



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

111 Liberty St., Suite 100  
Columbus, Ohio 43215  
[www.morpc.org](http://www.morpc.org)

## NOTICE OF A MEETING

### MPO Funding Committee

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

**October 1, 2025**  
**10:00 a.m.**

Note: Due to changes in Ohio Revised Code 121.221 regarding public bodies and virtual meetings, the meeting will be aired via live stream. We will note who views the meeting via live stream as information is available.

#### **Live Stream Option**

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Meeting ID: 256 761 613 119 0

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## AGENDA

1. Welcome & Introductions
2. Approval of September 3, 2025, Minutes
3. Activity Categories
4. Evaluation Process
5. Criteria Changes
6. Other Business
7. Adjourn

**William Murdock, AICP**  
Executive Director

**Chris Amorose Groomes**  
Chair

**Ben Kessler**  
Vice Chair

**Laurie Jadwin**  
Secretary



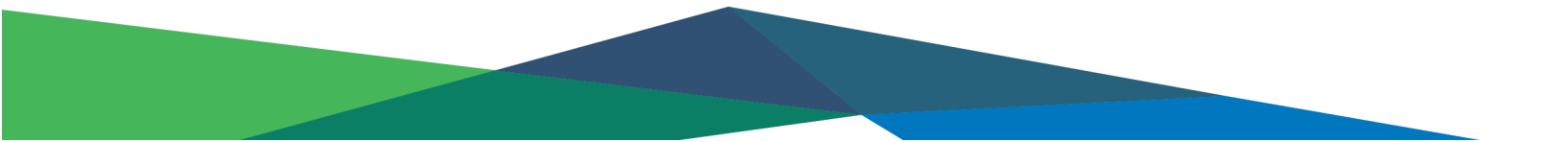
PLEASE NOTIFY EVA REDA AT 614-233-4167 OR EMAIL [EREDA@MORPC.ORG](mailto:EREDA@MORPC.ORG) TO CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR IF YOU REQUIRE SPECIAL ASSISTANCE.

**The next MPO Funding Committee meeting is:**  
November 5, 2025, at 10 a.m.

**PARKING AND TRANSIT:** When parking in MORPC's parking lot, please be sure to park in a MORPC visitor space or in a space marked with a yellow "M". Accessible parking is available at the side of MORPC's building. Electric vehicle charging stations are available for MORPC guests.

Indoor bike parking is available for MORPC guests.

MORPC is accessible by COTA BUS. The closest bus stop to MORPC is E. Fulton St./S. High St. Bus lines that accommodate this stop are Numbers 1, 4, 8, and 51.



# Mid-Ohio Regional Planning Commission

## MPO Funding Committee Meeting Minutes



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

Date: **September 3, 2025**  
Time: **10:00 a.m.**  
Location: **MORPC**

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### **Members Present**

Crosier, Fritz  
Moran, Alan  
Owen, Jonathan  
Sanders, Scott

Jenkins, Tiffany  
Nimps, Ronni  
Pajk, Jim  
Schamp, Letty

Moorehead, John  
Nittle, Tim  
Peoples, Matthew

### **MORPC Staff**

Graham, Thomas  
Reda, Eva  
Schaper, Maria

Kuenzli, Jessica  
Roberts, Griffin  
Smith, Sam

Petrov, Jordan  
Ruscin, Hannah  
Vonstein, Melinda

### **I. Welcome & Introductions**

- Chair Crosier called the meeting to order at 10:00 a.m. There was a quorum present.

### **II. Approval of September 3, 2025, Meeting Minutes**

- Chair Young asked for a motion to approve September 3, 2025, meeting minutes. Ms. Schamp moved; Mr. Peoples seconded; and the motion passed.

### **III. Roadmap for Revising the Policies**

- Mr. Graham outlined the committee's roadmap for revising MPO funding policies, detailing the sequence of topics to be addressed in upcoming meetings and the process for sharing memos in advance.

