Policies for Managing MORPC MPO Funds

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1. Introduction

The federal transportation program in the United States was authorized in 2021 by the Infrastructure Investment and Jobs Act. Three of the many funding programs that this law reauthorized are the Surface Transportation Block Grant (STBG) program, the Congestion Mitigation & Air Quality Improvement Program (CMAQ), and the Transportation Alternatives Program (TAP). This law also established the Carbon Reduction Program (CRP). The Ohio Department of Transportation (ODOT) sub-allocates a portion of these funds to the state's metropolitan planning organizations (MPOs), including the Mid-Ohio Regional Planning Commission (MORPC). MORPC's program depends upon the continuation of federal funding programs and ODOT's policy. Each MPO is charged with attributing the funds to projects and activities sponsored by local public transportation agencies located within the MPO. MORPC's allocations are about $48 million annually:

Federal Transportation Program	MORPC's Annual Allocation*
Surface Transportation Block Grant Program (STBG)	$28 million
Congestion Mitigation & Air Quality Improvement Program (CMAQ)[1]	$14 million
Transportation Alternatives Program (TAP)	$3 million
Carbon Reduction Program (CRP)	$3 million
Total	**$48 million**

*Annual allocations based upon IIJA allocations.

MORPC has established a competitive evaluation process to help determine which of the requests will be granted. The Metropolitan Planning Organization Funding Committee and MORPC Staff evaluate information from applicants based on established criteria in order to make recommendations for awards. A public involvement process follows, and MORPC's Central Ohio Metropolitan Planning Organization (MPO) Board makes awards based on the recommendations and public comments.

The Central Ohio MPO Board has adopted this document to establish the policies that guide the administration and management of the federal funds sub-allocated to MORPC, officially referred to as MORPC MPO Funds. If circumstances warrant, the Central Ohio MPO Board may suspend any of these policies at its discretion.

[1] CMAQ funding is distributed through a process implemented by Ohio's eight large MPOs. The annual allocation is an estimate based on the MORPC's per capita proportion of the total available through the eight MPOs. See Section 10.3 for more information.

2. Metropolitan Planning Organization Funding Committee

MORPC convened the Metropolitan Planning Organization (MPO) Funding Committee to review the policies and procedures for managing MORPC MPO Funds and to recommend modifications. The purpose of the committee is to advise MORPC's Central Ohio MPO Board, Transportation Advisory Committee (TAC), and Community Advisory Committee (CAC) on the development and execution of the processes used to allocate MORPC MPO Funds. To accomplish this, the MPO Funding Committee oversees the evaluation of applications, reviews the results of the evaluation, and recommends a program of funding commitments to the Central Ohio MPO Board.

As established in the MPO Funding Committee's bylaws, membership includes representatives from the following entities:

- MORPC Committees:
  - *Central Ohio MPO Board* (COMPOB): 1 appointed by the Chair of the Central Ohio MPO Board
  - *Community Advisory Committee* (CAC): 2 appointed by the Chair of the CAC
  - *Transportation Advisory Committee* (TAC): All members as identified in the current TAC bylaws with the same voting rights as listed in the TAC bylaws
  - *Regional Sustainability Roundtable* (RSR) : 2 appointed by the Chair of the RSR and representing transportation-related RSR Working Groups
- *Columbus and Franklin County Metropolitan Park District* (Metro Parks): 1 as appointed by the Executive Director of Metro Parks (non-voting)
- *Sierra Club*: 1 as appointed by the Chair of the Central Ohio Group (non-voting)
- *Rails-to-Trails Conservancy*: 1 as appointed by Midwest Regional Office Director (non-voting)
- *Clean Fuels Ohio*: 1 as appointed by the Executive Director of CFO (non-voting)
- *MORPC staff:* 3 as appointed by the Executive Director (non-voting)
- Representatives of communities which have a future commitment of MORPC MPO Funding or which submitted final application(s) for MORPC MPO Funding on the most recent deadline date, except for those communities that already have representation through Permanent Member seats: 1 per community applicant appointed by the chief executive of that community.

The chairs of the CAC, TAC, and the Central Ohio MPO Board will ensure that various professional fields and community interests have balanced representation on the MPO Funding Committee.

3. Process Milestones and Schedule

In even-numbered years, staff will request applications for new funding commitments and updated information for all outstanding funding commitments. The process is outlined below:

1. Ask sponsors of outstanding funding commitments to complete the Commitment Update Form.
2. Request Screening Applications for new funding commitments.
3. Review the requests to modify outstanding commitments on the Commitment Update Forms and recommend changes.
4. Estimate the amount of funding available for new funding commitments based on recommended changes to outstanding commitments.
5. Review the Screening Applications and discuss with the applicants the competitiveness of their requests in comparison to others submitted and the amount of funding available.
6. Request final applications for new funding commitments to complete the evaluation process.

Below is the schedule for the 2026-2027 application and selection process:

Date	Milestone
MAY 18, 2026	Solicitation of funding applications announced.
MAY 27, 2026	MORPC hosts an **Applicant Workshop** from 2:30 p.m. to 4:30 p.m.; select MORPC-generated datasets made available for applicant use.
JULY 10, 2026	The **Commitment Update Form** must be completed online by 5 p.m.
JULY 17, 2026	Staff notify sponsors of any errors and omissions on the Commitment Update Forms. Sponsors have one week to provide corrections.
JULY 17, 2026	**Screening Applications** must be completed online by 5 p.m.
JULY 24, 2026	Staff will notify applicants of any errors and omissions on the Screening Applications. Applicants will have one week to provide corrections.
JULY 29, 2026	MORPC posts the summary of Commitment Updates and Screening Applications.
AUG. 5, 2026	The MPO Funding Committee meets at approximately 10 a.m. (following TAC). Staff presents changes requested on the Commitment Update Forms and recommendations for modifications to outstanding funding commitments. Staff also present an overview of the Screening Applications received.
AUG. 5, 2026	Staff revise the forecast of funding available for new commitments.
AUG.14, 2026	Staff send feedback and guidance to Screening Applicants for completing the Final Application.
SEP. 25, 2026	**Final Applications** must be completed online by 5 p.m.
SEP. 30, 2026	The MPO Funding Committee meets to approve modifications to outstanding funding commitments. Project sponsors present a summary of each new application.
OCT. 2, 2026	Staff notify applicants of any errors and omissions on the Final Applications. Applicants have one week to provide corrections. Applications will be penalized if the applicants fail to respond.
OCT. 2026	Staff score the applications for new funding commitments to develop a preliminary ranking of applications.
NOV. 4, 2026	The MPO Funding Committee meets to review MORPC staff preliminary scoring and ranking of the applications.
NOV. 2026	The MPO Funding Committee provides feedback to staff on preliminary scoring. Staff revises scoring as needed.
NOV. 25, 2026	Staff's revised ranking within each Activity Category and information related to preparation for development draft recommendations provided to MPO Funding Committee members for review.
DEC. 2, 2026	The MPO Funding Committee meets to develop a draft recommendation of new funding commitments.
DEC. 16, 2026	The MPO Funding Committee meets to present member feedback on the draft recommendation and to consider final adjustments to the draft recommendation of funding commitments and approve it for the public review and comment period.
JAN. 11, 2027	Draft recommendation of funding commitments is announced and made available for public review and comment (30 days).
JAN. 2027	Sponsors of applications included in the draft recommendations will coordinate with ODOT to program the project (obtain a PID) and initiate project development.
FEB. 12, 2027	Close of public review and comment period.
FEB. 17, 2027	Staff to send public comments received and staff recommendations for any changes to the draft funding recommendations to the MPO Funding Committee.
FEB. 24, 2027	If needed, the MPO Funding Committee meets to review public comments received and discuss any changes to the draft recommendations. The MPO Funding Committee approves **final recommendations** for updated and new commitments of MORPC MPO Funding.
MAR. 2027	MORPC's CAC, TAC and Central Ohio MPO Board reviews and approves the awards of MORPC MPO funding.
MAR. 2027	Staff incorporate updated and new commitments into the draft state fiscal year (SFY) 28-31 Transportation Improvement Program
MAY 2027	MORPC's CAC, TAC and COMPOB adopts the SFY 28-31 Transportation Improvement Program
JULY 2027	Partnering Agreements sent to sponsoring agencies.
AUG. 2027	Signed Partnering Agreements are due from sponsoring agencies.

4. Eligibility and Requirements

4.1 Eligible Sponsors

The sponsor submitting an application must be a public agency that is legally eligible to enter into a contract with ODOT. Citizen groups, other private organizations, public school districts, or government agencies ineligible to contract with ODOT may indirectly sponsor an application by coordinating with a sponsoring agency. The sponsoring agency assumes responsibility for executing the project. The sponsoring agency must own the proposed project facility and/or must own the property on which the proposed project will be located upon completion of the project. The sponsoring agency must commit to maintaining the facility, equipment, or other activity proposed in the application. Sponsoring agencies that have not adequately maintained prior projects that received MORPC MPO Funds are ineligible to apply for funding for additional projects.

4.2 Eligible Roadways: The Federal-Aid System

The federal-aid status of a roadway is largely determined by its functional classification. These classifications are determined by each state's department of transportation (in conjunction with MPOs such as MORPC and local officials) based on criteria established by the Federal Highway Administration (FHWA). MORPC maintains a map of functional classifications in the MPO area. Roads functionally classified as local streets are not part of the federal-aid highway system and are not normally eligible for federal transportation funds. Roads functionally classified as Minor Collectors that are located outside of the Urbanized Area also are not normally eligible for federal transportation funds. Minor Collectors within the Urbanized Area and all Major Collectors, Arterials, Freeways/Expressways, and Interstates are eligible for federal transportation funds. Note that although roads not on the federal-aid highway system are typically ineligible for federal funding, bridge, sidewalk, and multi-use path projects on local roads are typically eligible.

4.3 Eligible Activities: The Metropolitan Transportation Plan

To be eligible for funding, the proposed activity must be either individually identified on the MORPC Metropolitan Transportation Plan (MTP), consistent with it, or eligible to be included in it. The MTP identifies many individual roadway and bikeway projects. The proposed activity does not have to exactly match the MTP listing. For example, a project could have different limits or propose a different number of lanes than the MTP project. Some activities, such as transit, pedestrian facilities, maintenance and intermodal access, are listed as Unmapped Projects. Intersection modification projects that are not individually listed on the MTP are included as a single line item in the Unmapped Projects.

If a proposed activity is not included or consistent with the MTP, it is still eligible for a funding commitment. However, the application must include justification for its absence on the MTP, the application's score will be lower in the Collaboration and Funding goal, and it must be added to the MTP before it can be included with federal funding in the Transportation Improvement Program (TIP). Depending on the cost, the addition of a project to the MTP may require deletion of another to achieve fiscal balance. Also, the air quality conformity analysis may be affected. Because of the time necessary to revise the MTP and obtain approvals from state and federal agencies, projects that require an air quality conformity analysis and/or would violate the fiscal balance of the MTP will only be routinely added to the MTP during the four-year updates.

4.4 Eligible Costs

4.4.1 Non-Federal Matching Requirements

All of the programs generally limit federal funding to 80 percent of eligible costs and require a 20 percent match from non-federal sources; however, Toll Revenue Credit (TRC) may be used to raise the federal share up to 100 percent of eligible costs, subject to the policy on use of TRC (see Section 4.4.2). Matching funds must be provided in cash, as in-kind contributions are not permitted. Certain safety projects noted in 23 USC 120(c)(1) can be funded 100 percent with MORPC MPO Funds.

4.4.2 Toll Revenue Credit

Toll Revenue Credit (TRC) provides the opportunity for funding of project costs in excess of 80 percent. TRC is not additional federal dollars to the region; rather, it is a credit applied by FHWA for Ohio's use of state turnpike revenues on highway projects that are otherwise federally eligible. The credit, in turn, allows use of federal funds in excess of the 80 percent limit on any federally eligible project within the state. TRC is intended to provide additional flexibility to fund projects at a higher rate than the 80 percent limit; however, use of TRC takes away the ability to fund other eligible projects in the region.

