MORPC Attributable Funds Workshop

May 22, 2024

MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

Workshop Overview

- Introduction & What's New
- Funding Programs and Eligibility
- Applications & Updates
  - Updates
  - Screening Application
  - Final Application
- Evaluation Process
- Project Development Requirements

# Introduction

MORPC-Attributable Funding Workshop

Policies for Managing MORPC-Attributable Funds

1) Introduction
2) Attributable Funds Committee
3) Process Milestones & Timeline
4) Eligibility & Requirements
5) Activity Categories
6) Application Process for New Funding
7) Evaluation & Selection Process
8) Project Development Requirements
9) Maintaining Funding Commitments
10) Other Policies for Program Management
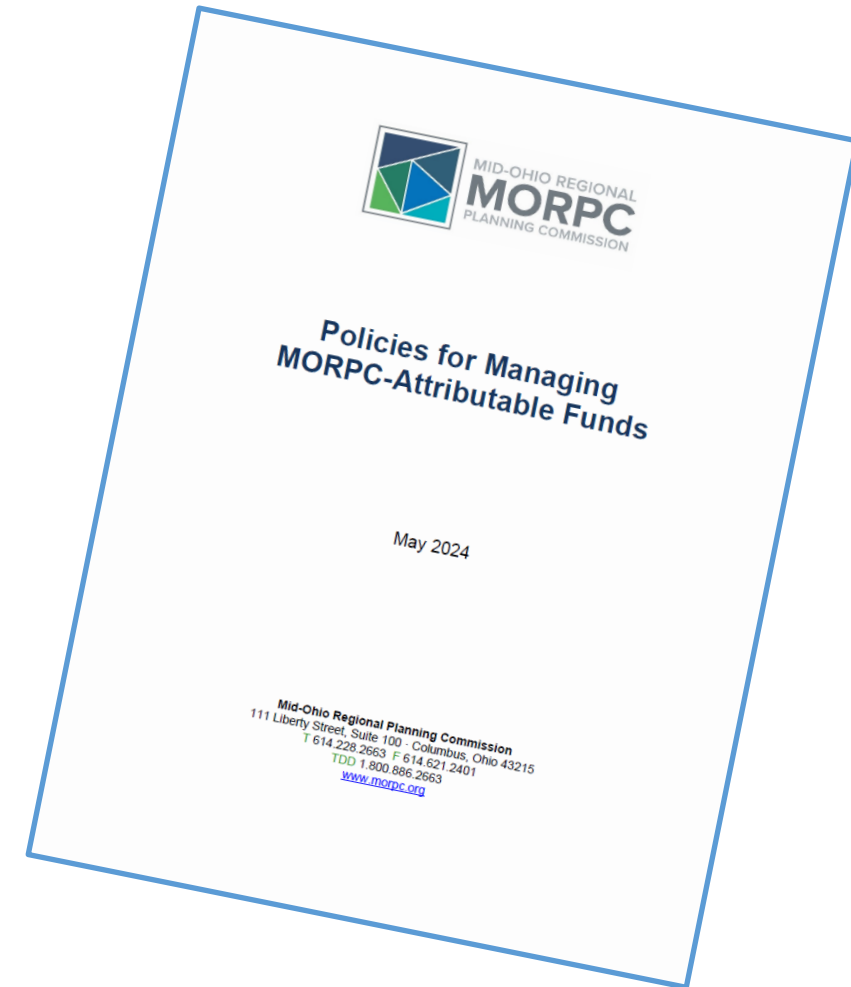
MORPC-Attributable Funding

- Approximately $48 Million Annual Budget
  - Surface Transportation Block Grant Program (STBG) ~$28M/yr
  - Congestion Mitigation/Air Quality Improvement Program (CMAQ) ~$14M/yr
  - Transportation Alternatives Program (TAP) ~$3M/yr
  - Carbon Reduction Program (CRP) ~$3M/yr

- Pending requests to modify outstanding commitment

- Solicit Project Applications Every Two Years
  - Updates to previous funding commitments
  - Applications for new commitments

Attributable Funds Committee (AFC)

- Membership includes:
  - Transportation Advisory Committee
  - Transportation interests
  - Community Advisory Committee, Transportation Policy, Sustainability Advisory Committee
  - Members with current MORPC funding commitments or active applications for funding
- Committee Responsibilities:
  - Reviews Policies and recommends changes
  - Oversees the project solicitation and selection process
  - Recommends decisions on requests in project updates
  - Assists staff scoring and ranking of applications
  - Recommends a program of previous and new commitments within targets in the policies

Policies Review

- Began the Fall of 2023 with AFC session to brainstorm changes

- Meetings October to December
  - Staff worked to incorporate suggestions
  - AFC recommended changes in December

- Draft Policy public comment period

- Transportation Policy Committee
  approval in May of 2024

Changes for 2024

- Various changes to incorporate updates to the Complete Streets Policy

- Removal of Travel Delay Reduction as a criterion

- Modification to the thresholds for scoring the amount of MORPC Funding Requested criterion