### **IV. Activity Categories Changes**

- Mr. Graham and committee debated proposed changes to the definitions of activity categories, focusing on the treatment of system preservation, bike and pedestrian, roadway, and transit projects, including concerns regarding the BRT competing in the roadway project categorization and the implications for funding competitiveness.
  - The committee agreed the changes to system preservation and the bike and pedestrian categories are no concern. The changes to roadway capacity and operational changes and the transit category may be better left as is.

- Prior to the next meeting the committee will look at the scoring of East Main BRT within the roadway category and see where changes may need to be made.

**V. Evaluation of Criteria Usefulness**

- Mr. Graham led a review of existing evaluation criteria, recommending the removal or consolidation of several criteria across economic opportunity, natural resources, energy, collaboration, health/safety/welfare, and sustainable neighborhood goals.
  - Committee agreed to remove the development readiness criterion.
  - Committee agreed to consolidate three of the five natural resources, sensitive lands, water runoff quality and quantity goals to the “Other” category.
  - The committee agreed to remove components that save energy criteria as all projects provide the same response.
  - Mr. Graham highlighted the Small Agency Funding Capacity criteria, noting that no agency has received credit. Suggested the committee consider revising or removing. Could incorporate support for smaller agencies in other policies.
  - Mr. Graham to follow up on why the Percent of MORPC Funding and Amount of MORPC Funding are two separate categories.
  - Committee members agreed to remove the System Life criteria.
  - Mr. Graham highlighted the Displacements category may be hurting applicants who are further along in project development. Committee members discussed offering suggestions such as adding these criteria to “Other” criteria and awarding points to Displacement Avoidance.

**VI. Retrospective Safety Analysis**

- Mr. Graham and Mr. Petrov presented the results of a retrospective safety analysis of funded projects, highlighting the limitations of the data and the influence of external factors such as COVID, and outlined plans for more robust safety analysis with future grant funding.

**VII. Other Business**

- Mr. Graham outlined next steps, including follow-up analysis on activity categories and proposed changes to criteria for the next meeting, and encouraged committee members to submit additional topics for discussion before the October 1, 2025, meeting.

**VIII. Adjourn**

- The meeting was adjourned at 11:06 a.m.





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## Memorandum

**TO:** Mid-Ohio Regional Planning Commission  
MPO Funding Committee

**FROM:** Tom Graham  
Associate Director of Transportation Planning

**DATE:** 9/24/2025

**SUBJECT:** **Revising the Policies for Managing MORPC MPO Funds – Activity Categories**

### Follow Up - 9/3/2025 MPO Funding Committee Meeting

The committee discussed multiple potential changes to activity categories during the September meeting. During this discussion it was requested that staff look back at the last funding round to evaluate how the E Main BRT project would have scored in the Roadway Capacity/Operational Changes category. The results of this reevaluation would have put the E Main BRT project at the top of the Roadway Capacity/Operational Changes category.

This retrospective analysis has led staff to reevaluate previously suggested changes to the Roadway Capacity/Operational Changes and Transit categories. It appears that the existing metrics for evaluation cannot be fairly utilized to compare large scale transit investments directly to roadway projects. Therefore, staff are not recommending any changes to these two categories in advance of the next funding solicitation.

### Suggested Revisions to Section 5.2

Suggested revisions are provided in red:

- **System Preservation** – This category includes projects that are solely replacement or maintenance of existing roadway infrastructure without resulting in operational changes to motor vehicle traffic. Examples include bridge maintenance and replacements, and pavement preservation, resurfacing or rehabilitation. The maintenance of existing bike and pedestrian infrastructure may be considered in this category. Additionally, a reconstruction or resurfacing project which includes new bike and pedestrian infrastructure may still be considered in this category, **as long as system preservation costs constitute the plurality of project expenditures**. The maintenance or replacement of traffic signal infrastructure may be considered for this category only if it will not result in operational changes to motor vehicle traffic. For example, replacement of signal

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infrastructure with improved communications capabilities would likely be considered in the Roadway Capacity/Operational Changes category.

