming funding updates – Nick Gill asked the committee to be prepared for trac, applications due by May. Nick also mentioned that the HSIP - Systemic Safety applications are due by march. And that the HSIP, abbreviated program is due quarterly. Safe routes to school application open, with high schools now included.
- 7. CORPO member / stakeholder roundtable discussion
 - a. Pickaway County not present
 - b. Knox – (Jeff Gottke and Brian Ball) stated that surveying begins next week. Housing development of 300 is being constructed within Mt Vernon city limits. Traffic will be a concern.
 - c. Fairfield – (Rick Szabrak and James Mako) Fairfield County shared that they have begun updating master plan last week, and that the new plan will act as both an update to the master plan and an economic development plan. Collaborating with consultant. Nine-month planning period. MORPC promoted CORPO project – reverse angle project in Lancaster. Education opportunity for the public.
 - d. Union – Jeff Stauch shared that Union County is currently working on solar projects (4 in pipeline, 1 in process) as well as working alongside Madison on a joint road use plan.
 - e. Madison – Bryan Dhume shared that Madison County is also actively working on expanding solar projects within the county. Currently there are 3 projects under construction with 2 more in works. Bryan Dhume shared that following the completion of these projects Madison County will have 20k acres dedicated to solar energy.
 - i. Bryan Dhume also shared that Madison County and the Village of plain city entered in an agreement to form a water and sewer district.
 - ii. Bryan Dhume further shared that the Madison County strategic plan, in collaboration with MKSK, is more growth oriented, with an emphasis on the US-42 corridor.
 - f. Morrow – Andy Ware thanked for support. CTP discussion.
 - g. Marion county – no representative
- 8. Other business
 - a. Intel planning meetings 1-3pm workforce mobility – at MORPC building.

- b. Events for central Ohio governments
 - i. Inventive Recruiting & Post Retention Post Pandemic – November 3rd
 - ii. Regional Collaboration Southeast Area – November 29th
 - iii. Bold Decision Making to Add Attainable Housing Pre-Commission Member Board Luncheon (MORPC Board Members) – December 8th
 - c. Mike Borger shared that MORPC will soon be accepting applications for summer interns, and any local governments interested should speak to Eileen Leuby at MORPC.
 - d. Central Ohio water and wastewater planning
 - e. Tap funding – Brian Davidson share that the local match is now 95/5 for construction. The location of the tap website was shared with the committee.
 - f. ODOT assistance for active trans planning. Deadline dec 9
 - g. Mike Borger shared that Melinda Vonstein at MORPC recently completed the trail town framework. Any interested counties should ask Mike Borger for any information.
 - h. Additional funding – building resilient grants, EDA public works projects, thriving communities’ program
 - i. Mike Borger shared that he will be moving roles. Moving to member services with Joe Garrity, will still be involved with CORPO. MORPC is working to fill head CORPO roll.
9. Adjourn



Central Ohio
Rural Planning
Organization

Memorandum

TO: Central Ohio Rural Planning Organization Committee

FROM: Nick Gill, Transportation Director
Central Ohio Rural Planning Organization

DATE: 04/26/2023

SUBJECT: Resolution 1-23 Adopting the Central Ohio Rural Planning Organization (CORPO) SFY 2024 Planning Work Program (PWP)

The Planning Work Program (PWP) documents CORPO's transportation planning program scope of work, products, and budgets which utilize federal and state planning funds. They are prepared annually and submitted to ODOT for approval. The SFY 2024 PWP for RTPOs are due to ODOT by May 1st. Resolution 1-23 approves the SFY 2024 CORPO Planning Work Program to receive federal and state planning funds.

During the spring 2023 CORPO Subcommittee meetings, the SFY 2024 PWP was discussed, including the December memo from ODOT initiating the development of the SFY 2024 PWP. Staff presented the work items in the SFY 2024 PWP and discussed more specific planning activities to be included in the SFY 2024 PWP. A draft of the PWP was provided to ODOT for comments. ODOT responded with minor comments. Those edits/additions were made to the document.

The SFY 2024 Planning Work Program has been developed to reflect recent CORPO meeting discussions and other member communication and to address the needs and advance the goals of CORPO members.

Attachment: Resolution 1-23 Adopting the Central Ohio Rural Planning Organization (CORPO) FY2024 Planning Work Program (PWP)

RESOLUTION 1-23

A RESOLUTION TO ADOPT THE CENTRAL OHIO RURAL PLANNING ORGANIZATION'S (CORPO) FY2024 PLANNING WORK PROGRAM (PWP).

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

WHEREAS, inevitably 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, usually 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

WHEREAS, it is the role of the Central Ohio Rural Planning Organization (CORPO) to help 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 CORPO, the use of regional transportation planning funds, and the regional planning activities that will be undertaken in the coming year; and

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

BE IT RESOLVED BY THE CENTRAL OHIO RURAL PLANNING ORGANIZATION COMMITTEE:

Section 1. That it hereby approves the attached CORPO Planning Work Program for Fiscal Year 2024 as a document to receive federal and state planning funds.

Section 2. That this resolution be forwarded to ODOT as evidence of acceptance of this program by CORPO.

Section 3. That this committee finds and determines that all formal deliberations and actions of this committee concerning and relation to the adoption of this resolution were taken in open meetings of this committee.

Mark Forrest Chair
CENTRAL OHIO RURAL PLANNING COMMISSION

Date

Prepared by: CORPO Staff

Attachment: CORPO FY 2024 Planning Work Program (main document only – no appendices)

PLANNING WORK PROGRAM
FOR FISCAL YEAR 2024

PROSPECTUS
WORK ELEMENTS
APPENDICES

Prepared by



corpo

CENTRAL OHIO RURAL PLANNING ORGANIZATION

111 Liberty Street, Suite 100
Columbus, Ohio 43215

Approved by the
CORPO Committee

May 2023

The preparation of this document was financed with planning monies from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the Ohio Department of Transportation (ODOT).

