



Central Ohio
Rural Planning
Organization

Memorandum

TO: Central Ohio Rural Planning Organization
CORPO Committee

FROM: Mike Borger, Principal Planner
Transportation & Infrastructure Development

DATE: 9/28/21

SUBJECT: Proposed *CORPO Dedicated Funds Policy Document* – Public Comment
Period 9/27/2021 – 10/27/2021

Thanks to the Ohio Department of Transportation's Regional Transportation Planning Organization (RTPO) Capital Program, Ohio RTPOs will now have access to \$2.6 million annually for transportation-related projects. These RTPO dedicated funds have been one of the primary goals of RTPOs since their inception and therefore is an important milestone for CORPO. The funds will be allocated to RTPOs based on a population-based formula, and CORPO will have a total of \$991,154 over fiscal years 2022 and 2023.

The *CORPO Dedicated Funds Policy Document* (attached) details the proposed administration of this newly developed RTPO Capital Program. CORPO staff developed the policy document based on the goals and objectives established in CORPO's long-range transportation plan. The policy document outlines the process including the eligibility, the application process, scoring, and how funding decisions will be made.

A draft of the policy document was presented during the September 2021 CORPO Subcommittee Meetings and is published on the CORPO website for public comment. CORPO staff is seeking comments from the CORPO Committee, sub-committees, and the public. The comment period will be open from September 27 through October 27, 2021. The policy will come before the CORPO Committee for adoption at the November, 1, 2021 meeting.

Attachment: CORPO Dedicated Funds Policy Document



Policies for Managing CORPO-Dedicated Funds

DRAFT September 2021

Central Ohio Rural Planning Organization
111 Liberty Street, Suite 100 · Columbus, Ohio 43215
T 614.228.2663 F 614.621.2401
TDD 1.800.886.2663
<https://https://www.morpc.org/committees/corpo//committees/corpo/>

The Policies for Managing CORPO-Dedicated Funds was prepared by the Central Ohio Rural Planning Organization (CORPO), 111 Liberty St., Suite 100, Columbus, OH 43215, 614-233-4155, with funding from the Federal Highway Administration, Ohio Department of Transportation, and Fairfield, Knox, Madison, Marion, Morrow, Pickaway and Union counties. The contents of this report reflect the views of the CORPO Committee, which is solely responsible for the information presented herein.

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Table of Contents

1.	Introduction	3
2.	Process Milestones and Schedule.....	3
3.	Eligibility and Requirements	5
3.1	Eligible Sponsors	5
3.2	Eligible Roadways: The Federal-Aid System	5
3.3	Eligible Activities: The CORPO Transportation Plan (CTP)	5
3.4	Eligible Costs	6
3.5	Eligible Activities	6
3.6	Guidance for Applicants	6
4	Application Process for New Funding Commitments	7
4.1	Applicant Workshop	7
4.2	Application	7
5	Evaluation and Selection Process	8
5.1	Evaluation Criteria and Scoring Process	9
5.2	Agency Prioritization of Multiple Applications	10
5.3	Scoring Criteria Goals and Objectives.....	11
5.4	Prioritizing and Recommending Applications for Funding.....	12
6	Project Development Requirements	12
6.1	Federal and State Requirements.....	12
7	Maintaining Funding Commitments	13
7.1	Project Monitoring	13
7.2	Commitment Update	14
7.3	Participation in ODOT Projects.....	14
	Appendix A: Project Application Sample Questions.....	15

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. Of the many funding programs that this law reauthorized, CORPO utilizes the Surface Transportation Block Grant (STBG) program. The Ohio Department of Transportation (ODOT) has dedicated a portion of these funds to the state's regional planning organizations (RTPOs), including the Central Ohio Rural Planning Organization (CORPO). CORPO's program depends upon the continuation of federal funding programs and ODOT's policy. Each RTPO is charged with dedicating the funds to projects and activities sponsored by local public transportation agencies located within the RTPO. CORPO's initial allocations are \$495,577 annually for state fiscal years 2022 and 2023. Through this policy document, CORPO has established a competitive evaluation process to determine which of the requests will be granted. Because ODOT has only established these dedicated funds through state fiscal year 2023, this policy only applies to the awarding of these funds. Should ODOT provide additional dedicated funds in future years, this policy will be reviewed and updated prior to additional application cycles.

