Mid-Ohio Regional
Planning Commission

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Columbus, Ohio 43215

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NOTICE OF A MEETING

COMMUNITY ADVISORY COMMITTEE
PORT COLUMBUS INTERNATIONAL AIRPORT
EOC Room, Mezzanine Level
4600 INTERNATIONAL GATEWAY
COLUMBUS, OH 43219

Monday, April 4, 2016
6 p.m.

AGENDA

6:00 p.m. 1. **Welcome** – David Paul, Chair

6:01 p.m. 2. Approval of February 29, 2016 **Minutes** (enclosed)

6:02 p.m. 3. **Metropolitan Planning Organization (MPO) Report** (enclosed) – Thea Walsh
- Transit Agency Reports
  - COTA Update - Belinda Taylor
  - DATABus - Thea Walsh

6:12 p.m. 4. Proposed Resolution **T-4-16: "ADOPTING 'POLICIES FOR MANAGING MORPC-ATTRIBUTABLE FUNDS'"** (enclosed) - Thea Walsh

6:18 p.m. 5. **Informational Items:**
- Draft Planning Work Program (enclosed) - Thea Walsh
- Quarterly Air Quality Update - Evelyn Ebert

6:25 p.m. 6. **Metropolitan Transportation Plan (MTP) Update** - Maria Schaper

6:30 p.m. 7. **Adjournment**

6:30 p.m. 8. **Airport Tour - Brian Sarkis, V.P. Planning and Engineering, Columbus Regional Airport Authority (CRAA)**

PLEASE NOTIFY BRENDA NOÉ AT 614-233-4146 or bnoe@morpc.org
TO CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR
IF YOU REQUIRE SPECIAL ASSISTANCE

The next CAC Meeting is Monday, May 2, 2016 @ 5:30 p.m.
111 Liberty Street, Suite 100
Columbus, Ohio 43215

William Murdock, AICP
Executive Director

Eric S. Phillips
Chair

Matt Greeson
Vice Chair

Rory McGuiness
Secretary

DIRECTIONS AFTER ARRIVAL AT PORT COLUMBUS

Park in Blue Lot (Your parking will be comped by the airport). Take shuttle to Departures/Ticketing area, Level 1 (shuttles are wheelchair lift-equipped.) Upon entering the ticket lobby go toward Concourse B and take the elevator to the Mezzanine level (before you get to Security) (see map at: http://flycolumbus.com/maps/airport-terminal/). If you arrive prior to 6 p.m. you may go into the room next to the EOC room, as there will be a meeting in the EOC room until 6:00 p.m. If you require motorized assistance for the tour, please advise Brenda Noé (614.233.4146 or bnoe@morpc.org).

William Murdock, AICP
Executive Director

Eric S. Phillips
Chair

Matt Greeson
Vice Chair

Rory McGuiness
Secretary

COMMUNITY ADVISORY COMMITTEE MEETING
February 29, 2016
Meeting Summary

MORPC
111 Liberty Street, Suite 100
Columbus, Ohio
5:30 p.m.

Members

Bill Allman
William Curlis
Pauline Edwards
Warren King
Ernest Opuni
Larry Robertson
Ira Weiss
Stephanie Bosco
Lisa Daris
Len Fisher
Michael T. Liggett
David Paul
Bob Roehm
Ed Chin
Jon-Paul d'Aversa
LaGrieta Holloway
Jessica Mathews
Fred Rea
Joel Spokas

Guests

Ava Johnson, GSECC
Belinda Taylor, COTA

MORPC Staff

Bernice Cage
Nick Gill
Maria Schaper
Evelyn Ebert
Claire Jennings
Bevan Schneck
Mary Ann Frantz
Brenda Noé
Thea Walsh

1. Welcome. Chair David Paul called the meeting to order at 5:30 p.m.

2. Approval of January 4, 2016 Minutes. Len Fisher moved to accept the January 4, 2016 minutes, and Warren King seconded. The motion carried.

3. Metropolitan Planning Organization (MPO) Report. Nick Gill reported that the Joint Legislative Task Force on Transportation Issues is taking place at the Statehouse. Representatives are studying issues such as funding, maintenance of Ohio's roadway infrastructure, and effectiveness of the gas tax and ODOT funding. It is chaired by Rep. Cheryl Grossman from Grove City and Sen. Gayle Manning from North Ridgeville. Tom Homan from Delaware, a member of our Commission, is chair of MORPC's License Fee task force, and he testified before that committee in order for the cap fee of $20 on license plates to be increased at local discretion. It has not been changed since the late 1980's. It would help provide local governments another tool to raise additional funding for transportation. Last year the task force studied various issues, including raising the speed limit and whether we should use one or two license plates on vehicles.

   Gill said that the City of Columbus submitted an application for the USDOT Smart Cities Challenge. Seventy-eight cities from around the country submitted proposals for a $40 million award to go to one city to improve technology and help the transportation system to work smarter. Candidates will be narrowed down to five cities that will receive a $100,000 grant to prepare more detailed proposals. The final announcement will be in June. In addition to the $40 million from USDOT, a private firm has announced its intent to add $10 million more to help support electric vehicle deployment and other carbon-reduction strategies to

the winning city. Paul asked what the selection criteria were. Gill did not know, but said that the proposal is for medium-sized cities, such as Columbus.

- DATABus Update. DATABus is showing increased ridership this year over that of 2015.

Bill Curlis asked who will benefit from the investment in the Homes on the Hill study. William Murdock replied that MORPC partnered with Homes on the Hill, which invests in housing rehabilitation for low- to moderate-income families. Neighborhoods and individuals benefit. This is not a for-profit program.

- COTA Update. Belinda Taylor said that COTA is moving forward with work on the Transit System Redesign (TSR). COTA has six internal working groups that are responsible for everything from the bus stops to meeting with community leaders and stakeholders. COTA is launching its Airconnect, service from downtown to the airport, in May. She distributed a copy of the prototype. Airconnect will be listed as available transportation when arriving in Columbus. COTA is partnering with the hotels and motels as well as with the Columbus Regional Airport for this program. It will run every half-hour on the hour (from 6 a.m. until about 9:30 p.m.). The hotel drop-offs are all in the downtown area.

- Ohio Public Works Commission (OPWC) Infrastructure. Wilma Yoder reported on this program. Her handout is available at: http://www.morpc.org/Assets/MORPC/files/20160229_CAC_Rd%2030_Final%20Awards.pdf

  Bernice Cage asked if these projects will show up on the Transportation Improvement Program (TIP). Gill said that they are incorporated into the TIP, but many of them do not involve federal funds.

  Pauline Edwards asked what type of improvement will be done on Harrisburg Pike. Yoder said that this project was submitted by Franklin Township and involves reconstruction of Harrisburg Pike between Eakin Road and Hopkins Road to the south, and extending northward to just south of the intersection with Brown Road. It will expand from two lanes to three lanes, with sidewalks on both sides of the road, new curb inlets, and a new underground storm system will be installed. Edwards said she is pushing for some streetlights because it is so dark in that area. Yoder suggested she talk to the township trustees. Yoder said that if Edwards wanted to call her she would assist her.

  Paul asked if one could look on-line to get details of these projects. Contracts will not go out until July 1st, so prior to that there is not usually much information on-line, but after that it can be viewed on the Ohio Public Works Commission website, or one could contact Yoder, and she will be glad to help with anything.

  Taylor announced that there will be a celebration of the 1 millionth rider on the Cbus on March 18th.

  Thea Walsh returned from her other meeting, and Paul asked her to respond to his question about the selection criteria for Smart Cities. Walsh explained that the cities must be medium-sized, have a certain level of density, over 250,000 in population, but not more than 850,000 population to apply. MORPC met with USDOT officials, who decided that this was a guideline but not necessarily the rule. The award is to benefit

people's lives who are not utilizing a car, and advancing people in the community's workforce. It's really about helping people who cannot provide for themselves to get to a place where they can. She said she would send the Mayor's press release to committee members. Battelle, OSU, and the City of Columbus submitted about 102 letters of support, including our legislators and major companies. We will find out this month if we are one of the top five cities. If we do get that far, we will receive a $100,000 grant to continue the planning process, and we will have until June to get this done.

4. Informational Items:

- Draft Policy for MORPC Funding. Gill updated the committee on this topic. His PowerPoint presentation is available at: http://www.morpc.org/Assets/MORPC/files/20160229_CAC_Draft%20Policies%20for%20Managing%20MORPC-Attributable%20Funding.pdf
  Next month there will be a resolution to adopt the Policy. Applications will open in early May, and first applications are due in mid-June. There will be an open house on May 10th for communities that want to learn more about the process.

- Bike User Map. Claire Jennings presented information on the update to the bike user map. Her PowerPoint presentation is available at: http://www.morpc.org/Assets/MORPC/files/20160229_CAC_BikeMap.pdf

  Paul asked if Jennings were gathering data on the volume of users of the on-line interactive map vs. users of paper maps. Jennings was not sure of the metrics that we capture in terms of who uses our maps. Something that is a longer term project is to figure out how to get better navigation on the map. Bevan Schneck said that he thought it was hooked up to Google Analytics so we can tell how many people have been on the site. Weiss said that he talked to Jennings at the Bike Map Open House last week about how we could interface with Google Maps. They also talked about lack of input from some parts in Central Ohio.

  Paul welcomed new member, Ernest Opuni.

5. Metropolitan Transportation Plan (MTP) Update. Maria Schaper gave an update on this topic. Her PowerPoint presentation is available at: http://www.morpc.org/Assets/MORPC/files/20160229_CAC_Metropolitan%20Transportation%20Plan%20Update.pdf

   Paul wanted to know the sources of private funding. Gill said that those projects generally are ones that go in when a development is built, such as building a roadway to serve a new development.

   Cage reminded everyone of the upcoming MTP Open House on March 15th from 4 - 7 p.m. at MORPC.

6. Proposed Resolution T-3-16: "AMENDING THE STATE FISCAL YEAR (SFY) 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM INCLUDING CHANGES TO FEDERAL TRANSIT ADMINISTRATION'S (FTA'S) SECTION 5307 PROGRAM OF PROJECTS." Gill said that this is our quarterly TIP amendment, which has two projects using MORPC-attributable funds - Columbus's North Hamilton Road widening, and Delaware's West Central Avenue over-height detection system. These projects are identified further in the resolution memo. COTA has

requested modifications to existing projects and additions to the TIP. Allman asked if there were another test track that COTA could use instead of building one. Gill said he would find out. Allman said he would like that project removed from the resolution. Gill said that staff could remove this item from the resolution, as it is not until FY 2018. Allman moved that this item be removed from Resolution T-3-16, and King seconded. The motion carried. Weiss moved to approve the resolution without the test track item, and Pauline Edwards seconded. The motion carried.