- **Roadway Capacity/Operational Changes** – Projects that increase the motor-vehicle capacity of the regional transportation system or result in operational changes comprise this category. Examples include the addition of through lanes to a facility, new roadways, intersection modifications (such as the addition of turn lanes and/or traffic signals or construction of a roundabout), the addition of a center left-turn lane to a corridor, intelligent transportation systems, and any traffic signal infrastructure modifications (including equipment upgrades) that will result in operational changes to motor vehicle traffic.
- **Bike and Pedestrian** – This category includes any activity that primarily benefits bicycle and pedestrian transportation. Examples include installing or modifying multi-use paths, bicycle lanes, or sidewalks, ~~provided that they are not part of a roadway modification project~~. It also includes funding requests for education, encouragement, enforcement and other activities to promote non-motorized modes of transportation.
- **Transit** – This category includes any activity that primarily benefits public transportation. Examples include transit vehicle replacements, park and rides, transit centers, enhanced bus stops, capital projects related to new or expanded service, streetcar, bus rapid transit, or rail transit.
- **Interchange/Freeway** – Projects which are constructing a new interchange or modifying an existing interchange or other component of a freeway project and the benefits generally are focused on improving travel on the freeway system as opposed to the local system.
- **Other** – If the funding request does not fit in any of the above categories, it falls into this category. These may be motor-vehicle education or enforcement activities, non-transit engine retrofits, refueling stations, etc. The revisions outlined above would further direct projects to be assigned to an activity category based upon the primary purpose of the project.



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## Memorandum

**TO:** Mid-Ohio Regional Planning Commission  
MPO Funding Committee

**FROM:** Tom Graham  
Associate Director of Transportation Planning

**DATE:** 9/24/2025

**SUBJECT:** **Revising the Policies for Managing MORPC MPO Funds – Evaluation Process and Criteria Changes**

### Overall Evaluation Process

The MPO Funding Committee discussed potential revisions to the underlying structure of application evaluation during the August meeting. Specifically, interest in a more rigid and predictable scoring process was expressed. This memo details the current evaluation process, outlines potential changes, and identifies challenges with these changes.

The current evaluation process is detailed in Section 7.1 of the policies:

Applications will be scored for each goal on a scale of 1 to 10. The score will be established subjectively based on an overall consideration of the MORPC-derived data and qualitative statements provided with regard to the criteria for each goal. Although there is no specific weighting of criteria within each goal, there are three levels of priority among the criteria for each goal. In the following criteria tables, the priority level for each applicable criterion is shown in the corresponding Activity Category column:

- A criteria are given the highest priority
- B criteria are given a priority level between A and C
- C criteria are given the lowest priority

The application will be scored for each goal relative to the other applications' data and statements for the goal. If the information associated with a particular goal does not provide a meaningful distinction between two applications, they will receive the same score for that goal. For minor differences, the scores between two applications will be close to each other. For applications that are clearly separated based on the goal criteria and their priority levels,

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the applications' scores will be significantly different. Included with the goal score will be a brief rationale for the score that highlights the most significant contributing factors.

The current process does not utilize any standard rubrics for scoring but still considers many quantitative factors in the process. Rubrics for all or some of the criterion included in the evaluation could be developed to better document the scoring process. This process would be quite time intensive to develop, and MORPC is concerned with being able to develop these rubrics in time for the next funding solicitation.

The current recommendation is to continue utilizing the existing evaluation process for the 2026 funding solicitation while working on developing a more transparent and predictable evaluation process for the 2028 funding solicitation. This work will be supplemented by MORPC's Prioritization Process Pilot Program project, which is set to kick off soon and rethink project evaluation for the 2028-2050 MTP.