2. Process Milestones and Schedule

The basic process of awarding funds to projects consists of:

- CORPO soliciting for project applications
- CORPO staff evaluating information from applicants based on established criteria
- A CORPO Funds Selection Committee, made up of CORPO Committee members and any project sponsor applying for funding reviewing the staff evaluations and making recommendations for awards.
- A public involvement process on the funding recommendations
- The CORPO Committee adopts awards based on CORPO Funds Selection Committee and public comments.

The following table provides the timeline for this first cycle.

Below is the schedule for the 2021 application and selection process:

Date	Milestone
11-1-2021	CORPO Adopts CORPO Dedicated-Funds Policy
11-2-2021	Two-year funding cycle application period opens
11-9-2021	CORPO hosts an Applicant Workshop from 2:30 p.m. to 3:30 p.m.
12-17-2021	Applications must be completed online by 5 p.m.
12-24-2022	Staff notifies sponsors of any errors and omissions on the application.
1-28-2022	CORPO Staff emails CORPO Funds Selection Committee an overview of applications received, and the results of the application evaluations
2-8-2022	CORPO Funds Selection Committee meets to make recommendations for the public comment period.
2-11-2022	Staff publishes draft list of selected projects and opens public comment period.
3-14-2022	Close of public comment period
3-21-2022	CORPO Funds Selection Committee makes final recommendations of fund awards to CORPO Committee
3-21-2022	CORPO Committee meets to approve funding commitments.

3. Eligibility and Requirements

3.1 Eligible Sponsors

The application sponsor must be a public agency within a County that is a dues-paying CORPO member or is a MORPC dues paying member within any CORPO county and 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.

3.2 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 RTPOs such as CORPO 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. Note that although roads not on the federal-aid highway system are typically ineligible for federal funding, bridge, sidewalk, and multi-use path projects on local roads are typically eligible.

3.3 Eligible Activities: The CORPO Transportation Plan (CTP)

To be eligible for funding, the proposed activity must be identified on the CORPO Transportation Plan (CTP). The CTP identifies many individual roadway and bikeway projects. The proposed activity does not have to exactly match the CTP listing but should be consistent with it. For example, a project could have different limits or propose a different number of lanes than the CTP project. Some activities, such as transit, pedestrian facilities, maintenance, intermodal access, and studies, are strategies identified within the CTP. If a project or activity applying for funding is not specifically listed in the CTP, the sponsor must provide justification as to how it is included in the CTP.

3.4 Eligible Costs

3.4.1 *Non-Federal Matching Requirements*

This program limits funding to 80 percent of eligible costs and requires a 20 percent match. Matching funds must be provided in cash, as in-kind contributions are not permitted.

3.4.2 *Prior Federal Authorization*

The STBG funds utilized in the CORPO dedicated funds are not grants. 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 project development process (e.g., acquiring right-of-way before environmental clearance or through inappropriate means) can jeopardize the use of federal funds on the project.

3.5 Eligible Activities

The U.S. Department of Transportation has established eligibility requirements for the STBG, which are summarized below. Contact CORPO staff if you have a question on the eligibility of a proposed activity.

3.5.1 *STBG Eligibility Guidance*

The STBG funding program is generally flexible. Meaning, any capital project or program eligible for federal highway or transit funding is eligible for STBG funds. STBG funds may be used for design & construction, expansion, reconstruction, preliminary engineering, right of way or preservation projects on any federal-aid roadway (See Sec. 3.1) or a bridge on any public road, transit capital projects, bicycle, and pedestrian projects, and intracity and intercity bus terminals and facilities.

Guidance on the eligibility for STBG funds is available at:
<http://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>.

CORPO prefers sponsors of construction projects to undertake preliminary development and detailed design activities without use of CORPO-dedicated 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. CORPO may commit funds for preliminary engineering.

If CORPO-dedicated funds are used for PE, the consultant must be selected through a quality-based selection process. ODOT must ensure that consultant selection complies with applicable USDOT requirements, whether FTA or FHWA. Consultants working on projects with a commitment of CORPO-dedicated funds for any phase must be pre-qualified by ODOT.

3.6 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.

- 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 state regulations and standards.
- When developing a project schedule, keep in mind that the project will be subject to all the ODOT Project Development Process (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 CORPO-dedicated funds for any phase must be pre-qualified by ODOT.

4 Application Process for New Funding Commitments

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

4.1 Applicant Workshop

In order to prepare applicants for the upcoming application process, CORPO staff will host an applicant workshop following announcement of solicitation of applications. The workshop will provide an overview of timelines, eligibility, activity categories, and the application, evaluation, and selection processes, in addition to other information relevant to applicants. Additionally, staff will explain data sources derived or used by CORPO as part of project evaluation.