MORPC's policy allows TRC to be applied to funding commitments in a variety of circumstances to facilitate program management, including, but not limited to:

- The MPO Funding Committee or staff may recommend uses of TRC that allow for the more efficient delivery of outstanding commitments or to minimize funds subject to recall by ODOT's Carry Forward Policy.
- Increasing the federal share on an earlier phase of a project – typically preliminary engineering or right-of-way – by advancing funds committed to a later phase (construction) of the project, such that the total funds committed to the project do not exceed 80 percent of the eligible phases (typically right-of-way and construction).

This section does not apply to the certain safety projects noted in 23 USC 120(c)(1), which are eligible for up to 100 percent funding without use of TRC.

4.4.3 Eligibility of Preliminary Engineering

MORPC expects sponsors of construction projects to undertake preliminary development and detailed design activities without use of MORPC MPO Funds because it shows the sponsor's commitment to their project. It also avoids spending the additional time needed to procure engineering services when federal funds are used. In certain situations (e.g., a multi-jurisdictional project or severe financial hardship by the local agency), MORPC may commit MPO Funds for preliminary engineering.

If MORPC MPO Funds are used for preliminary engineering, its total funding commitment to the project (preliminary engineering, right-of-way, and construction) will not exceed the amount it would have been had MORPC MPO Funds only been used for the right-of-way and construction phases. In practice, this means that MORPC's total amount of funding commitment to a project will remain the same whether preliminary engineering is an included project phase or not.

If MORPC MPO Funds are used for preliminary engineering, the consultant must be selected through ODOT's federal procurement process. ODOT must ensure that consultant selection complies with applicable USDOT requirements, whether FTA or FHWA. Consultants working on projects with a commitment of MORPC MPO Funds for any phase must be pre-qualified by ODOT.

4.4.4 Prior Federal Authorization

STBG, CMAQ, TAP, and CRP are not grant programs; they operate on a reimbursement basis as work progresses. **Costs for any activity that occurs prior to federal authorization of the project phase are not eligible for reimbursement.** The sponsoring agency will be responsible for those costs. In some cases, actions taken by the applicant that are inconsistent with the project development process (e.g., acquiring right-of-way before environmental clearance or through inappropriate means) can jeopardize the use of federal funds on the project.

4.4.5 Maximum Funding Requested for Projects Seeking Large Funding Opportunities

Projects that have a total project cost in excess of $20 million or 50% of the funding available for the activity category it is assigned, whichever is greater, and which will be pursuing funding commitments through federal discretionary opportunities or ODOT's TRAC program, can request up to $15 million or 25% of the funding available for the activity category it is assigned, whichever is lesser, in MORPC MPO Funding. This policy is intended to ensure MORPC MPO Funds can still be utilized to leverage other funding opportunities while also maximizing the number of projects which can receive this benefit. Exceptions to this policy can be granted by the MPO Funding Committee if the applicant demonstrates a clear need for additional MPO Funds to be allocated to the project, such as when federal discretionary funds or ODOT TRAC funds are not able to be secured to advance the project.

4.5 Eligible Activities

The U.S. Department of Transportation has established eligibility requirements for the STBG, CMAQ, TAP, and CRP programs, which are summarized below. Contact MORPC staff if you have a question about the eligibility of a proposed activity. Due to the difficulty in administering separate selection processes for each program and in applying for multiple programs for an eligible activity, MORPC has combined the funding programs into a single selection process and established funding targets for Activity Categories based on the eligibility provisions and allocations for the four programs. The funding targets are provided in Section 5.3.

4.5.1 STBG Eligibility Guidance

STBG is the most flexible of the MORPC MPO Funding programs. Generally, any capital project or program eligible for federal highway or transit funding is eligible for STBG funds. STBG funds may be used for construction, expansion, reconstruction or preservation projects on any federal-aid roadway (See Sec. 4.2) or a bridge on any public road, transit capital projects, bicycle and pedestrian projects, and intracity and intercity bus terminals and facilities. Guidance on the eligibility for STBG funds is available at:
https://www.fhwa.dot.gov/specialfunding/stp/STBG_Implementation_Guidance_for_IIJA.pdf

4.5.2 CMAQ Eligibility Guidance

The purpose of the CMAQ program is to fund transportation projects or programs that reduce congestion and/or contribute to air quality improvements. CMAQ activities must demonstrate reductions in emissions of pollutants that contribute to the non-attainment of air quality standards, such as ozone precursors (nitrogen oxides and volatile organic compounds) and particulate matter. Eligible activities include:

- Traditional traffic flow improvements, such as the construction of roundabouts, left-turn or other managed lanes.
- Intelligent Transportation Systems (ITS) projects, such as traffic signal synchronization projects, traffic management projects, and traveler information systems.
- Projects and programs targeting freight capital costs – rolling stock or ground infrastructure.
- Programs for the provision of all forms of high-occupancy, shared-ride services.

- Programs to control extended idling of vehicles.
- New transit vehicles to expand the fleet or replace existing vehicles.
- Bicycle and pedestrian facilities and programs.
- Alternative fuels infrastructure and vehicles.

The U.S. Department of Transportation released a guidance document for the CMAQ program that includes an overview of the program and additional eligibility provisions. The guidance document is available at:
https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2024_cmaq.cfm

4.5.3 TAP Eligibility Guidance

TAP-eligible activities include construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, transportation projects to achieve compliance with the Americans with Disabilities Act, and projects to provide safe routes for non-drivers. Each project or activity must demonstrate a relationship to surface transportation. FHWA provides general guidance on the TAP and additional eligible activities. The guidance is available at:
https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/ta_guidance_2022.pdf

4.5.4 CRP Eligibility Guidance

The goal of the CRP program is to fund projects and programs that reduce transportation emissions. Funding can be used for a wide range of projects that support this goal. Projects that add general-purpose lane capacity for single occupant vehicles are ineligible for CRP funding unless analyses demonstrate emissions reductions over the project's lifecycle. FHWA provides general guidance on the CRP and eligibility provisions. The guidance document is available at:
https://www.fhwa.dot.gov/environment/crp/resources/crp_guidance.pdf

4.6 Guidance for Applicants

Applicants should consider the following points before applying:

- Scrutinize the cost versus benefit when applying for federal funds. The program requirements can be demanding, and what is believed to be a small, inexpensive project can spiral quickly into a complicated and expensive one. For example: an initial project cost estimate may assume no right-of-way acquisition, utility relocations, or unforeseen issues in existing conditions based on desktop review, but any or all of these factors can very easily come into play during preliminary design and significantly and possibly prohibitively increase project cost.

- Federally funded projects are subjected to many requirements, including the National Environmental Policy Act (NEPA), the Uniform Relocation Assistance and Real Property Acquisition Act, and other ODOT regulations and standards. Most locally planned and funded projects are not subject to these requirements and may often be developed more quickly and less expensively than those that are federally funded.

- When developing a project schedule, keep in mind that the project will be subject to all the ODOT Project Development Process (PDP) steps. Many steps will take much longer than if they were performed in-house. Even the least complicated projects may take much longer than expected to develop. Remember that ODOT has thousands of projects being developed at any given time. ODOT cannot expedite one applicant's project at the expense of other projects.

- Before hiring a consultant, review the experience of the personnel to be assigned to the project have with federally funded projects. How many have they successfully advanced through the system? When, where, and what type of project(s)? Consultants working on projects with a commitment of MORPC MPO Funds for any phase must be pre-qualified by ODOT.

5. Activity Categories

5.1 Purpose

MORPC promotes a multi-modal transportation system. Realizing the difficulty in evaluating different types of projects, the applications will be evaluated by criteria developed for one of six Activity Categories. Projects within each category will be of the same or similar types. Much of the evaluation criteria are the same across the categories, but some criteria may be different to better reflect the distinguishable aspects of projects within particular categories. The grouping of projects into categories and the criteria unique to each category allows for a more direct comparison among similar projects.

5.2 Definitions

The six Activity Categories are:

- **System Preservation** – This category includes projects that are exclusively for replacement or maintenance of existing roadway infrastructure. These projects may also include operational changes that do not increase motor vehicle traffic throughput Examples include bridge maintenance, bridge replacements, and pavement preservation, resurfacing or rehabilitation. The maintenance of existing bike and pedestrian infrastructure may be considered in this category, as long as system preservation costs constitute the plurality of project expenditures. Additionally, a reconstruction or resurfacing project which includes new bike and pedestrian infrastructure may still be considered in this category. The maintenance or replacement of traffic signal infrastructure may be considered for this category only if it will not result in operational changes to motor vehicle traffic. For example, replacement of signal infrastructure with improved communications capabilities would likely be considered in the Roadway Capacity/Operational Changes category.

- **Roadway Capacity/Operational Changes** – Projects that increase the motor-vehicle capacity of the regional transportation system or result in operational changes comprise this category. Examples include the addition of through lanes to a facility, new roadways, intersection modifications (such as the addition of turn lanes and/or traffic signals or construction of a roundabout), the addition of a center left-turn lane to a corridor, and intelligent transportation systems.

- **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. It also includes funding requests for education, encouragement, enforcement and other activities to promote non-motorized modes of transportation.

- **Transit** – This category includes any activity that primarily benefits public transportation. Examples include transit vehicle replacements, park and rides, transit centers, enhanced bus stops, capital projects related to new or expanded service, streetcar, bus rapid transit, or rail transit.

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

- **Other** – If the funding request does not fit in any of the above categories, it falls into this category. These may be motor-vehicle education or enforcement activities, non-transit engine retrofits, refueling stations, etc.

For most applications, it is clear which category it falls into. However, there are cases in which a roadway project has significant characteristics of multiple categories. In general, the following hierarchy is used in the categorization of roadway projects:

1. Will a roadway project have motor vehicle operational changes (generally to improve traffic flow)? No = System Preservation
2. Is the project a new interchange or primarily improving freeway operations? Yes = Interchange/Freeway.
3. If a roadway project includes significant bike/pedestrian or transit related components, it will be categorized by the primary purpose of the project.
4. If a roadway project is not System Preservation or Interchange/Freeway it will be categorized as Roadway Capacity/Operational Changes category.

During review of the screening applications, staff and the MPO Funding Committee will review the project category the applicant selected and provide feedback if it appears it should be in a different category for final application submittal.

5.3 Funding Target Ranges

MORPC has established the target ranges of funding below for different Activity Categories. The basis of the target percentages is the total amount of funding commitment from the present state fiscal year (SFY) through two SFYs beyond the next TIP update. For this cycle, that is SFYs 2027-2033. The purpose of the criteria is to identify the projects among the various categories that best advance the goals of the MTP. Once the worthiest projects are identified, the appropriate funding source(s) will be identified.

	Roadway Capacity / Operational Changes	Transit	System Preservation	Bike & Pedestrian
Minimum %	30	5	15	15
Maximum %	60	15	25	25

MORPC traditionally funds four programs from its MPO Funding: Gohio Commute, Air Quality Awareness, Technical Assistance and Supplemental Planning. These programs may use up to five percent of MORPC MPO Funding without submitting applications for the formal selection process. The MPO Funding Committee may still make recommendations to the Central Ohio MPO Board regarding funding for these programs.

6. Application Process for New Funding Commitments

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

6.1 Applicant Workshop

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

Additionally, staff will explain data sources derived or used by MORPC as part of project evaluation. On or before the date of the workshop, staff will ensure that certain datasets are available for applicants to review. These datasets are generally those that do not require a specific project to be coded into MORPC's Travel Demand Model, and include:

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

6.2 Screening Application

Screening Applications will be submitted through an online form and are due on July 17, 2026. The Screening Application gathers enough information to determine whether the project or program is eligible for funding, which Activity Category is most suitable for the project and the total funding requested for all applications. The construction phase of a project must be scheduled to begin, i.e. receive federal authorization, within two SFYs beyond the next TIP update. For this cycle, that is before the end of SFY 2033.

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

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

E-mail Address	Construction
Facility Name	Other Costs
Project Limits (From-To)	Total Cost
Project Length	Cost Estimate Methodology

After reviewing the Screening Applications for eligibility and completeness, MORPC staff will confirm the selected Activity Category. The MPO Funding Committee will consider the forecast of available funding and the new funding requests and direct the staff to advise each sponsor about the competitiveness of their applications and recommend which ones are good candidates to submit Final Applications. Additionally, staff will consult with the MPO Funding Committee regarding each screening application's compliance with MORPC's Complete Streets Policy and Smart Steets Policy. Any projects found not to comply with these policies will be advised to revise their project scope before submitting a final application. If a sponsor submits more than one Final Application, the sponsor will provide a priority ranking of the applications.