### Changes to Criteria

The MPO Funding Committee discussed potential revisions to multiple individual criteria during the August and September meetings. This included the removal of multiple criteria which did not provide significant differentiation between projects, including:

- Development Readiness
- Addressing Sensitive Land Issues
- Water Runoff Quality & Quantity
- Vegetation and Habitat Restoration
- Components that Save Energy
- System Life
- Displacements

The "Other" criteria in many of the goals have been revised to reflect examples of the removed criteria as being pertinent to the goal. Additionally, the following criteria were specifically discussed for revision:

- Congestion Relief
  - Currently this criterion is measured using the regional model to calculate the percentage reduction in existing and 2050 VMT that experiences LOS F or worse within 1 mile of the project.
  - The committee expressed a desire to ensure this criterion focused on 24-hour analysis of congestion as opposed to only peak hour analysis.
  - In practice, the existing criterion considers more than only peak-hour congestion.
  - Considerations could be made to set a minimum threshold of existing and 2050 VMT experiencing LOS F or worse to be eligible to receive credit in this criterion.
- Safety

- Currently there are three safety focused criteria:
  - Crash Reduction (motor vehicles)
  - Crash Reduction (vulnerable users)
  - Enhance Systemic Safety
- There is a desire to improve our crash reduction criteria to better incorporate project scope
- There is a desire to improve our systemic safety analysis to be more data driven
- MORPC intends to address both of the items above through the development of an updated Central Ohio Transportation Safety Plan and the PPPP project.
- MORPC does not currently have a recommendation to adjust these criteria, but will be working on developing recommendations for consideration before the 2028 funding solicitation.

Additionally, a new criterion was suggested to focus on support for housing development in the region. MORPC's recommended criterion for consideration is outlined below:

- Housing: If applicable, applicants should describe how the project will support future or newly constructed housing. Newly constructed housing must be no older than 3 years old to be eligible. Projects claiming to support future housing will score higher as long as they are able to demonstrate proof of commitment – this may include contracts, in-principle commitments, zoning changes which would support housing construction, or any proof of ongoing housing construction. Projects which support more units will score higher, as will projects which support higher-density or infill housing.
  - This criterion is proposed for the Economic Opportunity Goal with a priority of B across all activity categories

The MPO Funding Committee will have the opportunity to discuss the criteria outlined above, in addition to any other criteria changes, during the 10/1 meeting. Any changes to criteria currently being recommended are outlined alongside the existing evaluation criteria on the following pages.

*Economic Opportunity Goal Criteria*

The evaluation for the economic opportunity goal criteria is based on information provided in the Final Application and MORPC-derived data from the regional travel demand model or GIS.

Data Source	Economic Opportunity Goal Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
MORPC Derived***	<b>Congestion Relief:</b> Applicant is to provide information on how congestion is hampering economic development in the area. Applications which do not clearly demonstrate how congestion is hampering economic development in the area will not benefit from this criterion. How will improvements to the transportation system because of this project improve economic development? MORPC will estimate the ability of the project to improve travel within a corridor so congested components of the transportation system are relieved. Measured using the regional model by the percentage reduction in existing and 2050 VMT that experiences LOS F or worse within 1 mile of the project.	B			B	
MORPC Derived****	<b>Job Retention &amp; Creation:</b> The number of existing jobs of each type (manufacturing, office, warehousing, retail, institutional) within 1 mile of the project. The Applicant will provide the number of permanent jobs of each type that will be <u>created in the region</u> because of the project. Provide a map showing the locations in relationship to the project. Provide documentation showing that these jobs are committed to being created in this area with the improvements to the area.	A	B	B	B	
	<b>Housing:</b> <u>If applicable, applicants should describe how the project will support future or newly constructed housing. Newly constructed housing must be no older than 3 years old to be eligible. Projects claiming to support future housing will score higher as long as they are able to demonstrate proof of commitment – this may include contracts, in-principle commitments, zoning changes which would support housing construction, or any proof of ongoing housing construction. Projects which support more units will score higher, as will projects which support higher-density or infill housing.</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>B</u>	
	<b>Development Readiness:</b> <u>Describe the presence and timing of all necessary economic development components in the project area, such as infrastructure (e.g., utilities, water and sewer, broadband), access to appropriately trained labor (skilled/unskilled), and other transportation options (e.g., rail, airports, transit or bicycle/pedestrian). This can include how much new private/public capital investment has been made in the project area or will be because of the project. This investment can be within the past 3 years or commitments between now and 5 years after completion of the transportation project. Provide a map showing the past and committed investments. Specify the type of investment and the timeline for this investment.</u>	<u>B</u>			<u>B</u>	