- Addition of a third safety focused criterion, specifically focusing on vulnerable road-user safety

Funding Management Process

- 2 Year Cycle

Review & Update Policies

Public Comment

Adopt Funding Commitments

Adopt Policies

Public Comment

Updates, Screening & Final Applications

Recommend Funding Commitments

Review & Evaluate Applications

Application Timeline 2024-25

- **May:** MORPC adopted Policies

- **May 22:** MORPC hosts applicant workshop at 2:30

- **July 12:** Commitment Update Form due

- **July 19:** Screening Applications for new funding due

- **Mid August:** Staff completes review of Updates. Provide feedback to applicants and revised forecast of available funding

- **October 2:** Final Applications due

- **October 4:** Ad-interim AFC members change

- **October - December:** Staff review and score applications & AFC review and recommends funding commitments

- **January 2025:** Draft list of funding commitments available for public review and comment

- **March 2025:** MORPC Adopts list of attributable funding commitments

Funding Programs & Eligibility

MORPC-Attributable Funding Workshop

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Eligible Activities

- Roads & bridges
  - Reconstruction & maintenance
  - Intersection or corridor signalization and other operational modifications
  - Widen existing facility
  - New facilities
- Transit
- Construction of bicycle and pedestrian facilities (on- or off-road)
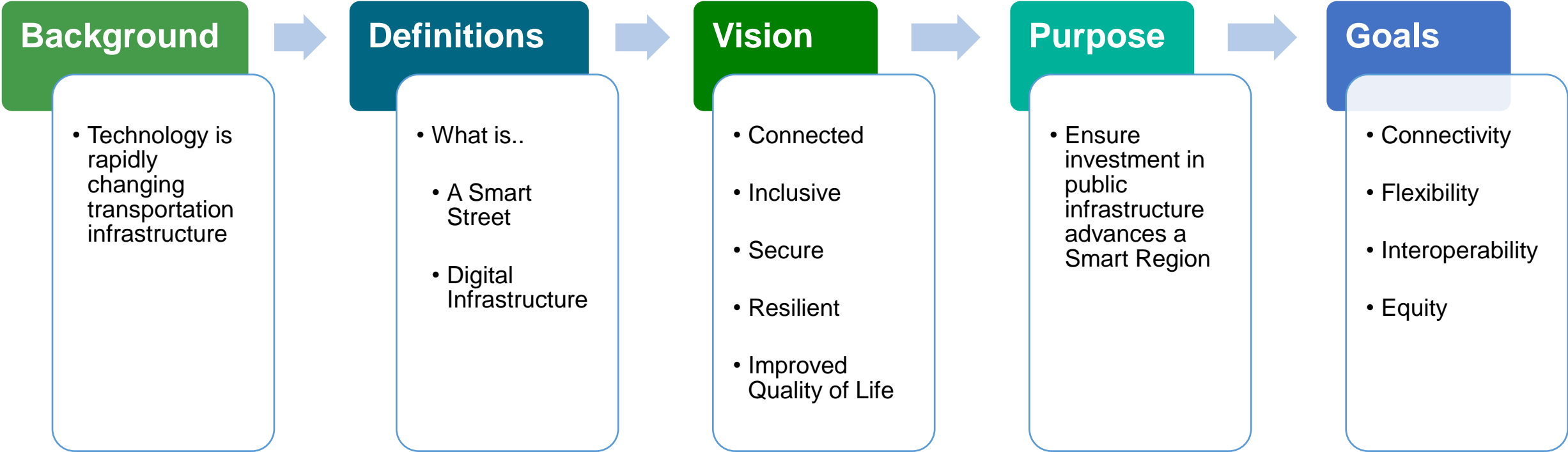- Primarily for capital (not operating)

Requirements

- Public agencies only
- Roadways on [federal-aid system](#)
- Bridges can be on any road
- In 2024-2050 [Metropolitan Transportation Plan](#) (MTP)
  - Individually listed
  - Included via a line item
    - Reconstruction
    - Maintenance
    - Transit
- 20 percent cash match
- Preliminary engineering (PE) & design ineligible
- Complete Streets Policy
- Smart Streets Policy
- Follow ODOT project development process

Regional Smart Streets Policy Basics

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Background

- Technology is rapidly changing transportation infrastructure

Definitions

- What is..
- A Smart Street
- Digital Infrastructure

Vision

- Connected
- Inclusive
- Secure
- Resilient
- Improved Quality of Life

Purpose

- Ensure investment in public infrastructure advances a Smart Region

Goals

- Connectivity
- Flexibility
- Interoperability
- Equity

MORPC Complete Streets Policy

- Policy first adopted in 2010
- Updated in 2021
- Revised again in 2024
- View the current MORPC Complete Streets Policy [here](#)
- All new commitments must comply with 2024 version!