4.2 Application

Applications will be submitted through a digital form (submitted electronically) and are due based on the table on page 4. The application will include an authorized signature, a supporting resolution, a cost estimate (certified by a professional engineer, architect, or other appropriate professional discipline), and the information needed to evaluate the application using the criteria in Section 5. Applicants should use ODOT's preliminary cost estimating procedure or some similarly detailed procedure. Refer to ODOT's Office of Estimating website for guidance:

<http://www.dot.state.oh.us/Divisions/ConstructionMgt/Estimating/Pages/default.aspx>

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

Project Title	Project Scope
Sponsoring Local Public Agency	Project Type
ODOT PID (if assigned)	
CORPO Transportation Plan (CTP) Project ID or Status	Schedule information including at minimum Right-of-Way Authorization Date
NEPA acknowledgement	Award Contract Date Date Funds are Needed (if not a construction activity)
Applicant Contact Information	
Name	Source, Amount, and Percent of Phase Subtotal for:
Address	Preliminary Engineering
Phone Number	Right-of-Way
E-mail Address	Construction
Facility Name	Other Costs
Project Limits (From-To)	Total Cost
Project Length	

CORPO staff will review the applications for eligibility and completeness and will confirm the received applications. The sponsors will be contacted if there is incomplete information and be provided opportunity to provide the additional information. If a sponsor submits more than one application, the sponsor will provide a priority ranking of the applications.

In addition to the items already listed, 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.

Applicants will be asked in the application to acknowledge that all projects are subject to NEPA.

5 Evaluation and Selection Process

Because of the expected demand for CORPO-dedicated federal funds, the CORPO Committee developed criteria and a process to identify the best candidates for funding. The criteria reflect current adopted CORPO Transportation Plan (CTP) goals and objectives.

The following generally describes the evaluation and selection process:

- a. Staff shall apply the scoring criteria to applications for new funding commitments.
- b. Staff shall submit the collected information about each application and the scores for each application to the CORPO Funds Selection Committee for review and comment.
- c. The CORPO Funds Selection Committee shall select applications to recommend for new

funding commitments.

- d. The recommended program of funding commitments shall be provided to CORPO's members, and the public for review and comment.
- e. At the conclusion of public involvement, the applications, schedules, and costs will be endorsed through the CORPO Committee process and incorporated into the STIP.

5.1 Evaluation Criteria and Scoring Process

As part of the continuing CORPO Transportation Planning process, CORPO adopted the 2018-2040 CORPO Transportation Plan (CTP) in May 2018. The CTP established the following six goals and objectives for the region:

- **Preserve** and maintain the existing transportation system in a state of good repair.
 - Minimize the number of bridges structurally deficient or functionally obsolete.
 - Maximize the miles of pavement in acceptable condition.
 - Maximize resources dedicated to maintaining and improving the condition of the transportation system
- A **safe** transportation system of all users.
 - Minimize crashes including pedestrian and bicycle related crashes.
 - Promote system user education to minimize unsafe driving behaviors such as a lack of seatbelt use, distracted driving, impaired driving, and others.
- **Accessibility** and mobility options for all users.
 - Expand public transportation within and between communities
 - Expand the bicycle and pedestrian networks.
 - Expand options that assist those living in poverty or in areas with lower accessibility in reaching employment, healthcare, or services.
- An **Integrated**, connected and coordinated transportation system.
 - Increase outreach to advocacy and community groups including area residents, local governments, agencies, and organizations.
 - Improve connections between regions by utilizing various modes of transportation, including passenger rail.
 - Increase local community collaboration and coordination efforts to achieve mutually beneficial outcomes.
- A transportation system that promotes a **collaborative** and focused approach to support **economic** vitality.
 - Improve strategic freight related facilities(e.g., highway, rail, intermodal, etc.).
 - Develop priority multipurpose corridors(e.g., utilities, water, broadband, fiber, etc.).
 - Maximize return on investment to position the region to compete globally and efficiently.
 - Provide transportation facilities that enhance the transition between rural and urban areas.
 - Enhance engagement with regional partners and voices.

- Preserve and enhance **environmental** resources and sustainability through the transportation system.
 - Increase use of non-single occupant vehicles (local transit, intercity transit, ridesharing, biking, walking).
 - Provide transportation facilities consistent with local land use, environmental and sustainability plans.