In mid-August, staff will provide feedback to the applicants on their Screening Applications. The MPO Funding Committee may recommend that sponsors limit the number of applications or amounts requested, identify ways large funding requests can be split or reduced in scope and identify applications that have little or no chance of success. However, sponsors may submit a Final Application for any request for which a Screening Application was received. The staff will provide guidance to the applicants about the specific information they will need on the Final Application based on the Activity Category.

6.3 Final Application

The Final Application, which is due on September 25, 2026, will request the information shown in Appendix A, as applicable, in addition to an authorized signature, a supporting resolution, a cost estimate certified by a professional engineer, architect, or other appropriate professional discipline, and the information needed to evaluate the application using the criteria in Section 7.1. The application will consist of an online form to be submitted electronically.

Applicants should use ODOT's preliminary cost estimating procedure or some similarly detailed procedure. Refer to ODOT's Office of Estimating website for guidance: https://www.transportation.ohio.gov/business/contracts/estimating

Applicants will provide a schedule that is realistic and recognizes the processing and review times needed by ODOT and other state and federal agencies in the project development process. Unless the applicant can provide justification, the schedule should allow at least two years for preliminary development (between Consultant Authorization and Environmental Document Approval), one year for detailed design (between Environmental Document Approval and Final Plans/Bid Package Submittal) and one year for right-of-way activities (between RW Authorization and RW Acquisition Complete).

Applicants will be asked in the final application to acknowledge that all projects are subject to NEPA, the Complete Streets Policy, and the Smart Streets Policy (see Section 8).

For construction phases, the SFY requested for the commitment will be one year following the calendar year of the Final Plans and Bid Package Submittal to ODOT in the project's schedule. For example, if the bid package submittal date is in April 2026, the applicant is requesting funds for SFY 2027 (even if the award date is May 2026 on the application). This is done to minimize the risk of the award date slipping into the next SFY and the potential that the unspent funds could be recalled.

If selected for funding, the sponsor and MORPC must agree on a schedule, in consultation with ODOT, when the partnering agreement is executed (see Section 9.1). The schedule may be revised between the Screening Application and Final Application and between the Final Application and the Partnering Agreement.

6.4 Penalties for Incomplete Applications

As described previously, MORPC staff will review the applications and updates for errors and omissions. If additional information is needed, staff will send a request to the Sponsor Project Manager identified on the application. The applicant must adequately respond by the date indicated in the request, which will be approximately one week after it is sent. A failure to adequately respond to the request will result in a reduction of 5 points from a new application's overall score. The penalty will increase by 5 points for each additional week that passes before the applicant adequately responds to a request. MORPC staff will determine whether a response to the request is adequate. The applicant may appeal any penalties to the MPO Funding Committee.

Applications lacking an authorized signature or supporting legislation will be subject to penalties as follows:

- Authorized Signature: If the signature area is incomplete (including printed name and title) a new project's evaluation score will be reduced by 10 points. The penalty will increase by 5 points for each additional week that passes before the applicant provides complete signature information.

- Supporting Legislation: If a copy of enacted supporting legislation is not received by October 28, 2026, a new project's evaluation score will be reduced by 10 points. The penalty will increase by 5 points for each additional week that passes before the applicant provides a copy of enacted supporting legislation.

7. Evaluation and Selection Process

Because of the high demand for MORPC MPO Funds, the MPO Funding Committee developed criteria and processes to identify the best candidates for funding. The criteria reflect current adopted MTP goals and objectives and satisfy the planning factors required by the federal Metropolitan Transportation Planning regulations.

The following generally describes the evaluation and selection process:

a. Staff shall apply the scoring criteria to applications for new funding commitments and outstanding commitments forced to compete for the additional funding.

b. Staff shall submit the collected information about each application and the scores for each application to the MPO Funding Committee for review and comment.

c. The MPO Funding Committee shall select applications to recommend for new funding commitments.

d. The recommended program of funding commitments (changes to outstanding funding commitments as well as new commitments) shall be provided to CAC, TAC, the Central Ohio MPO Board, MORPC's members, and the public for review and comment.

e. At the conclusion of public involvement, the applications, schedules and costs will be adopted through the MORPC committee process and incorporated into the TIP to be adopted the following May.

7.1 Evaluation Criteria and Scoring Process

As part of the continuing metropolitan transportation planning process, MORPC adopted the 2024-2050 Metropolitan Transportation Plan in May 2024. The MTP established the following six goals for the region.

Through transportation:

- Reduce per capita **energy** consumption and promote alternative fuel resources to increase affordability and resilience of regional energy supplies.
- Protect **natural resources** and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community.
- Position Central Ohio to attract and retain **economic opportunity** to prosper as a region and compete globally.
- Create **sustainable neighborhoods** to improve all residents' **quality of life.**
- Increase regional **collaboration** and employ innovative transportation solutions to maximize the return on **public expenditures.**
- Provide transportation and mobility to benefit the **health, safety, and welfare** of all people.

The criteria for evaluating applications for new funding commitments are used to measure how well they advance the six goals identified for the MTP. These criteria help assure consistency between the MTP goals and the funding commitments that result from this process. The criteria for evaluating applications follow and consist of qualitative information based on the information in the final application as well as quantitative data derived from GIS or travel demand model analysis.

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

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

The application will be scored for each goal relative to the other applications' data and statements for the goal. The project(s) within each activity category that are identified as providing an "average" benefit relating to a goal will be scored a 5 as a baseline for that goal area. If the information associated with a particular goal does not provide a meaningful distinction between two applications, they will receive the same score for that goal. For minor differences, the scores between two applications will be close to each other. For applications that are clearly separated based on the goal criteria and their priority levels, the applications' scores will be significantly different. Included with the goal score will be a brief rationale for the score that highlights the most significant contributing factors.

MORPC staff will compile the data for each goal and develop the preliminary goal score and rationale to document how each scoring measure impacted each application score. The MPO Funding Committee will then review the scores and rationales and make modifications as necessary to reach agreement.

7.1.1 Economic Opportunity Goal Criteria

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

Data Source	Economic Opportunity Goal Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational	Preservation	Bike & Ped	Transit	Other
MORPC Derived***	**Congestion Relief:** Applicant is to provide information on how congestion is hampering economic development in the area. Applications which do not clearly demonstrate how congestion is hampering economic development in the area will not benefit from this criterion. How will the project's improvements to the transportation system support 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****	**Job Retention & Creation:** The number of existing jobs of each type (manufacturing, office, warehousing, retail, institutional) within 1 mile of the project. The Applicant will provide the number of permanent jobs of each type that will be created in the region because of the project. Provide a map showing the locations in relationship to the project. Provide documentation showing that these jobs are committed to being created in this area with the improvements to the area. (MORPC will calculate the number of existing jobs.)	A	B	B	B	
	Housing: If applicable, applicants should describe how the project will support future or newly constructed housing within 1 mile of the project. Newly constructed housing must be no older than 3 years old to be eligible. Projects claiming to support future housing will score higher if 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.	A	B	B	B	
MORPC Derived*	**Travel Time Uncertainty:** 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*	**Traffic Composition:** Current and future Average Daily Traffic and percentage of truck traffic. Higher volume facilities and facilities serving a higher percentage of truck traffic will score higher.	B	A			
	Other Economic Considerations: Describe the type and amount of acreage of site(s) that will primarily benefit from the project's improvements (e.g., greenfields, developed, redeveloped, infill, brownfields, intermodal facilities). Provide information regarding the project's impact on economic development in the area. Is there anything unique about this project that has not been captured by the criteria? This could include how the project will impact a specific industry cluster, innovative business, or industry target as identified by One Columbus.	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.

7.1.2 Natural Resources Goal Criteria

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

Data Source	Natural Resources Goal Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational	Preservation	Bike & Ped	Transit	Other
MORPC Derived	**Emission Reduction:** The vehicle emissions of PM2.5 (fine particulates), VOC (volatile organic compounds), and NOx (oxides of nitrogen) contribute to the region being recently in non-attainment of the ozone and PM 2.5 national air quality standards. The regional model will estimate the change in emissions resulting from the project, reported in kilograms per day. Projects with more emission reductions will score better.	A		A	A	A
	Other Extraordinary Aspects Related to Natural Resources: A statement by the sponsor about any extra-ordinary aspects of the project's impact on the natural habitat. 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.	B	B	B	B	B

7.1.3 Energy Goal Criteria

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

Data Source	Energy Goal Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational	Preservation	Bike & Ped	Transit	Other
MORPC Derived	**Vehicle Miles of Travel:** Projects that would reduce regional Vehicle Miles of Travel will score better.	A		A	A	A
	Other Extraordinary Aspects: A statement by the sponsor about any extraordinary aspects of the project's impact on energy. This could include renewable energy production or components that save energy as part of the project.	B	B	B	B	B

7.1.4 Collaboration and Funding Goal Criteria

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

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

*Available prior to application submission.

7.1.5 Health, Safety, & Welfare Goal Criteria

Some of the 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	Preservation	Bike & Ped	Transit	Other
MORPC Derived*	**Crash Reduction (Motor Vehicles):** Using 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*	**Crash Reduction (Vulnerable Users):** 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	
	Enhance Systemic Safety: The applicant describes how the project will improve or maintain safety. Projects which address existing safety issues will score higher, but projects which include systemic safety improvements to maintain safety can benefit in this criterion. Projects which are identified in local or regional plans as priority safety projects will score higher.	A	A	A	A	
MORPC Derived*	**Facility Condition:** The average PCR of the existing roadway that would be improved as part of the project based on the most recent ODOT data will be calculated. The worst existing bridge component rating based on ODOT data that would be improved as part of the project. The sponsor should review ODOT data and may provide supplemental data. Projects that are on facilities with lower PCRs and/or bridge ratings will score higher.	A	A			
	New Transit Ridership: The applicant provides an estimate of the increase in transit ridership. This is to include both the ridership on the specific project or activity as well as overall system ridership. Projects with higher ridership will score better.				A	
	Regional Transportation System Equity: Measure of how the project addresses 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 serving the specified population(s) should be provided.	A	A	A	A	
	Other Health, Safety & Welfare Considerations: Statement by the sponsor with rationale on how the project would further this goal. Reference should be made to as many of the above criteria as applicable in justifying the benefits of the program/activity/project relative to this goal.	C	C	C	C	A

*Available prior to application submission.

7.1.6 Sustainable Neighborhoods and Quality of Life Goal Criteria

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

Data Source	Sustainable Neighborhoods and Quality of Life Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational	Preservation	Bike & Ped	Transit	Other
MORPC Derived**	**Origin/Destination Density:** The average density (population + jobs) of the project users' origins and destinations will be estimated based on existing densities & 2040 projections. The average densities will be calculated for both higher density ends of the trip and lower density ends of the trip. For the Bike and Pedestrian category, the density within 1 mile of the project will be used. Projects that serve travelers going to and from more dense areas will score higher.	A	A	B	A	
	Pedestrian System: The applicant will provide information on the relationship of the project to the existing pedestrian transportation system and/or how the project will include improvements to enhance or connect to the pedestrian system. Projects that facilitate the construction of pedestrian facilities along a regionally significant active transportation corridor will score higher. Projects that provide pedestrian facilities where none currently exist and/or provide connections among existing facilities will score higher. Projects will also score higher if they demonstrate that they remove, bypass, or otherwise reduce barriers to pedestrians, including highways, railroads, and waterways.	B	B	A	A	
	Bikeway System: The applicant will provide information on the relationship of the project to the existing bikeway transportation system and/or how the project will include improvements to enhance or connect to the bikeway system. Projects that facilitate the construction of facilities along a regional active transportation corridor will score higher. Projects that provide bike facilities where none currently exist will score higher. Projects that improve the level of stress, per MORPC's Level of Stress map will score higher. Projects will score higher if they demonstrate that they remove, bypass, or otherwise reduce barriers to bikes, including highways, railroads, and waterways.	B	B	A	A	
	Transit System: A statement by the applicant as to how the project enhances transit service. Projects along existing transit routes will need to provide appropriate transit related facilities and will score higher. Beyond what transit related facilities may be part of the project if on existing transit line, projects that make additional improvements, improve first and last mile connections to existing service, or could enhance future transit service while not on a current transit line, will score higher.	B	B	A	B	
	Other Sustainable Neighborhoods Considerations: Statement by the applicant with rationale on how the project would further quality of life and relationship of this project to furthering the community's quality of life goals. Applicants can highlight efforts the project will take to minimize displacements in this criterion. For projects in the Other Activity Category, also provide additional information especially in regard to any of criteria above criteria as applicable in justifying the benefits of the program/activity/project relative to this goal.	C	C	C	C	A

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

7.2 Scoring Phased Construction Projects

Large construction projects are often developed and constructed in phases, i.e. under separate contracts. Applicants have discretion in how to package the submittal to improve the competitiveness of the application. MORPC staff are available for consultation during the application process and may include such advice in its response to the Screening Application.