7. Committee Business. Cage had no committee business but urged everyone to attend the MTP Open House.

8. Other Business. Larry Robertson asked about the State of the Region event. Cage explained that the State of the Region will take place on Friday, May 6th, at the Hilton Columbus Downtown. Early-bird tickets are $100. Invitations should be going out this week or next week. The keynote speaker is Dr. James Johnson, who will speak about demographics and the impact changing demographics will have on business as we know it today. Robertson also asked if there were any complete streets in Columbus. Gill replied that there are many all over the region. Paul suggested he look at Morse Road, and Edwards suggested Clime Road. Paul adjourned the meeting at 6:45 p.m.

Bernice Cage
Secretary

MORPC Monthly Metropolitan Transportation Organization Summary

March 2016

Transportation Systems & Funding
Thea Walsh - twalsh@morpc.org

- Metropolitan Transportation Plan (MTP)
  MORPC hosted an open house for the 2016-2040 Metropolitan Transportation Plan, attended by 59 people. The public was invited to view maps and information about the draft plan, and a formal presentation was made by MPO Director Thea Walsh. The draft document is available on MORPC's website – www.morpc.org\mtp2040. Public comments are being accepted on the draft MTP through April 15, 2016.

- Highways/Bridges
  On March 21st, MORPC team members partnered with ODOT to present information to Worthington City Council on the upcoming study of SR 161 from Sawmill Road to Olentangy River Road. ODOT will be hiring a consultant and administering the study with funding from ODOT, Columbus, Worthington, Perry Township and MORPC. It will get started over the summer.

- Transit/Human Services
  On January 27th, MORPC received twelve Section 5310 funding requests to enhance the mobility of older adults and persons with disabilities. Team members ranked all the funding requests and made recommendations totaling over $1.9 million to be incorporated into MORPC's TIP by way of MORPC Resolution T-3-16, which was passed by MORPC's Transportation Policy Committee in March. The resolution was submitted to ODOT for a STIP/TIP amendment for FTA approval. Team members began entering project details into FTA's Transit Award Management System (TrAMS) for approval and execution.

  Data collection has begun from specialized transportation users and providers to update the area's Coordinated Plan for Delaware and Franklin counties. This plan is a requirement to receive FTA Section 5310 funds in the Columbus Urbanized Area (UZA). The plan identifies gaps and needs of specialized transportation services with recommended strategies and policies that are a priority for using Section 5310 funds.

- RideSolutions
  As a means to encouraging ridesharing and alternative transportation, MORPC purchased Bicycle Fixit stations to place at Park-and-Pedal and Park & Ride locations around Central Ohio. COTA agreed to install and maintain the final Fixit station at its Delawanda Park & Ride facility.

  RideSolutions team members negotiated contracts with three other Ohio MPOs (MVRPC, TMACOG, and OKI) to continue the RideshareOhio partnership through October 2016. This partnership will be reevaluated and hopefully expanded after the RFP process for a new software provider is completed in third quarter 2016.

RideSolutions team members published an RFP on behalf of OARC, requesting proposals from firms to provide professional services for assistance and guidance in selecting an efficient, cost-effective, and robust platform that will perform public ridematching services for several regions throughout the State of Ohio. The consultant is expected to be selected in April with the project commencing in mid-May.

RideSolutions team members developed and began distributing an Exit Survey for commuters who choose to opt-out of RideSolutions' commuter services. Data gathered from this exit survey are intended to provide more insight about a commuter's experience with RideSolutions and how services might be improved

- Infrastructure Funding

  Transportation Improvement Program (TIP)

  TIP team members attended the March Project Status Meeting at ODOT District 6 to monitor the progress of 20 projects using MORPC-attributable funds in 9 jurisdictions.

  MORPC team members attended the field review for the Tuttle Crossing Boulevard extension project, along with staff from the City of Dublin and ODOT District 6. Team members also attended a meeting at ODOT District 6 to discuss the detailed design of Worthington's Worthington-Galena/Wilson Bridge/Huntley intersection modification project. City of Worthington staff, ODOT District 6 staff, and consultants from EMH&T also attended.

  The Complete Streets team reviewed the Stage 3 plans for Westerville's Cleveland and Schrock project, Stage 2 plans for ODOT District 6's Gemini Extension project and the Stage 3 plans for Pataskala's Mink Street reconstruction project for compliance with the Complete Streets Policy. There were no comments.

  Ohio Public Works Commission

  At the February 29th meeting, the CAC was updated on infrastructure projects that received SCIP and LTIP funding in Round 30.

  Franklin County engineer's staff and MORPC team members met with township officials from Jefferson Township to provide an overview of the SCIP/LTIP infrastructure funding programs. Two unsuccessful applications for Havens Road and Mann Road Culvert were also reviewed, and ways to improve these scores for next year were discussed.

Data and Mapping
Nancy Reger - nreger@morpc.org

- Regional Data Lab
  The bylaws for the new Regional Data Advisory Committee are being considered by MORPC's Bylaws Committee. A meeting is set with MORPC Board Member Victor Paini of Madison Township and Columbus2020 Data Director Jung Kim to discuss potential members of the new committee.

- Presentation Abstracts Submitted to National Conferences
  Abstracts were submitted for consideration for two conferences. One was for the interactive Metropolitan Transportation Plan (MTP) map that we hope to show off at the Urban and Regional Information Systems Association (URISA) conference in Toronto. The other was the Active Transportation Story Map, which was submitted to the URISA GIS and Health Symposium in Charlotte. Selections will be publicized on April 1st.

- insight2050
  We are nearing completion of identifying viability and activity indices for major nodes, corridors and neighborhoods as part of the second phase of insight2050. This is a data-intensive activity that includes weighing the importance of a variety of factors about development patterns, transportation characteristics and market conditions. .

- Homes on the Hill Study
  We are wrapping up the Homes on the Hill project. This is an interactive map developed for Homes on the Hill, a Community Development Corporation located on the west side of Franklin County. The map will be a tool for them to use when assessing investment decisions. The map was developed by analyzing a broad set of criteria about neighborhood amenities, safety, market conditions, transportation infrastructure and socio-economic characteristics. Our goal is for this project to be replicated in other parts of the region to aid in similar business decisions.

- Franklin County 911 Coordination
  Comments were submitted to the Franklin County Regional 911 Communications office with regard to its draft report on the assessment of GIS usage in the county. The assessment included some recommendations including better integration with other address source materials, improved coordination with the Sheriff's office, and improvements to boundary files that are used for directing 911 calls to dispatching agencies. The report also recommended increased technical support from Franklin County with regard to LBRS activities. We are working to engage Franklin County Auditor's staff to discuss how we can leverage each other's assets.

- Coordination with ODOT's GIS Office
  MORPC is representing local data providers as part of ODOT's initiative to convert its GIS system to an ESRI platform. The state intends to rely on the LBRS files produced at county levels as the basic data for its road file. There are many details to be worked through.

- Programmatic Support and General Information Requests
  Prepared square mileage for MORPC's Comprehensive Annual Finance Report.
  Supplied data for the Age-Friendly Columbus project.
  Met with Franklin County Engineer along with MORPC P&E staff about the Bike-Friendly Map.
  Prepared the Development Trend Appendix for the 2016-2040 Metropolitan Transportation Plan.
  Shared a draft version of the on-line Attributable Funds application with representatives of the Transportation Advisory Committee.

Planning and Environment
Kerstin Carr - kcarr@morpc.org

- Active Transportation Planning
  Active Transportation Plan: Team members presented the Metropolitan Transportation Plan (MTP), the Active Transportation Plan (ATP), and the Columbus Metro Bike Map to the Fairfield County Active Transportation Committee.

  Columbus Metro Bike Map: Team members reviewed over 400 comments on the Level of Service/Comfort received via an online interactive map, an open house, and several other community events. Staff used these comments to inform updating the Level of Service/Comfort data.

  Team members met with Franklin County Engineer's Office staff and the Fairfield County Active Transportation Committee to discuss updates to the map.

  Metropolitan Transportation Plan: Team members assisted with the MTP Open House by displaying and discussing safety and active transportation elements including the Active Transportation Plan.

  Complete Streets: Staff reviewed three sets of plans for complete streets and green infrastructure/stormwater management considerations.
  Mink Street Reconstruction – Stage 3 plans
  Worthington-Galena/Wilson Bridge/Huntley improvements – Stage 1 plans
  Tuttle Crossing Boulevard Extension – Stage 1 plans

  Meetings
  Team members participated in the Chronic Disease Prevention Advisory Board meeting at Columbus Public Health. The meeting focused on a new approach for the Board where the Steering Committee will solicit updates from Board members on a monthly basis. These updates will focus on any of their resources, challenges, and partnerships associated with healthy eating, active transportation, and smoke-free environments. The Steering Committee will use that reporting information to develop the agendas for the Board meetings. The repository of information will also be ready to use if a grant opportunity arises.

- Transportation Safety
  Meetings:
  Team members participated in the Traffic Records Coordinating Committee meeting at ODOT. During this meeting federal, state and local representatives discussed the updated committee resolution and charter, reviewed the status of ongoing committee-sponsored projects, and approved 2 million dollars in funding for new projects.

  Team members attended the Columbus Area Pedestrian Safety Committee and discussed current local initiatives to increase pedestrian safety.

  Federal and state representatives presented on current safety-related efforts at the Ohio Association of Regional Councils (OARC) Transportation Directors Meeting. These efforts include the Ohio MPO safety scan and how MPOs can work with ODOT to set consistent transportation safety performance measures.

  Regional Systematic Safety Improvement Pilot Project:
  As of March, over 25 locations within the City of Columbus (out of 58 region-wide) have received signal upgrades as part of the first phase of the regional systematic safety

improvement pilot project. These upgrades include reflective signal back plates and LED-enhanced signal heads and are intended to reduce angle crashes at these locations.

MORPC and ODOT team members received evaluation results from the project consultant for the second phase of the systematic safety pilot, which includes pedestrian safety countermeasures. MORPC team members will begin finalizing locations for inclusion with local jurisdictions before the end of April.

- insight2050
  Meetings: MORPC team members hosted the insight2050 Executive Committee. The committee discussed Phase II progress. Leadership asked to prioritize a roll-out of local case studies for the online resource library. A possible course for Phase III was also discussed.

  Team members hosted a conference with APBP staff regarding the webinar it will present in August. The webinar will focus on insight2050, the Active Transportation Plan, and ideally, a suburban example of complete streets.

  Team members met with the City of Columbus Division of Planning to discuss coordinating efforts to design case studies as both insight2050 and Columbus resources.

  Team members attended the Columbus Metropolitan Club lunch, Housing Trends That Will Define US, which featured Executive Committee member Jim Hilz, along with others, to discuss how our region's changing demographics are shifting market demand for housing.

  Team members met with ULI members to discuss the insight2050 Resource Library. This focus group discussed what tools and resources would benefit the real estate development community in that work, especially in communication with local governments and residents.

  Team members attended The Future of Suburbs talk hosted by the Center for Urban and Regional Affairs at OSU, featuring Executive Committee member Terry Foegler. The presentation highlighted demographic changes and the shift toward living in urbanized areas.

  Related Training: Team members attended a webinar, "The Central Social District," which discussed rethinking the Central Business District as not just a place of commerce but as a place where people come together for a variety of reasons – which can improve the city's competitive advantage.