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APPENDIX E: TITLE IV PROGRAM – ODOT COMPLIANCE REVIEW RESPONSE

PROSPECTUS FOR SFY 2024

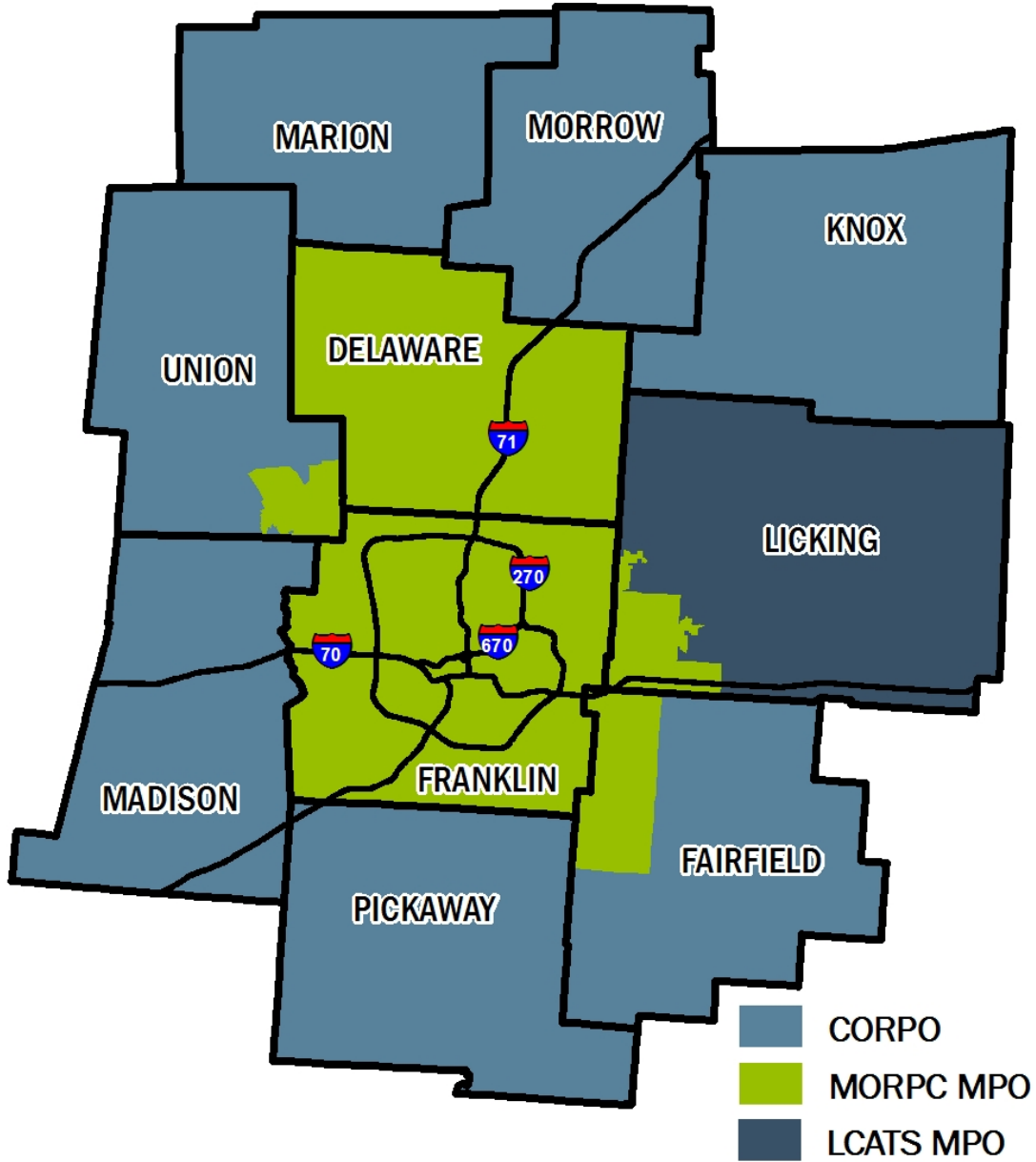
DESCRIPTION OF CORPO

In summer of 2019, the Ohio Department of Transportation (ODOT) formally designated the Central Ohio Rural Planning Organization (CORPO) as Ohio's sixth Regional Transportation Planning Organization (RTPO). CORPO continues to build upon the coordinated transportation planning activities completed over the last three years. Since the summer of 2016, the CORPO Committee and its member counties have successfully developed a Long-Range Transportation Plan (CTP) with a list of prioritized projects, numerous committee meetings, the development of special projects and grant related work, and developed a Transportation Improvement Program (TIP) in coordination with ODOT's Statewide TIP.

CORPO is a committee within the Mid-Ohio Regional Planning Commission (MORPC), a public planning agency operating under state and federal law and governed by an independent commission composed of appointed officials from member jurisdictions. CORPO conducts the "3-C" (continuing, cooperative and comprehensive) transportation planning activities for its member counties which includes Fairfield, Knox, Madison, Marion, Morrow, Pickaway, and Union. MORPC provides the staff for CORPO.

CORPO's focus for Fiscal Year 2024 will be working with members to complete the following objectives:

- Short-range planning activities such as focused area studies, transit & mobility, and safety action plan, and active transportation.
- Data & Analyses as needed to support short and long-range planning activities.
- Maintain the 2024 – 2027 CORPO Transportation Improvement Program and amend as needed.
- Implementation and monitoring of projects awarded funding through CORPO's Dedicated Funds program.
- Adoption of the 2023-2050 CORPO Transportation Plan.
- Develop CORPO-wide Safety Action Plan.
- Assist members with additional long-range planning activities.



THE 3-C PLANNING PROCESS

COORDINATED PLANNING

Numerous public and private agencies and citizens representing varied interests participate in the transportation planning process. CORPO must integrate the work and views of each participant into the planning process. In some cases, formal agreements may be executed between CORPO and major participant agencies. Described below are the primary responsibilities of the major participants.

1. Ohio Department of Transportation (ODOT)

ODOT is the major implementing agency for transportation projects in Ohio and the CORPO region. Districts 5 and 6 cover the CORPO planning area. ODOT assigns staff liaisons to CORPO and other RTPOs and MPOs to oversee their planning and programming activities and to ensure compliance with applicable state and federal regulations. ODOT provides oversight, approval, and technical assistance for the travel demand modeling processes. ODOT also has a significant role in the planning studies that are done prior to major transportation investments.

2. Federal Highway Administration (FHWA)/Federal Transit Administration (FTA)

FHWA and FTA are the major funding agencies for highway and transit planning activities, respectively. Close coordination is maintained among FHWA, FTA, ODOT, MORPC and CORPO.

3. Local Governments in CORPO Member Counties

To varying degrees, local governments participate in technical activities, development of the rural transportation plan, the transportation improvement program, and major development issues associated with transportation. Representatives of these jurisdictions can communicate with ODOT and FHWA through CORPO.

4. Ohio Rail Development Commission, Public Utilities Commission of Ohio

These entities may participate in the rail-related technical activities of the transportation program to coordinate their plans and programs with those under development by CORPO.

5. Agreements

CORPO (via MORPC) has used intergovernmental reviews to obtain comments from interested parties and to provide information and recommendations concerning proposed projects. The complexity of coordination done necessitates defined roles and responsibilities for the various participants. The following agreements have been established to guide MORPC's interactions with other major players in transportation planning:

MORPC/ODOT Contract - This contract between MORPC and ODOT identifies the statement of work and authorizes regional transportation planning organization processes.

Two-Party RTPO Agreements – Seven counties have signed agreements to participate in CORPO, which is hosted by MORPC. These counties are Fairfield, Knox, Madison, Marion, Morrow, Pickaway, and Union.

Planning Work Program - This document (also referred to as a Unified Planning Work Program) is an annual statement to FHWA, FTA and ODOT of CORPO's use of planning funds for member counties.

CONTINUING PLANNING

Transportation planning is an ongoing process. CORPO's main transportation planning activities will be completed and updated on a repeating cycle. The long-range transportation plan will be completed or updated at least every five years, and a Transportation Improvement Program (TIP) will be developed on a two-year cycle.

As soon as one of these documents is completed, work begins on the next one in a continuing cycle.

One standing subcommittee for each county provides ongoing assistance and advice on transportation planning matters to CORPO.

COMPREHENSIVE PLANNING

Rural transportation planning is intended to examine and integrate a variety of issues related to transportation. One of CORPO's roles is to better understand these issues and their inter-relationships and to try to avoid or reduce potential negative consequences of transportation plans and decisions.

Older Adults and People with Disabilities Special Planning

CORPO maintains a list of public transit-human services transportation coordination plans for its member counties. CORPO may offer assistance with Coordinated Plan Development in the future.

Air Quality, Climate Change and Energy

On April 15, 2004 the U.S. EPA designated Delaware, Fairfield, Franklin, Knox, Licking, and Madison counties in Central Ohio as being in basic non-attainment of the 8-hour NAAQS (National Ambient Air Quality Standard) for ozone. These counties were re-designated to attainment on June 12, 2009. The U.S. EPA promulgated a new 8-hour ozone standard in 2008 and on July 20, 2012, the 6-county region was re-designated marginal non-attainment. On December 21, 2016, U.S. EPA approved of re-designating the Columbus area to attainment of the 2008 ozone. In 2015, the U.S. EPA promulgated a new primary and secondary ozone NAAQS. The U.S. EPA designated the region of Delaware, Fairfield, Franklin, and Licking counties for non-attainment under the 2015 NAAQS. In 2019 The Ohio EPA submitted a re-designation request to U.S. EPA. The re-designation to attainment with approved MVEB via Federal Register notices on July 3, 2019 and August 21, 2019. MORPC, ODOT, and LCATS play a role in the interagency consultation process regarding future changes.

On April 14, 2005 the U.S. EPA designated Delaware, Fairfield, Franklin, and Licking and a portion of Coshocton counties as non-attainment of the PM 2.5 standard. On November 7, 2013, these areas were re-designated as in attainment for the PM 2.5 standard. A new annual PM 2.5 standard was promulgated by U.S. EPA in 2012. Regional attainment statuses were established in 2014 and Central Ohio was in attainment.

Development Patterns

As of 2020 there were approximately 488,000 people and 165,000 jobs within the seven CORPO counties. The year 2050 forecasts for this same area project over 626,000 people and nearly 209,000 jobs. Note that portions of Union County and Fairfield County are in the MORPC MPO area, and the county totals include those areas.

Planning for this anticipated growth, the land use forecast developed for the 2018-2040 Rural Transportation Plan incorporated trends analyses of Census and building permit data as well as local and area planning activities.