Complete Streets are roadways, highways, bridges, and other transportation facilities that are designed, implemented, operated, and maintained in an equitable and context-sensitive manner so that people of all ages, incomes, and abilities can use them safely.

These streets consider the needs of all people, including, but not limited to, people walking, bicycling, using shared mobility devices and assistive devices, using transit and riding school buses, driving, and operating commercial and emergency vehicles.

Policy Sections

1. Complete Streets Defined
2. Background and Vision
3. Purpose
4. <mark>Applicability and Review Process</mark>
5. Policy
   1. Requirements
   2. Recommendations
6. Appeal Process
7. <mark>Design</mark>
8. Implementation and Evaluation

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SECTION 4. APPLICABILITY AND REVIEW PROCESS

Complete Streets Review Process

The following steps are part of the general review process of MORPC-funded projects.

1. **Step 1**: As described in the Policies for Managing MORPC-Attributable Funds, MORPC staff will host an applicant workshop following the announcement of the solicitation of applications. The workshop will include an overview of the Complete Streets Policy and provide an opportunity for project sponsors to discuss the policy requirements with MORPC staff.

2. **Step 2:** MORPC staff perform an initial screening of new funding requests through the attributable funding application process, which will include review of the proposed project's compliance with the Complete Streets Policy. Staff will be available throughout the funding application process to provide technical assistance related to the Complete Streets Policy requirements. Compliance with this Policy is a requirement for project eligibility and a factor in selection for funding. MORPC staff will provide relevant feedback to applicants regarding their project's compliance with the Policy, and any potential revisions needed for their final application.

SECTION 4. APPLICABILITY AND REVIEW PROCESS

Complete Streets Review Process *(cont.)*

3. **Step 3**: Project sponsors applying for MORPC-attributable federal funding are asked to acknowledge that they have read the Complete Streets Policy, and they must describe how their project will address the policy requirements. This currently includes listing the pedestrian, bicycle, and transit components that will be included in the proposed project. If the project does not provide any of these facilities, the project sponsor must explain if and what alternatives were considered and why they cannot be provided. MORPC staff will provide a summary of this information to the Attributable Funds Committee (AFC), who will ultimately determine the final funding commitments.

4. **Step 4:** After MORPC has committed funding to a project, MORPC staff will review the project throughout the project development process to provide assistance where needed and ensure that the requirements of the Complete Streets Policy are met. Due to the flexibility of the policy and the variety of approaches that may be taken to design a Complete Street, MORPC staff will work with the project sponsor throughout the project development process to find an acceptable design solution for both parties. Should a project design change significantly from the original scope (and funding application) to no longer be in compliance with the Complete Streets Policy, the project sponsor may be required to submit a new funding application. The AFC will determine if and when a new application is required.

PLANNING PHASE[1] →	PRELIMINARY ENGINEERING PHASE →	ENVIRONMENTAL ENGINEERING PHASE →	FINAL ENGINEERING PHASE

NOTE:

MORPC staff should review the LPA Scope of Services form and participate in the Project Scoping/Kick-Off Meeting.

NOTE:

MORPC staff should review FS and AER documents on relevant projects, and complete a full review of Stage 1 documents.

NOTE:

MORPC staff should review Stage 2 documents pertaining to signage, pavement markings, and signals.

NOTE:

MORPC staff should review Stage 3 documents to ensure that all previous suggestions were addressed.

Programming Package

The LPA must complete the programming package provided by ODOT, which includes the LPA Scope of Services form.

Project Start-Up

ODOT Project Manager will convene a Project Scoping / Kick-Off Meeting with the LPA and relevant stakeholders. During this meeting, the Scope of Services will be finalized and approved.

Field Review

ODOT District staff and sometimes other members of the project team visit the project site to confirm the problem and discuss solutions that could be proposed.

1. When MORPC commits funding to a project, it is typically at the beginning of the Planning Phase.

Feasibility Study (FS)

For most projects, the FS is the only documentation explaining how the preferred alternative was chosen. For complex projects, the FS narrows the alternatives to be refined in the AER.

Alternative Evaluation Report (AER)

For projects where an AER is necessary, the preferred alternative is identified upon completion of the AER.

NEPA Studies

Identify Preferred Alternative

Update Cost Estimate

Stage 1/Stage 2 Design

Although each project is unique, Stage 1 should include schematic plans, typical sections, and preliminary pavement marking plans for review.

Public/Stakeholder Involvement

Stage 1/Stage 2 Approval

Stage 2 design is typically where the majority of the design detailing and plan preparation takes place. At the end of the Stage 2 Detailed Design, all design issues of any significance should be resolved.

NEPA Approval

ROW Plans

Update Cost Estimate

Public/Stakeholder Involvement

Stage 3 Approval

Stage 3 Detailed Design should complete the design and detailing of the project. The plans are reviewed to ensure they reflect current field conditions, design standards, policies, specifications, and to confirm their compliance with all environmental commitments and mitigation plans.