  Outreach: insight2050 presentations were delivered to the following audiences: the University Area Commission (approximate audience of 40); an OSU Extension event, "The Future of Agriculture in Pickaway County," (approximate audience of 50); the Central Ohio ASCE March luncheon (approximate audience of 35); the Circleville City Council Long-Range Planning Commission (approximate audience of 15); the Short North Alliance Board (approximate audience of 20); and the Ohio City/County Management Association conference (approximate audience of 40).

- Age-Friendly Columbus
  MORPC team members, along with Councilmember Michael Stinziano, Fran Ryan, and Doug Tayek, hosted the initial Age-Friendly Columbus Advisory Council Meeting. This meeting kicked-off the initiative with representatives from the public, private, and non-profit sectors engaged in aging issues. The meeting focused on identifying subcommittees and their membership to guide the project.

On March 23rd, the City of Columbus, together with MORPC and funders, held a press conference to announce the project and to share that the City of Columbus has been accepted to the Age-Friendly Network by the World Health Organization and AARP.

- Greenways & Water Quality Program
  Central Ohio Greenways (COG) Board: MORPC team members hosted the March Central Ohio Greenways Board meeting. The 5-year strategic plan, along with is Best Practices report, was adopted by the board as the four working teams' guiding documents. The working teams have already started implementing several of the short-term action items.

  Greenways Water Quality Working Group: Team members facilitated the first meeting of the Water Quality Working Group Review Committee on February 29th. The meeting discussed the purpose of the committee, general ideas of priorities per the Water Quality Working Group, and expectations for the next six months. Susan Ashbrook with the Department of Public Utilities at the City of Columbus and Glenn Marzluf with Del-Co Water have agreed to co-chair the committee.

  Team members facilitated the second meeting of the Water Quality Working Group Review Committee. The meeting focused on identifying the scope of the working group. Major considerations were issues of regional breadth, issues not already being addressed by another organization or entity, and issues that MORPC is capable of addressing.

  Team members facilitated a meeting of the Water Quality Working Group. The meeting agenda included a policy update from MORPC's Public & Government Affairs Department, a presentation on 10 years of planning around the Darby Creek by The Nature Conservancy, an update on the programs and facilities at the Olentangy Wetlands Research Center, and a status update on the Central Ohio Blueways interactive map by MORPC.

  Green Infrastructure Best Practices: Team members met with engineers and other experts to better understand the Green Infrastructure practices and philosophy here in Central Ohio. Team members also met with the City of Columbus Department of Utilities to discuss Blueprint Columbus.

  Meetings
  Team members facilitated the Green Pact Meeting in Upper Arlington. The meeting focused on MORPC's working group's "hot topics" for 2016 and how they relate to the Green Pact and participating entities' work.

  Team members attended the OSU Environmental Professionals Network breakfast on agricultural practices and nutrient runoff. A prominent and nationally respected farmer from Madison County, Fred Yoder, said farmers need to reconsider how they do things, and that more education is needed.

- Safe Routes to School National Conference
  The Safe Routes to School National Conference registration opened in December and closed on March 21st. Nearly 500 people from across the country have registered. The three-day event features top-notch national and local speakers, breakout sessions and workshop. The full program can be found here: www.saferoutesconference.org.

- Local Food
  Team members hosted the March Regional Food Council meeting. Participants agreed that the Meat Industry Task Force should be reactivated. There was additional discussion about possible other task forces that would complement the city/county Local Food Action Plan.

Team members participated in the meeting for the Local Food Action Plan Working Committee to evaluate draft action recommendations. MORPC is trying to ensure its work and that of the Action Plan are consistent and complementary, and that MORPC has a role in the Action Plan implementation.

Team members attended a forum with the Columbus Metropolitan Club on Urban Agriculture and have reached out to one of the most successful Columbus urban farmers to learn about best practices and marketing.

MORPC is submitting a pre-proposal to the Surdna Foundation on conducting an Institutional Demand Study for local food. Members of the Regional Food Council agree that the data received from this study will be instrumental in creating the regional food system.

Energy & Air Quality
Christina O'Keeffe - cokeeffe@morpc.org

- Air Quality: Air Quality team members adopted the year's marketing plan and timeline, which were drafted in coordination with Public and Government Affairs and MORPC's Transportation Demand Management Program (RideSolutions). Work has begun on executing the elements of the plan, including the soliciting of a firm to provide a comprehensive marketing package for air quality awareness during ozone season, and the development of a Commuter Challenge campaign for Central Ohioans that encourages the logging of non-single-occupant vehicle commutes for the month of June.

  The Air Quality Department collaborated with the Transportation Systems and Funding Department for the air quality conformity elements of the draft 2016-2040 Metropolitan Transportation Plan (MTP). The draft MTP was released at an open house held on Tuesday, March 15th, and written comments on the draft are currently being solicited by MORPC.

- Energy & Air Quality Working Group**:** The Energy and Air Quality Working Group convened on March 29th. The agenda included a representative from the City of Columbus regarding the city's recent achievement as a finalist for the US DOT's Smart Cities grant, a report from Ohio EPA on the status of the Clean Power Plan as well as the new ozone standard of 70 ppb, and an update from MORPC's Air Quality program on this year's initiatives for reducing single-occupant vehicle use and improving regional air quality.

Mid-Ohio Regional
Planning Commission

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Memorandum

TO: Transportation Policy Committee
Community Advisory Committee
Transportation Advisory Committee

FROM: Nick Gill, Assistant Director
Transportation Systems & Funding

DATE: March 30, 2016

SUBJECT: **Proposed Resolution T-4-16: "ADOPTING 'POLICIES FOR MANAGING MORPC-ATTRIBUTABLE FUNDS'"**

Every two years, MORPC solicits applications for MORPC-attributable federal transportation funding. Approximately $32 million is available annually to be allocated to projects in MORPC's transportation planning area. To guide the selection of projects to use these funds, MORPC adopts *Policies for Managing MORPC-Attributable Funds* (*Policies*). Resolution T-4-16 adopts the *Policies* to be used in the upcoming project solicitation cycle.

Prior to formal project solicitation, MORPC reviews, revises as necessary and readopts the *Policies*. Over the last several months, the Attributable Funds Committee (AFC) reconvened to review and update the *Policies*. The drafts of the revised *Policies* were available on the MORPC website at www.morpc.org/transfunding for public review and comment. MORPC accepted public comments on the *Policies* from January 22, 2016 through February 22, 2016. No comments were received.

Previously, the *Policies* were separated into two separate documents, known as *Principles* and *Procedures*. The contents of the two documents have been merged into the *Policies* document.

Other changes from the previous version include:

- Moving criteria related to traffic from the Health, Safety & Welfare goal to Economic Opportunity goal, and making corresponding minor changes in how the goals are weighted in the scoring process.
- Adding a new measure, Vehicle Miles of Travel reduction, to the criteria for the Energy goal.
- Listing the information requirements, rather than including formal application forms, to allow more flexibility in the design of online application forms.
- Considerations for reducing the required portion of local matching funds.
- Giving the Director of Transportation Systems and Funding the authority to negotiate with other metropolitan planning organizations (MPOs), the Ohio

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Department of Transportation (ODOT), and the County Engineers Association of Ohio (CEAO) to exchange obligation authority. The Transportation Advisory Committee currently has this authority.

MORPC staff will conduct a workshop on May 10th at 2:30 p.m. for potential applicants and agencies that need to submit updates for their outstanding funding commitments. The Screening Applications for new funding will be due on June 13, 2016. Commitment Updates for outstanding commitments will be due on June 6.

NTG:NJV:bsn

Attachment: Proposed Resolution T-4-16

RESOLUTION T-4-16

"ADOPTING 'POLICIES FOR MANAGING MORPC-ATTRIBUTABLE FUNDS'"

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

WHEREAS, the Ohio Department of Transportation (ODOT) sub-allocates part of its Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Transportation Alternatives Program (TAP) funding to MORPC and other MPOs; and

WHEREAS, the MPO is responsible for allocating these federal transportation funds that are sub-allocated to it; and

WHEREAS, the Transportation Policy Committee, to fairly allocate these funds in conformance with federal and state laws and regulations, adopted by Resolution T-9-97: "PRINCIPLES FOR ALLOCATION OF MORPC-ATTRIBUTABLE FEDERAL FUNDING," which was subsequently expanded and revised by Resolutions T-15-02, T-15-04, T-12-06, T-10-08, T-8-10, T-3-12 and T-3-14; and

WHEREAS, Resolution T-3-14 included the stipulation that these principles, procedures, and policies be evaluated prior to each update of the Transportation Improvement Program (TIP); and

WHEREAS, staff and the Attributable Funds Committee, composed of members of the Transportation Advisory Committee and representatives of the Community Advisory Committee, the Transportation Policy Committee and other interests, completed the review and update including a public comment period; and

WHEREAS, the Community Advisory Committee, at its meeting on April 4, 2016, and the Transportation Advisory Committee, at its meeting on April 8, 2016, recommended approval of these policies to the Transportation Policy Committee; now therefore

BE IT RESOLVED BY **THE TRANSPORTATION POLICY COMMITTEE OF THE MID-OHIO REGIONAL PLANNING COMMISSION:**

Section 1. That the Policies for Managing MORPC-Attributable Funds, dated April 2016, are hereby approved to be used and applied in allocating MORPC-attributable federal funding.

Section 2. That the policies be evaluated prior to each update of the TIP.

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

_____
Matt Greeson, Chair
Mid-Ohio Regional Planning Commission

_____
Date

Prepared by: Transportation Staff

Attachment: Policies for Managing MORPC-Attributable Funds

Mid-Ohio Regional
Planning Commission

Policies for Managing MORPC-Attributable Funds

April 2016

Mid-Ohio Regional Planning Commission
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The Policies for Managing MORPC-Attributable Funds was prepared by the Mid-Ohio Regional Planning Commission (MORPC), 111 Liberty St., Suite 100, Columbus, OH 43215, 614-228-2663, with funding from the Federal Highway Administration, Federal Transit Administration, Ohio Department of Transportation, and Delaware, Fairfield, Franklin, Licking, and Union counties. The contents of this report reflect the views of MORPC, which is solely responsible for the information presented herein.

In accordance with requirements of the US Department of Transportation (USDOT), MORPC does not discriminate on the basis of race, color, national origin, gender, or disability in employment practices or in programs or activities. More information on non-discrimination resources and related MORPC policies is available at www.morpc.org.

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1 Introduction

The federal transportation program in the United States was authorized in 2015 by the Fixing America's Surface Transportation Act, or FAST Act. Three of the many funding programs that this law reauthorized are the Surface Transportation Program (STP), the Congestion Mitigation & Air Quality Improvement Program (CMAQ), and the Transportation Alternatives Program (TAP). The Ohio Department of Transportation (ODOT) sub-allocates a portion of these funds to the state's metropolitan planning organizations (MPOs), including the Mid-Ohio Regional Planning Commission (MORPC). MORPC's program depends upon the continuation of federal funding programs and ODOT's policy. Each MPO is charged with attributing the funds to projects and activities sponsored by local public transportation agencies located within the MPO. MORPC's allocations are about $32 million annually:

Federal Transportation Program	MORPC's Annual Allocation
Surface Transportation Program (STP)	$20 million
Congestion Mitigation & Air Quality Improvement Program (CMAQ)[1]	$10 million
Transportation Alternatives Program (TAP)	$2 million
Total	**$32 million**

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

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

2 Attributable Funds Committee (AFC)

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

As established in the AFC's bylaws, membership includes representatives from the following entities:

[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.