Transportation Funding

Many transportation improvements are identified as being needed throughout the area, but funding is insufficient to address all the needs. Although the *CORPO Dedicated Funds Program* (ODOT RTPO Capital Program) has made dollars available to CORPO members, these funds may not be sufficient for many major improvements. CORPO takes multiple approaches in working with local and regional partners to identify funding solutions, starting with helping to raise awareness of the transportation needs in the region and the lack of funds. Another is exploring alternative techniques and/or revenue sources for financing local transportation improvements, along with innovative uses of the local and federal shares of project funding. With competing priorities for federal funding, highlighting the needs across all modes continues to be important. Additionally, CORPO coordinates and facilitates collaboration to compete for discretionary grant opportunities and bring more federal transportation dollars to our region.

Planning Data Technology

Planning data technology includes equipment and systems for collecting, analyzing, and reporting data necessary for transportation planning, predicting travel demand, and providing information for policy development. Data include demographic, land use, environmental, economic, and physical conditions of the transportation system. CORPO will continue to use tools such as Geographic Information System (GIS) technology to share information, as well as perform analyses. This will make it easier for its member counties to share data with them. This collaborative data collection and sharing process not only produces better data, but also allows communities to provide more current and accurate information. This system also allows the potential for expanding the collection of other attributes associated with transportation infrastructure.

MORPC maintains a state-of-the-art activity-based travel demand model that covers the Columbus and Newark

urbanized areas and portions of the CORPO area. In addition, the statewide model is used in areas not covered by the MORPC area model. These are used as the basis for Transportation Plan and Transportation Improvement Program development. It also can be used for small- and large-scale special studies and ODOT's development of certified traffic for its project development needs. We are in the beginning stages of expanding the regional travel demand model to cover all CORPO counties.

Transit

CORPO may play a role in seeking funds for new transit services, and in addition, CORPO may have a role in helping to coordinate transit services. In addition to traditional transit activities, public transit-human services transportation coordination plans have been developed for Franklin, Delaware, Licking, Fairfield, Madison, and Pickaway and Union counties. CORPO may continue to play a role in updating and implementing these plans.

Also, CORPO, through the transportation planning process, intends to work with transit providers in the counties to identify inter-county transportation needs and coordinate strategies.

Freight

Intermodal freight is continually touted as the fastest growing market for the freight industry and a critical component of the Central Ohio economy. Currently, over 1 in 20 private sector jobs in Central Ohio is attributed to the freight industry. As growth in warehousing and distribution centers and other freight generating development occurs in many CORPO communities, challenges exist to maintain the region's competitive advantage. Addressing the bottlenecks that threaten the efficiency and productivity of this sector of the economy, new rail structures, special consideration of truck traffic needs, and coordination with air cargo facilities are all needed to ensure that the region continues to play an important role in national and international goods movement.

CORPO and other stakeholders are currently involved in several important regional projects to address these challenges.

Intelligent Transportation Systems (ITS)

To foster transportation system integration and agency cooperation, ITS is incorporated into CORPO planning through coordination with the MORPC Central Ohio ITS architecture and the state ITS architecture.

The US 33 Smart Mobility corridor project in Union County from Dublin to the Transportation Research Center in East Liberty created a testing area for Connected Vehicle (CV) and Autonomous Vehicle (AV) technology, including all traffic signals in Marysville having vehicle-to-infrastructure (V2I) technology to test these applications in a small city environment.

Safety

Safety is a critical aspect in transportation planning. As a recipient of USDOT's 2023 Safe Streets for All discretionary funding, CORPO will be developing a comprehensive safety action plan. Building upon information included in the safety action plan, CORPO will assist its members in addressing high-crash locations and corridors. Crash data will continue to be analyzed to identify safety needs. In the future, CORPO anticipates working with MORPC, stakeholders and member governments to continue to provide needed education to the public and local governments about the rules of the road, such as safely navigating modern roundabouts, driving without distractions, or yielding to pedestrians in crosswalks.

CATEGORY 600: TRANSPORTATION

A. Key Issues

The CORPO Prospectus identifies the following key issues in transportation planning:

- Special planning for the elderly and people with disabilities
- Consideration of existing private transportation services and their role in public transportation
- Asset Management
- Air Quality, Climate Change and Energy
- Water Quality/Greenways
- Development Patterns
- Transportation Funding
- Access Management
- Corridor Studies and Thoroughfare Plans
- Planning Data Technology
- Data Collection and Sharing
- Transit
- Freight
- Intelligent Transportation Systems
- Safety
- Active Transportation Systems
- Utilities and Broadband Deployment
- Equity

B. Goals & Objectives

Goals and objectives for the 2018-2040 Long-Range Transportation Plan were adopted in January 2017. These guided the development of the 2018-2040 Long-Range Transportation Plan, which was adopted in May 2018 with an executive summary completed and adopted in December 2018.

Goals and Objectives:

- Preserve and Maintain the Existing Transportation System in a State of Good Repair
 - Minimize the number of bridges structurally deficient or functionally obsolete
 - Maximize the miles of pavement in acceptable condition
 - Maximize resources dedicated to maintain and improve the condition of the transportation system
- A Safe Transportation System for All Users
 - Minimize crashes including pedestrian- and bicycle-related crashes
 - Promote system user education to minimize unsafe driving behaviors such as a lack of seatbelt use, distracted driving, impaired driving, and others
- Accessibility and Mobility Options for all Users
 - Build facilities that accommodate all users such as those using transit, walking, and bicycling
 - Expand public transportation within and between communities

- Expand the bicycle and pedestrian networks
- Expand options that assist those living in poverty or in areas with lower accessibility in reaching employment, healthcare, or services
- An Integrated, Connected and Coordinated Transportation System
 - Increase outreach to advocacy and community groups including area residents, local governments, agencies, and organizations
 - Improve connections between regions by utilizing various modes of transportation, including passenger rail
 - Increase local community collaboration and coordination efforts to achieve mutually beneficial outcomes
- A Transportation System that Promotes a Collaborative and Focused Approach to support Economic Vitality
 - Improve strategic freight-related facilities (e.g., highway, rail, intermodal, etc.)
 - Develop priority multipurpose corridors (e.g., utilities, water, broadband, fiber, etc.)
 - Maximize return on investment to position the region to compete globally and efficiently
 - Provide transportation facilities that enhance the transition between rural and urban areas
 - Enhance engagement with regional partners and voices
- Preserve and Enhance Environmental Resources and Sustainability through the Transportation System
 - Increase use of non-single-occupant vehicles (local transit, intercity transit, ridesharing, biking, walking)
 - Provide transportation facilities consistent with local land use, environmental and sustainability plans

Goals and objectives for the 2023-2050 Long-Range Transportation Plan were adopted in June 2022. These will guide the development of the 2023-2050 Long-Range Transportation Plan, which will be adopted in November 2023.

Goals and Objectives:

- Preserve and Maintain the Existing Transportation System in a State of Good Repair
 - Minimize the number of bridges structurally deficient or functionally obsolete
 - Maximize the miles of pavement in acceptable condition
 - Maximize the miles of bike and pedestrian paths in acceptable condition
- A Safe Transportation System for All Users
 - Minimize crashes including pedestrian and bicycle related crashes
 - Improve user education to minimize unsafe driving behaviors such as a lack of seatbelt use, distracted driving, impaired driving, and others
- Accessibility and Mobility Options for all Users
 - Increase mobility options to improve accessibility for all population groups
 - Expand bicycle and pedestrian networks

- An Integrated, Connected and Coordinated Transportation System
 - Better connect CORPO Communities with each other
 - Provide transportation facilities that enhance the transition between rural, urban and other adjacent areas
 - Improve and expand modal connection locations
 - Increase outreach, coordination and collaboration among local governments, area residents, businesses and other community groups and organizations

- A Transportation System that Supports a Collaborative and Focused Approach to Achieve Economic Vitality
 - Improve strategic freight related facilities (e.g., highway, rail, intermodal, etc.)
 - Increase access to employment areas and sites
 - Develop multipurpose corridors (e.g., utilities, water, broadband, fiber, etc.)

- Preserve and Enhance Environmental Resources and Sustainability through the Transportation System
 - Increase use of non-single occupant vehicles (local transit, intercity transit, ridesharing, biking, walking)
 - Provide transportation facilities consistent with land use, environmental and sustainability plans

The status and proposed future actions for the work expressed in these key issues and goals are outlined in the following work element descriptions.

