

2025



Policies and Procedures
For Considering
Major New Capacity Projects

April 2025

Overview of the TRAC

The goal of the TRAC is to envision the transportation system of the future, and select transportation investments that will allow Ohio to realize that vision by choosing the best transportation investments among all modal alternatives to best serve the people of Ohio.

Since its inception, the purpose of the TRAC has been to help make decisions on major statewide and regional transportation investments. It was not created to fund local roadway and bridge projects. In fact, ODOT has several programs to aid local transportation investments.

As stated in the Policies and Procedures, the TRAC is aligning its project selection criteria to: pursue a more balanced and integrated multi-modal transportation system; embrace environmental stewardship; promote community economic growth and development; and leverage state transportation investment. This alignment will require a new more dynamic relationship with local government.

Please refer to the TRAC Policies and Procedures for selecting Major New Capacity projects for further guidance not included in this policy. The policy includes TRAC's principles for selecting the scoring criteria and how the criteria are used to score projects. It also contains scoring tables and protocols on how the process will be conducted.

The above-mentioned information is available at:

<http://www.dot.state.oh.us/trac/Pages/Default.aspx> and <https://www.mvrpc.org/transportation/transportation-financing/transportation-review-advisory-council-trac>

The TRAC defines a major new capacity project as:

Definition: Major New Capacity projects cost ODOT more than \$12 million and do one or more of the following: increase mobility, provide connectivity, increase the accessibility of a region for economic development, increase the capacity of a transportation facility, or reduce congestion. This definition includes all new interchanges proposed for economic development or local access, any significant interchange modifications, bypasses, general purpose lane additions, intermodal facilities, major transit facilities, passenger rail facilities, or Intelligent Transportation Systems (ITS).

Procedure for Submitting Major New Capacity Projects

The TRAC application Cycle will be determined by ODOT on an annual basis. TRAC Applications will be web based, available through the TRAC website.

TRAC has not placed any restrictions on applications beyond the requirements for eligibility of the Major New Program for the 2025 solicitation cycle.

A full copy of the TRAC applications, supporting documents and all MVRPC PES scoring documents should be submitted electronically by the project sponsor to the respective ODOT Districts and MVRPC. The original application and all other attachments are required in PDF file format. Project sponsors must provide a resolution endorsing the submittal of the TRAC application. If the resolution is not available by the solicitation deadline, please coordinate delivery of the resolution as soon as possible following the next local council, commission, or trustees meeting.

For Questions Contact

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REMINDER –TRAC requires that any sponsor application for a project within the MPO boundary must be acknowledged by the MPO. Please copy MVRPC on all TRAC application submittals.

Prior to the official TRAC public meeting, MVRPC is encouraged to provide to the TRAC a priority project listing.

MVRPC's Major New Capacity Project Ranking System

MVRPC will only rank projects that are already in the LRP. Projects must be in the LRP to be eligible for TRAC funding. The MVRPC ranking system is made up of two different project ranking categories, first being the Basic Project Evaluation System (PES) score and the second being the project readiness score.

The first category, the Basic PES score, was derived using the system as described in Chapter 5.5 (page 69-71) of the 2050 LRTP. A maximum total of 70 points is possible under the Basic PES scoring system.

The second category, project readiness, is made up of ranking criteria that were created by MVRPC staff and are designed to fairly and equally evaluate all traditional and non-traditional projects. The evaluation criteria and point values are shown below, a maximum project readiness score possible is 20.

Project readiness evaluation criteria and point values:

- Preliminary / feasibility study status: if study has started, 1 point, if complete or not needed, 2 points.
- Major Investment Study status: if MIS started, 1 point, if complete or not needed, 2 points.
- Environmental study status: if study has been started, 1 point, if study is completed, 3 points.
- Does the project have a formal funding plan at this time? If environmental study is funded = 1 point, if formal design costs are funded = 1 additional point.

- Detailed design status: if detailed design has begun, 2 points, if detailed design is completed, 4 points.
- Right of way status: if the acquisition cost is currently committed, less than 50% = 0 points, more than 50% but less than 100% = 1 point, 100% = 2 points, if right of way has already been fully acquired or is not needed, 2 points.
- Has the total project cost been supplemented by non-TRAC funding sources? Points earned for different percentages of total project cost supplementation are as follows:

00.01% to 10.00% = 0 points

10.01% to 25.00% = 1 points

25.01% to 40.99% = 3 points

41.00% and greater = 5 points

Positive answers to the above criteria are a good indication of how far the project has advanced in the transportation development process.

The final project score is a combination of the Basic PES score (maximum total of 70 points) and the weighted (1.5 *20) Project Readiness score (maximum total of 30 points) for a maximum combined score of 100 points.

Projects will be reviewed and scored by MVRPC staff. Draft staff scores will be returned to the project sponsors and a meeting with the project sponsors will then be held in order to come to a consensus on the final project scores. Following the project sponsor meeting, the resulting ranked listing will then be presented to the MVRPC Technical Advisory Committee (TAC) and Board of Directors for final ranking prior to preparation and forwarding to the TRAC, for their official public hearing.