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

The chairs of the CAC, TAC, and TPC will ensure that various fields have balanced representation on the AFC.

3 Process Milestones and Schedule

In the summer of the year prior to the TIP update (typically even-numbered years), staff will request applications for new funding commitments and updated information for all outstanding funding commitments. The process is outlined below:

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

Below is the schedule for the 2016-2017 application and selection process:

Date	Milestone
April 14	The TPC adopts the Policies.
April 18	Solicitation of funding applications announced.
May 10	MORPC hosts a workshop for applicants from 2:30 p.m. to 4:30 p.m.
June 6	The Commitment Update Form must be completed online by 5 p.m., when staff downloads the data in the online form.
June 13	Staff notifies sponsors of any errors and omissions on the Commitment Update Forms. Sponsors have one week to provide corrections.
June 13	Screening Applications must be completed online by 5 p.m., when staff downloads the data in the online form.
June 20	Staff will notify applicants of any errors and omissions on the Screening Applications. Applicants will have one week to provide corrections.
July 1	MORPC posts the summary of Updates and Screening Applications.
July 6	AFC meets at approximately 10 a.m. (following TAC). Staff presents changes requested on the Commitment Update Forms and recommendations for modifications to outstanding funding commitments. Staff presents an overview of Screening Applications received.
July 8	Staff revises the forecast of funding available for new commitments.
July 15	Staff sends feedback to Screening Applicants and guidance for completing the Final Application.
Aug. 15	Final Applications must be completed online by 5 p.m., when staff downloads the data in the online form.
Aug. 22	Staff notifies applicants of any errors and omissions on the Final Applications. Applicants have one week to provide corrections. Applications will be penalized if the applicants fail to respond. See Section 6.3.
Aug. 31	AFC meets at approximately 10 a.m. (following TAC) to approve modifications to outstanding funding commitments. Staff presents a summary of each final application for new funding.
September	Staff applies scoring criteria to the applications for new funding commitments to develop a preliminary ranking of applications.
Oct. 5	AFC meets at approximately 10 a.m. (following TAC) to review MORPC staff preliminary scoring and ranking the applications.
October	AFC provides feedback to staff on preliminary scoring. Staff revises scoring as needed.
Nov. 2	AFC meets at approximately 10 a.m. (following TAC) to review the staff's revised ranking within each Activity Category and develop a draft recommendation of new funding commitments.
Nov. 16	AFC meets at 10 a.m. to present member feedback on the draft recommendation and progress toward endorsing the recommendation.
Nov. 30	AFC meets at approximately 10 a.m. (following TAC) to consider final adjustments to the draft recommendation of funding commitments and approve it for the public review and comment period.
Dec. 2	Draft recommendation of funding commitments is announced and made available for public review and comment (30 days).
December	Sponsors of applications included in the draft recommendations will coordinate with ODOT to program the project (obtain a PID) and initiate project development.
Jan. 3	Close of public review and comment period.
Jan. 4	AFC meets at approximately 10 a.m. (following TAC) to review public comments received and discuss changes to the awards, if necessary. Otherwise the AFC will proceed with the business of the February 1 meeting.
Feb. 1	AFC meets at 10 a.m. to complete discussion on changes to the draft recommendations. AFC approves final recommendations for updated and new commitments of MORPC-attributable funding.
March	MORPC's CAC, TAC and TPC reviews, modifies and approves the awards of MORPC funding.

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's legislative body (e.g., city council) must approve a resolution or legislation committing the agency to maintain the facility, equipment, or other activity proposed in the application. Sponsoring agencies that have not adequately maintained prior projects that received MORPC-attributable funds are ineligible to apply for funding for additional projects.

4.2 Eligible Roadways: The Federal-Aid System

The federal-aid status of a roadway is largely determined by its functional classification. These classifications are determined by each state's department of transportation (in conjunction with MPOs such as MORPC and local officials) based on criteria established by the Federal Highway Administration (FHWA). 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.

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).

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. Ridesharing and signals projects can be funded 100 percent with MORPC-attributable funds.

4.4.2 Toll Revenue Credit

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

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

- The AFC or staff may recommend uses of TRC that allow for the more efficient delivery of outstanding commitments or to minimize funds subject to recall by ODOT's Carry Forward Policy.
- Increasing 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).
- An applicant can request federal funds in excess of 80 percent using TRC. However, the score will be reduced as described in the criteria for Collaboration in Section 7.1.4.

This section does not apply to ridesharing and signal projects, which are eligible for up to 100 percent funding without use of TRC.

4.4.3 Eligibility of Preliminary Engineering

MORPC expects sponsors of construction projects to undertake preliminary development and detailed design activities without use of MORPC-attributable funds because it shows the sponsor's commitment to their project. It also avoids spending the additional time needed to procure engineering services when federal funds are used. In certain situations (a multi-jurisdictional project or severe financial hardship by the local agency, MORPC may attribute funds for preliminary engineering. Except as noted below, if MORPC funds are used for preliminary engineering, its total funding commitment to the project (preliminary engineering, right-of-way and construction) will not exceed the amount it would have been had MORPC funds only been used for the right-of-way and construction phases.

As an incentive for eligible projects slated for construction in the first four years of TIP to maintain their schedules, MORPC will fund up to 25 percent of costs of their preliminary engineering phase. If the project fails to meet the plan file date on the initial Partnering Agreement, then the PE costs will be deducted from the eligible construction funds for said project. Only applications for new funding commitments are eligible for this incentive; it is not available after funds have been committed.

4.4.4 Prior Federal Authorization

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

4.5 Eligible Activities

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

4.5.1 STP Eligibility Guidance

STP is the most flexible of the MORPC-attributable funding programs. Generally, any capital project or program eligible for federal highway or transit funding is eligible for STP funds. STP funds may be used for construction, expansion, reconstruction or preservation projects on any federal-aid highway (e.g., arterials, collectors, but not local streets) 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 STP funds is available on the Web at:
http://www.fhwa.dot.gov/specialfunding/stp/160307.cfm.

4.5.2 CMAQ Eligibility Guidance

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

- Traditional traffic flow improvements, such as the construction of roundabouts, left-turn or other managed lanes.
- Intelligent Transportation Systems (ITS) projects, such as traffic signal synchronization projects, traffic management projects, and traveler information systems.
- Projects and programs targeting freight capital costs – rolling stock or ground infrastructure.
- Programs for the provision of all forms of high-occupancy, shared-ride services.
- Programs to control extended idling of vehicles.
- New transit vehicles to expand the fleet or replace existing vehicles.
- Bicycle and pedestrian facilities and programs.
- Alternative fuels infrastructure and vehicles.

The U.S. Department of Transportation released a guidance document for the CMAQ program that includes an overview of the program and additional eligibility provisions. The guidance document is available on the web:
http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm

4.5.3 TAP Eligibility Guidance

Transportation alternatives include construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized 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 on the Web: http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm.

4.5.4 Complete Streets Policy

Projects are required to adhere to MORPC's Complete Streets Policy in the planning and design of all proposed transportation projects using MORPC-attributable federal funds. The main objective of the policy is to design and build roads that safely and comfortably accommodate all users of roadways, including motorists, cyclists, pedestrians, transit and school bus riders, people with disabilities, delivery and service personnel, freight haulers, and emergency responders. It includes people of all ages and abilities.

Sponsors are responsible for determining, within the context of the project, the most appropriate project approach to meet the Complete Street Policy's requirements. Sponsors shall copy MORPC staff on all submittals to ODOT concerning Complete Streets. The Complete Streets Policy is available on the MORPC website.

4.6 Guidance for Applicants

Applicants should consider the following points before applying:

- Scrutinize the cost versus benefit when applying for federal funds. The program requirements can be demanding, and what is believed to be a small, inexpensive project can spiral quickly into a complicated and expensive one. For example: a project once thought to have a total cost of $85,000 with no right-of-way acquisition became a $120,000 construction cost with an additional $220,000 required for right-of-way acquisition.

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

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

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

5 Activity Categories

5.1 Purpose

MORPC promotes a multi-modal transportation system. Realizing the difficulty in evaluating different types of projects, the applications will be evaluated by criteria developed for one of six Activity

Categories. Each category will have the same or similar types of projects. Much of the evaluation criteria are the same across the categories, but some criteria may be different to better reflect the distinguishable aspects of projects within particular categories. The grouping into categories of projects and the criteria unique to each category allows for a better "apples-to-apples" comparison of projects.

5.2 Definitions

The six Activity Categories are:

- **Major Widening/New Roadway** –This category primarily includes addition of through lanes or new roadways. It would also include new or expanded interchanges.

- **Minor Widening/Intersections/Signals** – This category includes minor widening/safety projects which add center turn lanes and/or widen lanes to standard widths. It also includes intersection projects. Coordinated signal system projects would also fall into this category

- **Bike and Pedestrian** – This category primarily includes multiuse paths and sidewalk projects. Projects which may add other type of bikeway such as a bike lane would also fall into this category. These must be stand alone projects and not part of a larger roadway project.

- **Transit** – This category includes transit vehicle replacements, park and rides, transit centers, enhanced bus stops, capital projects related to new service, streetcar, bus rapid transit, or rail transit.

- **System Preservation** – This category includes projects that are solely replacement of existing roadway infrastructure such as bridge replacements, resurfacing or rehabilitation or signal replacement/installation. If the project includes major or minor capacity increases, it would fall into the major or minor categories above.

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

5.3 Funding Target Ranges

MORPC has established the target ranges of funding below for different Activity Categories. The purpose of the criteria is to identify the projects among the various categories that best advance the goals of the MTP. Once the most worthy projects are identified, the appropriate funding source(s) will be identified.

	Major Widening	Minor/ Intersections	Transit	System Preservation	Bike & Pedestrian
Minimum %	40	20	5	10	5
Maximum %	50	30	10	15	15

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

6 Application Process for New Funding Commitments

There is a two-step process to apply for new funding commitments – a Screening Application and a Final Application.

6.1 Screening Application

Screening Applications will be submitted through an online form and are due on June 13, 2016. 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 for MORPC to gather information on the total funding expected to be requested.

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 Verification
- Applicant Contact Information
  - Name
  - Address
  - Phone Number
  - E-mail Address
- Facility Name
- Project Limits (From-To)
- Project Length
- Project Scope
- Project Type
- Activity Category
- Right-of-Way Authorization Date
- Award Contract Date
- Date Funds are Needed (if no construction proposed)
- MORPC-Attributable Funds for Preliminary Engineering
- Source, Amount, and Percent of Phase Subtotal:
  - Preliminary Engineering
  - Right-of-Way
  - Construction
  - Other Costs
- Total Cost

After reviewing the Screening Applications for eligibility and completeness, MORPC staff will assign each one to an appropriate Activity Category. The AFC will consider the forecast of available funding and the new funding requests and direct the staff to advise each sponsor about the competitiveness of their application(s) and recommend which one(s) are good candidates to submit Final Applications. If a sponsor submits more than one Final Application, the sponsor will provide a priority ranking of the applications.