Generally, only the components that would be built as part of the project requesting the funding will be evaluated. Exceptions would be when other project components or phases are so intertwined that it was required that they all be in the same NEPA document. The NEPA process requires interrelated projects to be considered in one document, even when construction will occur in phases. In these cases, the criteria will be applied to the scope defined by the environmental document. If the document has not yet been developed to the point of defining the scope, then the scope anticipated for the environmental document will be evaluated rather than on the construction sections.

7.3 Agency Prioritization of Multiple Applications

An agency which submits multiple funding applications may request, during the scoring and evaluation period, that the score for any project submitted by that agency be reduced and the project demoted in the list of highest scoring projects within a category in order to score lower than a higher priority project by the same agency. The request shall be made in writing.

7.4 Weighting Scores by Goal and Category

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

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

The overall score for an application will be the sum of all of the weighted scores divided by 10, resulting in an overall score between 0 and 100. Interchange/Freeway projects will be evaluated using the criteria for the Roadway Capacity/Operational Changes category to assess their benefit to the region.

7.5 Prioritizing and Recommending Applications for Funding

Once the overall score is established, the applications are ranked within each category. The MPO Funding Committee will review the ranking and make adjustments to the preliminary goal scores if necessary. During the ranking and prioritization process, sponsors may voluntarily reduce the amount of funding requested in an application by increasing the local match or

reducing the scope. This would increase the amount of funding available for other applications or make the reduced request more feasible within available funding.

Staff shall consider MPO Funding Committee comments on the application scores and then identify the high, moderate, and low scoring applications within each category along with the target funding range available within each category. Applications with higher scores will generally be selected before applications with lower scores. The MPO Funding Committee will consider how many rounds have elapsed since an applicant last received an MPO Funding award when differentiating similarly scored projects during the project selection process. Once the MPO Funding Committee reaches agreement upon a program of funding commitments to recommend, MORPC staff then uses this recommendation, the application schedules, and funding availability by SFY to develop a draft program of funding commitments.

Commitments will fall into one of three categories: TIP (Years 1-4), Post-TIP (Years 5-6), and Long Range. The TIP years are the four SFYs of next TIP. MORPC will make commitments in specific SFYs to fully use the funding expected to be available in the TIP years. Most construction phases in the TIP will be continuations of commitments made in previous rounds. MORPC may make Post-TIP commitments with a total not to exceed 75 percent of available funds forecasted for the Post-TIP Years. The uncommitted portion of Post-TIP funds are intended to be available for the next round to fund fast-developing construction (e.g., system preservation or high priority projects), right-of-way phases for new construction commitments, and cost increases for previous commitments. Post-TIP commitments are not designated a specific SFY in the two-year period. The SFY will be designated when it advances into TIP years. Long Range commitments are primarily intended for any debt payments, both outstanding and planned new payments. Long Range commitments must not exceed 25 percent of the total amount available in the first six years. Also, there cannot be more than 40 percent of the yearly average committed in a single year beyond the sixth year.

The table below summarizes the commitment categories and specifies which SFYs apply to each category for this round.

Commitment Type	SFYs	Specific SFY?	Max % Funding Committed	Typical Uses
TIP	28-31	Yes	100%	Prior Construction, New Right-of-Way, New Fast-Developing Construction
Post-TIP	32-33	No	75%	New Construction, New Right-of-Way
Long Range	33+	NA	25% of 27-33	Debt Payment

The MPO Funding Committee will not reject portions of an application for funding. If a significant portion of an application appears to be inconsistent with MORPC's goals and policies, the project will be down-rated and therefore be less likely to be funded.

This program would then be provided for a 30-day agency and public comment period. MORPC staff and the MPO Funding Committee would review any comments received and make adjustments, if necessary, before final action by the CAC, TAC and the Central Ohio MPO Board.

7.6 Reservoir Commitments

Even in a well-managed program, there will be occasions when not all projects will be able to be obligated as scheduled. Consequently, it is desirable to create a “reservoir” of projects that are ready ahead of funding availability that could be obligated when necessary to effectively manage the program. MORPC will first develop a program based on expected funding per year,

the applicants' schedules, and the evaluation criteria results. Then, project phases for which there are insufficient funds available in the requested SFY will receive a funding commitment in a later fiscal year. Sponsors with a delayed commitment should work to maintain the intended schedule and will be considered to be reservoir commitments. The following commitments will have priority in keeping their requested fiscal year:

1. Commitments made in previous cycles
2. Right-of-way phases of new construction commitments

If sufficient funds are not available when needed to proceed, the sponsor will need to arrange financing, such as loan through the State Infrastructure Bank (SIB), to be repaid with MPO Funds (see Section 10.5).

8. Project Development Requirements

8.1 Federal and State Requirements

Federal law requires that federally funded projects conform to NEPA and the National Historic Preservation Act. To comply with these laws, projects must have an environmental review to assess and/or mitigate effects on social, economic, and environmental factors. Similarly, work involving sensitive historic structures or archaeological sites must conform to the U.S. Secretary of the Interior's standards and guidelines for archaeology and historic preservation.

If federal funds are used in the preliminary engineering phase, the consultant must be selected through ODOT's federal procurement process. Consultants working on projects with a commitment of MORPC MPO 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:
https://www.transportation.ohio.gov/business/project-development-process

Projects normally advance through the "traditional" process where ODOT oversees and reviews environmental studies, right-of-way and construction plan preparation, bidding, and construction. With ODOT and MORPC concurrence, sponsors may elect to advance their projects through ODOT's LPA process (also called the "local-let" process) that allows the LPA more control of the project. The LPA process does not exempt the project from any NEPA, public involvement, or other requirements. Only applicants who have proficiently advanced their projects through ODOT's PDP in the past will be eligible for LPA consideration.

ODOT allows LPAs to administer construction projects on the LPA's system using federal funds if the LPA has completed all 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 Local-Let Manual of Procedures available at:
https://www.transportation.ohio.gov/business/publications/local-let-manual
Or contact the District LPA Manager, available at:
http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Documents/LPA_District_Managers.pdf

MORPC will include new and outstanding funding commitments in SFYs 2028-2031 in the updated Transportation Improvement Program (TIP). For a project or activity to be eligible to receive federal funds, it must be included in the TIP.

8.2 Complete Streets Policy

Projects are required to adhere to MORPC's Complete Streets Policy in the planning and design of all proposed transportation projects using MORPC MPO Funds. The policy aims to enhance the quality of life in Central Ohio through improvements to transportation safety, equity, mobility, accessibility, connectivity, sustainability, and resiliency as well as public health and economic vitality. This vision will be implemented through street design that is context sensitive and incorporates principles and practices that focus the function of a street around the safe and efficient movement of all people.

Sponsors are responsible for determining, within the context of the project, the most appropriate project approach to meet the Complete Streets Policy's requirements. MORPC staff can assist in determining the most appropriate approach. Throughout the project development process, sponsors are required to consult with MORPC staff to ensure the scope of the project continues to meet the Complete Streets Policy's requirements.

The Complete Streets Policy and other resources are available on the MORPC website: http://www.morpc.org/tool-resource/complete-streets/

8.3 Smart Streets Policy

Projects are required to adhere to MORPC's Smart Streets Policy in the planning and design of all proposed transportation projects using MORPC MPO Funds. The policy seeks to ensure that Central Ohio is the leader in creating a regional smart mobility system that is connected, inclusive, secure, and resilient across jurisdictions, providing services effectively to improve the quality of life of all residents.

Sponsors are responsible for determining, within the context of the project, the most appropriate approach to meet the Smart Streets Policy's requirements. Projects approved for funding prior to 2020 should consider the Smart Streets Policy and are requested to provide related information during Commitment Updates (see Section 9.3). Projects approved for funding in or after 2020 are required to incorporate the Smart Streets Policy into the planning and design of funded projects.

The Smart Street Policy is available on the MORPC website at: https://www.morpc.org/wp-content/uploads/2023/03/MORPC-Smart-Streets-Policy-May-2019.pdf

The information identified in the Smarts Streets Checklist has been incorporated in the application questions.

9. Maintaining Funding Commitments

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

9.1 Partnering Agreements

To document the local commitment to each project, a partnering agreement will be developed in consultation with ODOT and executed among the project sponsor and MORPC. The agreement will include the scope of the activity, its schedule prepared with mutually agreeable dates, a commitment by the sponsor to become suitably knowledgeable about the ODOT process, attend regular progress meetings with ODOT and MORPC, and provide status update information necessary for monthly updates to the TAC, and commitment of all the partners to carry out their responsibilities to the project at a level of quality and in a time frame consistent with the best practices customary in Central Ohio. In certain circumstances, the partnering agreements may be revised as described in Section 9.5. A sample Partnering Agreement is provided in Appendix B. The amounts and SFYs in the Partnering Agreement will be consistent with the MORPC resolution adopting the funding commitments as approved by the Central Ohio MPO Board.

When funding sources other than MPO Funds and local agency funds are committed to a phase, the Partnering Agreement will document the amount or percentage from these sources. The agreement will incorporate the expectation of how each source of funding will be adjusted as cost estimates are updated throughout project development.

MORPC and the sponsor can agree to make modest adjustments to the milestone dates dictated by the schedule in the application, provided the partnering agreement is executed prior to first incorporating the project into the TIP.

If funding is not available in the same SFY as the scheduled date, the date that will trigger a score reduction on future applications will be delayed to December 31 of the SFY to which MORPC has committed the funds. In practice, this means that penalties will begin to apply to a sponsor if the funds are not encumbered in the SFY to which the funding commitment was delayed. Otherwise, the scheduled dates in the partnering agreement can be changed only with the approval of the MPO Funding Committee during the commitment update cycle.

9.2 Project Monitoring

To assist in more timely delivery of MORPC-funded projects and to make the status of these projects more widely known, MORPC will closely monitor the status of projects. Steps MORPC will take to monitor will include:

- Maintain a list with contact information of project managers for the sponsor, ODOT and primary consultant.
- Maintain a list of milestone dates for the project, including at a minimum the milestones included in the application.
- Contact the sponsor, ODOT and consultant project managers at least monthly for status updates, which will be compiled into a report.
- Attend quarterly meetings and other project meetings. Sponsor attendance at quarterly project status meetings scheduled by ODOT will be mandatory unless the sponsor, ODOT, and MORPC agree to cancel the meeting.

- Review plan submittals during the project development process.
- Report on the status of all projects at each TAC meeting. Managers of projects falling behind schedule may be requested to report on the project to TAC.
- Report a summary of the information to the sponsor CEO and chair of council (if such exists) at the beginning of each fiscal year at a minimum. These would be more often if a project begins to fall behind.
- Investigate additional means of monitoring and providing updates.

9.3 Commitment Update Form

After receiving a commitment, sponsors must submit a Commitment Update Form every two years, during the application period, until the funds have received federal authorization. If MORPC does not receive a Commitment Update Form, the commitment is considered to be cancelled (see Sec. 9.6). Exceptions will be made for funds expected to receive authorization for the final phase before the end of SFY 2027. At the time MORPC requests Update Forms, sponsors of construction projects with a final plan package submittal date after December 31, 2026, are expected to submit an Update Form. Staff may grant exceptions at their discretion.