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

Applications will be scored for each goal on a scale of 1 to 10. The score will be established subjectively based on overall consideration of the CORPO-derived goals and objectives assigned to each of the goals. Although there is no specific weighting of each criterium, there are weights applied to each of the goals.

The application will be scored for each goal and its related objectives, relative to the other applications' data and statements for the goal. If the information associated with a particular goal does not provide a meaningful distinction between two applications, they will receive the same score for that goal. For minor differences, the scores between two applications will be close to each other. For applications that are clearly separated based on the goals and objectives score, the applications' total scores will be significantly different. Included with the goal score will be a brief rationale for the score that highlights the most significant contributing factors.

CORPO staff will compile the data for each goal and objective. Then, staff will develop the preliminary rationale to document how each scoring measure impacted each application score. The CORPO Funds Selection Committee will then review the scores and rationales and make modifications as necessary to reach agreement.

5.2 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 to score lower than a higher priority project by the same agency. The request shall be made in writing.

5.3 Scoring Criteria Goals and Objectives

The applications will be scored against the metrics below which were developed to closely relate to the CTP objectives listed previously.

Goals	Scoring Criteria	Possible Score
Preserve	Preserve and maintain the existing transportation system in a state of good repair. <i>Increases Bridge Quality</i> <i>Increases Pavement Quality</i>	10
Safe	A safe transportation system of all users. <i>Reduces Crashes</i> <i>Promotes Safe Driving Behaviors</i>	10
Accessibility	Accessibility and mobility options for all users. <i>Improves Auto and Truck Mobility</i> <i>Expands Transit Options</i> <i>Expands Multi-Modal Infrastructure</i>	10
Integrated	An integrated , connected and coordinated transportation system. <i>Increases Outreach to Advocacy Groups</i> <i>Increases Regional Modal Connectivity</i> <i>Foster Local Community Collaboration</i>	10
Collaborative	A transportation system that promotes a collaborative and focused approach to support economic vitality. <i>Improves Freight Facilities</i> <i>Develops Multi-Purpose Corridors</i> <i>Leverages Other Funding</i> <i>Adds Rural /Urban Transp. Facilities</i> <i>Enhances Engagement With Regional Partners</i>	10
Environmental	Preserve and enhance environmental resources and sustainability through the transportation system. <i>Increases Use of Non-Single Occupant Vehicles</i> <i>Provide transportation facilities consistent with local land use, environmental and sustainability plans.</i>	10

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

Goal	Weight
Preserve	25
Safety	25
Accessibility	10
Integrated	10
Collaborative	20
Environmental	10

5.4 Prioritizing and Recommending Applications for Funding

Staff shall consider CORPO Funds Selection Committee comments on the application scores. Once the overall score is established, the applications are ranked by this score. Due to the wide range of eligible activities that may apply for funding, the CORPO Funds Selection Committee will review the ranking and adjust the preliminary goal scores if necessary to reflect factors that the committee feels is not adequately accounting for in the application of the criteria scoring. These adjustments will be documented. Applications with higher scores will generally be selected before applications with lower scores. If the CORPO Funds Selection Committee funds lower scoring project over higher scoring ones, the rational for not funding the higher scoring one will be documented. Once the CORPO Funds Selection Committee reaches agreement upon a program of funding commitments to recommend, CORPO staff would then use this recommendation, the application schedules, and funding availability by SFY to develop a draft program of funding commitments.

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

This program would then be provided for a 30-day agency and public comment period. CORPO staff and the CORPO Funds Selection Committee would review any comments received and adjust, if necessary, before final action by the CORPO Committee.

6 Project Development Requirements

6.1 Federal and State Requirements

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

If federal funds are used in the preliminary engineering phase, the consultant must be selected through a quality-based selection process. Consultants working on projects with a commitment of CORPO-dedicated 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 CORPO 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 Manual available at <http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalLetProcesses.aspx> or contact the District LPA Manager (list available at http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Documents/LPA_District_Managers.pdf

7 Maintaining Funding Commitments

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

7.1 Project Monitoring

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

- Maintain a list with contact information of project managers for the sponsor, ODOT and primary consultant.
- Maintain a list of milestone dates for the project, including at a minimum the milestones

included in the application.

- Contact the sponsor, ODOT and consultant project managers at least monthly for status updates, which will be compiled into a report.
- Attend quarterly meetings and other project meetings. Sponsor attendance at quarterly project status meetings scheduled by ODOT will be mandatory unless the sponsor, ODOT, and CORPO agree to cancel the meeting.
- Report on the status of all projects at each CORPO Committee meeting. Managers of projects falling behind schedule may be requested to report on the project to the CORPO Committee.