Data Source	Economic Opportunity Goal Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
MORPC Derived*	<b>Travel Time Uncertainty:</b> Using existing travel time data, the existing travel time uncertainty index will be calculated for the area within 1 mile of the project. Projects in areas with higher uncertainty will score better.	B			C	
MORPC Derived*	<b>Traffic Composition:</b> Current and future Average Daily Traffic and percentage of truck traffic. Higher volume facilities and facilities serving a higher percentage of truck traffic will score higher.	B	A			
	<b>Other Economic Considerations:</b> Describe the type and amount of acreage of site(s) that will primarily benefit from the project's improvements (e.g., greenfields, developed, redeveloped, infill, brownfields, intermodal facilities). Provide information regarding the project's impact on economic development in the area. Is there anything unique about this project that has not been captured by the criteria? This could include how the project will impact a specific industry cluster, innovative business, or industry target as identified by One Columbus.	A	B	A	A	A

\*Data relative to the travel time index and delay will be available prior to application submission.

\*\*\*MORPC will estimate change in congested VMT. Applicant is to provide statement on how congestion is hampering economic development.

\*\*\*\*The number of existing jobs is available prior to application submission. Applicant is to provide the number of new jobs.

*Natural Resources Goal Criteria*

The scores for the natural resources goal criteria are mostly based on information provided in the Final Application. The emission reductions are estimated using the regional travel demand model.

Data Source	Natural Resources Goal Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
MORPC Derived	<b>Emission Reduction:</b> The vehicle emissions of PM2.5 (fine particulates), VOC (volatile organic compounds), and NOx (oxides of nitrogen) contribute to the region being recently in non-attainment of the ozone and PM 2.5 national air quality standards. The regional model will estimate the change in emissions resulting from the project, reported in kilograms per day. Projects with more emission reductions will score better.	A		A	A	A
MORPC Provided*	<del><b>Addressing Sensitive Land Issues:</b> Based on project location information provided in the Screening Application, a listing of sensitive lands in the project vicinity will be provided to the applicant. In the Final Application, the applicant is to provide information addressing how the project impacts each of these. Projects that do not impact sensitive lands or will go beyond NEPA requirements* will score better.</del>	B	B	B	B	
	<del><b>Water Runoff Quality &amp; Quantity:</b> Describe a current significant water runoff quality or quantity problem in the project area that will be resolved as a result of the project and complying with NEPA requirements. If there is no current significant water runoff quality or quantity problem, describe aspects of the project that will improve water runoff quality or quantity that will go above and beyond NEPA requirements.* Projects which address problems or go beyond NEPA requirements will score better.</del>	B	B	B	B	B
	<del><b>Vegetation and Habitat Restoration:</b> Describe a current significant vegetation or habitat problem in the project area that will be resolved as a result of the project and complying with NEPA requirements. If there is no current significant vegetation or habitat problem, describe aspects of the project that will improve vegetation or habitat restoration above and beyond NEPA requirements.* Projects that address problems or go beyond NEPA requirements will score better.</del>	B	B	B	B	B
	<b>Other Extraordinary Aspects Related to Natural Resources:</b> A statement by the sponsor about any extra-ordinary aspects of the project's impact on the natural habitat. <u>This can include but is not limited to significant improvements to water runoff quality and quantity, vegetation and habitat restoration, or extraordinary efforts to address sensitive land issues.</u>	B	B	B	B	B

\*Available prior to application submission.

*Energy Goal Criteria*

Two criteria for the energy goal are scored based on information provided in the Final Application, and one is scored using results from the regional travel demand model and GIS analysis.