Permit Approval

ROW/Utility Acquisition & Relocation

Update Cost Estimate

Final Plan Package

Mitigation

Public/Stakeholder Involvement

Note: This document was produced by MORPC to illustrate how the MORPC Complete Streets Review fits into the ODOT Project Development Process.

SECTION 7. DESIGN

Section 7. Design

Project sponsors are required to work with MORPC and Ohio Department of Transportation (ODOT) staff to determine the most appropriate design for a project and to ensure that the design does not conflict with State or Federal laws and regulations. For example, all project designs must comply with the Americans with Disabilities Act as well as the Manual on Uniform Traffic Control Devices (MUTCD). National best practice design guidance, standards, and recommendations should be referenced in the design and implementation of Complete Streets but may require the use of design exceptions or requests for experimentation.

Design Criteria

ODOT has developed manuals for use on transportation projects in the state of Ohio that comply with Federal laws and regulations and compile the relevant criteria established in various national manuals, guides, and related resources. These ODOT manuals are intended to minimize the need for referencing multiple resources, and tailor design criteria to the needs of communities and transportation facilities in Ohio.

The following ODOT manuals should be used for designing projects that receive MORPC-Attributable Funds:

• Location and Design Manual, Volume 1 – Roadway Design

• Multimodal Design Guide

SECTION 7. DESIGN

Design Criteria (*cont.*)

When receiving MORPC-Attributable Funding for a project that is on the National Highway System (NHS), a local agency must seek approval from ODOT to use a locally preferred roadway design guide that differs from the ODOT manuals. If the project is not on the NHS, a local agency does *not* have to obtain approval from ODOT to use a locally preferred roadway design guide, so long as it is adopted by the local agency and it is recognized by the Federal Highway Administration (FHWA).

The following publications are recognized by FHWA as "alternate roadway design guides" and may be used in project design to develop Complete Streets:

- Global Designing Cities Initiative (GDCI) *Global Street Design Guide*, 2016 and the *Designing Streets for Kids* supplement, 2020

- Institute of Transportation Engineers (ITE) *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, 2010* and the supplemental *Implementing Context Sensitive Design Handbook*, 2017

- NACTO *Urban Street Design Guide*, 2013

SECTION 7. DESIGN

Design Guides (*cont.*)

Pedestrian Facilities

- AASHTO *Guide for the Planning, Design, and Operation of Pedestrian Facilities*, 2021

Bicycle Facilities

- AASHTO *Guide for the Development of Bicycle Facilities*, 2012
- NACTO *Urban Bikeway Design Guide*, 2014
- NACTO *Don't Give Up at the Intersection*, 2019
- NACTO *Designing for All Ages & Abilities*, 2014

Transit Facilities

- AASHTO *Guide for Geometric Design of Transit Facilities on Highways and Streets*, 2014
- NACTO *Transit Street Design Guide*, 2016

SECTION 7. DESIGN

Additional FHWA Resources

Other FHWA publications that support the development of complete streets are also available for reference. These include, but are not limited to:

- Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts
- Bikeway Selection Guide
- Crosswalk Marking Selection Guide
- Global Benchmarking Report: Improving Pedestrian Safety on Urban Arterials
- Primer on Safe System Approach for Pedestrians and Bicyclists
- Separated Bike Lanes Planning and Design Guide
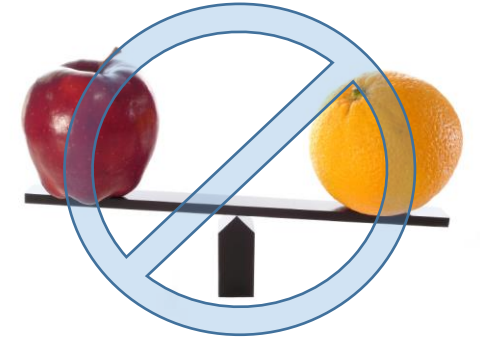
MORPC Complete Streets Policy Questions?

- Review Policy language in full [here](#)