In mid-July, staff will provide feedback to the applicants on their Screening Applications. The AFC may recommend that sponsors limit the number of applications or amounts requested, but sponsors may submit Final Applications for any Screening Applications. The AFC will also provide guidance to the applicants about the specific information they will need to evaluate the application based on the Activity Category.

6.2 Final Application

The Final Application, which is due on August 15, 2016, will request the following information, as applicable, in addition to an authorized signature, a supporting resolution, and the information needed to evaluate the application using the criteria in Section 7.1:

Scope Information	Milestone Dates	Funding (Source, Amount, and Percent of Subphase)
Project Location Map	Consultant Authorization	Preliminary Engineering - Detailed Design
Two-Way Center Turn Lane	Submittal of Alternative Evaluation Report or Feasibility Study	Preliminary Engineering - Environmental/Preliminary Development
Number of Lanes in Each Direction	Preferred Alternative Approval	Right-of-Way Services
Travel Lane Widths in Each Direction	Stage 1 Design Plan Submittal	Right-of-Way Acquisition
Turn Lane Widths in Each Direction	Preliminary Right-of-Way Plan Submittal	Utility Relocation
Shoulder Widths in Each Direction	Stage 2 Design Plan Submittal	Construction Contract
Transit Components/Impacts	Final Right-of-Way Plan Submittal	Construction Engineering/Inspection
Bicycle Components/Impacts	Environmental Document Approval	Other Costs
Pedestrian Components/Impacts	Right-of-Way Authorization	Total Cost
Curb/Gutter	Stage 3 Design Plan Submittal	Cost Estimate Preparation Date
Stormwater System	Right-of-Way Certification	Additional Funding Considerations
Stormwater Treatment	Final Plans and Bid Package Submittal to ODOT	
Lighting	Award Contract	
Deliverables (if no construction is proposed)	Begin Construction	
Additional Scope Considerations	Complete Construction	
Priority Rank among Sponsor's Applications	Additional Schedule Considerations	

The AFC or staff may request information not listed above to address issues or concerns with the Screening and Final applications.

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. 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).

New funding commitments will not be scheduled to receive funding without allowing sufficient time for project development. **For most projects with a construction phase, this means that funding will not be available for any phase until SFY 2020.** Sponsors of such projects seeking funding before SFY 2020 will have to provide justification in the application. Sponsors that develop their projects ahead of their funding schedule may award such projects early if funds are available.

Sponsors should anticipate that preliminary development and environmental activities will take two years. Detailed design will take one year, but may be completed concurrently with right-of-way acquisition and utility relocation, which will take one to three years.

Funding commitments will be determined to be on schedule or behind schedule based on the dates in the Partnering Agreement. The schedule may be revised between the Screening Application and Final Application and between the Final Application and the Partnering Agreement.

6.3 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, which is on a 100 point scale. The penalty will increase by 5 points for each additional week that passes before the applicant adequately responds to a request. MORPC staff will determine whether a response to the request is adequate. The applicant may appeal any penalties to the AFC.

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

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

- Supporting Legislation: If a copy of enacted supporting legislation is not received by September 30, 2016, a new project's evaluation score will be reduced by 10 points. The penalty will increase by 5 points for each additional week that passes before the applicant provides a copy of enacted supporting legislation.

7 Evaluation and Selection Process

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

7.1 Evaluation Criteria

As part of the continuing metropolitan transportation planning process, MORPC has been preparing the 2016-2040 Metropolitan Transportation Plan, which is scheduled to be adopted in May 2016. In December 2014, MORPC adopted six goals for the MTP below.

Through transportation:

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

- Increase regional **collaboration** and employ innovative transportation solutions to maximize the return on **public expenditures.**
- Use public investments to benefit the **health, safety, and welfare** of people.

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

7.1.1 Economic Opportunity Goal Criteria

The evaluation for the economic opportunity goal criteria is mostly based on information provided in the Final Application. Two criteria are evaluated using MORPC-derived data from the regional travel demand model. Generally, the more job creation/retention, financial support for the project or the project area, and reduction in the amount of congestion, the higher the application score.

MORPC Derived	Economic Opportunity Goal Evaluation Criteria & Description	Activity Category					
		Major	Minor	Preservation	Bike & Ped	Transit	Other
	Is congestion hampering economic development in the area? How will improvements to the transportation system as a result of this project improve economic development?	X	X	X			
	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 a map showing the site(s) relationship to the project.	X	X	X			
	Explain the project's appropriateness in relationship to current local zoning, community planning and surrounding uses. Provide a map showing these in relationship to the project. Describe how the project may affect nearby property values, vacancy rates or other development factors.	X	X	X			
	Describe the presence and timing of all necessary economic development components in the project area, such as infrastructure (e. g., utilities, water and sewer, broadband), access to appropriately trained labor (skilled and unskilled), and other transportation options (e.g., rail, airports, transit or bicycle and pedestrian).	X	X	X			
	What private financial support has been or will be provided to this transportation project? Please specify the amount and entity providing the support and their relationship to the project. This may be support within the past three years or commitments into the future, and please specify the timeline for this support.	X	X	X			
	What public financial support has been or will be provided to the transportation project, such as grants, loans, bonds, tax incentives (e.g., SIB, TID, CRA, TIF, JEDD, JEDZ, CEDA) or other programs? Please specify the entity providing the support and the specific sources of the public funding (e.g. capital program from general revenue, specific TIF, etc.), the timeline for this support, and the relationship of the entity providing the support to the project.	X	X	X			

MORPC Derived	Economic Opportunity Goal Evaluation Criteria & Description	Activity Category					
		Major	Minor	Preservation	Bike & Ped	Transit	Other
	How much new private or public capital investment has been made in the project area or will be as a result of the project? This investment can be within the past three years or commitments between now and 5 years after completion of the transportation project. Provide a map similar to that of question #1 showing the past and committed investments. Please specify the type of investment and the timeline for this investment.	X	X	X			
	Provide the number of permanent jobs of each type (manufacturing, office, warehousing, retail, institutional) and corresponding average hourly wage that will be created in the region as a result of the project. Provide a map showing the locations in relationship to the project. Provide documentation showing that these jobs are committed to being created in this area with the improvements to the area.	X	X	X			
	Provide the number of permanent jobs of each type (manufacturing, office, warehousing, retail, institutional) and corresponding average hourly wage that will be **retained** in the region as a result of the project. If the jobs will be relocated from within the region, please indicate how many and where they are currently located. Provide a map showing the locations in relationship to the project. Provide documentation showing that these jobs are in jeopardy without the improvements to the area.	X	X	X			
	Is there anything unique about this project that has not already been discussed? This could include how the project will impact a specific industry cluster, innovative business, or industry target as identified by Columbus 2020.	X	X	X			
	Current and Future Average Daily Traffic	X	X	X			
	Truck Traffic	X	X	X			
X	The ability of the project to improve travel within a corridor by redistributing travel in the corridor so one or more congested components of the transportation system are relieved. Measured using the regional model by the percentage reduction in 2040 VMT within 1 mile of the project that experiences LOS E or worse.	X	X			X	
X	Travel time uncertainty is a significant issue for business. Using existing travel time data, the existing travel time uncertainty index will be calculated for the area within a mile of the project.	X	X			X	
X	Travel Delay Reduction measured using the regional model as the average 2040 travel time reduction per person for a complete trip using the facility during peak periods (including AM and PM peak hours) as a result of the project.	X	X			X	
	Please provide information with regard to the project's impact on economic development in the area. Refer to the questions in the Major category and, if appropriate, include information with regard to them in your response.				X	X	X

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.

MORPC Derived	Natural Resources Goal Evaluation Criteria & Description	Activity Category					
		Major	Minor	Preservation	Bike & Ped	Transit	Other
	Addressing Sensitive Land Issues: Based on project location information provided in the initial application, a listing of sensitive lands in the project vicinity will be provided to the applicant. In the Final Application, the applicant is to provide information addressing how the project impacts each of these. Projects that do not impact sensitive lands or will go beyond environmental document requirements will score better.	X	X	X	X	X	
X	**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 change in the regional emissions as a result of the project will be estimated with the regional model and reported in kilograms per day. Projects with more emission reductions will score better.	X	X			X	
	Water Runoff Quality & Quantity: Describe a current significant water runoff quality or quantity problem in the project area that will be resolved as a result of the project and complying with NEPA requirements. If there is no current significant water runoff quality or quantity problem, describe aspects of the project that will improve water runoff quality or quantity that will go above and beyond NEPA requirements. Projects which address problems or go beyond NEPA requirements will score better.	X	X	X	X	X	X
	Vegetation and Habitat Restoration: Describe a current significant vegetation or habitat problem in the project area that will be resolved as a result of the project and complying with NEPA requirements. If there is no current significant vegetation or habitat problem, describe aspects of the project that will improve vegetation or habitat restoration that will go above and beyond NEPA requirements. Projects that address problems or go beyond NEPA requirements will score better.	X	X	X	X	X	X
	Other Extraordinary Aspects: A statement by the sponsor about any extra-ordinary aspects of the project's impact on the natural habitat. With regard to projects in the "Other" category, this includes rationale on how project would further this goal especially in regard to any criteria listed above.	X	X	X	X	X	X

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.

MORPC Derived	Energy Goal Evaluation Criteria & Description	Activity Category					
		Major	Minor	Preservation	Bike & Ped	Transit	Other
	Components that Save Energy: An assessment provided by the sponsor as to the potential project level technology components that save energy.	X	X	X	X	X	X
X	**Vehicle Miles of Travel:** Projects that would reduce regional Vehicle Miles of Travel will score better.	X	X		X	X	X
	Other Extraordinary Aspects: A statement by the sponsor about any extraordinary aspects of the project's impact on energy. This could include renewable energy production as part of the project.	X	X	X	X	X	X

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).