The purposes of the Update Form are to reaffirm or request adjustments to the committed amount and schedule; provide justification for requesting significant changes to the scope, schedule, or budget; reaffirm the sponsor's commitment to deliver the project; and provide an update on the project development requirements (see Sec 8). Commitment Update Forms will generally request the same information requested in Final Applications (Appendix A) except for the questions focused primarily on evaluation criteria. Commitment Updates will request any information needed to determine changes to the scope, schedule, or cost of a project.

Significant changes to the scope of the project, including changes to the bicycle, pedestrian, and transit accommodations included in the scope, may require submittal of a new Final Application. The MPO Funding Committee will review significant scope changes and ask sponsors to submit a new Final Application if the scope changes would have likely impacted the projects evaluation or compliance with NEPA or MORPC's Complete Streets and Smart Streets policies.

Changes to the amount committed are significant if the total has changed by more than 10 percent (excluding inflation) since the previous application/update. Schedule changes are considered significant if any milestones have changed by more than six months since the previous application/update. Sponsors need to provide a resolution or legislation supporting the project that was approved within the year preceding the Update Form due date. **Funding commitments will be determined to be on schedule or behind schedule by comparing the revised schedule with the dates in the Partnering Agreement.**

Staff will present the requests to the MPO Funding Committee, which may consider the requests in aggregate and/or individually. The MPO Funding Committee has recommended approval of all updated requests when it has found the net change in total funds committed would be acceptable, notwithstanding significant changes in individual commitments or any sponsor's total commitments. When the total of all updated requests would result in a significant net increase, the MPO Funding Committee has asked sponsors of individual commitments requesting the largest percentage increases to submit a Final Application for the evaluation and scoring process to determine whether it will fulfill the request for additional funds. The MPO Funding Committee recommended approval of the other requests. Staff will use the recommendations as the basis of determining the availability of funds for new commitments.

If the MPO Funding Committee required a Final Application for a large increase, the committee will consider its score and ranking against new applications in its category to inform its recommendation on the requested increase. Sponsors of unsuccessful applications for increases could either continue developing the same project, without significant alterations of the scope or additional funding assistance or cancel the outstanding commitment.

9.4 Cost Overruns at Time of Authorization

The estimated cost of projects sometimes increases between the time the Partnering Agreement was signed and the final estimate prior to federal authorization. To provide some flexibility, MORPC will allow authorization amounts to exceed the committed funding according to the limits that follow.

Except as noted in the following paragraphs, MORPC's total participation in a project for Right-of-Way and Construction shall be fixed at no more than the commitments shown in the TIP at the time the project phase is authorized plus 10 percent or $300,000, whichever is greater, as long as the total commitment does not increase more than 50 percent. Costs in excess of these amounts shall be the responsibility of the sponsor. Prior to authorization, sponsors have the right to withdraw projects and ask that they be reprioritized in a later year to obtain a higher MORPC commitment with the stipulation that if the withdrawal results in a loss of federal funds or obligation authority to the region, this funding commitment and others to the sponsoring agency may be delayed by MORPC indefinitely.

When funding sources other than MPO Funds and local agency funds are committed to a phase, the authorization amount of the MPO Funds may not exceed the amount shown on the TIP at the time the project phase is authorized. If the sponsor can document that the phase's final cost estimate has risen since the date of the estimate that formed the basis of the funding commitment (the estimate in the Partnering Agreement) and that the sponsor has made a good-faith effort to obtain a proportional increase in the amounts committed by other sources, then the MPO Funding commitment will be subject to the limits in the preceding paragraph.

Commitments for non-construction activities, such as studies, preliminary engineering, MORPC programs, other programs, and purchases are fixed at the dollar amount shown on the TIP from which the project phase is obligated, i.e. there is no additional 10 percent MORPC participation. This also applies to construction projects that receive a commitment of a fixed dollar amount.

9.5 Delays and Penalties

Because, at times, sponsors have been unable to deliver their projects on the original schedule or within original budget, it is necessary to include penalties for delays and cost increases. The application of penalties will only take place after several notifications of the delayed or increased cost status of the project through the reports and letters generated through the monitoring system. Sponsors may appeal penalties by petitioning MORPC's MPO Funding Committee for relief.

- The partnering agreement between MORPC and the local agency shall document the milestone dates and funding commitment in determining dates when penalties take effect.
- If the sponsor has not authorized a consultant nor completed any additional project development tasks per the schedule by the time the first updated application is due, the project must re-compete.
- If a project's federal right-of-way authorization or final plan package submittal to ODOT is delayed more than one year, then the sponsor will be penalized on all new projects

submitted for funding by reducing each new project's total score by 5 points. The penalty will be applied until the right-of-way is authorized or the final plan package is submitted to ODOT. If a sponsor has multiple existing projects with delays, the penalty will be applied for each delay up to a maximum of 15 penalty points.

- If a project's federal right-of-way authorization is delayed more than two years, then the sponsor is ineligible to apply for funding of additional projects until right-of-way is authorized.
- If a project's final plan package submittal to ODOT is delayed more than two years, then the sponsor is ineligible to apply for funding of additional projects until it has submitted the final plan package to ODOT.
- Projects which miss obligation dates that result in loss of funding to the region will have their federal share reduced by 10 percent (typically from 80 percent to 70 percent, but 100 percent projects would also drop to 70 percent), as well as have funding for this project and other projects sponsored by the agency delayed by MORPC indefinitely.
- During the formal commitment update cycle, with approval of the MPO Funding Committee and adopted through Central Ohio MPO Board resolution, the partnering agreement may be updated to reflect new funding commitment amounts.
- In extenuating circumstances, if agreed to by the MPO Funding Committee, the partnering agreement may be updated during the formal commitment update cycle to reflect new penalty trigger dates.

9.6 Cancelled Commitments

If a project sponsor decides not to proceed with a project or not to fulfill the requirements of the funding commitment, the commitment is cancelled and the funds are returned to the balance of uncommitted funds available for other uses. The sponsor is not permitted to transfer the funds to another unrelated project or activity.

10. Other Policies for Program Management

10.1 Out-of-Cycle Requests

When circumstances require MORPC to decide outside of its normal funding cycle about committing MORPC MPO Funds to a project to which it has not previously made any commitments, the sponsor shall:

1. Fill out the final application from the previous funding round including all information used to score it.

2. Provide a letter to the Executive Director and Transportation Director requesting the funding which answers the following questions:

    - Why is this request being made outside the normal funding cycle?
    - What is the urgency of the request that it cannot wait until the next normal funding cycle?
    - When did the applicant know the funds being request would be needed?

Once the applicant has provided the completed application and letter of request, staff will:

1. Assign the application to the appropriate Activity Category and determine whether committing the requested funds would cause the total funding for that category to be outside its targeted range.
2. Score the application relative to the applications in the Activity Category from the last round
3. Assess if the requested funding would impact other funding commitments.

Once staff has completed the above assessment, the request will be processed as described below:

- If the requested amount is under $2,000,000, staff will prepare a recommendation to the CAC, TAC and Central Ohio MPO Board on whether to provide the requested funding. Staff has the discretion to recommend a more rigorous process if it determines that circumstances warrant it.
- If the requested amount is $2,000,000 or over, staff will provide a summary of the request to the Central Ohio MPO Board chair who will consult with the other officers, the CAC chair and the TAC chair. This evaluation group would then determine the additional steps to be taken to assess this request before submitting the request to CAC, TAC, and the Central Ohio MPO Board. The options include:
    - No additional assessment. Go directly to CAC, TAC and the Central Ohio MPO Board with staff recommendation
    - Direct the request to the MPO Funding Committee for further discussion and recommendation. The MPO Funding Committee recommendation would then be submitted to CAC, TAC and the Central Ohio MPO Board
    - In consultation with the evaluation group and consistent with the Bylaws governing the Central Ohio MPO Board, the chair appoints a special sub-committee or work group to further discuss the request and make a

recommendation. The recommendation would then be submitted to CAC, TAC and the Central Ohio MPO Board

- MORPC may adjust the type of federal funding (i.e., STBG, CMAQ, and TAP) awarded in order to balance its program. This does not mean that funding will not be committed, but that MORPC may alter funding arrangements to make the funds available.

10.2 Trading Funds with Other MPOs

Staff is authorized to negotiate with other MPOs, ODOT, and the County Engineers Association of Ohio to exchange obligation authority so it may be used to the advantage of Central Ohio. At the time it is necessary to submit a SIB loan application per Section 7.6, the principal amount applied for may be reduced or eliminated if there is the ability to exchange obligation authority. The Transportation Director is authorized to approve these exchanges.

10.3 Ohio Statewide Urban CMAQ Program

MORPC does not receive a direct allocation from ODOT of Congestion Mitigation and Air Quality (CMAQ) funds specifically for the MORPC MPO area. The funds are available to the eight largest MPOs in the state and are pooled. The eight large MPOs, acting through the Ohio Statewide Urban CMAQ Committee (OSUCC), solicit, evaluate, and select applications to use the pooled CMAQ funding. As outlined below, MORPC will work within the guidelines of the OSUCC to secure CMAQ funding for MORPC MPO area commitments.

- MORPC will strive to ensure that the MORPC MPO area obtains a fair share of CMAQ funding.
- The OSUCC does not require ridesharing and air quality programs to go through the project selection process. MORPC may continue them per Section 5.3 up to the funding threshold established in the OSUCC program.
- The application and selection process as described in Section 7 will be used to identify applications to be submitted to the statewide process for CMAQ funding. The target percentages of funding by Activity Category in Section 5.3 will assume MORPC will receive its fair share of CMAQ funding.
- All applications will be evaluated according to the category criteria as specified in Section 7. CMAQ-eligible applications will also be scored according to the OSUCC scoring criteria.
- The results of the MORPC evaluation and the statewide scoring will be considered in identifying applications to submit to the statewide process. The MPO Funding Committee will rank the top four applications in accordance with the statewide program.
- For applications being submitted to the statewide process, MORPC may work with the applicants to adjust the project's scope, schedule, or funding to allow it to be more competitive in the statewide process and maximize the CMAQ funding able to be brought into the region. This may include relaxing some requirements identified in this document.
- If necessary, some funding commitments resulting from MORPC's normal selection process may be identified as contingent upon receiving funding through the statewide CMAQ process.

10.4 Participation in ODOT Freeway Projects

MORPC roadway funding is focused on arterial and collector facilities to support local agency roadway needs. Freeway facilities and system interchanges are generally the responsibility of

ODOT, and MORPC does not intend to participate in funding those types of projects. However, MORPC will consider funding participation in the following:

- New or modified interchanges that connect to an arterial or collector (service interchanges)
- Components of a freeway project that modify an arterial or a collector
- Actual freeway or system interchange components if participation is structured as a series of payments over 10 to 20 years such that it does not significantly impact the ability to support local agency roadway needs.

In all cases, a local agency or multiple local agencies must be the applicant and follow the application process.

10.5 State Infrastructure Bank Loans

The State Infrastructure Bank (SIB) provides loans to advance transportation projects, which can be repaid with federal transportation dollars such as MORPC MPO Funds. The SIB is administered by ODOT and requires a separate application process. As the SIB has limited funding that must support projects around the state, projects using this mechanism should be minimized as much as possible. The SIB generally functions as a program management tool used to keep a project on schedule after it has been awarded funding.

MORPC will pay loan fees and interest to the maximum extent possible, based on the situation:

1) Should a project sponsor with a funding commitment seek to advance project construction prior to the fiscal year commitment specified in the signed Partnering Agreement, MORPC will pay any loan fees and interest up to the dollar amount of the future year commitment.
2) Should MORPC be unable to fulfill a funding commitment in the fiscal year specified in the signed Partnering Agreement, MORPC will pay any loan fees and interest such that the contribution from the sponsor will not increase.

When a larger-scale project, such as an ODOT-related freeway project, is identified for a Long Range Funding Commitment during the evaluation process (see Section 7.5), MORPC staff may work with the project sponsor to arrange the commitment as a series of payments, not to exceed aggregate limits referenced in Section 7.5. Any such commitments will be documented in the Partnering Agreements.