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

*Collaboration and Funding Goal Criteria*

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

Data Source	Collaboration and Funding Goal Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
MORPC Provided*	<b>Percent of MORPC Funding Requested:</b> The percentage will only be based on the total right-of-way and construction cost. If it is not a traditional construction project, the percent of the total program/activity will be used. Applications that provide non-federal match to MORPC funding of 30% or more will score better.	A	A	A	A	A
MORPC Provided*	<b>Amount of MORPC Funding Requested:</b> Applications that request amounts greater than \$8 million for the Roadway Capacity & Operational Changes and Transit categories or request amounts greater than \$4 million for the remaining categories, will not benefit in this criterion. Applications that request amounts less than \$2 million for the Roadway Capacity & Operational Changes and Transit categories or request amounts less than \$1 million for the remaining categories, will receive maximum benefit in this criterion.	A	A	A	A	A
	<b>Documentation of Support and Collaboration:</b> The applicant is to provide letters of support from neighboring government jurisdictions, community associations, business associations, or others. Additional funding partners are also a sign of support. The focus of this support is to be for the right-of-way and construction phases. Projects that have more support will score better. Additionally, the more private sector funding, the better the score.	A	A	A	A	A
	<b>Origin of Project/Project Readiness:</b> The applicant is to provide the origin of the project including all planning studies recommending the project or activity and which ODOT Project Development Process (PDP) steps have been completed at time of final application submittal. Projects that that are further through the planning and PDP process will score better. The sponsor is also to provide documentation on interagency and community collaboration (e.g., identification in MORPC's Competitive Advantage Projects initiative, utilized MORPC's Technical Assistance Program) that has occurred to date to advance the project.	B	B	B	B	B
	<b>Applicant Priority Ranking:</b> Applicants that submit more than one project must also submit a priority ranking of their projects. The applicant's top project within each category, will benefit under this criterion.	C	C	C	C	C
	<b>Small Agency Funding Capacity:</b> For an agency with a small transportation budget, such that the local funding they are contributing to the project phases for which they are requesting assistance is approximately equal to or greater than the usual size	C	C	C	C	C

Data Source	Collaboration and Funding Goal Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
	of its annual transportation infrastructure expenditures, will benefit under this criterion.					

\*Available prior to application submission.

*Health, Safety & Welfare Goal Criteria*

Some of the health, safety and welfare goal criteria are evaluated based on information provided in the Final Application, and others are evaluated based on MORPC-derived data using GIS analysis.

Data Source	Health, Safety & Welfare Goal Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
MORPC Derived*	<b>Crash Reduction (Motor Vehicles):</b> Using the ODOT crash data and tools, crash measures for the project will be calculated, including overall frequency, fatal and serious injury crash frequency, and fatal and serious injury crash rate. Additionally, using Crash Modification Factors (CMF) and Highway Safety Manual (HSM) based analyses, project improvement(s) will be evaluated with respect to their estimated impact on expected crashes impacting motor vehicle users. Projects that show more projected improvements to safety motor vehicle users will score higher, with additional consideration given to projects reducing fatal and serious injury crashes.	A	A	A	A	
MORPC Derived*	<b>Crash Reduction (Vulnerable Users):</b> Using the same methodology as the previous criterion, overall bike/ped frequency and fatal and serious injury bike/ped frequency for the project will be calculated and projects will be evaluated with respect to their estimated impact on expected crashes impacting vulnerable roadway users. Projects that show more projected improvements to the safety of vulnerable roadway users will score higher, with additional consideration given to projects reducing fatal and serious injury crashes.	A	A	A	A	
	<b>Enhance Systemic Safety:</b> The applicant describes how the project will improve or maintain safety. Projects which address existing safety issues will score higher, but projects which include systemic safety improvements to maintain safety can benefit in this criterion. Additionally, projects which are identified in local or regional plans as priority safety projects will score higher.	A	A	A	A	
MORPC Derived*	<b>Facility Condition:</b> The average PCR of the existing roadway that would be improved as part of the project based on the most recent ODOT data will be calculated. The worst existing bridge component rating based on ODOT data that would be improved as part of the project. The sponsor should review the ODOT data and may provide supplemental data if desired. Projects that are on facilities with lower PCRs and/or bridge ratings will score higher.	A	A			
	<b>New Transit Ridership:</b> The applicant provides an estimate of the increase in transit ridership. This is to include both the ridership on the specific project or activity as well as overall system ridership. Projects that have higher ridership will score better.				A	
	<b>Regional Transportation System Equity:</b> Measure of how the project addressing unmet needs of a particular population group or groups within their community. With a focus on minority, low income, elderly, disabled or other historically underrepresented population group, the applicant is to provide a description of how the unmet need(s) of the population group(s) is being addressed by the project. Data (census or other) to support the project is serving the specified population(s) should be provided.	A	A	A	A	
	<del><b>System Life:</b> The applicant is to provide information on the age and condition of the components being replaced. Also provide a statement, if applicable, as to the potential of the project to maximize life of transportation system. This is any extraordinary aspect that is likely to be part of the project.</del>	C	C	C	A	
	<b>Other Health, Safety &amp; Welfare Considerations:</b> Statement by the sponsor with rationale on how the project would further this goal. Reference should be	C	C	C	C	A