- Review the [2020-2050 Active Transportation Plan](#) for relevant resources

- Reach out to Lauren Cardoni to discuss lcardoni@morpc.org
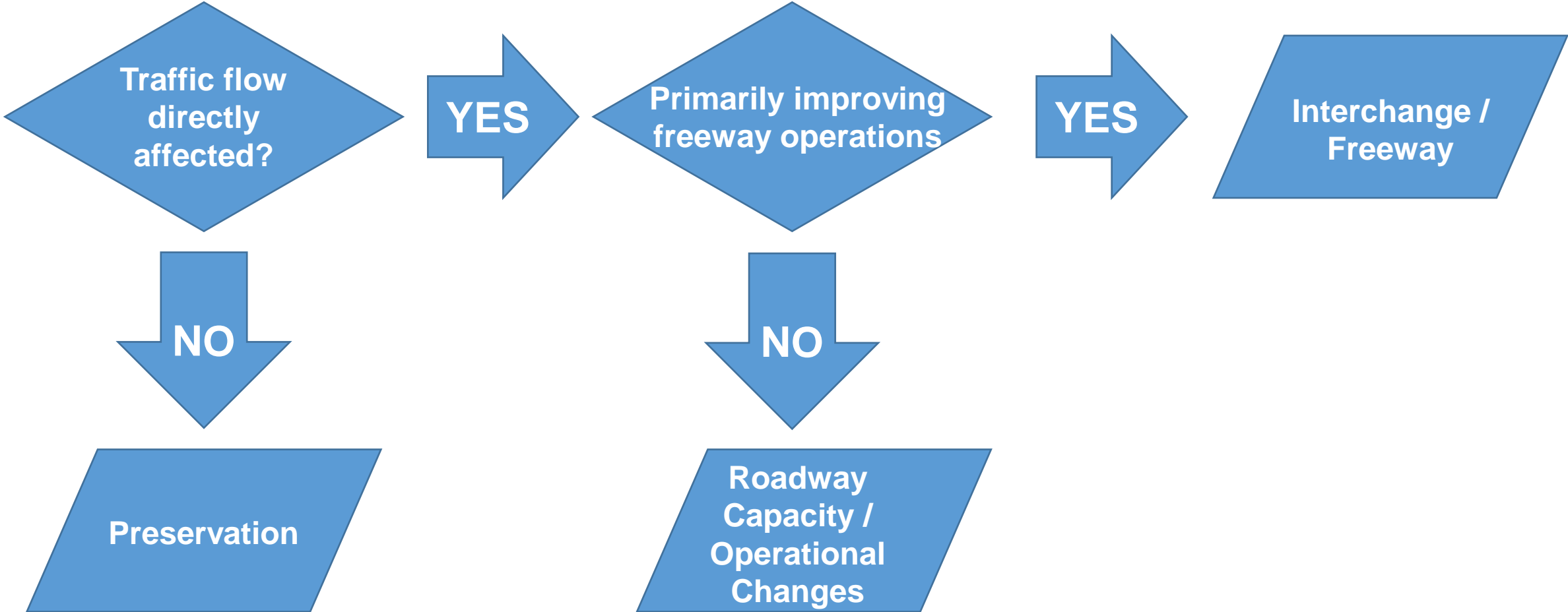
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Activity Categories

- Roadway Improvements and Operational Changes
  - Add through lanes or new roadways
  - Add center turn lane
  - Expand intersection capacity
  - Coordinated signal systems
- System Preservation
  - Replace existing infrastructure only
  - No capacity addition
- Public Transit
  - Replace vehicles
  - Park & rides, transit centers
  - Enhanced bus stops
  - New service capital projects

- Bike and Pedestrian
  - Add path, bike lanes, sidewalks
  - Not part of a larger project
- Interchange/Freeway
  - Primarily benefits the freeway system as opposed to the local system
  - Interchange modifications, freeway widening, etc.
- Other
  - Does not fit other categories
  - Education & enforcement
  - Engine retrofits, alternative fuels stations, etc.

Categorizing Roadway Projects

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Traffic flow directly affected? — **YES** → **Primarily improving freeway operations** — **YES** → Interchange / Freeway

NO ↓
Preservation

NO ↓
Roadway Capacity / Operational Changes

Funding Targets

	Roadway Capacity/Operational Changes	Transit	System Preservation	Bike & Pedestrian
Minimum %	30	5	10	15
Maximum %	60	15	15	25

These funding target ranges are for all MORPC commitments through SFY 2031

Estimated Funding Available by Category   MORPC

Category	Min. %	Max. %	Current Commitments for SFYs 2025-31*	Current Commitments for SFYs 2032+	Range Available for New Projects
Roadway Capacity & Operational Changes	30%	60%	$91,246,165	$0	$0M to $72.4M
Preservation	10%	15%	$34,960,085	$0	$0M to $7M
Bike & Ped	15%	25%	$61,860,731	$0	$0M to $8M
Transit	5%	15%	$20,620,000	$0	$0M to $22M
Interchange/Freeway	0%	N/A	$9,664,016	$6,497,059	N/A
Other	0%	N/A	$0	$0	N/A
Programs	0%	5%	$13,550,000	$0	N/A
		Total	**$231,900,996**	**$6,497,059**	
		Available for New Commitments:	**$72,400,000**		

- Pending requests to modify projects requiring commitment updates

Updates & New Applications

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Commitment Updates

- For current commitments
  - If submitting final plans after Dec. 31, 2024
  - Or awarding after June 2025
  - Sponsors will be notified of projects requiring updates
- Due on July 12 by 5 p.m.
- Pre-filled project information
- Sponsor provides:
  - Cost estimate
  - Signature
  - Resolution/legislation – July 12, 2023 or newer