MORPC Derived	Collaboration and Funding Goal Evaluation Criteria & Description	Activity Category					
		Major	Minor	Preservation	Bike & Ped	Transit	Other
	Inclusion in the Metropolitan Transportation Plan: Identify the Metropolitan Transportation Plan (MTP) strategy or Project ID that this project is advancing.	X	X	X	X	X	X
	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.	X	X	X	X	X	X
	Documentation of Support and Collaboration: The applicant is to provide letters of support from neighboring government jurisdictions, community associations, business associations, or others. The sponsor is also to provide documentation on interagency and community collaboration that has occurred to date to advance the project. Projects that have more support will score better.	X	X	X	X	X	X
	Applicant Priority Ranking: Applicants that submit more than one project must also submit a priority ranking of their projects. Projects that rank higher on their priority ranking will be given more consideration than those ranked lower.	X	X	X	X	X	X
	Amount of MORPC Funding Requested: Projects that request lower amounts of MORPC funding will score better.	X	X	X	X	X	X
	Percentage of 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 request lower percents of MORPC funding will score better. Applications that request the use of Toll Credit to increase the normally-required non federal match will be reduced 2 points from what it normally would receive.	X	X	X	X	X	X
	Amount of Private Sector Funding: The amount 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. The higher private sector funding the better the score.	X	X	X	X	X	X
	Percentage of Private Sector Funding: 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. The higher private sector funding the better the score.	X	X	X	X	X	X
	Number of Funding Partners: The number of unique funding partners will be reported. This will includes those funding any aspects of project development as well as the number contributing to right-of-way and construction. A strong sign of collaboration is the amount of funding partners. The more funding partners, especially if the project is leveraging ODOT discretionary funding into the region, the better the score.	X	X	X	X	X	X
	Agency Funding Capacity: The applicant is to provide a statement as to the amount of funding they are providing for the project relative to the usual size of their transportation infrastructure expenditures. Providing significant portion of local funding capacity towards project will score higher. Demonstration of significant hardship in providing local match can counteract the Toll Credit reduction described above.	X	X	X	X	X	X

7.1.5 Health, Safety & Welfare Goal Criteria

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

MORPC Derived	Health, Safety & Welfare Goal Evaluation Criteria & Description	Activity Category					
		Major	Minor	Preservation	Bike & Ped	Transit	Other
X	**Crash Reduction**: Using the ODOT crash data and tools, crash information for the project area will be calculated, including overall frequency, bike/ped frequency, crash rate, and severity index. Using ODOT crash modification factor methodology for the project improvement(s), the change in expected crashes will be estimated. Projects that address worse safety problems will score higher.	X	X	X	X	X	
X	**Pavement Condition Rating (PCR):** This is a measure of the average PCR of the existing roadway that would be improved as part of the project based on the most recent ODOT data. The sponsor should review the ODOT data and may provide supplemental data if desired. Projects that are on facilities with lower PCR's will score higher.	X	X	X			
X	**Bridge Rating:** This is a measure of the worst existing bridge 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 bridge ratings will score higher.	X	X	X			
	System Life: The applicant is to provide information on the age and condition of the components being replaced. Also provide a statement, if applicable, as to the potential of the project to maximize life of transportation system. This is any extraordinary aspect that is likely to be part of the project.	X	X	X	X	X	
	New Transit Ridership: The sponsor 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.					X	
X	**Environmental Justice:** Of the estimated opening day users of the project, what is the minority percentage, what is the poverty percentage, what is the elder percentage, and what is the transportation handicapped percentage? The ratio of each of these relative to the regional average of each will be calculated. For the Bike and Pedestrian category, the population within 2 miles of the project will be estimated instead of the users.	X	X	X	X	X	
	Other: Statement by the sponsor with rationale on how the project would further this goal especially in regard to any criteria listed in the other Activity Categories. When possible, 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.	X	X	X	X	X	X

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.

MORPC Derived	Sustainable Neighborhoods and Quality of Life Evaluation Criteria & Description	Activity Category					
		Major	Minor	Preservation	Bike & Ped	Transit	Other
	Displacements: The applicant will provide an estimate of the number of displacements (business and residential) as a result of the project. The information can be provided in terms of a likely range of displacements.	X	X	X	X	X	
	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 provide pedestrian facilities where none currently exist will score higher.	X	X	X	X	X	
	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 provide bike facilities where none currently exist or provide connections to regional facilities will score higher.	X	X	X	X	X	
X	**On Transit Line:** The information will be simply "yes" or "no" with regard to if an existing transit route uses the project facilities. Projects along existing transit routes will need to provide appropriate transit related facilities and will score higher.	X	X	X	X		
	Transit System: A statement by the applicant as to how the project enhances transit service. Beyond what transit related facilities may be part of the project if on existing transit line, projects that make additional improvement or that could enhance transit while not on a current transit line will score higher.	X	X	X	X	X	
X	**2010 Origin/Destination Density:** The average density (population + jobs) of the project user's origins and destinations will be estimated based on 2010 conditions. Both the average for higher density end of the trip and lower density end of the trip will be estimated. For the Bike and Pedestrian category, the density within 2 miles of the project will be estimated instead of the user's origin and destination density. Projects that serve travelers going to and from more dense areas will score higher.	X	X	X	X	X	
X	**2040 Origin/Destination Density:** The average density (population + jobs) of the project user's origins and destinations will be estimated based on 2010 conditions. Both the average for higher density end of the trip and lower density end of the trip will be estimated. For the Bike and Pedestrian category, the density within 2 miles of the project will be estimated instead of the user's origin and destination density. Projects that serve travelers going to and from more dense areas will score higher.	X	X	X	X	X	
	Other: Statement by the applicant with rationale on how the project would further quality of life and relationship of this project to furthering the community's quality of life goals. For projects in the Other Activity Category, also provide additional information especially in regard to any of criteria above criteria as applicable in justifying the benefits of the program/activity/project relative to this goal.	X	X	X	X	X	X

7.2 Application Scoring Process

Applications will be evaluated by staff, subject to review and oversight of the AFC. Applications with higher scores will generally be selected before applications with lower scores. Applications that are not selected may be considered in succeeding years if sponsors reapply.

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 re-compete.

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

c. Staff shall consider AFC comments on the application scores and then identify the high, moderate, and low scoring applications within each category along with the target funding range available within each category.

d. The AFC shall select applications to recommend for new funding commitments.

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

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

Data for the criteria in each goal will be compiled. The overall score for each goal on a scale of 1 to 10 will be established subjectively based an overall consideration of the data and qualitative statements with regard to each criterion. There is no specific weighting of criteria within each goal. The score will also be established relative to the other applications' information for the goal. If the data associated with a particular goal do 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, the applications scores will be significantly different. Included with the goal score will be a brief rationale for the score.

MORPC staff will compile the data for each goal and develop the preliminary goal score and rationale. The AFC will then review the scores and rationales and make modifications as necessary to reach agreement.

7.3 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
Major Widening/New Roadway	30	10	5	15	30	10
Minor Widening/Intersections/Signals	25	10	5	15	30	15
Bike and Pedestrian	5	15	5	15	30	30
Transit	10	15	15	15	20	25
System Preservation	15	10	10	15	35	15
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.

7.4 Prioritizing and Recommending Applications for Funding

Once the overall score is established, the applications are ranked within each category. The AFC will review the ranking, make adjustments if necessary, and agree upon a program of funding commitments to recommend that can meet the targets funding for each category.

MORPC staff would then use this recommendation, the application schedules, and when funding is available to develop a draft program of funding commitments. MORPC may make commitments to fully use the funding expected to be available for a six-year period (four years of next TIP plus two years). The construction phase of a project must be scheduled to begin, i.e. receive federal authorization, within this six-year period. MORPC may commit funding beyond the sixth year, but not to exceed 25percent of the total amount committed 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.

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

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

To limit the corrective action necessary to account for a project that is unable to achieve its obligation schedule, the amount that a phase of a project may receive in any particular year is limited to approximately $7 million. However, to minimize the administrative burden caused by each occurrence, the funding for a project phase will not be split if the phase is less than $10 million. If the project phase is over $10 million, the funding will be split with no more than approximately $7 million per year. The full 80 percent share of project right-of-way and construction would be made

available to the sponsor, but projects costing more than the annual limit would have to utilize the following options:

- Split the project into smaller phases or modify the scope such that the right-of-way and construction phases are consistent within the annual limit.

- Finance the amount over the annual limit through a State Infrastructure Bank (SIB) loan or other loan mechanism, which can be repaid with commitments of MORPC-attributable funds in later fiscal years. Payback might be accelerated if funds became available.

- The sponsoring agency, with prior approval by ODOT and MORPC, may self-finance the amounts over the annual limit. The sponsor would be paid back with future allocations of MORPC-attributable federal funds. Payback might be accelerated if funds became available.

7.5 Scoring Phased Construction Projects

Large construction projects are often developed and constructed in phases, i.e. under separate contracts. The NEPA process requires interrelated projects to be considered in one document, even when construction will occur in phases. Because it is difficult to evaluate the benefits and impacts of individual phases of a larger project, 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.

7.6 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.

7.7 Incentives to Create a Reservoir of Commitments

Even in a well-managed program, there will be occasions when not all of the projects will be able to be obligated as scheduled. Consequently, it is desirable to create a “reservoir” of projects that are ready ahead of funding availability that could be obligated when necessary to effectively manage the program. MORPC will create a “reservoir” by scheduling projects to use State Infrastructure Bank (SIB) loans or another financing mechanism. MORPC will first develop the MORPC-attributable program based on expected funding per year, the applicants’ schedules and the evaluation criteria results. Then, project phases over $7 million for which there are insufficient funds available when needed, according to a realistic project development schedule, will be considered for a loan schedule. For these situations, MORPC will pay loan fees and interest, to the maximum extent possible, on the MORPC-attributable funding amount being borrowed. MORPC will schedule no more than four project loans in the four-year TIP and no more than one per SFY. At the time it is necessary to set up the financing, the actual amount needed may be reduced or eliminated if there is more MORPC-attributable funding available than originally expected.

8 Project Development Requirements

Federal law requires that federally funded projects conform to NEPA and the National Historic Preservation Act. To comply with these laws, projects must have an environmental review to assess

and/or mitigate effects on social, economic, and environmental factors. Similarly, work involving sensitive historic structures or archaeological sites must conform to the U.S. Secretary of the Interior's standards and guidelines for archaeology and historic preservation.

If federal funds are used in the preliminary engineering phase, the consultant must be selected through ODOT's federal procurement process. Consultants working on projects with a commitment of MORPC-attributable funds for any phase must be pre-qualified by ODOT.

Any right-of-way or property acquisition must conform to the Uniform Relocation Assistance and Real Property Acquisition Act, as amended.

Engineering and architectural designs for all facilities must conform to current regulations resulting from the Americans with Disabilities Act (ADA).

To ensure these and other requirements are met, all activities using federal transportation funds must follow either ODOT's PDP or Local Public Agency (LPA) process. ODOT maintains a website with PDP information: http://www.dot.state.oh.us/projects/pdp/Pages/default.aspx. Projects normally advance through the "traditional" process where ODOT oversees and reviews environmental studies, right-of-way and construction plan preparation, bidding, and construction. With ODOT and MORPC concurrence, sponsors may elect to advance their projects through ODOT's LPA process (also called the "local-let" process) that allows the LPA more control of the project. The LPA process does not exempt the project from any NEPA, public involvement, or other requirements. Only applicants who have proficiently advanced their projects through ODOT's PDP in the past will be eligible for LPA consideration.

ODOT allows LPAs to administer construction projects on the LPA's system using federal funds if the LPA has completed all of the required LPA eLearning Qualification Modules, the LPA can prove it has properly licensed and experienced employees, all of the required written processes and policies are in place, and the LPA has enough internal support to complete the project properly.

For more information on Ohio's LPA Qualification Process, please review chapter one of the Locally Administered Transportation Projects (LATP) Manual available at http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalLetProcesses.aspx or contact the District LPA Manager (list available at https://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Documents/LPA_District_Managers.pdf).

