

D3 PWIC - Policies & Criteria Working Session

April 12, 2024



MID-OHIO REGIONAL
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PLANNING COMMISSION

1. Pledge of Allegiance



Agenda Items



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2. Welcome and Introductions
3. Approval of Minutes of March 8, 2024
4. OPWC Updates
5. NRAC Appointment
6. Consideration of Draft SFY26 Applicant Manual
7. Other Business

3. Approval of Minutes of March 8, 2024



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4. OPWC Updates



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5. NRAC Appointment



- Two nominations for one open seat:
 - Jeff Anderson – City of Upper Arlington, Parks and Recreation
 - Matt Brown – Franklin County Engineer’s Office, Development Coordinator

5. Consideration of Draft SFY26 Applicant Manual



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- Proposed Changes Discussed Previously with the PWIC
 - LTIP Eligibility
 - A3 – Crashes
 - A5 – Public Health
 - A6 – Economic Growth and Development
- Additional Proposed Changes to Accommodate New Standalone Project Eligibility
 - A1 – Physical Condition
 - A2 – Age
 - A3 – Crashes
 - A10 – Service to District

LTIP Eligibility



Current Methodology

Staff will evaluate road or bridge projects with a utility component for LTIP if all of the following are true:

- the road or bridge work is the primary purpose and are the major components of the project;
- the road or bridge construction work is such that existing utilities are affected (e.g. disrupted or displaced); and
- the utility work is relocation or replacement in nature, not new or expansion.

Recommendation: Remove the final requirement as it is not required by OPWC.

A3 - Crashes



Staff have identified two issues with the scoring of this criteria:

- Determining whether to score a project as a segment or an intersection is often a challenge
- The highest scoring project last round was only a 4.0 out of a possible 5.0

Recommendations:

- Adjust the scoring thresholds, specifically for the FS Crash Rate component

Current

C. FS Crash Rate (per 10M veh/year)
0
0 to <0.5
0.5 to <1.0
1.0 to <1.5
1.5 to <2.0
2.0+

Proposed

C. FS Crash Rate (per 10M veh/year)
0
0 to <0.3
0.3 to <0.6
0.6 to <0.9
0.9 to <1.2
1.2+

- Score projects with a combined project length of less than 0.5 miles with crash frequency metrics and projects with combined project length equal or greater than 0.5 miles with crash density metrics

A5 – Public Health



Current criteria awards points for basement flooding

Recommendation:

- Award points for any flooding of a structure, not exclusively basements

Check If Applicable	Current Condition	Points (Cumulative, up to 5)
	Infestation of mosquitoes, insects or rodents	1 to 2
	Structure flooding (stormwater)	1 to 3
	Structure flooding (sanitary)	2 to 4
	Health department or EPA orders to fix	2 to 4
	Biofilm in water lines OR contamination of drinking water	1 to 4
	Contamination of environment	2 to 4
	Other public health problem	1 to 5

A6 – Economic Growth and Development



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Current criteria does not award points for projects that serve a significant number of jobs.

Recommendation:

- Add a one point consideration for projects serving more than 25 existing jobs within ½ mile of the project.

Check If Documented	Documentation	Points
	A6a) Letter from an economic development entity	1
	A6b) More than 25 jobs existing withing ½ mile	1
OR		
	A6c) Contract or letter from a commercial developer	3
	A6d) Less than 25 jobs created or retained	1
	A6d) At least 25 jobs created or retained	2

- Staff will calculate the number of existing jobs within ½ mile of the project.

Comments Received from Eligible Applicants Prior to April 9



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- Suggestion to allow projects coordinating with ODOT/federally funded to score 4 points without holding a public meeting so long as the project met the requirements for PI which ODOT set.
- Requests for clarity on scoring the following criteria for stand-alone pedestrian and bicycle projects:
 - A1 – Physical Condition
 - A2 – Age
 - A10 – Service to District

A1 – Physical Condition



Recommendation:

- No change recommended.
- Utilize the “Other” chart for stand-alone roadway appurtenances.

Other (signals, sidewalks, curb ramps, etc.)

Estimated remaining years of useful life	
Other applicable condition rating (cite methodology)	

A2 – Age



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Recommendation:

- Add sidewalks and multi-use paths to the chart for primary infrastructure/project based on associated typical useful life

Infrastructure Type	Typical Useful Life (years)	5 points	4 points	3 points	2 points	1 point
		Years Since Last Major Rehabilitation is at Least:				
Bridges	75	75	60	45	30	15
Traffic signals	12	12	10	7	5	2
Full-depth road construction	25	25	20	15	10	5
Less than full-depth replacement	15	15	12	9	6	3
Pump, lift station, equipment	15	15	12	9	6	3
Sanitary sewers	40	40	32	24	16	8
Storm sewer	40	40	32	24	16	8
Water lines	40	40	32	24	16	8
ADA curb ramps	25	25	20	15	10	5
Sidewalks	25	25	20	15	10	5
Multi-use paths	15	15	12	9	6	3

A3 - Crashes



Additional comments received after 4/9:

- Consider utilizing crash frequency/density for all modes instead of exclusively ped/bike crash frequency/density

Recommendation:

- Evaluate stand-alone appurtenances to the roadway which enhance the safety of pedestrians and bicyclists separately based on the following variables:
 - Pedestrian/Bicyclist Crash Frequency or Pedestrian/Bicyclist Crash Density
 - Pedestrian/Bicyclist FS Crashes

Points	A		B
	A1. Ped/Bike Crash Freq	A2. Ped/Bike Crash Density (per mile)	B. Ped/Bike FS Crashes
0	0	<1.5	0
1	1	1.5 to <3	—
2	2	3 to <5	—
3	3	5 to <7	1
4	4	7 to <10	—
5	5	10+	2+

A10 – Service to District



Additional comments received after 4/9:

- Also consider roadway ADT when evaluating A10 for standalone ped/bike projects.

Recommendation:

- Applicant can provide documentation of the number of bicycles and pedestrians served daily by a project.
- If documentation is unavailable, staff will calculate job and population density within ½ mile of the project.
- Staff will consider roadway ADT alongside job and population density when evaluating A10 for standalone ped/bike projects.
- Staff will determine scores relative to other projects.

7. Other Business



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