

# OPWC Funding SCIP/LTIP FY26

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MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

# Introduction



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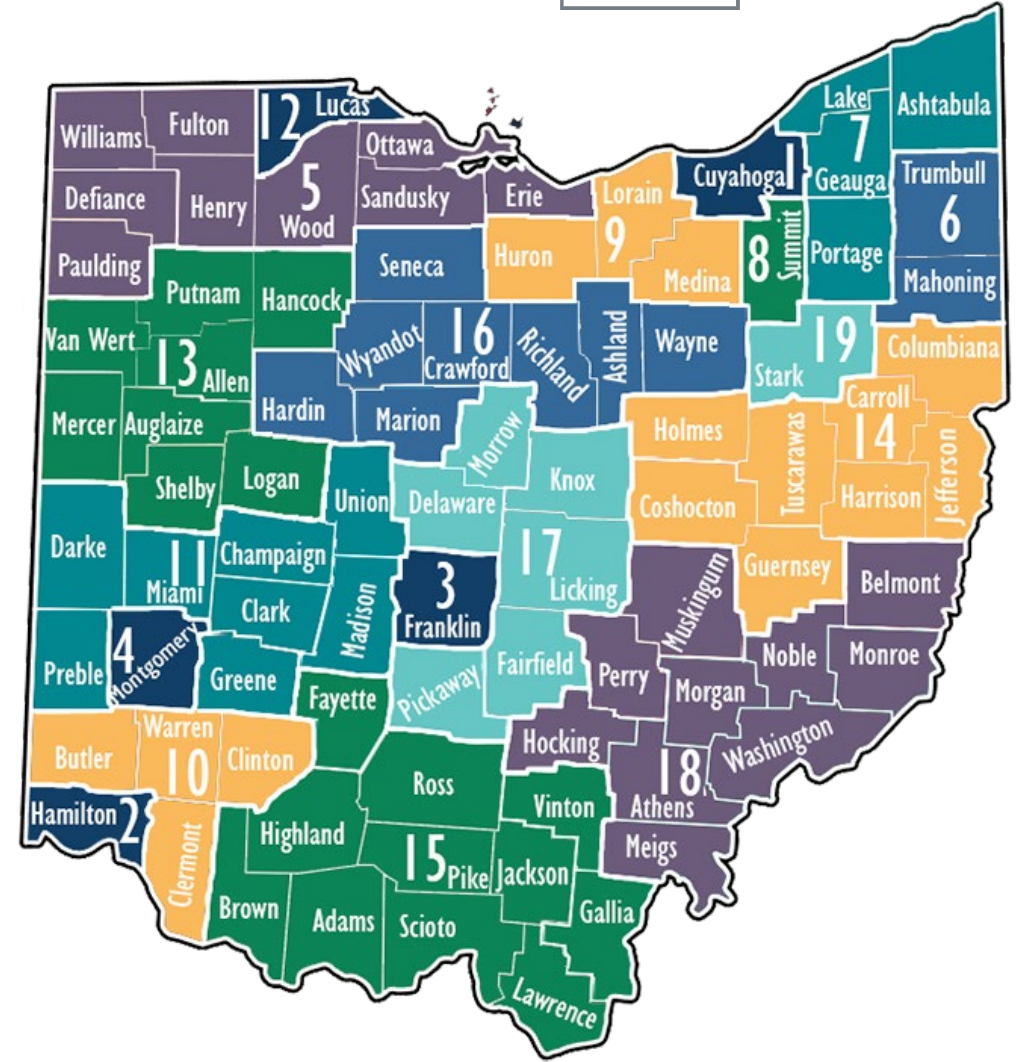


# Introduction



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- MORPC administers OPWC District 3 (Franklin County)
- All jurisdictions which have the majority of their population residing in Franklin County would apply for OPWC funding through D3
- Information on other OPWC Districts is available here: <https://publicworks.ohio.gov/districts>
- Applications are now open for SFY 2026 State Capital Improvements Program (SCIP) and Local Transportation Improvements Program (LTIP) funding in District 3



# Eligibility for SFY 2026 SCIP/LTIP Funding



- Projects must begin construction between July 1, 2025, and June 30, 2026
- All OPWC funded work must be owned and maintained by a local subdivision
- Engineering only applications are not eligible
- Projects which duplicate existing infrastructure not eligible
- Full eligibility information is available here:  
<https://publicworks.ohio.gov/programs/infrastructure/scip-ltip/01-scip-ltip>
- SCIP and LTIP have different eligible project types explained on the next two slides
- Applications for projects which are eligible for both SCIP and LTIP will be considered for both programs, though a project can only receive funding from either the SCIP or LTIP program

# State Capital Improvement Program - Eligibility

Applicants	Infrastructure	Funding
✓ Counties	✓ Roads	✓ Grants (90% R/R & 50% N/E)
✓ Cities	✓ Bridges/Culverts	✓ Loans (100%)
✓ Villages	✓ Water Supply	✓ Loan Assistance
✓ Townships	✓ Wastewater	
✓ Water & Sewer Districts	✓ Stormwater	
	✓ Solid Waste	