Key Update Information

- Explain changes since last time
  - Scope changes
  - Milestone changes 6+ months
  - Cost changes 10%+
    - Form displays current committed amount
    - Enter estimate in 2024 dollars
    - Form calculates inflated amount for award SFY
    - Justify if inflated differs from current committed by +/- 10% or more
- Significant changes could require a new Final Application

Selection Process for New Projects

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Screening Application (July 19)

Staff Review & Feedback

Final Application (October 2)

Evaluation, AFC Review & Recommendation

Public Involvement (January 2025) & MORPC Adoption (March 2025)

Screening Application

Purposes:

- Assess eligibility
- Establish Activity Category
- Determine funding demand
- Understand stage of development
- Review schedule & costs

Requested Info:

- MTP Project ID Number
- Scope
  - Location
  - Limits
  - Activity Category
- Project schedule
- Project cost and funding requested

Screening Application Feedback

- Eligibility issues
- Confirm Activity Category
- General competitiveness
- Information needed on Final Application
- Complete Streets assistance
- Guidance for Final Application

Online Application Form

- Project Related Information
  - Detailed scope, schedule, cost, etc.

- Evaluation Related Information (Not required for Screening Application)
  - Questions related to scoring the project
  - Respond only to questions identified in feedback
    - Not all questions apply to each activity category
    - The Policies identify which questions are required for each activity category

ORGANIZATIONS   ASSIGN CONSULTANTS   EXPORT NEW APPS   EXPORT PROJECT UPDATES

New Application

App sections

Overview

Applicant info

Reference info

Dimensions

Planning and coordination

Multimodal

Cost estimate

Schedule

Evaluation

Authorization

Uploads

Overview

Application type	New application
Due date	7/15/2022
Status	In progress

Print Entire Application / Save as a PDF

Check and submit   Withdraw this application

Applicant Info Section

- Contact information
- Supporting resolution due Oct. 29

Reference Info & Dimensions Sections

- Primary facility
- Project limits
- Scope: Primary & secondary activities
- Activity Category (feedback to confirm)
- Typical section(s) and plan view(s)
- Width of lanes, shoulders, sidewalks & paths
- Bridges, RR crossings, transit stops

Planning & Coordination Section

- Origin
- Stakeholders
- Adjacent projects & jurisdictions
- Logical termini
- Other scope elements:
  - Utilities
  - Lighting
  - Traffic calming
  - Intelligent Transportation System (ITS) components

Multi-Modal Section

- Complete Streets Policy compliance
- Existing & proposed components and conditions for:
    - Transit
    - Pedestrians
    - Bicyclists

Cost Estimate Section

- Estimate prepared after June 30, 2023
- 20% match for amount requested
- PE is generally ineligible
  - Available for financial hardship or for multi-jurisdictional projects
  - Up to 80% of PE
  - Amount for PE will be deducted from a future phase
  - Total amount for project the same as if funds not advanced to PE (80% of RW & construction)
- ODOT's preliminary cost estimating procedure
- Current dollars (2024)
- Discourage construction projects under $250,000
- State Fiscal Year (SFY) determined by schedule

Cost Estimate Section continued

- Funding Table
  - Choose table format to calculate based on:
    - Percentage of costs
    - Fixed amount

Project Schedule Section

- Schedule guidelines:
  - 2 years for environmental (up to right-of-way (RW) authorization)
  - 1 year for detailed design
  - 1 to 3 years for RW acquisition and utility relocation
  - For Jan.-June plan file dates, funds in next state fiscal year (SFY)
- Non-construction projects
  - Explain when the funding is needed

Online Application Form

Email

tgraham@morpc.org

Password

••••••••

Forgot your password?

Log in

Don't have an account? Register

The due date for commitment updates is July 12, 2024 and July 19, 2024 for screening applications for new funding.

MORPC-Attributable Funds comprise a portion of federal transportation funding that is allocated at MORPC's discretion. This online application represents the first stage in the selection and allocation process. MORPC Attributable Funds can be used for roads and bridges, public transit, bikeways, sidewalks, and a variety of other activities.

CITY OF COLUMBUS   🏠   PROJECT UPDATES   NEW APPLICATIONS

Project Updates

📅 Due 7/12/2024

Project Name	Last updated	By
E Broad St from Outerbelt St to Reynoldsburg New Albany Rd, Major widening (adding through lanes), from 4 lanes to 6 lanes	5/14/2024, 2:51:24 PM	MAFOA_Admin@bogus.com
SR 161 from Ambleside Drive to Maple Canyon Ave, Intersection modification, Multi-Use Path	5/14/2024, 10:44:44 AM	tgraham@morpc.org
Sancus Blvd from Worthington Woods Blvd to Lazelle Rd, Minor widening (adding turn lanes), from 2 lanes to 3 lanes, Safety Improvement	5/15/2024, 2:45:16 PM	tgraham@morpc.org

Showing 3 of 14   Full listing

New Applications

📅 Due 10/2/2024

No projects.