MORPC will include new and outstanding funding commitments in SFYs 2018-2021 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.

9 Maintaining Funding Commitments

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

9.1 Partnering Agreements

To document the local commitment to each project, a partnering agreement will be developed in consultation with ODOT and executed among the sponsor and MORPC. The agreement will include

the scope of the activity, its schedule prepared with mutually agreeable dates, a commitment on the parts of the sponsor to become suitably knowledgeable about the ODOT process, attending regular progress meetings with ODOT and MORPC and providing status update information necessary for monthly updates to the TAC, and commitment of all the partners to carry out their responsibilities to the project at a level of quality and in a time frame consistent with the best practices customary in Central Ohio. In certain circumstances, the partnering agreements may be revised as described in Section 9.5. A sample Partnering Agreement is provided in the Appendix.

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 info of project managers for the sponsor, ODOT and consultant.
- Maintain a list of milestone dates for the project, including at a minimum the milestones included in the application.
- Contact the sponsor, ODOT and consultant project managers at least monthly for status updates, which will be compiled into a report.
- Attend quarterly meetings and other project meetings. Sponsor attendance at quarterly project status meetings scheduled by ODOT will be mandatory unless the sponsor, ODOT, and MORPC agree to cancel the meeting.
- Report on the status of all projects at each TAC meeting. Managers of projects falling behind schedule may be requested to report on the project to TAC.
- Report a summary of the information to the sponsor CEO and chair of council (if such exists) at the beginning of each fiscal year at a minimum. These would be more often if a project begins to fall behind.
- Investigate additional means of monitoring and providing updates.

9.3 Commitment Update Form

After receiving a commitment, sponsors must submit a Commitment Update Form every two years, during the application period, to maintain their funding commitment until the funds have received federal authorization. Exceptions will be made for funds expected to receive authorization for the final phase before SFY 2018. Sponsors of construction projects with a final plan package submittal date after January 1, 2017, are expected to submit an Update Form. Staff may grant exceptions at their discretion.

The purposes of the Update Form are to request adjustments to the committed amount and schedule; provide justification for requesting significant changes (as defined on the Update Form) to the scope, schedule, or budget; and reaffirm the sponsor's commitment to deliver the project. Sponsors need to provide a resolution or legislation supporting the project that was approved within a year of the Update Form due date. Staff will present the requests to the AFC, which will recommend adjustments to make to the outstanding funding commitments. Staff will use the recommendations as the basis of determining the availability of funds for new commitments.

9.4 Cost Overruns

The estimated cost of projects sometimes increases dramatically from the time the application was submitted. At times, MORPC's program has absorbed these costs by delaying funding commitments that follow. In order to provide more accurate funding schedules to all sponsors, MORPC will limit the amounts that projects may overrun their estimates.

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 obligated 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 obligation, 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, for this funding commitment and others for the sponsoring agency may be delayed by MORPC indefinitely.

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

9.5 Delays and Penalties

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

- The schedule of dates provided in the application for which the funding was originally awarded will be the reference dates in determining penalties.

- The TPC resolution that first committed MORPC funding to the project will be the funding referenced in determining penalties.

- The partnering agreement between MORPC and the local agency shall further document the established dates and funding commitment. The partnering agreement may include modest adjustments to the reference dates, provided the partnering agreement is executed prior to first incorporating the project into the Transportation Improvement Program.

- If the sponsor has not authorized a consultant nor completed any additional project development tasks per the schedule by the time the first updated application is due, the project must re-compete.

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

- If a project's federal right-of-way authorization is delayed more than two years, then the sponsor is ineligible to apply for funding of additional projects until right-of-way is authorized.

- If a project's final plan package submittal to ODOT is delayed more than two years, then the sponsor is ineligible to apply for funding of additional projects until it has submitted the final plan package to ODOT.

- Projects which miss obligation dates that result in loss of funding to the region will have their federal share reduced by 10 percent (typically from 80 percent to 70 percent, but 100 percent projects would also drop to 70 percent), as well as have funding for this project and other projects sponsored by the agency delayed by MORPC indefinitely.

- During the formal commitment update cycle, with approval of the AFC and adopted through TPC resolution, the partnering agreement may be updated to reflect new funding commitments.

- In extenuating circumstances, if agreed to by the AFC, the partnering agreement may be updated during the formal commitment update cycle to reflect new reference dates.

10 Other Policies for Program Management

10.1 Out-of-Cycle Requests

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

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

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

    - Why is this request being made outside the normal funding cycle?

    - What is the urgency of the request that it cannot wait until the next normal funding cycle?

    - When did the applicant know the funds being request would be needed?

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

1. Assign the application to the appropriate Activity Category and determine whether committing the requested funds would cause the total funding for that category to be outside its targeted range.

2. Score the application relative to the applications in the Activity Category from the last round

3. Assess if the requested funding would impact other funding commitments.

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

- If the requested amount is under $2,000,000, staff will prepare a recommendation to the CAC, TAC and TPC on whether to provide the requested funding. Staff has the discretion to recommend a more rigorous process if it determines that circumstances warrant it.

- If the requested amount is $2,000,000 or over, staff will provide a summary of the request to the TPC chair who will consult with the other officers, the CAC chair and the TAC chair. This evaluation group would then determine the additional steps to be taken to asses this request before submitting the request to CAC, TAC, and TPC. The options include:
    - No additional assessment. Go directly to CAC, TAC and TPC with staff recommendation
    - Direct the request to the AFC for further discussion and recommendation. The AFC recommendation would then be submitted to CAC, TAC and TPC
    - In consultation with the evaluation group and consistent with the Bylaws governing the TPC, the chair of the TPC appoints a special sub-committee or work group to further discuss the request and make a recommendation. The recommendation would then be submitted to CAC, TAC and TPC

- MORPC may adjust the type of federal funding (i.e., STP, 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 7.4, the principal amount applied for may be reduced or eliminated if there is the ability to exchange obligation authority. The Transportation Systems and Funding Director is authorized to approve these exchanges.

10.3 Ohio Statewide Urban CMAQ Program

As of the fall of 2013, MORPC no longer receives a direct allocation from ODOT of Congestion Mitigation and Air Quality (CMAQ) funds specifically for the MORPC MPO area. The funds historically provided are now pooled with the funds formerly provided to each of the eight large MPOs in the state. The eight large MPOs have cooperatively developed (with ODOT's concurrence) the Ohio Statewide Urban CMAQ Committee (OSUCC) to 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. If ODOT's current funding policy changes in regards to amount of funds sub-allocated or the elimination the program, MORPC will reevaluate the CMAQ funding commitments.

- MORPC will strive to ensure that the MORPC MPO area obtains a fair share of CMAQ funding.

- The OSUCC does not require ridesharing and air quality programs to go through the project selection process. MORPC may continue them per Section 5.3 up to the funding threshold established in the OSUCC program.

- The application and selection process as described in Section 7 will be used to identify applications to be submitted to the statewide process for CMAQ funding. The target percentages of funding by Activity Category in Section 5.3 will assume MORPC will receive its fair share of CMAQ funding.

- All applications will be evaluated according to the category criteria as specified in Section 7. CMAQ-eligible applications will also be scored according to the OSUCC scoring criteria.

- The results of the MORPC evaluation and the statewide scoring will be considered in identifying applications to submit to the statewide process. The AFC will rank the top four applications in accordance to the statewide program.

- For applications being submitted to the statewide process, MORPC may work with the applicants to adjust the project's scope, schedule or funding to allow it to be more competitive in the statewide process and maximize the CMAQ funding able to be brought into the region. This may include relaxing some requirements identified in this document.

- If necessary, some funding commitments resulting from MORPC's normal selection process may be identified as contingent upon receiving funding through the statewide CMAQ process.

Appendix: Sample Partnering Agreement

Dear [CEO and Project Manager]:

Your project, [Project Name], has been selected for MORPC-attributable funding. MORPC receives an allocation of federal transportation funding in accordance with federal transportation law and by Ohio Department of Transportation (ODOT) Policy. MORPC has established *Principles for Managing MORPC-Attributable Federal Funds* (Principles) to guide the solicitation, selection and administration of these funds. The Principles were last adopted in April 2014.

Beginning in the spring of 2014, MORPC requested updated cost and schedule information from previous funding commitments and solicited, evaluated and selected projects for new funding commitments. This process concluded with the adoption of the program of projects to receive MORPC-attributable funding via resolution T-##-15 on March 12, 2015.

In accordance with the Principles, 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 the project sponsor and MORPC's commitment to be knowledgeable 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 so that progress through the PDP process can be monitored. This letter, once signed by both parties, constitutes the partnering agreement.

Via MORPC resolution T-##-15, funding for [Project Name] (PID #####) has been awarded for the following phases in the state fiscal year and amount shown.

Phase	State Fiscal Year	Amount
PE	2015	$100,000
ROW	2016	$500,000
CON	2021	$1,000,000

To ensure the implementation of this schedule and the availability of funding for this and other projects, project milestones will be monitored. The dates listed below for Right-of-Way Authorization and the Final Plans and Bid Package Submittal to ODOT will be used to establish the dates that will trigger penalties per the Principles if they are not met.

Milestone	Scheduled Date	Trigger Date for Score Reduction	Trigger Date for Ineligibility
Right-of-Way Authorization	12/12/2017	12/12/2018	12/12/2019
Final Plans and Bid Package Submittal to ODOT	12/12/2018	12/12/2019	12/12/2020

As outlined in the Principles, if either of these milestones is delayed by more than one year, new projects submitted for MORPC-attributable funding will have their score reduced by 5 points; if either

of these milestones is delayed by more than two years, the sponsoring jurisdiction will be ineligible to submit new projects for MORPC-attributable funding. Penalties will be applied until the **milestone** creating 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 percent (typically from 80 percent to 70 percent).

If all funding is not expected to be obligated by June 30, 2017, the project sponsor will submit an updated application in spring of 2016.

The project manager, [Project Manager], should remain in contact with MORPC staff and communicate any changes to the scope, cost and schedule promptly.

See the Principles and the *Application Procedure for MORPC-Attributable Funding Programs* for additional information and don't hesitate to contact MORPC staff with any questions.

Sincerely,

Thea Walsh

MORPC agrees to fund the [Project] 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 Principles.

_____ _____

Director, Transportation Systems & Funding
Mid-Ohio Regional Planning Commission

Date

_____ _____

Project Manager/CEO
Jurisdiction

Date

SUMMARY

FISCAL YEAR 2017 PLANNING WORK PROGRAM

Notes on Listing

Total budget of all work elements (including funds spent prior to SFY 2017) **$5,312,081**
$5,004,081 is estimated to remain to be expended in SFY 2017 or subsequent years.