FY 2024 PLANNING WORK PROGRAM

WORK ELEMENTS

No. 60194-3000

601 - Short Range Planning

Short-range planning services help members make progress on the objectives established in the CORPO Transportation Plan (CTP). The IIJA encourages areas to be innovative in the way they manage and operate the system to ensure people and goods move efficiently, safely, and in the most secure way possible. CORPO will support the management and operation of the transportation system by reporting on its conditions and identifying resources to meet established performance measures.

The IIJA continued a core Highway Safety Improvement Program (HSIP) that is structured and funded to make significant progress in reducing highway fatalities. This law requires state Departments of Transportation (DOTs) to implement a State Highway Safety Plan (SHSP) and to address safety issues in their regions. CORPO’s safety planning work will help the state meet this requirement.

Active transportation planning ensures that non-motorized transportation facilities are constructed as part of a multi-modal transportation system and that performance measures are in place to guide engineering, education, and enforcement practices that enhance their usage and the safety of non- motorists.

Product: Method	Agency/ies	Schedule
Condition report of highway system and funding: Assess current condition of highway system by collecting pavement condition summaries from ODOT and local agencies. Assist members in Identifying resources needed to bring it to an acceptable standard and in applying for funding. Coordinate effort with the ODOT Asset Management System	CORPO/Local Governments	As needed for TIP and CTP
Safety planning and safety funding applications: Encourage members to address safety concerns through engineering and enforcement measures. Assist them with their applications for safety funding. Conduct special studies and projects related to transportation safety such as intersection modifications as requested by members or ODOT.	CORPO/ODOT/Local Governments/Others	Ongoing
Active transportation planning: Assist local agencies and entities in planning for and implementing active transportation infrastructure that includes both bike and pedestrian facility. Assist members with trail planning development and complete streets.	CORPO/ODOT/Local Governments	Ongoing
Transit Planning: Coordinate with both public and private transit and mobility providers on public transit and human services planning. Assist members with related grant applications (5310, 5307, OTP2, etc.), planning documents and meeting planning.	CORPO / MORPC/ Local governments and Transit Agencies	Ongoing

Budget:

Total Work Element \$40,000 \$32,000 FHWA, \$4,000 ODOT, \$4,000 MORPC

PID#: 118375

602 - Transportation Improvement Program

Transportation Improvement Program (TIP) and Implementation

This element is to prepare and continue to maintain an updated Transportation Improvement Program (TIP) through this element. CORPO will identify federal, state, and other resources to make local improvements and coordinate them with traditional federal resources.

This element also involves the monitoring and coordination of progress for projects in the TIP, including the projects awarded funds through CORPO’s Dedicated Funds Program. As needed amendments to the TIP are completed. Periodic reports concerning the status of federal funds are made to the CORPO committees. CORPO also participates in public involvement opportunities conducted as part of the development of regionally significant transportation improvements including transit projects.

Product: Method	Agency/ies	Schedule
Transportation Improvement Program: Coordinate with ODOT Districts 5 and 6, MORPC, transit providers and local agencies on project information for amendments to the 2024-2027 TIP. Coordinate with ODOT Central Office on TIP updates and amendment schedules. Monitor projects awarded funds through CORPO’s Dedicated Funds program.	<i>CORPO</i>	<i>Ongoing</i>
Collaboration on project delivery and financing options for projects: As needed, work with local jurisdictions to identify project funding mechanisms and coordinate them with the use of federal, state and other locally available resources, including coordination with OPWC’s SCIP-/LTIP-funded projects. Assist with special funding opportunities such as CORPO Dedicated Funds, Transit related funding, and Discretionary funding opportunities. Work with our public and private partners to bring projects that are extremely time-sensitive online as quickly as possible.	<i>CORPO & Local Agencies</i>	<i>Ongoing</i>

Budget:

Total Work Element \$50,000 \$40,000 FHWA, \$5,000 ODOT, \$5,000 MORPC

PID#: 118375

605 – Continuing Planning – Surveillance**Data and Analysis**

Many transportation programs and projects require GIS and database analytical methods. This element includes using information and tools to analyze data and develop and prepare final products associated with the various projects and programs of the Regional Transportation Planning Organization. In addition, CORPO intends to function as a resource for requests for information regarding transportation, demographic, development, and various other community needs.

Product: Method	Agency/ies	Schedule
Provide GIS and technical assistance to members: Coordinate with the modeling team to be responsive to new data needs associated with the travel demand model. Prepare land use forecasts for traffic studies. Provide demographic and economic data for studies as needed.	<i>CORPO</i>	<i>As Needed</i>
Transform raw data into useful information, suggest conclusions, and support decision-making: Create data visualizations to make finding and retrieving information easy for users for transportation planning purposes: Produce data-driven reports for a quick view of facts and figures about communities and the region.	<i>CORPO/MORPC</i>	<i>As Needed</i>
Respond to and document requests: Answer questions from government, residents, academia and businesses for transportation and demographic data.	<i>CORPO/MORPC</i>	<i>As Needed</i>

Budget:

Total Work Element \$38,609 \$30,887 FHWA, \$3,861 ODOT, \$3,861 MORPC

PID#: 118375

610 – Transportation Plan

Long Range Multimodal Transportation Planning

This work element is the creation and maintenance of the Long-Range Rural Transportation Plan and related activities. The plan examines the region's transportation needs at least 20 years into the future and proposes a multimodal network to meet the region's needs. Work includes maintenance activities for the current 2018-2040 long-range rural transportation plan completed in 2018, and also development activities for the 2023-2050 transportation plan. This activity also includes coordination with local governments and other transportation agencies, participating in special long-range planning efforts, monitoring, and reporting on federal and state transportation legislation, regulations, and policies, and integrating transportation into other regional planning efforts.

Product: Method	Agency/ies	Schedule
The 2018 – 2040 Long- Range Transportation Plan: Amend as needed.	CORPO	As Needed
2023 – 2050 Long Range Transportation Plan: Through stakeholder and public involvement, identify transportation infrastructure and mobility strategies and prioritize projects. Document plan and development process.	CORPO	Plan Adoption November 2023
North Pickaway County TID Transportation Plan: provide data, information, and coordination with Pickaway County TID to assist with plan development.	CORPO/Pickaway County	June 2024
Fairfield County Active Transportation Plan: Assist Fairfield County in development of countywide active transportation plan.	CORPO/Fairfield County	November 2023
Coordinate with ODOT planning activities: Coordinate with special studies and projects that are in the early steps of development. Coordinate with ODOT on implementing strategies in A045, Walk.Bike.Ohio and Transport Ohio within CORPO.	CORPO/MORPC	As Needed
Complete other long-range system studies: Use regional data and resources and technical expertise in highway, thoroughfare, transit, pedestrian, access management, freight, and bikeway planning to analyze specific long-range transportation needs to assist members.	CORPO/Local Governments	Ongoing

Budget:

Total Work Element \$94,652 \$75,722 FHWA, \$9,465 ODOT, \$9,465 MORPC

PID#: 118375

665 – Special Studies

Supplemental Planning

This work element includes additional planning activities that will supplement the core RTPO work elements, and currently includes one activity.

In 2022, CORPO applied to USDOT’s Safe Streets and Roads for All Discretionary program for planning funds to complete a Safety Action Plan for the seven-county CORPO planning area. In January 2023, CORPO received notification of award of these funds to develop the plan.

Product: Method	Agency/ies	Schedule
CORPO Safety Action Plan: Develop a safety action plan for the seven-county CORPO planning area in accordance with the funding program guidelines and requirements.	CORPO	June 2024

Budget:

Total Work Element \$250,000 \$200,000 FHWA, \$0 ODOT, \$50,000 MORPC



Central Ohio
Rural Planning
Organization

Memorandum

TO: Central Ohio Rural Planning Organization Committee

FROM: Nick Gill, Transportation Director

DATE: 4/26/2022

SUBJECT: Resolution 2-23: Resolution Adopting the CORPO SFY 2024-2027
Transportation Improvement Program (TIP)

Rural Transportation Planning Organizations (RTPOs) like the Central Ohio Rural Planning Organization (CORPO) are the planning bodies responsible for developing biennial TIP documents which list the transportation projects receiving funding in the next four years and the funding sources committed to each project. All projects receiving federal funding are included in the TIP, and TIP projects prioritize the actions that will help the region achieve the goals and performance targets established in the CORPO Transportation Plan.