7.2 Commitment Update

If a sponsor, after receiving a commitment, does not authorize the use of the funds by the time of the next CORPO Dedicated Funds application cycle, sponsors will be asked to submit a status update on unused funds.

If sponsors submit a request to make significant changes to the timeline or budget, staff will present the requests to the CORPO COMMITTEE, which may consider the requests in aggregate and/or individually. The CORPO COMMITTEE has recommended approval of all change requests.

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

7.3 Participation in ODOT Projects

CORPO funding is focused on supporting local agency needs. CORPO does not intend to participate in funding on facilities that are ODOT's responsibility. However, CORPO will consider funding participation. In these cases, a local agency or multiple local agencies must be the applicant and follow the application process.

Appendix A: Project Application Form - DRAFT

The following pages are the questions that will be included in the project application form. The application process will utilize an online form. The format of the information requested may be modified slightly for the online system. All submissions must be through the online system. Additional detail about the online system will be provided when project solicitation begins and during the applicant workshop.

DUE: Must be submitted by 5:00 p.m. Friday, December 17, 2021, by 5:00pm

Instructions on filling out and submitting this application

1. **To respond to the questions:** You must fill out all appropriate boxes provided below.
2. **For any open-ended responses:** If you feel you must submit any extra information about your agency, please do so as an attachment.

Section 1: Agency Information

APPLICANT INFORMATION					
Sponsor Name					
Project Title					
ODOT PID					
CORPO CTP ID or description of how the project is included in the CORPO Transportation Plan					
Street Address					
City		State		ZIP	

<input type="checkbox"/> The sponsor is familiar with NEPA and understands that it applies to all projects that will use federal funds allocated through MORPC	
Contact Person	
Contact's Title	
Contact's Email Address	
Contact's Phone #	
Project Type	
Facility Name	
Project Limits (from-to)	
Project Length	
Project Scope	

Please identify cost information:

A professional engineer, architect, or other appropriate professional discipline must certify the cost estimate.

Use ODOT's preliminary cost estimating procedure or some similarly detailed procedure. Refer to ODOT's Office of Estimating website for guidance:

<http://www.dot.state.oh.us/Divisions/ConstructionMgt/Estimating/Pages/default.aspx>

Estimate costs in year of expenditure dollars.

The funding tables are set up to make automatic calculations in two ways, depending on what information is known. In the majority of cases, the total cost of the sub-phase has been estimated, and the percentage of funding from each source has been decided. In other cases, however, an applicant needs certain dollar amounts to fully fund a phase.

For each phase, you may use the default tables, in which you enter the total amount for each sub-phase and the percentage from each source, and the form will calculate the amounts for each funding source. Alternatively, you

can select the amount-based table, and the table will calculate the percentages for each source and the total amount for each sub-phase.

Preliminary Engineering

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

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

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

Right-of-Way

Right-of-Way Acquisition. Land acquisition costs, including professional services, that are necessary to construct any project elements. Do not include utility relocation costs.

Utility Relocation: Estimate the project costs to relocate utilities as necessary to construct any project elements.

Construction

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

Preliminary Engineering	Environmental		
	Sub-Phase Total		
	%	CORPO Federal	% \$0
		Local Match to CORPO Federal	% \$0
	%	Other Federal	\$0
	%	Non-Federal	\$0
	Detailed Design		
	Sub-Phase Total		
	%	CORPO Federal	% \$0
		Local Match to CORPO Federal	% \$0
	%	Other Federal	\$0
	%	Non-Federal	\$0
	Phase Total		\$0

Right-of-Way	Acquisition		
	Sub-Phase Total		
	%	CORPO Federal	% \$0
		Local Match to CORPO Federal	% \$0

	%	Other Federal		\$0
	%	Non-Federal		\$0
	Utilities			
	Sub-Phase Total			
	%	CORPO Federal	%	\$0
		Local Match to CORPO Federal	%	\$0
	%	Other Federal		\$0
	%	Non-Federal		\$0
Phase Total				\$0

Construction	Contract			
	Sub-Phase Total			
	%	CORPO Federal	%	\$0
		Local Match to CORPO Federal	%	\$0
	%	Other Federal		\$0
	%	Non-Federal		\$0
	Engineering			
	Sub-Phase Total			
	%	CORPO Federal	%	\$0
		Local Match to MORPC Federal	%	\$0
	%	Other Federal		\$0
	%	Non-Federal		\$0
	Phase Total			\$0

Other	Sub-Phase Total			
	%	CORPO Federal	%	\$0
		Local Match to CORPO Federal	%	\$0
	%	Other Federal		\$0
	%	Non-Federal		\$0
Phase Total				\$0

Grand Total				\$0
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Please identify schedule information:

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

For construction phases, the SFY requested for the commitment will be one year following the calendar year of the Final Plans and Bid Package Submittal to ODOT in the project’s schedule.

