

# Ohio Department of Transportation

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## ODOT Program Resource Guide 2013



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## EXECUTIVE SUMMARY

The Ohio Department of Transportation (ODOT) Program Resource Guide is intended to provide a "one-stop shopping" document to ODOT's constituents – local governments, transportation advocacy groups, planning organizations and Ohio's citizens. ODOT is one of Ohio's largest state agencies, with 12 regional district offices, that administer several different funding programs. We recognize that interacting efficiently with an agency this large is often challenging, and this publication is one of a series of efforts by ODOT to become more accessible and customer-friendly for the people we serve.

Ohio has the 10th largest roadway system in the United States. It also maintains the 5th largest traffic volume, 4th largest truck traffic volume and 2nd largest bridge inventory in the nation. Ohio also ranks in the top 10 nationally for transit ridership, number of transit miles traveled and number of transit vehicles operating in the state. Additionally, Ohio has 164 airports, nearly 3,700 miles of bikeways and 5,800 miles of railroad tracks and nearly 6,400 railroad crossings. As a result of Ohio's transportation diversity, the state is eligible for many different federal funding programs – each of which maintains its own funding stream and eligibility requirements. With so many different programs and funding opportunities for transportation projects, it is often difficult for project sponsors to be aware of, and access, all of the transportation dollars for which they might be eligible.

Transportation projects and needs are growing at a faster rate than the funding available to meet those needs. This document provides an overview of available transportation infrastructure funding sources, how to access them, and contact names for assistance in securing funds to address the issues crucial to the continued development of Ohio communities. However, the overall dollar amount available for these programs, as compared to ODOT's total budget, is modest. This is because Ohio's massive transportation system requires more than 75 percent of ODOT's annual expenditures be devoted to maintenance and preservation of the existing highway network.

It is unlikely there will ever be adequate funds to meet all of the transportation needs and requirements throughout the state. We will, however, continue working to make it as easy as possible for Ohio's communities to interact with ODOT. This Program Resource Guide will improve access to funding programs and resources, and help continue the development of Ohio's transportation infrastructure.

**ODOT DISTRICT MAP & ODOT PRIMARY AND SECONDARY CONTACTS****ODOT Contacts – District Planning & Engineering Administrators**

The district planning and program administrators generally serve as the first point of contact. They are as follows:

D-1	Dan Kaseman	(419) 999-6861
D-2	Mike Gramza	(419) 373-4466
D-3	Ken Wright	(419) 207-7180
D-4	James Kinnick	(330) 786- 4819
D-5	David Slatzer	(740) 323-5100
D-6	Thom Slack	(740) 833-8340
D-7	Matt Parrill	(937) 497-6802
D-8	Joe Vogel	(513) 933- 6603
D-9	Tom Barnitz	(740) 774-8877
D-10	Debra Fought	(740) 568-4305
D-11	Roxanne Kane	(330) 308-3964
D-12	Lou Hazapis	(216) 584-2114



## Secondary Contacts – Program Managers

The program manager, typically located at ODOT's Central Office in Columbus, is generally the second point of contact. These individuals and offices are listed below. Several programs are managed by outside agencies. The area code for the numbers listed below is 614.

<b>Aviation</b>	<u>Dave Dennis</u> , Aviation	387-2352
<b>Bicycle/Pedestrian</b>	<u>Heather Bowden</u> , Statewide Planning	387-0602
<b>County Bridge, County Surface Transportation, &amp; County Safety</b>	<u>Ohio County Engineers Association</u>	221-0707
<b>Federal Discretionary</b>	<u>Randy Lane</u> , Systems Planning	644-8211
<b>Federal Highway Emergency Relief</b>	<u>Michael McColeman</u> , Maintenance Administration	644-7155
<b>Major Local Bridge Municipal Bridge Small City Transportation Alternatives</b>	<u>Randy Lane</u> , Local Programs	644-8211
<b>Metro Parks</b>	<u>Ohio Parks &amp; Recreation Association</u> <u>Wendi Snyder</u> , Local Programs	895-2222 728-8062
<b>Metropolitan Planning Organizations</b>	<u>Dave Moore</u> , Statewide Planning	466-0754
<b>Noise Walls</b>	<u>Noel Alcala</u> , Environmental Services	752-2788
<b>Safe Routes to Schools</b>	<u>Julie Walcott</u> , Safe Routes to School Coordinator	466-3049
<b>Safety</b>	<u>Michelle May</u> , Highway Safety Program Manager	466-8309
<b>Scenic Byways</b>	<u>Shyna Gawell</u> , Local Programs	728-2065
<b>State Infrastructure Bank</b>	<u>Melinda Lawrence</u> , Finance	644-7255
<b>Transit</b>		
<b>Coordination</b>	<u>David Walker</u> , Transit	644-7170
<b>Elderly &amp; Disabled Ohio Public Transportation Grant</b>	<u>David Seech</u> , Transit	644-7362
<b>Rural Transit</b>	<u>Tony Lococo</u> , Transit	466-7410
<b>Specialized Transportation</b>	<u>Pat Pikula</u> , Transit	644-7237
<b>Metropolitan Planning Statewide Planning &amp; Research</b>	<u>Skip Dunkle</u> , Transit	466-7456
<b>Transportation Review Advisory Council</b>	<u>Jim Gates</u> , Systems Planning	752-7468