The TIP development process requires CORPO to follow the federally required processes for Public Involvement, Air Quality analysis, and USDOT's Title VI regulations. Public involvement for the CORPO TIP included county subcommittee meetings held in each CORPO County over March and April of 2023. Additionally, CORPO and ODOT held a TIP open house on March 28, 2023 at the MORPC offices to discuss both the CORPO and MORPC area TIPs and solicit feedback from regional stakeholders. During this time, CORPO also solicited feedback through press releases and a public comment period from March 10 through April 10, 2023.

The projects in the TIP include all projects in the CORPO area that have committed funding and are expected to be implemented in the 2024-2027 timeline. Approval from the CORPO committee is a necessary step, but the TIP does not become effective until final approval is received from federal and state authorities.

RESOLUTION 2-23

“Adoption of the FY 2024-2027 Transportation Improvement Program (TIP)”

WHEREAS, the Central Ohio Rural Planning Organization (CORPO) is designated as the regional transportation planning organization (RTPO) by the Governor, acting through the Ohio Department of Transportation and in cooperation with local officials for Fairfield, Knox, Madison, Marion, Morrow, Pickaway, and Union counties.

WHEREAS, CORPO developed the 2018-2040 CORPO Transportation Plan adopted in May 2018 followed by an Executive Summary with prioritized projects adopted in December 2018; and

WHEREAS, CORPO has prepared a Transportation Improvement Program (TIP) for Fiscal Years 2024 through 2027 dated May 1, 2023, and available at <https://www.morpc.org/committees/corpo/>; and

WHEREAS, all projects in the TIP are included in the 2018-2040 CORPO Transportation Plan; and

WHEREAS, pursuant to 23 USC 134 and 42 USC 7506, because part of the CORPO area is designated as a maintenance area for the National Ambient Air Quality Standards for ozone, the 2024-2027 CORPO TIP has been analyzed based on accepted methodology and has been determined to be in conformity with the requirements of the Clean Air Act Amendments of 1990, and said fact is documented in the Air Quality Conformity appendix of the TIP; and

WHEREAS, in compliance with the U.S. Department of Transportation’s Title VI regulations, solicitation of citizens’ comments on the TIP was made by following CORPO’s adopted Public Involvement Process including review by the CORPO Committee, County Subcommittees, advertisements in regional news outlets, sunshine mailings, and an open house virtual meeting; and

WHEREAS, the financial plan for the TIP demonstrates that it can be implemented and that it is consistent with funding reasonably expected to be available; and

WHEREAS, the TIP does not become effective until approval is received from the federal and state authorities; now therefore

BE IT RESOLVED BY THE CENTRAL OHIO RURAL PLANNING ORGANIZATION COMMITTEE:

- Section 1. That it adopts the Transportation Improvement Program for Fiscal Years 2024 through 2027 dated May 1, 2023, as provided on the MORPC website, and recommends that its members incorporate these improvements into their transportation improvement programming for their governmental units.
- Section 2. That it affirms the determination of conformity between the TIP and the State Implementation Plan (SIP)

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.

Mark Forrest, Chair

CENTRAL OHIO RURAL PLANNING ORGANIZATION

Date

Attachment: CORPO State Fiscal Year 2024-2027 Transportation Improvement Program (TIP)



Central Ohio
Rural Planning
Organization

Memorandum

TO: Central Ohio Rural Planning Organization Committee

FROM: Nick Gill, Transportation Director

DATE: 4/26/2023

SUBJECT: Resolution 3-23: Adopting Policies for Managing CORPO-Dedicated Funds

Thanks to the Ohio Department of Transportation's Regional Transportation Planning Organization (RTPO) Capital Program, Ohio RTPOs have funding available for transportation projects. These RTPO dedicated funds have been one of the primary goals of RTPOs since their inception and the increase in this year's biennial budget marks another milestone for CORPO and RTPOs statewide. The total funds allocated in this transportation budget were significantly higher than in previous years, and it is expected that CORPO will have more funding for this cycle of dedicated funds than in the inaugural CORPO dedicated funds cycle in 2021.

CORPO staff with lessons learned from the previous cycle and to reflect the updated goals and objectives to guide the 2023-2050 CORPO Transportation Plan developed updates to the existing application and evaluation process for the CORPO Dedicated Funds Program. The policy review was discussed at each of the March/April 2023 County Subcommittee meetings and staff considered those discussions when proposing changes to the policy. The updates to this policy will facilitate the intake and evaluation of project applications for CORPO-dedicated funds and will help to ensure a standardized evaluation process.

Attachment: Resolution 3-23 – Adopting Policies for Managing CORPO-Dedicated Funds

RESOLUTION 3-23

“Adopting Policies for Managing CORPO-Dedicated Funds”

WHEREAS, the Committee of the Central Ohio Rural Planning Organization is designated as the Rural Transportation Planning Organization (RTPO) for Fairfield, Knox, Madison, Marion, Morrow, Pickaway and Union Counties; and

WHEREAS, the Ohio Department of Transportation (ODOT), first in 2021, initiated a program which sub-allocates part of its Surface Transportation Block Grant Program (STBG) funding to CORPO and other RTPOs; and

WHEREAS, the FY24-25 state budget continues this program and increases the amount of funding allocated to RTPOs; and

WHEREAS, the RTPO is responsible for allocating these federal transportation funds that are attributed to it; and

WHEREAS, the County-level Subcommittees during their March/April 2023 meetings discussed updating the policy; and

WHEREAS, CORPO staff updated Policies for Managing CORPO-Dedicated Funds (Policy): and

BE IT RESOLVED BY THE CENTRAL OHIO RURAL PLANNING ORGANIZATION COMMITTEE:

- Section 1. That the CORPO Committee adopts the Policies for Managing CORPO-Dedicated Funds (attached).
- Section 2. That it directs staff to conduct a solicitation and selection of projects in accordance with this Policy.
- Section 3. That the Policy be evaluated and updated as necessary after the completion of upcoming solicitation and selection cycle.
- Section 4. That the CORPO 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.

Mark Forrest, Chair
CENTRAL OHIO RURAL PLANNING ORGANIZATION

Date

Attachment: Policies for Managing CORPO-Dedicated Funds



Central Ohio
Rural Planning
Organization

Policies for Managing CORPO-Dedicated Funds

May 2023

Central Ohio Rural Planning Organization
111 Liberty Street, Suite 100 · Columbus, Ohio 43215
T 614.228.2663 F 614.621.2401
TDD 1.800.886.2663
<https://www.morpc.org/committees/corpo//committees/corpo/>

The Policies for Managing CORPO-Dedicated Funds was prepared by the Central Ohio Rural Planning Organization (CORPO), 111 Liberty St., Suite 100, Columbus, OH 43215, 614-233-4155, with funding from the Federal Highway Administration, Ohio Department of Transportation, and Fairfield, Knox, Madison, Marion, Morrow, Pickaway and Union counties. The contents of this report reflect the views of the CORPO Committee, which is solely responsible for the information presented herein.

In accordance with requirements of the U.S. Department of Transportation, CORPO, a committee of the Mid-Ohio Regional Planning Commission (MORPC) does not discriminate on the basis of age, race, color, national origin, gender, sexual orientation, familial status, ancestry, military status, religion or disability in programs, services or in employment. Information on non-discrimination and related CORPO policies and procedures is available at <https://www.morpc.org/committees/corpo/>

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1. Introduction

The federal transportation program in the United States was authorized in 2015 by the Fixing America's Surface Transportation Act, or FAST Act. Of the many funding programs that this law reauthorized, CORPO utilizes the Surface Transportation Block Grant (STBG) program. Through the biennial state transportation budget, the Ohio Department of Transportation (ODOT) has dedicated a portion of these funds to the state's regional planning organizations (RTPOs), including the Central Ohio Rural Planning Organization (CORPO). CORPO's program depends upon the continuation of federal funding programs and ODOT's policy. Each RTPO is charged with dedicating the funds to projects and activities sponsored by local public transportation agencies located within the RTPO. Through this policy document, CORPO has established a competitive evaluation process to determine which of the requests will be granted.

2. Process Milestones and Schedule

The basic process of awarding funds to projects consists of:

- CORPO soliciting for project applications.
- CORPO staff evaluating information from applicants based on established criteria.
- A CORPO Funds Selection Committee, made up of CORPO Committee members and any project sponsor applying for funding reviewing the staff evaluations and making recommendations for awards.
- A public involvement process on the funding recommendations
- The CORPO Committee adopts awards based on CORPO Funds Selection Committee and public comments.