Start a new application

Users for my organization

Name	Email address	Role
Lisa LaMantia	lmlamantia@columbus.gov	Org member
Jud Hines	jmhines@columbus.gov	Org member
Nic Sanna	njsanna@columbus.gov	Org member
Jonathan Koester	jmkoester@columbus.gov	Org member
Daniel Wayton	djwayton@columbus.gov	Org member
Ryan Bollo	rjbollo@columbus.gov	Org member
Steve Schmidt	smschmidt@columbus.gov	Org member
Carl Walters	clwalters@columbus.gov	Org member
Kyle Schmitmeyer	kjschmitmeyer@columbus.gov	Org member
Andrew Krumel	adkrumel@columbus.gov	Org member
Bud Braughton	nlbraughton@columbus.gov	Org member
Randy Bowman	rjbowman@columbus.gov	Org member
Richard Ortman	drortman@columbus.gov	Org member
Ben Farrell	bcfarrell@columbus.gov	Org member
Timothy Nittle	tonittle@columbus.gov	Org member
Kevin Thomas	kdthomas@columbus.gov	Org member
Kyle Hardy	knhardy@columbus.gov	Org member
Ryan Lowe	rjlowe@columbus.gov	Org member
Maria Cantrell	mecantrell@columbus.gov	Org member
Maria Schaper	mariaschaper@gmail.com	Org member
Tom Graham	graham.1001@osu.edu	Org member
Alan Moran	apmoran@columbus.gov	Org member
Tricia Fought	PRFought@columbus.gov	Org member
Jonathan Ryan	jaryan@columbus.gov	Org member
Larry Pollard	lapollard@columbus.gov	Org member

Evaluation Information

- Questions and criteria grouped by MTP goal
- Some questions do not apply to certain categories
- Feedback will give guidance for which questions need a response
- Online application questions are numbered to align with the appendix to the Policies

MTP Goals (criteria areas)

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

Project Scoring

- Evaluation criteria for each Activity Category
- Staff performs initial scoring
- Quantitative and qualitative measures
- Scored on 10 point scale for each of 6 goals
  - Relative to applications in its category
  - Brief rationale for each score
  - Criteria in each goal are prioritized into 3 levels: A, B & C.
- Policies show questions used for each criterion
- Weights applied to score for each goal
- Weights differ by Activity Category
- Penalties for missing items, not responding to requests

Data Source	Economic Opportunity Goal Evaluation Criteria & Description	Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
MORPC Derived***	**Congestion Relief:** Applicant is to provide information on how congestion is hampering economic development in the area. Applications which do not clearly demonstrate how congestion is hampering economic development in the area will not benefit from this criterion. How will improvements to the transportation system because of this project improve economic development? MORPC will estimate the ability of the project to improve travel within a corridor so congested components of the transportation system are relieved. Measured using the regional model by the percentage reduction in existing and 2050 VMT that experiences LOS F or worse within 1 mile of the project.	B			B	
MORPC Derived****	**Job Retention & Creation:** The number of existing jobs of each type (manufacturing, office, warehousing, retail, institutional) within 1 mile of the project. The Applicant will provide the number of permanent jobs of each type that will be created in the region because of the project. Provide a map showing the locations in relationship to the project. Provide documentation showing that these jobs are committed to being created in this area with the improvements to the area.	A	B	B	B	
	Development Readiness: Describe the presence and timing of all necessary economic development components in the project area, such as infrastructure (e.g., utilities, water and sewer, broadband), access to appropriately trained labor (skilled/unskilled), and other transportation options (e.g., rail, airports, transit or bicycle/pedestrian). This can include how much new private/public capital investment has been made in the project area or will be because of the project. This investment can be within the past 3 years or commitments between now and 5 years after completion of the transportation project. Provide a map showing the past and committed investments. Specify the type of investment and the timeline for this investment.	B			B	
MORPC Derived*	**Travel Time Uncertainty:** Using existing travel time data, the existing travel time uncertainty index will be calculated for the area within 1 mile of the project. Projects in areas with higher uncertainty will score better.	B			C	
MORPC Derived*	**Traffic Composition:** Current and future Average Daily Traffic and percentage of truck traffic. Higher volume facilities and facilities serving a higher percentage of truck traffic will score higher.	B	A			
	Other Economic Considerations: Describe the type and amount of acreage of site(s) that will primarily benefit from the project's improvements (e.g., greenfields, developed, redeveloped, infill, brownfields, intermodal facilities). Provide information regarding the project's impact on economic development in the area. Is there anything unique about this project that has not been captured by the criteria? This could include how the project will impact a specific industry cluster, innovative business, or industry target as identified by One Columbus.	A	B	A	A	A

*Data relative to the travel time index and delay will be available prior to application submission.
***MORPC will estimate change in congested VMT. Applicant is to provide statement on how congestion is hampering economic development.
****The number of existing jobs is available prior to application submission. Applicant is to provide the number of new jobs.