Appendix A: Project Application Form

The following pages are the questions that will be included in the project application form. The application process will utilize an online form for project updates, screening application and final application. The format of the information requested may be modified slightly for the online system. Applicants will be required to register with MORPC to be provided access to the online system. The application form as presented in the following pages will be available for download as a Word document from the online system for the convenience of applicants. All submissions must be through the online system. Additional detail about the online system will be provided when project solicitation begins and during the applicant workshop on May 22, 2024.

Application Form for
MORPC MPO Transportation Funding – 2026

State Fiscal Years 2028-2033

Screening Application Deadline: July 17, 2026, at 5 p.m. (Highlighted items only)

Final Application Deadline: October 7, 2026 at 5 p.m. (All items)

For more information, please see Policies for Managing MORPC MPO Funds.

1. Authorized Signature: The undersigned certifies: (1) They are authorized to request and accept financial assistance from the Mid-Ohio Regional Planning Commission (MORPC); (2) to the best of their knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that the chief executive officer of the sponsoring agency is aware that they must enter into a partnering agreement with MORPC.

Signature _____ Date _____

Name (type/print) _____

Title _____

Reference Information

2. Primary Facility (Road or Path) Name: _____

3. Project Limits – For a linear/segment project, provide the names of the beginning and ending points of the project, which will serve as logical termini. These will typically be intersecting roads or other transportation facilities.

From: _____ To: _____

4. Secondary Facility or Feature – For a point project, such as an intersection or bridge project, provide the name of the road, railroad, path, water feature, etc., that intersects or crosses the primary facility.

At/Over: _____

5. Project Length: _____ miles

6. Project Title: _____

7. ODOT PID: _____

Sponsor Information

8. Sponsoring Local Public Agency: _____

See Policies Sec. 4.1 for sponsor eligibility.

9. Project Legislation – Effective Date: _____ Check if attached: ☐

Attach a copy of the most recent project legislation. The effective date of the most recent project legislation approved by the sponsoring agency's legislative body (e.g., city council) must be after June 30, 2025, for applications.

NOTE: If a copy of approved supporting legislation is not received by October 28, 2026, the application's evaluation score will be reduced by 10 points. The penalty will increase by 5 points for each additional week that passes before the applicant provides a copy of enacted supporting legislation.

10. Sponsor Project Manager (responsible for all project communication):

Name _____ Title _____

Street _____

City _____ State _____ ZIP _____

Phone: _____

E-mail: _____

Provide contact information for one person employed by the sponsoring agency who can assume responsibility for routing all project-related communications. The project manager may change as the project develops if the Sponsor notifies all other parties.

NOTE: The application could be penalized if the sponsor does not respond within one week of a request for additional information. MORPC will send any requests to the Sponsor Project Manager. Therefore, it is very important that the Sponsor Project Manager is able to respond quickly to requests while MORPC is reviewing the applications in late August and September, or that this person delegates that responsibility. See Policies Section 6.3.

Project Information

Applications will be evaluated by criteria developed for one of five Activity Categories. Each category will have the same or similar types of projects. The five Activity Categories are:

- System Preservation
- Roadway Capacity/Operational Changes
- Bike and Pedestrian
- Transit
- Other

	Primary Activity. Choose only one activity that best describes the project. To determine the primary activity, consider what activity accounts for the largest portion of the costs or addresses the project's purpose and need most directly. This list is not exhaustive; many eligible activities are not listed.	
	Primary Activity	**Activity Category**
☐	Alternative Fuels/Vehicles (Non-Transit)	Other
☐	Bridge Maintenance	System Preservation
☐	Bridge/Bridge Deck Replacement	System Preservation
☐	Preventive Maintenance	System Preservation
☐	Reconstruction	System Preservation
☐	Resurfacing	System Preservation
☐	Intersection Modification	Roadway Capacity & Operational Changes
☐	Minor Widening (add turn lane(s))	Roadway Capacity & Operational Changes
☐	Traffic Signals	Roadway Capacity & Operational Changes
☐	Interchange Modification	Roadway Capacity & Operational Changes
☐	Major Widening (add through lane(s))	Roadway Capacity & Operational Changes
☐	New Roadway	Roadway Capacity & Operational Changes
☐	Road Diet (removing through lane(s))	Roadway Capacity & Operational Changes
☐	Bicycle Lanes	Bike and Pedestrian
☐	Multi-Use Path (Bicycle/Pedestrian)	Bike and Pedestrian
☐	Sidewalk Installation/Modification	Bike and Pedestrian
☐	Streetscape Improvement	Bike and Pedestrian
☐	Transit Capital Expansion (Vehicle Addition)	Transit
☐	Transit Service Expansion	Transit
☐	Transit Capital Maintenance (Vehicle Replacement)	Transit
☐	Planning Activity	Other
☐	Program Administration	Other
☐	Travel Demand Management	Other
☐	Other:	Category:

12. Projects with a primary activity in the Roadway Capacity & Operational Changes activity category that do not increase motor vehicle traffic throughput may be considered in the System Preservation activity category instead.
Is the project's primary activity in the Roadway Capacity & Operational Changes activity category without the project increasing motor vehicle traffic throughput?

☐ Yes ☐ No

If Yes, please provide a brief explanation:

13. Briefly describe the scope of the project. When completed, what physical changes, products, and/or outcomes will result and who will have maintenance responsibility? Include important details not captured above, like any activities listed in the primary activities list above that are also part of the project, curbs/gutters, lighting or digital infrastructure. What, if any, transportation related mobility functions will be performed by the digital infrastructure elements of the project? If you think the Activity Category should be different from the one paired with the primary activity selected above, please tell us which category is more appropriate and why.

14. Attach schematic drawings of the typical cross sections of the existing and proposed facilities. The drawings should show the location and widths of the right-of-way, pavement, travel lanes, bicycle lanes, shoulders, buffer strips, sidewalks, and multi-use paths. Consider using tools such as Streetmix (http://streetmix.net/) or Sketchup.

☐ See Attachment

15. If there are any bridges located within the project limits, describe any work proposed for the bridges as part of the project, including a description of bike and pedestrian accommodations

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

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

18. ☐ The sponsor has read MORPC's Complete Streets Policy and understands that it applies to all projects that will use federal funds allocated through MORPC.

19. ☐ The sponsor has read MORPC's Smart Streets Policy and understands that it applies to all new projects that will use federal funds allocated through MORPC.

20. ☐ The sponsor is familiar with NEPA and understands that it applies to all projects that will use federal funds allocated through MORPC.

21. Describe the project area's current accommodations for pedestrians (including ADA compliance), bicyclists, transit users, and digital infrastructure. Include the location of the existing facilities nearest to the project limits for each facility type. Please describe the existing character of the project area, including estimated pedestrian and bicycle traffic, any unofficial walking paths, utilization of any on-street parking, density of development, street furniture/lighting, perceived safety issues, communication/digital infrastructure (e.g. coax, fiber, etc. including owners/capacity if known) along the project and/or to significant public facilities (e.g. recreation centers, schools, library, government offices, police & fire stations, etc.), existing signal coordination and other Intelligent Transportation System (ITS) components.

22. Which of the following pedestrian components are planned to be part of the project? Please check all that will apply.

Pedestrian Components of the Project			
Included	**Pedestrian Component**	**Length (mi.)**	**Comment (e.g., details, locations, quantities)**
☐	ADA curb ramps		
☐	Audible signals		
☐	Curb extensions at crosswalks		
☐	High-visibility crosswalks		
☐	Raised crosswalks		
☐	Lighting		
☐	Maybe - To be determined		
☐	Modify existing facilities		
☐	Multi-use path		
☐	Multi-use path on 2 sides		
☐	No change to existing conditions		
☐	None		
☐	Not applicable		
☐	Other		
☐	Pedestrian detectors		
☐	Replace existing facilities		
☐	Sidewalk on 1 side		
☐	Sidewalk on 1 side, multi-use path on 1 side		
☐	Sidewalk on 2 sides		
☐	Signalized crosswalk		
☐	Transit shelters		
☐	Transit stop/ Paved waiting area		
☐	Unsignalized marked crosswalk		
☐	Widen shoulder		
☐	Yes - Type to be determined		

23. Which of the following bicycle components are planned to be part of the project? Please check all that will apply.

Bicycle Components of the Project			
Included	**Bicycle Component**	**Length (mi.)**	**Comment (e.g., details, locations, quantities)**
☐	Bicycle boulevard		
☐	Bicycle detectors		
☐	Bicycle lanes (unprotected)		
☐	Bicycle lanes (protected)		
☐	Bicycle parking		
☐	Bicycle signage		
☐	Bicycle signal faces		
☐	Marked bicycle crossing		
☐	Maybe - To be determined		
☐	Modify existing facilities		
☐	Multi-use path		
☐	Multi-use path on 2 sides		
☐	No change to existing conditions		
☐	None		
☐	Not applicable		
☐	Other		
☐	Replace existing facilities		
☐	Shared bike-bus lane		
☐	Shared-lane markings/ Sharrows		
☐	Widen shoulder		
☐	Yes - Type to be determined		

24. Which of the following transit facilities are planned to be part of the project? Please check all that will apply.

Transit Facilities

- ☐ Secure Bicycle Parking
- ☐ Shared Bike-Bus Lane
- ☐ Priority-Bus Lane
- ☐ Bus Stop, including Paved Passenger Waiting Area
- ☐ Bus Passenger Shelter
- ☐ Bump-outs at stops
- ☐ Bus Only Lane
- ☐ Real-Time Bus Arrival Information Signs
- ☐ Bus Pads
- ☐ To Be Determined

25. Which of the following traffic calming elements are planned to be part of the project? Please check all that will apply.

Traffic Calming Elements

- ☐ Landscaping, including Street Trees
- ☐ Median Improvements
- ☐ Chicanes
- ☐ Narrower Traffic Lanes
- ☐ On-Street Car Parking
- ☐ Curb Extensions
- ☐ Reduction in Speed Limit
- ☐ Other (please explain) _____
- ☐ To Be Determined

26. Which of the following digital infrastructure are planned to be part of the project? Please check all that will apply.

Digital Infrastructure

- ☐ Replace existing digital infrastructure
- ☐ Add new digital infrastructure
- ☐ To Be Determined

27. Explain how the proposed project will accommodate pedestrians (including ADA compliance), bicyclists, transit users, and digital infrastructure once completed, in conformance to MORPC's Complete Streets Policy and Smart Streets Policy. Include a description of how the project will connect to the nearest existing facilities of each type.

28. If you are not providing any pedestrian, bicycle, or transit facilities, or connecting to the facilities nearest to the project, please explain what alternatives were considered and why they were rejected for each type of facility.

29. Provide a statement answering the following questions: Are there any Intelligent Transportation Systems (ITS)-related recommendations within the project area, such as emergency or transit vehicle signal pre-emption systems, dynamic message signs, or signal coordination? Does the project present any ITS integration opportunities and ITS extensions of additional/future projects as identified in the Central Ohio Regional ITS Architecture? Describe how it will support future extensions of the regional architecture. If the project touches another jurisdiction, was a systems approach taken? Were cross jurisdictional connections considered? (Note: If yes, then the project must be consistent with and part of the regional ITS architecture including design standards, interoperability and data collection, sharing use and security. The database and document can be found on MORPC's website.)

☐ Yes ☐ No

Please explain:

Project Schedule

30. **Project Schedule Table** –Provide a schedule that is realistic and recognizes the processing and review times needed by ODOT and other state and federal agencies in the project development process. Unless the applicant can provide justification, the schedule should allow at least two years for preliminary development (between Consultant Authorization and Environmental Document Approval), one year for detailed design (between Environmental Document Approval and Final Plans/Bid Package Submittal) and one year for right-of-way activities (between RW Authorization and RW Acquisition Complete).

    For construction phases, the SFY requested for the commitment will be one year following the calendar year of the Final Plans and Bid Package Submittal to ODOT in the project's schedule. For example, if the bid package submittal date is in April 2028, the applicant is requesting funds for SFY 2029. This is done to minimize the risk of the award date slipping into the next SFY and the potential that the unspent funds could be recalled

    If selected for funding, the sponsor and MORPC must agree on a schedule, in consultation with ODOT, when the partnering agreement is executed (see Section 9.1). The schedule may be revised between the Screening Application and Final Application and between the Final Application and the Partnering Agreement.