The following table provides the timeline for this cycle.

Below is the schedule for the 2023 application and selection process:

Date	Milestone
5-1-2023	CORPO Adopts CORPO Dedicated-Funds Policy
5-22-2023	Two-year funding cycle application period opens
6-13-2023	CORPO hosts an Applicant Workshop from 2:30 p.m. to 3:30 p.m.
6-30-2023	Applications must be completed online by 5 p.m.
7-14-2023	Staff notifies sponsors of any errors and omissions on the application.
8-14-2023	CORPO Staff emails CORPO Funds Selection Committee an overview of applications received, and the results of the application evaluations
8-23-2023	CORPO Funds Selection Committee meets to make recommendations for the public comment period.
9- 5 -2022	Staff publishes draft list of selected projects and opens public comment period.
10- 5 -2022	Close of public comment period
11-6-2023	CORPO Funds Selection Committee makes final recommendations of fund awards to CORPO Committee
11-6-2023	CORPO Committee meets to approve funding commitments.

3. Eligibility and Requirements

3.1 Eligible Sponsors

The application sponsor must be a public agency within a County that is a dues paying CORPO member or is a MORPC dues paying member within any CORPO county and is legally eligible to enter a contract with ODOT. Citizen groups, other private organizations, public school districts, or government agencies ineligible to contract with ODOT may indirectly sponsor an application by coordinating with a sponsoring agency. The sponsoring agency assumes responsibility for executing the project. The sponsoring agency must own the proposed project facility and/or must own the property on which the proposed project will be located upon completion of the project.

The sponsoring agency's legislative body (e.g., city council) must approve a resolution or legislation committing the agency to maintain the facility, equipment, or other activity proposed in the application.

3.2 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 RTPs such as CORPO and local officials) based on criteria established by the Federal Highway Administration (FHWA). Roads functionally classified as local streets are not part of the federal-aid highway system and are not normally eligible for federal transportation funds. Roads functionally classified as Minor Collectors that are located outside of the Urbanized Area also are not normally eligible for federal transportation funds. Minor Collectors within the Urbanized Area and all Major Collectors, Arterials, Freeways/Expressways, and Interstates are eligible for federal transportation funds. Note that although roads not on the federal-aid highway system are typically ineligible for federal funding, bridge, sidewalk, and multi-use path projects on local roads are typically eligible.

3.3 Eligible Activities: The CORPO Transportation Plan (CTP)

To be eligible for funding, the proposed activity must be identified on the CORPO Transportation Plan (CTP). The project must be outside the Metropolitan Planning organization (MPO) boundary. The CTP identifies many individual roadway and bikeway projects as well as line items for other activity and project types. The proposed activity does not have to exactly match the CTP project listing but should be consistent with it. Some activities, such as transit, pedestrian facilities, maintenance, intermodal access, and studies, are strategies identified within the CTP. If a project or activity applying for funding is not specifically listed in the CTP or clearly fall within a line item, the sponsor must provide justification as to how it is included in the CTP.

3.4 Eligible Costs

3.4.1 Non-Federal Matching Requirements

This program limits funding to 80 percent of eligible costs and requires a 20 percent match. Matching funds must be provided in cash, as in-kind contributions are not permitted.

3.4.2 Prior Federal Authorization

The STBG funds utilized in the CORPO dedicated funds are not grants. They operate on a reimbursement basis as work progresses. Costs for any activity that occurs prior to authorization of the project phase by the Federal Highway Administration (FHWA) are not eligible for reimbursement. The sponsoring agency will be responsible for those costs. In some cases, actions taken by the applicant that are inconsistent with the project development process (e.g., acquiring right-of-way before environmental clearance or through inappropriate means) can jeopardize the use of federal funds on the project.

3.5 Eligible Activities

The U.S. Department of Transportation has established eligibility requirements for the STBG, which are summarized below. Contact CORPO staff if you have a question on the eligibility of a proposed activity.

3.5.1 STBG Eligibility Guidance

The STBG funding program is generally flexible. Meaning, any capital project or program eligible for federal highway or transit funding is eligible for STBG funds. STBG funds may be used for design & construction, expansion, reconstruction, preliminary engineering, right of way or preservation projects on any federal-aid roadway (See Sec. 3.1) 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:
https://www.fhwa.dot.gov/specialfunding/stp/bil_stbg_implementation_guidance-05_25_22.pdf.

CORPO prefers sponsors of construction projects to undertake preliminary development and detailed design activities without use of CORPO-dedicated 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. CORPO may commit funds for preliminary engineering.

If CORPO-dedicated funds are used for PE, the consultant must be selected through a quality-based selection process. ODOT must ensure that consultant selection complies with applicable USDOT requirements, whether FTA or FHWA. Consultants working on projects with a commitment of CORPO-dedicated funds for any phase must be pre-qualified by ODOT.

3.6 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.

- 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 state regulations and standards.
- When developing a project schedule, keep in mind that the project will be subject to all 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 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 CORPO-dedicated funds for any phase must be pre-qualified by ODOT.

4 Application Process for New Funding Commitments

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

4.1 Applicant Workshop

In order to prepare applicants for the upcoming application process, CORPO 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 CORPO as part of project evaluation.

4.2 Application

Applications will be submitted through a digital form (submitted electronically) and are due based on the table on page 4. The application will include 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 5. Applicants should use ODOT's preliminary cost estimating procedure or some similarly detailed procedure. Refer to ODOT's Office of Estimating website for guidance:
<https://www.transportation.ohio.gov/working/contracts/estimating>

Applicants will be asked to provide the following information as applicable to provide an understanding of the project or activity:

Project Title	Project Scope
Sponsoring Local Public Agency	Project Type
ODOT PID (if assigned)	
CORPO Transportation Plan (CTP) Project ID or Status	Schedule information including at minimum Right-of-Way Authorization Date
NEPA acknowledgement	Award Contract Date Date Funds are Needed (if not a construction activity)
Applicant Contact Information	
Name	Source, Amount, and Percent of Phase Subtotal for:
Address	Preliminary Engineering
Phone Number	Right-of-Way
E-mail Address	Construction
Facility Name	Other Costs
Project Limits (From-To)	Total Cost
Project Length	

CORPO staff will review the applications for eligibility and completeness and will confirm the received applications. The sponsors will be contacted if there is incomplete information and be provided with the opportunity to provide the additional information. If a sponsor submits more than one application, the sponsor will provide a priority ranking of the applications.

In addition to the items already listed, 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.

Applicants will be asked in the application to acknowledge that all projects are subject to NEPA.

5 Evaluation and Selection Process

Because of the expected demand for CORPO-dedicated federal funds, the CORPO Committee developed criteria and a process to identify the best candidates for funding. The criteria reflect the CORPO 2023-2050 Transportation Plan (CTP) goals and objectives.

The following generally describes the evaluation and selection process:

- a. Staff shall apply the scoring criteria to applications for new funding commitments.
- b. Staff shall submit the collected information about each application and the scores for each application to the CORPO Funds Selection Committee for review and comment.

c. The CORPO Funds Selection Committee shall select applications to recommend for new

funding commitments.

- d. The recommended program of funding commitments shall be provided to CORPO's members, and the public for review and comment.
- e. At the conclusion of public involvement, the applications, schedules, and costs will be endorsed through the CORPO Committee process and incorporated into the STIP.

5.1 Evaluation Criteria and Scoring Process

As part of the continuing CORPO Transportation Planning process, CORPO will be completing and adopting the 2023-2050 CORPO Transportation Plan (CTP) in November 2023. The following six goals and objectives were established for the CTP:

- **Preserve** and maintain the existing transportation system in a state of good repair.
 - Minimize the number of bridges structurally deficient or functionally obsolete.
 - Maximize the miles of pavement in acceptable condition.
 - Maximize the miles of bike and pedestrian paths in acceptable condition
- A **safe** transportation system for all users.
 - Minimize crashes including pedestrian and bicycle related crashes.
 - Improve user education to minimize unsafe driving behaviors such as a lack of seatbelt use, distracted driving, impaired driving, and others.
- **Accessibility** and mobility options for all users.
 - Better Connect CORPO communities with each other
 - Provide transportation facilities that enhance the transition between rural, urban, and other adjacent areas.
 - Improve and expand modal connection locations
 - Increase outreach, coordination and collaboration among local governments, area residents, businesses, and other community groups and organizations.
- An **Integrated**, connected and coordinated transportation system.
 - Increase outreach to advocacy and community groups including area residents, local governments, agencies, and organizations.
 - Improve connections between regions by utilizing various modes of transportation, including passenger rail.
 - Increase local community collaboration and coordination efforts to achieve mutually beneficial outcomes.
- A transportation system that promotes a **collaborative** and focused approach to support **economic** vitality.
 - Improve strategic freight related facilities (e.g., highway, rail, intermodal, etc.).
 - Increase access to employment areas and sites
 - Develop multipurpose corridors

- Preserve and enhance **environmental** resources and sustainability through the transportation system.
 - Increase use of non-single occupant vehicles (local transit, intercity transit, ridesharing, biking, walking).
 - Provide transportation facilities consistent with local land use, environmental and sustainability plans.