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

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

Weights by Category & Goal

Project Category	MTP Goal	Economy	Natural Resources	Energy	Collaboration & Funding	Health, Safety & Welfare	Sustainable Neighborhoods & Quality of Life
Roadway Capacity/Operational Changes		20	10	5	15	30	20
Bicycle and Pedestrian		10	10	5	15	30	30
Transit		15	5	15	15	20	30
System Preservation		15	5	5	15	35	25
Other		NA	NA	NA	NA	NA	NA

Roadway Capacity/Operation Changes Example Criteria

Goal: Economic Opportunity

Weight = 20

Criteria:

- **Jobs retained* & created in the region**
- **Other**
- Effects of congestion in area/congestion relief
- Development readiness (infrastructure, labor, transportation access)
- Travel time uncertainty*
- Traffic composition (ADT & truck %)*

Goal: Health, Safety & Welfare

Weight = 30

Criteria:

- **Crash reduction (Motor Vehicles)***
- **Crash reduction (Vulnerable Users)***
- **Safety enhancements**
- **Facility condition (pavement condition & bridge ratings)***
- **Regional Transportation System Equity**
- Components that maximize life of system
- Other

Priority A　　Priority B　　Priority C

*Derived from MORPC datasets that are available to applicants prior to submission.

System Preservation Example Criteria

Goal: Health, Safety & Welfare

Weight = 35

Criteria:

- **Facility condition (pavement condition & bridge ratings)***
- **Regional Transportation System Equity**
- **Crash reduction (Motor Vehicles)***
- **Crash reduction (Vulnerable Users)***
- **Safety Enhancements**
- Components that maximize life of system
- Other

Priority A   Priority B   Priority C

*Derived from MORPC datasets that are available to applicants prior to submission.

Bike & Ped Example Criteria

Goal: Sustainable Neighborhoods

- Weight = 30
- Criteria:
  - **Effects on pedestrian system**
  - **Effects on bikeway system**
  - **Effects on transit system**
  - Origin/destination density (within 1 mile)*
  - Displacements
  - Other

Priority A   Priority B   Priority C
*Derived from MORPC datasets that are available to applicants prior to submission.

Project Evaluation Data

- Data sets to estimate the following are available during the application preparation period

  - Employment data
  - Uncertainty index
  - Traffic composition
  - Sensitive lands
  - Crash data (GCAT)
  - Facility condition
  - Transit lines
  - Population and employment density data

AFC Review & Recommendation

- Reviews scoring & ranking
- Determines best applications by category
- Recommends a program of commitments within targets by category

Public Involvement & Selection

- Public review & comment on recommendations
- MORPC's advisory and policy committees
  - Consider comments
  - May adjust recommendations
- Transportation Policy Committee approves final selection in March 2025

Project Development Requirements

MORPC-Attributable Funding Workshop

MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

Schedule Requirements & Penalties

- Execute a Partnering Agreement
  - Between sponsoring agency & MORPC
  - Confirmed amounts
  - Agreed dates to achieve milestones
    - RW authorization
    - Final plan package submittal

- Begin development of new projects
  - Authorize a consultant
  - Due by next Commitment Update deadline (2026)
  - If not, can re-apply for funds

- Penalties applied until phase is authorized
  - 1 year late → 5 point deduction on future new requests
  - 2 years late → ineligible for future new requests

Other Requirements

- Follow ODOT PDP and project monitoring
  - Work with ODOT District to receive programming guidance
  - Projects must be programmed before authorizing a consultant
- Copy MORPC staff on formal ODOT submittals
- Sponsor is responsible for costs above the MORPC commitment

Application Tips

- Consider time & costs of federal requirements
  - NEPA (National Environmental Policy Act)
  - Uniform Act (property acquisition)
  - PDP (plan reviews)
- Accurate, realistic schedule & costs

- Rationale & documentation for qualitative criteria
- How criteria & weights affect score
- Maximize strengths before addressing weaknesses
- Federal funds for "easy" projects, flexible funds for challenges
- Consider consultant experience

Application Timeline 2024-25

- **May:** MORPC adopted Policies

- **May 22:** MORPC hosts applicant workshop at 2:30

- **July 12:** Commitment Update Form due

- **July 19:** Screening Applications for new funding due

- **Mid August:** Staff completes review of Updates. Provide feedback to applicants and revised forecast of available funding

- **October 2:** Final Applications due

- **October 4:** Ad-interim AFC members change

- **October - December:** Staff review and score applications & AFC review and recommends funding commitments

- **January 2025:** Draft list of funding commitments available for public review and comment

- **March 2025:** MORPC Adopts list of attributable funding commitments

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