I. Formula Funded Planning Program Projects

Total Budget $2,628,768

WORK ELEMENT BUDGET	*PROJECT DESCRIPTION*
60117-1000	**Active Transportation Planning**
$410,000	MORPC assists local agencies and entities in planning for and implementing pedestrian and bicycle infrastructure. More specifically, this activity works to maintain the regional active transportation plan, gather pedestrian- and bicycle-related data, review transportation plans and projects to ensure that all users are accommodated, coordinate and assist with safety education, work on specific projects, and provide information and education to local government members to assist them in their local planning efforts.
60127-3000	**Management & Operations Planning**
$192,000	Managing and maintaining the extensive existing transportation system is a priority of transportation agencies. This activity includes education on the benefits of a holistically managed transportation system. Helping members collaborate on M&O, advancing ITS and access management, estimating costs to maintain the condition of the transportation system including pavement management and deficient bridges, etc., and incorporating security and emergency response into the planning process. Monitoring freight rail activities and analyzing for developing trends; meeting one-on-one with communities that are impacted by freight; and providing timely information via the web. Monitoring goods movement-related legislation and other regional freight initiatives.
60137-1000	**Safety Planning**
$125,000	Safety continues to be a significant focus for FHWA, ODOT and the entire region. This activity works to gather crash data, conduct crash data analyses to provide regional high-crash location lists, reports on safety meetings, encourages local governments to apply for funding to implement safety countermeasures, conducts pre- and post-crash data analysis for safety projects to evaluate the benefits of each countermeasure, and implements the regional systematic safety improvements.
60157-3000	**Transit and Human Services Planning**
$75,000	Coordination, assistance and oversight to improve transit service and work force mobility. Work includes integration of all aspects of transit and mobility to ensure an adequate level of access is afforded to all populations while improving the range of options for meeting diverse mobility needs. Maintain the coordinated plans and assist with transit-related special studies like COTA BRT project development.

**** Project was previously authorized. Budget estimated to remain at the end of SFY 2016***
^ Project is expected to continue beyond SFY 2017

60207-3000	**Transportation Improvement Program (TIP) and Implementation**
$225,000	The TIP is one of the two required items to allow for the flow of federal and state transportation funds into the region. This activity includes the development, update and revisions of the TIP, monitoring of federally funded projects, coordination of federally funded infrastructure projects with projects funded from other sources, allocation of STP, CMAQ, and TAP funding, the TRAC process, environmental studies and engineering source document review, innovative financing, and financing education.
60517-2000	**Manage, Map, Collect, and Share Data**
$400,000	Significant amounts of data underlie all transportation analyses. This activity involves coordinating with other data providers, and maintaining complete and accurate data files for GIS and other applications at MORPC. It also includes developing tools to more efficiently collect information, as well as creating interesting ways to disseminate data.
60527-2000	**Data Analytics and Research for Transportation Projects and Programs**
$405,000	Many transportation programs and projects rely on GIS and database analytical methods. This element includes preparing final products associated with the various projects and programs of the Metropolitan Planning Organization. It also includes time spent on research and responding to requests for information.
60557-3000	**Transportation Systems Analysis Techniques and Applications**
$249,000	Building upon transportation data, this activity maintains, updates and refines the regional transportation models and continues to refine and implement the Congestion Management Process (CMP) procedures in the 3C planning process, including monitoring congestion and Environmental Justice (social equity) analysis as well as TIP and Transportation Plan air quality conformity, monitoring and reporting of A/Q issues, air quality policy and strategy development, SIP revisions, and CMAQ justifications. Participation in other regional congestion management and air quality initiatives.
61017-3000	**Long-Range Multimodal Transportation Planning**
$240,000	The Long-Range Transportation Plan is the major requirement of the MPO, including coordinating all Transportation Plan-related activities. This includes any follow-up to the 2016-2040 Metropolitan Transportation Plan and beginning steps of the 2020-2045 Metropolitan Transportation Plan. This activity is also to coordinate with state and local agencies on transportation studies and plans. Furthermore, the regional thoroughfare plan will be updated as part of this element.
61027-0400	**Transportation Public Involvement**
$102,768	Public involvement is a vital component of the transportation planning process. This activity maintains the public involvement process for transportation consistent with the FAST-Act and federal regulations and local needs. Efforts continue to seek the involvement of low-income and minority populations, handicapped and elderly in the transportation planning process, Metropolitan Transportation Plan, TIP, Active Transportation Plan, Safety Plan, FTA's Section 5307 and other transportation-related studies. The Public involvement Process (PIP) supports the activities of the Community Advisory Committee, and provides updates on transportation planning activities through presentations, the web, electronic newsletter, social media and other public involvement activities.
62517-1000	**Planning Coordination and Support**
$105,000	Coordination of transportation planning efforts among different jurisdictions is a critical element to ensuring regional consistency in the transportation network. This activity includes informational sharing meetings among MORPC and others, regional collaboration meetings, and educational transportation workshops and forums.
69517-3000	**Program Administration**
$100,000	This work element is to facilitate the efficient administration of the transportation planning program. This work element provides for technical and policy direction of activities to fulfill ODOT, U.S. EPA, Ohio EPA, FHWA, FTA and jointly funded work as described in the Planning Work Program, where such activities are not directly attributable to specific work elements.

**** Project was previously authorized. Budget estimated to remain at the end of SFY 2016***

^ Project is expected to continue beyond SFY 2017

II. Special Studies

Total Budget $1,473,313

$308,000 spent prior to SFY 2017 ***Balance for SFY 2017 or later is $1,165,313***

WORK ELEMENT BUDGET	*PROJECT DESCRIPTION*
66504-3000 $191,000 90% ODOT Funded	**Rural Transportation Planning Organization Pilot** This work element is to establish Rural Transportation Planning Organization in counties adjacent to the MORPC MPO to conduct transportation planning in those counties. The counties include: Fairfield, Pickaway, Madison, Union, Marion, Morrow and Knox. This includes guiding them through the development of a transportation planning document similar to the Metropolitan Transportation Plan required of MPOs. This would include consultation with local officials and the public and developing transportation expertise within the rural planning organization.
66506-3000 $50,000 * $19,000 remaining 100% ODOT Funded	**Rural Transportation Planning Partnership** This work element is to continue the partnership with the Buckeye Hills rural planning organization and mentor the staff in conducting transportation planning in their region. This includes guiding them through the development of a transportation planning document similar to the Metropolitan Transportation Plan required of MPOs.
66551-1000 $330,000 * $90,000 remaining 80% MORPC STP	**Regional Development III (insight2050 2a)** This work element is geared toward sharing the results of Phase 1 and developing references, tools, policy, and expertise necessary for local governments to implement transportation plans and sustainable land development patterns that effectively integrate active and vehicular transportation modes.
66561-1000 $50,000 * 100% local part of insight2050 Phase 2a	**Regional Development III (insight2050 2a) Local** This work element is a local funding supplement to Work Element 66551-1000, which is toward sharing the results of Phase 1 and developing references, tools, policy, and expertise necessary for local governments to implement transportation plans and sustainable land development patterns that effectively integrate active and vehicular transportation modes.
66562-1000 $300,000 ^ 100% MORPC STP using toll credit	**insight2050 Phase 3** This work element is geared toward providing technical assistance, through MORPC staff and/or external consultants, to member communities. In addition, this work element continues to provide outreach through presentations, workshops, media, and other means about insight2050 findings and its resources.
66567-3000 $250,000 100% MORPC STP using toll credit	**Supplemental Planning SFY17** 1) Project Expedition SFY17 - Augment the efforts of the TIP project to ensure the timely completion of projects funded with MORPC-attributable funds. 2) Traffic Monitoring - Augment traffic counts received from local governments by taking traffic counts at other key locations to maintain the regional model and for other purposes. Enhance availability of data on the MORPC website. Continue a speed data collection program. 3) Data Products and Services - This includes soliciting services and data products that supplement Work Element 60517-2000. It includes technical tools and services for promoting data sharing and availability. 4) Assistance to Members - Provide planning data, travel demand forecasting, and transportation analysis assistance to members upon request for studies conducted by or for local governments. 5) Collect and provide information on best management practices (BMPs) related to green infrastructure in order to create fiscally and environmentally sustainable transportation networks.

**** Project was previously authorized. Budget estimated to remain at the end of SFY 2016***

^ Project is expected to continue beyond SFY 2017

67416-3000 $199,970 * $162,970 remaining 100% FTA 5310 Administration 10% of Apportionment	**5310 Designated Recipient-2016** This work element is to carry out the responsibility and authority for the administration of the FTA Section 5310 Program for Enhanced Mobility of Seniors and Individuals with Disabilities for each federal fiscal year apportionment for the Columbus urbanized area. The program will follow FTA policy and program guidance in the selection of projects and apply for FTA funding using the designated FTA electronic grant management system on behalf of eligible recipients.
67417-3000 $102,343 100% FTA 5310 Administration 10% of Apportionment	**5310 Designated Recipient-2017** This work element is to carry out the responsibility and authority for the administration of the FTA Section 5310 Program for Enhanced Mobility of Seniors and Individuals with Disabilities for each federal fiscal year apportionment for the Columbus urbanized area. The program will follow FTA policy and program guidance in the selection of projects and apply for FTA funding using the designated FTA electronic grant management system on behalf of eligible recipients.

**** Project was previously authorized. Budget estimated to remain at the end of SFY 2016***

^ Project is expected to continue beyond SFY 2017

III. Ridesharing and Air Quality Projects

Total Budget $1,210,000

WORK ELEMENT BUDGET	*PROJECT DESCRIPTION*
66717-3000	**Transportation Services (Ridesharing) SFY17**
$810,000 100% MORPC CMAQ	Promote Travel Demand Reduction (TDM) in central Ohio; and market programs and service in a 12 county area. Program services include carpool matching, vanpool formation, transit, bike and pedestrian support and strategies for employers and the general public. MORPC administers an emergency ride home program, vanpool program, and a multiregional rideshare matching vendor contract in coordination with OARC rideshare agencies.
66737-8000	**Air Quality Awareness SFY17**
$400,000 100% MORPC CMAQ using toll credit	A year-round public education program to increase public awareness of mobile sources of air pollution and the effect of air quality on the environment, health, and the economy. This includes the year-round daily air quality forecasting service for ground-level ozone and particulate matter in order to track and report poor air quality to the public and media, working with employers to educate them on ways to provide commuter options for their employees, partnering with the public health community to target individuals affected most by poor air quality, and building a coalition of local governments, businesses, and individuals who are committed to taking designated clean air actions.

**** Project was previously authorized. Budget estimated to remain at the end of SFY 2016***

^ Project is expected to continue beyond SFY 2017

IV. Projects Undertaken By Other Entities

Total Budget $0

WORK ELEMENT BUDGET	*PROJECT DESCRIPTION*
66505-0000	**Ongoing Local Planning**
$0 No funding	Other agencies also undertake transportation planning activities. This activity includes identifying local planning efforts and coordinating with them through other projects. No budget.
67401-0000	**Ongoing COTA Activities**
$0 No funding	Identify COTA planning efforts and coordinate with them through other projects.
67402-0000	**Ongoing DATABus Activities**
$0 No funding	Identify DATABus planning efforts and coordinate with them through other projects.

**** Project was previously authorized. Budget estimated to remain at the end of SFY 2016***

^ Project is expected to continue beyond SFY 2017