The criteria for evaluating applications for new funding commitments are used to measure how well they advance the six goals and measurable objectives identified for the 2023-2050 CTP. These criteria help ensure consistency between the CTP 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 application as well as quantitative data.

Applications will be scored for each goal on a scale of 1 to 10. The score will be established subjectively based on overall consideration of the CORPO-derived goals and objectives assigned to each of the goals. Although there is no specific weighting of each criterion, there are weights applied to each of the goals.

The application will be scored for each goal and its related objectives, 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 goals and objectives score, the applications' total 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.

CORPO staff will compile the data for each goal and objective. Then, staff will develop the preliminary rationale to document how each scoring measure impacted each application score. The CORPO Funds Selection Committee will then review the scores and rationales and make modifications as necessary to reach agreement.

5.2 Activity Categories

CORPO promotes a multi-modal transportation system and the need to provide funding for different types of transportation projects and activities. The following some of these different categories of projects.

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.

Roadway Capacity/Operational Changes – Projects that increase the motor-vehicle capacity of the regional transportation system or result in operational changes comprise this category.

Bike and Pedestrian – This category includes any activity that primarily benefits bicycle and pedestrian transportation.

Transit – This category includes any activity that primarily benefits public transportation.

Other – If the funding request does not fit into any of the above categories, it falls into this category.

These different project types have address different needs and have different benefits that make it difficult to compare against each other using a single set of evaluation and scoring criteria. Realizing this, the scoring resulting from applying the criteria described in section 5.4 should be viewed as a tool in comparing distinctly different project types.

5.3 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 to score lower than a higher priority project by the same agency. The request shall be made in writing.

5.4 Scoring Criteria Goals and Objectives

The applications will be scored against the metrics below which were developed to closely relate to the CTP objectives listed previously.

Goals	Scoring Criteria	Possible Score
Preserve	Preserve and maintain the existing transportation system in a state of good repair.	10
	<i>Decreases number of bridges structurally deficient or functionally obsolete Increases percent of pavement or bike/pedestrian paths in acceptable condition</i>	
Safe	A safe transportation system for all users.	10
	<i>Reduces risk of serious injury or fatal crashes Promotes Safe Driving Behaviors</i>	
Accessibility	Accessibility and mobility options for all users.	10
	<i>Improves Mobility for All Modes Expands Multi-Modal Infrastructure</i>	
Integrated	An integrated , connected and coordinated transportation system.	10
	<i>Increases Outreach to Advocacy Groups Increases Regional Modal Connectivity Foster Local Community Collaboration</i>	
Collaborative	A transportation system that promotes a collaborative and focused approach to support economic vitality.	10
	<i>Improves Strategic Freight Facilities Develops Multi-Purpose Corridors Increases access to employment areas</i>	
Environmental	Preserve and enhance environmental resources and sustainability through the transportation system.	10
	<i>Increases Use of Non-Single Occupant Vehicles Provide transportation facilities consistent with</i>	

local land use, environmental and sustainability plans.

Once the goal scores are completed, they will be multiplied by the corresponding weight in the table below. 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.

Goal	Weight
Preserve	25
Safety	25
Accessibility	10
Integrated	10
Collaborative	20
Environmental	10

5.5 Prioritizing and Recommending Applications for Funding

Staff shall consider CORPO Funds Selection Committee comments on the application scores. Once the overall score is established, the applications are ranked by this score. Due to the wide range of eligible activities as described in section 5.2 that may apply for funding, the CORPO Funds Selection Committee will review the ranking and adjust the preliminary goal scores if necessary to reflect factors that the committee feels is not adequately accounting for in the application of the criteria scoring.

These adjustments will be documented. Applications with higher scores will generally be selected before applications with lower scores. If the CORPO Funds Selection Committee funds lower scoring project over higher scoring ones, the rationale for not funding the higher scoring one will be documented. Once the CORPO Funds Selection Committee reaches agreement upon a program of funding commitments to recommend, CORPO staff would then use this recommendation, the application schedules, and funding availability by SFY to develop a draft program of funding commitments.

The CORPO Funds Selection Committee will not reject portions of an application for funding. If a significant portion of an application appears to be inconsistent with CORPO's goals and objectives, the project will be downrated and therefore be less likely to be funded.

This program would then be provided for a 30-day agency and public comment period. CORPO staff and the CORPO Funds Selection Committee would review any comments received and adjust, if necessary, before final action by the CORPO Committee.

6 Project Development Requirements

6.1 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 a quality-based selection process. Consultants working on projects with a commitment of CORPO-dedicated 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 CORPO 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

7 Maintaining Funding Commitments

It is the sponsor's responsibility, with ODOT and CORPO support, to develop the project on schedule to allow the funds to be authorized.

7.1 Project Monitoring

To assist in more timely delivery of CORPO-funded projects and to make the status of these projects more widely known, CORPO will closely monitor the status of projects. Steps CORPO 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 CORPO agree to cancel the meeting.
- Report on the status of all projects at each CORPO Committee meeting. Managers of projects falling behind schedule may be requested to report on the project to the CORPO Committee.

7.2 Commitment Update

If a sponsor, after receiving a commitment, does not authorize the use of the funds by the time of the next CORPO Dedicated Funds application cycle, sponsors will be asked to submit a status update on unused funds.

If sponsors submit a request to make significant changes to the timeline or budget, staff will present the requests to the CORPO COMMITTEE, which may consider the requests in aggregate and/or individually. The CORPO COMMITTEE has recommended approval of all change requests.

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.

7.3 Participation in ODOT Projects

CORPO funding is focused on supporting local agency needs. CORPO does not intend to participate in funding for facilities that are ODOT's responsibility. However, CORPO will consider funding participation. In these cases, a local agency or multiple local agencies must be the applicant and follow the application process.

Appendix A: Project Application Form

The CORPO Dedicated Funds application process will utilize an online form. The following pages reflect the CORPO Dedicated Funds Application form. All submissions must be completed via the online system. Additional details about the online system will be provided when project solicitation begins and during the applicant workshop.

CORPO FY 2022 - 23 Dedicated Funding Program Application

Welcome Message

DUE: Must be submitted by 5:00 p.m., June 30.

Open-Ended Questions: If you feel you must submit additional information please do so as an attachment. An attachment upload option is provided as the last step of the application and should only be done once you are sure you are ready to submit the application.

Save and Resume: You will be able to save a partially completed application by capturing and saving a unique link or you may also choose to have this link emailed. When you are ready to revisit the application, you will simply click or paste the unique application link into a browser, and the application will reload with any fields that had already been filled in. If you make any changes to the application, make sure you re-save and resend or capture the application link.

File Attachments: On the final page of the application, you are provided with sections to upload an attachment with any additional information and the application signature page. This is the final step of the application process.

It is important to understand that you should not attach any files until you are ready to submit your application. The Save and Resume Later option does not support file attachments.

In addition, the total size of the attachment combined cannot exceed 25mb. If you have any issues with uploading your attachment, please contact CORPO at corpo@morpc.org

Please make sure your application is finalized before submitting.

Required Fields: An asterisk (*) after a field label indicates a required field. Any required fields that are not populated will be highlighted in red upon submission.

Click the Start button below to begin.