If selected for funding, the sponsor and MORPC must agree on a schedule, in consultation with ODOT.

Milestone	Date (MM/DD/YY)	Mark if Completed
<u>Consultant Authorized to Begin Design or date design work is started if done in house by sponsor:</u>		<input type="checkbox"/>
<u>Stage 1 Design Plan Submittal:</u> The date when Stage 1 design plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
<u>Stage 2 Design Plan Submittal:</u> The date when Stage 2 design plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
<u>Final Right-of-Way Plan Submittal:</u> The date when Final RW plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
<u>Environmental Document Approval:</u> The date when the responsible agency (FHWA or ODOT) approves the document or the District confirms the project is exempt from documentation.		<input type="checkbox"/>
<u>Right-of-Way Authorization:</u> The date when authorization is given to a local public agency to begin acquisition activities.		<input type="checkbox"/>
<u>Stage 3 Design Plan Submittal:</u> The date when Stage 3 design plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
<u>Right-of-Way Acquisition Complete:</u> Date on which the local public agency certifies the completion of RW acquisition activities. (Utilities/encroachments not included.)		<input type="checkbox"/>
<u>Final Plans and Bid Package Submittal to ODOT:</u>		<input type="checkbox"/>
<u>Award Contract:</u> The date the local public agency approves a contract with a successful bidder.		<input type="checkbox"/>

Section 2: Evaluation Related Questions

The answers to the following qualitative questions will be used to score your application. These questions were developed to closely relate to the CTP Goals and objectives listed previously. Please refer to Chapter 5 of the Policies for Managing CORPO Dedicated Funds.

GOAL: Preserve and maintain the existing transportation system in a state of good repair.

Please include bridge condition information and/or pavement condition information. CORPO can provide the latest data available from ODOT for this.

Please explain how the proposed activities in your application will improve the pavement or bridge quality (as referenced above) or otherwise preserve and/or maintain the existing transportation system.

GOAL: A safe transportation system of all users.

CORPO will use the ODOT GCAT tool to pull crash data (frequency, rate, severe injury, bike-pedestrian crashes) for the project area and calculate rates.

Please provide information on how the proposed project will increase safety and any additional information concerning crashes to supplement the ODOT crash data.

Will the proposed activities in your application address the safety of the transportation system by minimizing unsafe driving behaviors such as a lack of seatbelt use, distracted driving, impaired driving, and others? If so, please explain.

GOAL: Accessibility and mobility options for all users.

Will the proposed activities in your application expand or better automobile-related mobility options? If so, please explain. Please also provide average daily traffic if applicable.

Will the proposed activities in your application expand truck-related mobility options? If so, please explain. Please also provide average daily truck traffic if applicable.

Will the proposed activities in your application expand transit options? If so, please explain.

Will the proposed activities in your application expand bike / pedestrian facilities? If so, please explain.

Will the proposed activities in your application expand other modes? If so, please explain.

GOAL: An integrated, connected and coordinated transportation system.

Will the proposed activities in your application increase outreach to advocacy groups? If so, please explain.

Will the proposed activities in your application increase modal-connectivity? If so, please explain.

Will the proposed activities in your application foster local community collaboration? If so, please explain.

GOAL: A transportation system that promotes a collaborative and focused approach to support economic vitality.

Will the proposed activities in your application improve freight facilities? If so, please explain.

Will the proposed activities in your application aid in the development of multi-purpose corridors? If so, please explain.

Will the proposed activities in your application leverage other sources of funding? If so, please explain.

Will the proposed activities in your application add transportation facilities that better connect urban and rural areas? If so, please explain.

Will the proposed activities in your application enhance engagement with regional partners? If so, please explain.

GOAL: Preserve and enhance environmental resources and sustainability through the transportation system.

Will the proposed activities in your application increase the use of non-single occupant vehicles? If so, please explain.

Will the proposed activities enhance environmental resources and sustainability and is consistent with local land use and environmental related plans? If so, please explain.