Milestone	Date (YYYY-MM-DD)	Mark if Completed
Consultant Authorized to Begin Design: Must be completed before the first Commitment Update Form is due (approx. July 2028).		☐
Submittal of Alternative Evaluation Report or Feasibility Study: The date when the Alternative Evaluation Report or Feasibility Study is received for review by the District from a consultant or local public agency.		☐
Preferred Alternative Approval: The date when a single Preferred Alternative is approved. For Path 1 Projects and simple Path 2 Projects, the preferred alternative may be established at scope development. If so, provide the scoping date. Otherwise, enter the appropriate approval date associated with the Alternative Evaluation Report or Feasibility Study.		☐
Stage 1 Design Plan Submittal: The date when Stage 1 design plans are received for review by the District from a consultant or local public agency.		☐
Preliminary Right-of-Way Plan Submittal: The date when Preliminary RW plans are received for review by the District from a consultant or local public agency.		☐
Stage 2 Design Plan Submittal The date when Stage 2 design plans are received for review by the District from a consultant or local public agency.		☐
Final Right-of-Way Plan Submittal: The date when Final RW plans are received for review by the District from a consultant or local public agency.		☐
Environmental Document Approval: The date when the responsible agency (FHWA or ODOT) approves the document or the District confirms the project is exempt from documentation.		☐
Right-of-Way Authorization: The date when authorization is given to a local public agency to begin acquisition activities.		☐
Stage 3 Design Plan Submittal: The date when Stage 3 design plans are received for review by the District from a consultant or local public agency.		☐
Right-of-Way Acquisition Complete: Date on which the local public agency certifies the completion of RW acquisition activities. (Utilities/encroachments not included.)		☐
Final Plans and Bid Package Submittal to ODOT: Not permitted in January through June (the second half of a SFY). Must occur in July through December.		☐
Award Contract: The date the local public agency approves a contract with a successful bidder.		☐

31.	For programs, purchases, studies, and other projects that do not have a construction phase, please provide a schedule for project development (including environmental approval) and funding. Provide an estimate of the date(s) that federal funds would need to be available. Also give a summary of the schedule to be followed before the project is ready for funding and while it is being implemented. Describe other relevant aspects of the project schedule. For example, is the funding schedule contingent upon other actions? Will the project need funding from other sources to proceed?

Cost Estimate and Funding Request

A professional engineer, architect, or other appropriate professional 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:
https://www.transportation.ohio.gov/working/contracts/estimating

Estimate costs in current (2026) dollars. Do not adjust construction cost estimates for inflation or include inflation in contingency costs.

Preliminary Engineering
MORPC expects project sponsors to undertake preliminary engineering (PE) on construction projects without the use of MORPC MPO Funds. However, if MORPC funds are requested for preliminary engineering, Policies Section 4.4.3 states, its total funding commitment to the project (PE, ROW & construction) will not exceed the amount it would have been had MORPC funds only been used for the ROW and construction phases.

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

PE – Detailed Design: Enter costs to develop the project to right-of-way authorization or Stage 2 design plans.

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.

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

32. When was the cost estimate prepared? Cost estimates must have been prepared after June 30, 2023, using plans that were current at the time and consistent with the current scope of the project.

33. If the cost estimate methodology differed from ODOT's procedures, briefly summarize how costs were estimated, e.g., based on a similar project and adjusted for site conditions.

34. Cost Estimate Table

Phase (Sub)		Description	Percent of Group	Amount
Preliminary Engineering	Environment	MORPC MPO Funds		
		Local Match		
		MPO + Local Match Total		
		Other Federal		
		Non-Federal		
		Sub-Phase Total		
	Detailed Design	MORPC MPO Funds		
		Local Match		
		MPO + Local Match Total		
		Other Federal		
		Non-Federal		
		Sub-Phase Total		
	Phase Total			
Right of Way	Acquisition	MORPC MPO Funds		
		Local Match		
		MPO + Local Match Total		
		Other Federal		
		Non-Federal		
		Sub-Phase Total		
	Utilities	MORPC MPO Funds		
		Local Match		
		MPO + Local Match Total		
		Other Federal		
		Non-Federal		
		Sub-Phase Total		
	Phase Total			
Construction	Contract	MORPC MPO Funds		
		Local Match		
		MPO + Local Match Total		
		Other Federal		
		Non-Federal		
		Sub-Phase Total		
	Engineering	MORPC MPO Funds		
		Local Match		
		MPO + Local Match Total		
		Other Federal		
		Non-Federal		
		Sub-Phase Total		
	Phase Total			
Other		MORPC MPO Funds		
		Local Match		
		MPO + Local Match Total		
		Other Federal		
		Non-Federal		
		Other Total		
Project Total				

Evaluation Information

The responses to the rest of the questions on this form will be used to score the project. The applicable categories and the priority level applied to each corresponding criterion are shown above each question. The questions will obtain information needed to score the project against the criteria developed for each goal.

GOAL: Economic Opportunity
Position Central Ohio to attract and retain economic opportunity to prosper as a region and compete globally.

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	B			B	

35. Congestion Relief: Applicant is to provide information on how congestion is hampering economic development in the area. Applications which do not clearly demonstrate how congestion is hampering economic development in the area will not benefit from this criterion. How will the project's improvements to the transportation system support 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.

☐ See related attachment

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	A	B	B	B	

36. Job Retention and Creation: The number of existing jobs of each type (manufacturing, office, warehousing, retail, institutional) within 1 mile of the project. The Applicant will provide the number of permanent jobs of each type that will be created in the region because of the project. Provide a map showing the locations in relationship to the project. Provide documentation showing that these jobs are committed to being created in this area with the improvements to the area. (MORPC will calculate the number of existing jobs.)

☐ See related attachment

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	A	B	B	B	

37. Housing: If applicable, describe how the project will support future or newly constructed housing within 1 mile of the project. Newly constructed housing must be no older than 3 years old to be eligible. Projects claiming to support future housing will score higher if 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.

☐ See related attachment

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	B			C	

38. Traffic Time Uncertainty: 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. The applicant can provide more recent data here, if available.

☐ See related attachment

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	B	A			

39. Traffic Composition: Current and future Average Daily Traffic and percentage of truck traffic. Higher volume facilities and facilities serving a higher percentage of truck traffic will score higher. The applicant can provide more recent data here, if available.

☐ See related attachment

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	A	B	A	A	A

40. Other Economic Considerations: Describe the type and amount of acreage of site(s) that will primarily benefit from the project's improvements (e.g., greenfields, developed, redeveloped, infill, brownfields, intermodal facilities). Provide information regarding the project's impact on economic development in the area. Is there anything unique about this project that has not been captured by the criteria? This could include how the project will impact a specific industry cluster, innovative business, or industry target as identified by One Columbus.

☐ See related attachment

Examples of other considerations or extraordinary aspects that have improved scores for this goal are:

- The project benefits a relatively distressed area of the region. Redevelopment efforts would be strengthened by new or improved infrastructure.
- The project has the potential to be a catalyst for regionally significant economic development and/or congestion reduction, such as high capacity transit in dense corridors of the region.

GOAL: Natural Resources
Preserve and protect natural resources to maintain a healthy ecosystem.

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	A		A	A	A

41. Emission Reduction: The vehicle emissions of PM2.5 (fine particulates), VOC (volatile organic compounds), and NOx (oxides of nitrogen) contribute to the region being recently in non-attainment of the ozone and PM 2.5 national air quality standards. The regional model will estimate the change in emissions resulting from the project, reported in kilograms per day. Projects with more emission reductions will score better.

☐ See related attachment

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	B	B	B	B	B

42. Other Extraordinary Aspects Related to Natural Resources: A statement by the sponsor about any extra-ordinary aspects of the project's impact on the natural habitat. 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.

☐ See related attachment

Examples of responses that have improved scores for this goal are:

- Existing culverts are hydraulically undersized, contributing to flooding of the intersection. High outlet velocities have resulted in significant stream erosion.
- The area adjacent to a project currently experiences some drainage issues and basement flooding. The project will address all known flooding / drainage issues.
- Documentation includes plans for a bioswale in the center median, vegetated swales, bio-retention cells for water quality treatment, detention basins, rain gardens, infiltration beds and trenches.
- Eliminate direct runoff to waterways from structures.
- The project will not increase impervious surface area.

GOAL: Energy
Promote the reduction of per capita energy consumption and the production of energy from renewable local sources to increase affordability and resilience of regional energy supplies.

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	A		A	A	A

43. Vehicle Miles of Travel: Projects that would reduce regional Vehicle Miles of Travel will score better.
Score determined by MORPC analysis and data.

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	B	B	B	B	B

44. Other Extraordinary Energy Aspects: A statement by the sponsor about any extraordinary aspects of the project's impact on energy. This could include renewable energy production or components that save energy as part of the project.

☐ See related attachment

Examples of responses that have improved scores for this goal are:

- Project electrified by solar power.
- Plans to install roundabouts, which use less energy than traffic signals.
- Reuse of existing pavement material as road base saving energy from production and transport.
- The project continues the implementing the technology to support a connected vehicle environment across many areas of the city which sets up more energy efficiency in the future.
- Commitment to use energy efficient technology (LED) for street lighting and traffic signal heads.
- Documentation of the project infrastructure or right-of-way being used to produce renewable energy.

GOAL: Collaboration and Funding
Increase collaboration to maximize the return on public expenditures.

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	A	A	A	A	A

45. Percent of MORPC Funding Requested: The percentage will only be based on the total right-of-way and construction cost. If it is not a traditional construction project, the percent of the total program/activity will be used. Applications that provide non-federal match to MORPC funding of 30% or more will score better.

Score determined by application's Cost Estimate and Funding Request

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	A	A	A	A	A

46. Amount of MORPC Funding Requested: 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.

Score determined by application's Cost Estimate and Funding Request

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	A	A	A	A	A

47. Documentation of Support and Collaboration: The applicant is to provide letters of support from neighboring government jurisdictions, community associations, business associations, or others. Provide the amount or magnitude of the contribution, and include documentation. 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.

☐ See related attachment

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	B	B	B	B	B

48. Origin of Project / Project Readiness: The applicant is to provide the origin of the project including all planning studies recommending the project or activity and which ODOT Project Development Process (PDP) steps have been completed at time of final application submittal. Projects that that are further through the planning and PDP process will score better. The sponsor is also to provide documentation on interagency and community collaboration (e.g., identification in MORPC's Competitive Advantage Projects initiative, utilized MORPC's Technical Assistance Program) that has occurred to date to advance the project.

☐ See related attachment

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	C	C	C	C	C

49. Applicant Priority Ranking: Applicants that submit more than one project must also submit a priority ranking of their projects. The applicant's top project within each category, will benefit under this criterion.

☐ See related attachment

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	C	C	C	C	C

50. Small Agency Funding Capacity: For an agency with a small transportation budget, such that the local funding they are contributing to the project phases for which they are requesting assistance is approximately equal to or greater than the usual size of its annual transportation infrastructure expenditures, will benefit under this criterion.

☐ See related attachment

GOAL: Health, Safety, & Welfare
Use public investments to benefit the health, safety, and welfare of people.

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	A	A	A	A	

51. Crash Reduction (Motor Vehicles): Using 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.

Score determined by MORPC analysis and data.

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	A	A	A	A	

52. Crash Reduction (Vulnerable Users): 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.

Score determined by MORPC analysis and data.

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	A	A	A	A	

53. Enhance Safety: The applicant describes how the project will improve or maintain safety. Projects which address existing safety issues will score higher, but projects which include systemic safety improvements to maintain safety can benefit in this criterion. Additionally, projects which are identified in local or regional plans as priority safety projects will score higher.

☐ See related attachment

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	A	A			

54. Facility Condition: The average PCR of the existing roadway that would be improved as part of the project based on the most recent ODOT data will be calculated. The worst existing bridge component rating based on ODOT data that would be improved as part of the project. The sponsor should review the ODOT data and may provide supplemental data if desired. Projects that are on facilities with lower PCRs and/or bridge ratings will score higher.