AGENCY INFORMATION					
Sponsoring Agency					
Street Address					
City		State		ZIP	
Contact Person					
Contact's Title					
Contact's Email Address					
Contact's Phone #					
<input type="checkbox"/> The sponsor acknowledges that they are familiar with NEPA and understands that it applies to all projects that will					

PROJECT INFORMATION	
Project Title	
Primary Project Type	Bridge Maintenance Bridge/Bridge Deck Replacement Preventive Maintenance Reconstruction Resurfacing Intersection Modification Minor Widening (add turn lane(s)) Traffic Signals Interchange Modification Add through lane(s) Bicycle Lanes Multi-Use Path (Bicycle/Pedestrian) Sidewalk Installation/Modification Streetscape Improvement Transit Capital Expansion (Vehicle Addition) Transit Service Expansion Transit Capital Maintenance Planning Activity Program Administration Travel Demand Management Other
Primary Project Type – Other	Note: Only appears if “Other” is chosen for the Primary Project Type.
Facility Name	
ODOT PID	
CORPO CTP ID or description of how the project is included in the CORPO Transportation Plan	
Project Limits (from-to)	
Project Length	
Project Scope	

PROJECT COST INFORMATION

Please identify cost information:

A professional engineer, architect, or other appropriate professional discipline must certify the cost estimate.

Use ODOT's preliminary cost estimating procedure or some similarly detailed procedure. Refer to ODOT's Office of Estimating website for guidance:

<http://www.dot.state.oh.us/Divisions/ConstructionMgt/Estimating/Pages/default.aspx>

Estimate costs in year of expenditure dollars.

METHODS FOR ENTERING AMOUNTS

The following sections are set up to make automatic calculations in two ways, depending on what information is known.

1. If requesting the percentage of the cost for the sub-phase, choose the Percent method, enter the sub-phase total and the percent for each of the funding sources. The form will calculate the amounts based on the sub-phase total and the percent entered.
2. If requesting a certain dollar amount, choose the Dollar Amount method, enter the dollar amounts for each funding source. The form will calculate the percentages and total phase cost.
3. If cost estimate types below do not apply to the project please select "Not Applicable" and proceed to the next question.

Important: If you choose a method and enter amounts into the fields but then need to change the method type, you should first remove the information you entered as it will not be automatically removed for you.

Preliminary Engineering

CORPO expects project sponsors to undertake preliminary engineering (PE) on construction projects without the use of CORPO-dedicated funds.

PE – Environmental/Preliminary Development: Enter costs to prepare the environmental document and develop the project through Stage 1 design plans.

PE – Detailed Design: Enter the costs beyond stage 1 to finish the development of the project.

Preliminary Engineering	Environmental		
	Sub-Phase Total		
	%	CORPO Federal	% \$0
		Local Match to CORPO Federal	% \$0
	%	Other Federal	\$0
	%	Non-Federal	\$0
	Detailed Design		
	Sub-Phase Total		
	%	CORPO Federal	% \$0
		Local Match to CORPO Federal	% \$0
	%	Other Federal	\$0
	%	Non-Federal	\$0

Right-of-Way

Right-of-Way Acquisition. Land acquisition costs, including professional services, that are necessary to construct any project elements. Do not include utility relocation costs.

Utility Relocation: Estimate the project costs to relocate utilities as necessary to construct any project elements.

Right-of-Way	Acquisition		
	Sub-Phase Total		
	%	CORPO Federal	% \$0
		Local Match to CORPO Federal	% \$0
	%	Other Federal	\$0
	%	Non-Federal	\$0
	Utilities		
	Sub-Phase Total		
	%	CORPO Federal	% \$0
		Local Match to CORPO Federal	% \$0
	%	Other Federal	\$0
	%	Non-Federal	\$0

Construction

Construction Engineering: Inspection services, etc. These costs are typically estimated to be 10 percent of the contract costs.

Construction	Contract			
	Sub-Phase Total			
	%	CORPO Federal	%	\$0
	%	Local Match to CORPO Federal	%	\$0
	%	Other Federal		\$0
	%	Non-Federal		\$0
	Engineering			
	Sub-Phase Total			
	%	CORPO Federal	%	\$0
	%	Local Match to MORPC Federal	%	\$0
%	Other Federal		\$0	
%	Non-Federal		\$0	

Other	Sub-Phase Total			
	%	CORPO Federal	%	\$0
	%	Local Match to CORPO Federal	%	\$0
	%	Other Federal		\$0
	%	Non-Federal		\$0

TOTALS

Preliminary Engineering Phase Total	\$0
Right-of-Way Phase Total	\$0
Construction Phase Total	\$0
Other Phase Total	\$0
Grand Total	\$0

PROJECT SCHEDULE INFORMATION

Please identify schedule information:

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.

If selected for funding, the sponsor and MORPC must agree on a schedule, in consultation with ODOT.

Milestone	Date (MM/DD/YY)	Mark if Completed
<u>Consultant Authorized to Begin Design or date design work is started if done in house by sponsor:</u>		<input type="checkbox"/>
<u>Stage 1 Design Plan Submittal:</u> The date when Stage 1 design plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
<u>Stage 2 Design Plan Submittal:</u> The date when Stage 2 design plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
<u>Final Right-of-Way Plan Submittal:</u> The date when Final RW plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
<u>Environmental Document Approval:</u> The date when the responsible agency (FHWA or ODOT) approves the document or the District confirms the project is exempt from documentation.		<input type="checkbox"/>
<u>Right-of-Way Authorization:</u> The date when authorization is given to a local public agency to begin acquisition activities.		<input type="checkbox"/>
<u>Stage 3 Design Plan Submittal:</u> The date when Stage 3 design plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
<u>Right-of-Way Acquisition Complete:</u> Date on which the local public agency certifies the completion of RW acquisition activities. (Utilities/encroachments not included.)		<input type="checkbox"/>
<u>Final Plans and Bid Package Submittal to ODOT:</u>		<input type="checkbox"/>
<u>Award Contract:</u> The date the local public agency approves a contract with a successful bidder.		<input type="checkbox"/>

1. No Construction Phase Project Schedule

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?

Section 2: Evaluation Related Questions

The answers to the following qualitative questions will be used to score your application. These questions were developed to closely relate to the CTP Goals and objectives listed previously. Please refer to Chapter 5 of the Policies for Managing CORPO Dedicated Funds.

GOAL: Preserve and maintain the existing transportation system in a state of good repair.

PM1: Please include bridge condition information and/or pavement condition information. CORPO can provide the latest data available from ODOT for this.

PM2: Please explain how the proposed activities in your application will improve the pavement or bridge quality (as referenced above) or otherwise preserve and/or maintain the existing transportation system.

GOAL: A safe transportation system for all users.

CORPO will use the ODOT GCAT tool to pull crash data (frequency, rate, severe injury, bike-pedestrian crashes) for the project area and calculate rates.

S1: Please provide information on how the proposed project will increase safety and any additional information concerning crashes to supplement the ODOT crash data.

S2: Will the proposed activities in your application address the safety of the transportation system by minimizing unsafe driving behaviors such as a lack of seatbelt use, distracted driving, impaired driving, and others? If so, please explain.

GOAL: Accessibility and mobility options for all users.

AM1: Will the proposed activities in your application expand or better automobile-related mobility options? If so, please explain. Please also provide average daily traffic if applicable.

AM2: Will the proposed activities in your application expand bike / pedestrian facilities? If so, please explain.

AM3: Will the proposed activities in your application expand other modes? If so, please explain.

GOAL: An integrated, connected and coordinated transportation system.

ICC1: Will the proposed activities in your application increase outreach to local governments, area residents, businesses or other community organizations and groups? If so, please explain.

ICC2: Will the proposed activities in your application increase modal-connectivity? If so, please explain.

ICC3: Will the proposed activities in your application better connect CORPO communities? If so, please explain.

GOAL: A transportation system that promotes a collaborative and focused approach to support economic vitality.

C1: Will the proposed activities in your application improve freight facilities? If so, please explain.

C2: Will the proposed activities in your application aid in the development of multi-purpose corridors? If so, please explain.

C3: Will the proposed activities in your application increase access to employment areas or sites? If so, please explain.

GOAL: Preserve and enhance environmental resources and sustainability through the transportation system.

E1: Will the proposed activities in your application increase the use of non-single occupant vehicles? If so, please explain.

E2: Will the proposed activities enhance environmental resources and sustainability and is consistent

with local land use and environmental related plans? If so, please explain.

**Application Form for
CORPO-Dedicated Funding**
State Fiscal Years 2023-2024

1. Authorized Signature: The undersigned certifies: (1) they are authorized on behalf of the sponsoring agency to request and accept financial assistance from the Central Ohio Rural Planning Organization (CORPO); (2) all representations that are part of this application are true and correct.

Name

Date

Title