Data Source	Health, Safety & Welfare Goal Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
	made to as many of the above criteria as applicable in justifying the benefits of the program/activity/project relative to this goal.					

\*Available prior to application submission.

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

*Sustainable Neighborhoods and Quality of Life Goal Criteria*

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

Data Source	Sustainable Neighborhoods and Quality of Life Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
MORPC Derived**	<b>Origin/Destination Density:</b> The average density (population + jobs) of the project users' origins and destinations will be estimated based on existing densities & 2040 projections. The average densities will be calculated for both higher density ends of the trip and lower density ends of the trip. For the Bike and Pedestrian category, the density within 1 mile of the project will be used. Projects that serve travelers going to and from more dense areas will score higher.	A	A	B	A	
	<b>Pedestrian System:</b> The applicant will provide information on the relationship of the project to the existing pedestrian transportation system and/or how the project will include improvements to enhance or connect to the pedestrian system. Projects that facilitate the construction of pedestrian facilities along a regionally significant active transportation corridor will score higher. Projects that provide pedestrian facilities where none currently exist and/or provide connections among existing facilities will score higher. <u>Projects will also score higher if they demonstrate that they remove, bypass, or otherwise ameliorate barriers to pedestrians, including highways, railroads, and waterways.</u>	B	B	A	A	
	<b>Bikeway System:</b> The applicant will provide information on the relationship of the project to the existing bikeway transportation system and/or how the project will include improvements to enhance or connect to the bikeway system. Projects that facilitate the construction of facilities along a regional active transportation corridor will score higher. Projects that provide bike facilities where none currently exist will score higher. Projects that improve the level of stress, per MORPC's Level of Stress map will score higher. <u>Projects will also score higher if they demonstrate that they remove, bypass, or otherwise ameliorate barriers to bikes, including highways, railroads, and waterways.</u>	B	B	A	A	
	<del><b>Displacements:</b> The applicant will provide an estimate of the number of displacements (business and residential) as a result of the project. The information can be provided in terms of a range of likely displacements. Projects with less or no displacement of residents or businesses will score higher.</del>	B	C	C	C	
	<b>Transit System:</b> A statement by the applicant as to how the project enhances transit service. Projects along existing transit routes will need to provide appropriate transit related facilities and will score higher. Beyond what transit related facilities may be part of the project if on existing transit line, projects that make additional improvements, improve first and last mile connections to existing service, or that could enhance future transit service while not on a current transit line will score higher.	B	B	A	B	
	<b>Other Sustainable Neighborhoods Considerations:</b> Statement by the applicant with rationale on how the project would further quality of life and relationship of this project to furthering the community's quality of life goals. <u>Applicants can highlight efforts the project will take to minimize displacements in this criterion.</u> For projects in the Other Activity Category, also provide additional information especially in regard to any of criteria above criteria as	C	C	C	C	A

Data Source	Sustainable Neighborhoods and Quality of Life Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
	applicable in justifying the benefits of the program/activity/project relative to this goal.					

\*Available prior to application submission.

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