☐ See related attachment

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:				A	

55. New Transit System Ridership: The applicant provides an estimate of the increase in transit ridership. This is to include both the ridership on the specific project or activity as well as overall system ridership. Projects that have higher ridership will score better.

☐ See related attachment

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	A	A	A	A	

56. Regional Transportation System Equity: Measure of how the project addresses 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.

☐ See related attachment

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	C	C	C	C	A

57. Other Health, Safety & Welfare Considerations: Statement by the sponsor with rationale on how the project would further this goal. Reference should be made to as many of the above criteria as applicable in justifying the benefits of the program/activity/project relative to this goal.

☐ See related attachment

Examples of responses that have improved scores for this goal are:

- Project serves a nearby public safety facility (police/fire substation)
- Project to improve emergency response time in the project area
- Addresses a location on a high crash listing
- The proposed project is predicted to have a service life of 30 years, an improvement of 50% over the typical 20 years
- Designed for overweight vehicles
- The project area is targeted as part of the City of Columbus' Celebrate One program
- Utilizing a more extensive fix expected to last 50-75 years instead of temporary repairs
- Bus pads to help extend system life

GOAL: Sustainable Neighborhoods and Quality of Life
Create sustainable neighborhoods to improve residents' quality of life.

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	A	A	B	A	

58. Origin/Destination Density: The average density (population + jobs) of the project users' origins and destinations will be estimated based on existing densities & 2040 projections. The average densities will be calculated for both higher density ends of the trip and lower density ends of the trip. For the Bike and Pedestrian category, the density within 1 mile of the project will be used. Projects that serve travelers going to and from more dense areas will score higher.

Score determined by MORPC analysis and data.

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	B	B	A	A	

59. Pedestrian System: The applicant will provide information on the relationship of the project to the existing pedestrian transportation system and/or how the project will include improvements to enhance or connect to the pedestrian system. Projects that facilitate the construction of pedestrian facilities along a regionally significant active transportation corridor will score higher. Projects that provide pedestrian facilities where none currently exist and/or provide connections among existing facilities will score higher. Projects will also score higher if they demonstrate that they remove, bypass, or otherwise reduce barriers to pedestrians, including highways, railroads, and waterways.

☐ See related attachment

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	B	B	A	A	

60. Bikeway System: The applicant will provide information on the relationship of the project to the existing bikeway transportation system and/or how the project will include improvements to enhance or connect to the bikeway system. Projects that facilitate the construction of facilities along a regional active transportation corridor will score higher. Projects that provide bike facilities where none currently exist will score higher. Projects that improve the level of stress, per MORPC's Level of Stress map will score higher. Projects will also score higher if they demonstrate that they remove, bypass, or otherwise reduce barriers to bikes, including highways, railroads, and waterways.

☐ See related attachment

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	B	B	A	A	

61. Transit System: A statement by the applicant as to how the project enhances transit service. Projects along existing transit routes will need to provide appropriate transit related facilities and will score higher. Beyond what transit related facilities may be part of the project if on existing transit line, projects that make additional improvements, improve first and last mile connections to existing service, or that could enhance future transit service while not on a current transit line will score higher.

☐ See related attachment

Category:	Roadway Capacity	Preservation	Bike & Ped	Transit	Other
Priority Level:	C	C	C	C	A

62. Other Sustainable Neighborhoods Considerations: Statement by the applicant with rationale on how the project would further quality of life and relationship of this project to furthering the community's quality of life goals. Applicants can highlight efforts the project will take to minimize displacements in this criterion. For projects in the Other Activity Category, also provide additional information especially in regard to any of criteria above criteria as applicable in justifying the benefits of the program/activity/project relative to this goal.

☐ See related attachment

Appendix B: Sample Partnering Agreement

The following pages are templates for the partnering agreements. One is for projects with their first commitment of MORPC MPO Funding. The second is for projects which have had a previous partnering agreement and the update is to reestablish the funding and schedule for the project. These templates are suitable for most projects. If there are unique circumstances surrounding the funding or schedule for a project, the partnering agreement will include additional language describing the circumstances.

Partnering Agreement Template for New Funding Commitment

July ##, 2027

«AddressBlock»

«GreetingLine»

MORPC has selected your project, «Project_Name», for MORPC MPO Funding. MORPC receives this allocation of federal transportation funding in accordance with federal transportation law and by Ohio Department of Transportation (ODOT) policy. MORPC has established Policies for Managing MORPC MPO Funds (Policies) to guide the solicitation, selection and administration of these funds. MORPC last adopted the Policies in March of 2026.

Beginning in the summer of 2026, MORPC requested updated cost and schedule information from previous funding commitments and then solicited, evaluated and selected projects for new funding commitments in accordance with the Policies for Managing MORPC MPO Funds (Policies) adopted In March of 2026. This process concluded with the adoption of the program of projects to receive MORPC MPO Funding via resolution T-#-27 in March of 2027.

In accordance with the Policies, entities that receive funding are to enter into a partnering agreement that specifies the scope and schedule of the project receiving the funding commitment as well as a commitment from the project sponsor and MORPC to be knowledgeable of and deliver the project through ODOT's Project Development Process (PDP). This requires that the project sponsor and their consultant, if applicable, attend quarterly meetings and provide other information to MORPC in order to monitor progress through the PDP. The project manager, «Project_Manager», should remain in contact with MORPC staff and communicate any changes to the scope, cost and schedule promptly. This letter, once signed by both parties, constitutes the partnering agreement.

MORPC resolution T-#-27 awarded funding for «Project_Name» (PID ##) for the following phases in the expected state fiscal year period and amount and based on the funding splits shown below.

Phase	State Fiscal Year	MORPC Committed Amount	Local Match	Other Funding	Phase Total
Right-of-Way					
Construction					

Commitments of MORPC MPO Funding in SFY 32/33 are not assigned a specific year. During future MPO Funding cycles, as project updates are received, the specific fiscal year will be defined based on progress of projects and availability of funding.

The partnering agreement would include a paragraph here describing any specifics with regard to the funding plan such as: local match percent (generally 20%); is MORPC funding a fixed

amount; if there are multiple funding sources and the cost estimate changes, what is the expectations on the change in MORPC's and the other funding sources.

As the project proceeds through the PDP, should the cost estimates change and the funding plan is significantly altered, the project may be subject to re-competing during a future MPO Funding cycle.

To ensure the implementation of this schedule and the availability of funding for this and other projects, MORPC monitors project milestones. The Policies outline two key dates, right-of-way authorization and final plan and bid package submittal to ODOT, which if not met will trigger penalties. If either of these milestones is delayed by more than one year, new projects submitted for MORPC MPO Funding will have their score reduced by 5 points; if either of these milestones is delayed by more than two years, the sponsoring agency will be ineligible to submit new projects for MORPC MPO Funding. The date included in the new application for funding is used as the scheduled date with trigger dates as described above. However, in cases where the funding commitment is in a later fiscal year than the schedule proposed, the first trigger date is set such that if met, the funding would still be encumbered in the committed fiscal year and the second trigger date one year later. The scheduled dates listed below for Right-of-Way Authorization and the Final Plans and Bid Package Submittal to ODOT were used to establish the dates that will trigger penalties per the Policies if not met.

Milestone	Scheduled Date	Trigger Date for Score Reduction	Trigger Date for Ineligibility
Right-of-Way Authorization			
Final Plans and Bid Package Submittal to ODOT			

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

Additionally, projects that miss obligation dates that result in the loss of funding to the region will have their federal share reduced by 10 percentage points (typically from 80 percent to 70 percent).

If the milestone for Final Plans and Bid Package Submittal to ODOT is after December 31, 2028, MORPC requires the project sponsor to submit an update in summer of 2028.

See the Policies for additional information and please do not hesitate to contact MORPC staff with any questions.

Sincerely,
Maria Schaper,
Transportation Study Director

MORPC agrees to fund the «Project_Name» project in the amounts shown above according to the included schedule contingent upon MORPC's continued federal funding. The «Jurisdiction» agrees to the amounts shown above and the included schedule and is aware of the potential penalties of failing to maintain that schedule. Changes to the scope, cost and schedule as outlined in this agreement must be approved in accordance with the Policies.

Transportation Study Director Date
Mid-Ohio Regional Planning Commission

Project Manager/CEO Date
«Jurisdiction»

Partnering Agreement Template for Updated Funding Commitment

July ##, 2027

«AddressBlock»

«GreetingLine»

Beginning in the summer of 2026, MORPC requested updated cost and schedule information from previous funding commitments and then solicited, evaluated and selected projects for new funding commitments in accordance with the Policies for Managing MORPC MPO Funds (Policies) adopted in March of 2026. This process concluded with the adoption of the program of projects to receive MORPC MPO Funding via resolution T-#-27 in March of 2027. This resolution maintained the commitment of MORPC MPO Funds to your project, «Project_Name».

In accordance with the Policies, entities that receive funding are to enter into a partnering agreement that specifies the scope and schedule of the project receiving the funding commitment as well as a commitment from the project sponsor and MORPC to be knowledgeable of and deliver the project through ODOT's Project Development Process (PDP). This requires that the project sponsor and their consultant, if applicable, attend quarterly meetings and provide other information to MORPC in order to monitor progress through the PDP. The project manager, «Project_Manager», should remain in contact with MORPC staff and communicate any changes to the scope, cost and schedule promptly. This letter, once signed by both parties, constitutes the partnering agreement.

MORPC resolution T-#-27 reestablished funding for «Project_Name» (PID ##) for the following phases in the expected state fiscal year period and amount and based on the funding splits shown below.

Phase	State Fiscal Year	MORPC Committed Amount	Local Match	Other Funding	Phase Total
Right-of-Way					
Construction					

The partnering agreement would include a paragraph here describing any specifics with regard to the funding plan such as: local match percent (generally 20%); is MORPC funding a fixed amount; if there are multiple funding sources and the cost estimate changes, what is the expectations on the change in MORPC's and the other funding sources.

As the project proceeds through the PDP, should the cost estimates change and the funding plan is significantly altered, the project may be subject to re-competing during a future MPO Funding cycle.

To ensure the implementation of this schedule and the availability of funding for this and other projects, MORPC monitors project milestones. The Policies outline two key dates, right-of-way authorization and final plan and bid package submittal to ODOT, which if not met will trigger penalties. If either of these milestones is delayed by more than one year, new projects submitted for MORPC MPO Funding will have their score reduced by 5 points; if either of these milestones is delayed by more than two years, the sponsoring agency will be ineligible to submit new projects for MORPC MPO Funding. The date included in the new application for funding is used as the

scheduled date with trigger dates as described above. However, in cases where the funding commitment is in a later fiscal year than the schedule proposed, the first trigger date is set such that if met, the funding would still be encumbered in the committed fiscal year and the second trigger date one year later. The 20## partnering agreement established the dates listed below for Right-of-Way Authorization and the Final Plans and Bid Package Submittal to ODOT. These continue to be the dates that will trigger penalties per the Policies if not met.

Milestone	Scheduled Date	Trigger Date for Score Reduction	Trigger Date for Ineligibility
Right-of-Way Authorization			
Final Plans and Bid Package Submittal to ODOT			

If penalties are applied, they remain in effect until the milestone that triggered the penalty is completed.
Additionally, projects that miss obligation dates that result in the loss of funding to the region will have their federal share reduced by 10 percentage points (typically from 80 percent to 70 percent).

If the milestone for Final Plans and Bid Package Submittal to ODOT is after December 31, 2028, MORPC requires the project sponsor to submit an update in summer of 2028.

See the Policies for additional information and please do not hesitate to contact MORPC staff with any questions.

Sincerely,
Maria Schaper,
Transportation Study Director

MORPC agrees to fund the «Project_Name» project in the amounts shown above according to the included schedule contingent upon MORPC's continued federal funding. The «Jurisdiction» agrees to the amounts shown above and the included schedule and is aware of the potential penalties of failing to maintain that schedule. Changes to the scope, cost and schedule as outlined in this agreement must be approved in accordance with the Policies.

Transportation Study Director Date
Mid-Ohio Regional Planning Commission

Project Manager/CEO Date
«Jurisdiction»

Appendix C: One-Pager Template

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