# Local Transportation Improvement Program - Eligibility

Applicants	Infrastructure	Funding
✓ Counties	✓ Roads	✓ Grants (Up to 100%)
✓ Cities	✓ Bridges/Culverts	
✓ Villages		
✓ Townships		

# Changes to Eligibility for SFY 2026 Funding



- Roadway appurtenances applying as a stand-alone project are eligible for both SCIP and LTIP.
  - In past rounds OPWC did not permit applications for sidewalks or shared-use paths which were not included as part of a roadway project
- District 3 made some small adjustments to our evaluation methodology to accommodate scoring stand-alone bike/pedestrian infrastructure projects
- Projects including new or expansion utility components were previously not eligible for LTIP
  - District 3 has removed this requirement

# SFY 2026 Allocations



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Program	Allocation
SCIP	\$19,582,000
Revolving Loan Program (RLP)	\$4,537,000
LTIP	\$7,251,000
<b>Total</b>	<b>\$31,370,000</b>





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## D3 Schedule for FY 26

- August 30 – Final Applications Due
- October 18 – Applicant Presentation Meeting: 1:30 to 3:30 p.m. (In-person at MORPC)
- November 14 – Applicants Receive Draft Scores
  - Staff available November 18-22 to meet with applicants
- November 25 – Applicant Scoring Review Meeting: 1:30 to 2:30 p.m. (Virtual Meeting)
- December – Final Funding Recommendations Announced

# Application Process



- All applications for SCIP or LTIP funding must be submitted via the OPWC WorksWise Portal:  
<https://ohiodas.my.site.com/pwc/s/>
- Training materials and information on how to request an account are available here:  
<https://publicworks.ohio.gov/financial/04-workwise/welcome>
- Specific application guidance for District 3 applications are available here:  
<https://www.morpc.org/tool-resource/local-infrastructure-funding-from-ohio-public-works/>

# Application Process – Required Components



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- Fill out the form in WorksWise detailing project components and financial information
  - If applying for a project which is eligible for both SCIP and LTIP, please include SCIP financial request in the WorksWise portal and the LTIP financial request as an attachment to the application
- Required Attachments
  - District 3 Application Supplement
    - Additional Supporting Documentation is also required
  - Authorizing Legislation (must be received by November 8)
  - CFO Certification of Local Funds / Loan Repayment Letter
  - Detailed Engineer's Estimate
  - Weighted Useful Life Worksheet
  - Certification of Design Service Capacity, Useful Life & Detailed Cost Estimate
  - Cooperative Agreement (Required for multi-jurisdictional projects before OPWC will release funds)

# Application Process – District Supplement



- Details all the evaluation criteria for projects
- 28 criteria in total
  - 16 are applicant criteria which require responses from applicants
  - 12 are staff criteria which are scored based upon other information in the application
- The District Supplement includes an explanation of any supporting documentation required for each criteria
  - Supporting documentation can be individually attached to the application or combined into a single file
- Staff will reach out to applicants for clarification or additional supporting documentation if needed for evaluation

# Application Process – District Supplement



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## Applicant Criteria

- Physical Condition
- Age
- Crashes
- Public Safety
- Public Health
- Economic Development
- Congestion
- Public Involvement
- Recognized Need
- Service to District
- Area with Special Conditions
- Other Information
- Ability & Effort to Finance the Project
- Special Tax or Fee
- Ped, Bike, and Transit Accommodations
- Joint Financial Partnerships

## Staff Criteria

- Applicant Match
- Other Match
- SCIP Loan Request
- Applicants Economic Conditions
- Useful Life
- Older Land-Locked Suburbs
- Last Round Funded
- Percent New/Expansion
- Percent Road, Bridge or Storm Drainage
- Construction Start
- Township
- Portion of OPWC Funds Requested

# Application Process – Criteria Changes for SFY26



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- Staff work with the Public Works Integrating Committee (PWIC) each year to consider revisions to our evaluation methodology.
- The following criteria have been modified for the SFY26 funding round
  - Changes based upon Staff Evaluation, PWIC Discussion, and Applicant Feedback
    - LTIP Eligibility
    - A3 – Crashes
    - A5 – Public Health
    - A6 – Economic Growth and Development
  - Additional Changes to Accommodate New Standalone Project Eligibility
    - A2 – Age
    - A3 – Crashes
    - A10 – Service to District

# A3 - Crashes



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

Previous

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+

Revised

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+

- Defined when a project would be evaluated utilized crash frequency v. crash density.
  - 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



- Revised the second and third items in the table to award points for any flooding of a structure, not exclusively basements

<b>Check If Applicable</b>	<b>Current Condition</b>	<b>Points (Cumulative, up to 5)</b>
	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



- Added 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
<b>OR</b>		
	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.

# Application Process – Criteria Changes for SFY26



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- The following changes were all made to accommodate stand-alone bike/pedestrian projects as an eligible project type

# A2 – Age



- Added 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



- We will 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



- Process Outlined for Scoring Bike/Ped Service to District
  - 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.



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