## ODOT TRANSPORTATION INFRASTRUCTURE PROGRAMS

### AVIATION

#### Airport Grant Program

<b>Purpose/ Applicants</b>	This program provides financial assistance for obstruction removal and pavement maintenance projects at publicly-owned, public use airports.
<b>Funding</b>	Total available funding is approximately \$1 million annually. There is no maximum state share per project. Engineering costs are not eligible. The state share may not exceed 80% of eligible construction costs.
<b>Eligibility</b>	<p>All publicly-owned, public use airports in the State of Ohio that provide ODOT with the following standard assurances:</p> <ul style="list-style-type: none"> <li>▪ The applicant is not eligible to receive FAA Air Carrier Enplanement Funds or FAA Air Cargo Funds;</li> <li>▪ The public shall be afforded use of the airport and its facilities as fully and equally as all other parties;</li> <li>▪ The grant funds will be used for improvements on publicly owned property or on property for which an ODOT approved easement has been obtained; and</li> </ul> <p>The applicant agrees to maintain all airport-owned or controlled Part 77 surfaces free of obstructions that can be feasibly removed.</p> <p>Categories are:</p> <ul style="list-style-type: none"> <li>▪ Maintenance – Rehabilitation of existing airport pavement including pavement resurfacing/reconstruction and marking and pavement drainage improvements.</li> <li>▪ Obstruction Removal – Tree and building removal, earth grading, ditch enclosure.</li> </ul>
<b>Application Process</b>	The Office of Aviation sends a program announcement to potential applicants about January 1. The deadline for receiving applications is about May 1, and Notices of Project Approval will be sent out June 15.
<b>Selection Process</b>	Projects are given scores in the following categories: Effect on safety (for obstruction removal projects); pavement condition (for pavement maintenance projects); type of critical based aircraft; number of based aircraft; local economic conditions; and applicant's compliance with the airport's Pavement Maintenance Plan.
<b>Contact</b>	<a href="#">Dave Dennis</a> , Aviation, (614) 387-2352
<b>Link</b>	<a href="http://www.dot.state.oh.us/Divisions/Operations/Aviation/Pages/OhioAirportGrantProgram.aspx">www.dot.state.oh.us/Divisions/Operations/Aviation/Pages/OhioAirportGrantProgram.aspx</a>



## **MULTI-MODAL / OTHER**

### **Bicycle and Pedestrian Activities**

<b>Purpose</b>	Each State Department of Transportation provides for a Bicycle and Pedestrian Coordinator to promote and facilitate the increased use of nonmotorized transportation, including development of facilities for use by pedestrians and bicyclists, and educational, promotional, and safety programs for using such facilities. The goals of the program are to ensure the safety and security of non-motorized users on the transportation system within the statewide transportation planning process and advance bicycle and pedestrian data collection and analyses with MPOs and public transportation operators to support statewide transportation planning and programming priorities and decisions.
<b>Funding</b>	<p>Bicycle and Pedestrian facilities can be eligible for funding in a variety of transportation funding programs if they are appurtenances to the roadway project itself. A standalone bicycle and/or pedestrian project can be funded with Transportation Alternative, Clean Ohio Trails, and Recreational Trails Program funds. The projects must relate to transportation, i.e., getting somewhere, with logical termini at each end. ODOT administers and funds projects in the rural areas of Ohio with Transportation Alternatives funding, while the Metropolitan Planning Organizations selects Transportation Alternative projects in urban areas.</p> <p>See ODOT's Transportation Alternatives website for rural application information:  <a href="http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/TransportationAlternatives.aspx">http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/TransportationAlternatives.aspx</a>            Contact the appropriate Metropolitan Planning Organization (<b>page 18</b>) for urban information.</p> <p>More information on the Clean Ohio Trails and Recreational Trails funds can be found here:  <a href="http://ohiodnr.com/tabid/10762/default.aspx">http://ohiodnr.com/tabid/10762/default.aspx</a></p>
<b>Services</b>	<p>The program provides bicycle and pedestrian transport education, planning, program and project level technical assistance; promotes implementation of ODOT's Bicycle and Pedestrian Accommodations Policy; and complements the Ohio MPOs' regional bicycle planning programs.</p> <p>Information including public education, training opportunities, design criteria, and existing networks can be found on the Bicycle and Pedestrian Program website at: <a href="http://www.dot.state.oh.us/bike">www.dot.state.oh.us/bike</a>.            Additional information may be found on the Federal Highway Administration website at <a href="http://www.fhwa.dot.gov/environment/bikeped/">www.fhwa.dot.gov/environment/bikeped/</a>.</p>
<b>Contacts</b>	<p><a href="#">Heather Bowden</a>, Bicycle and Pedestrian Planner, Statewide Planning &amp; Research, (614) 387-0602</p> <p>For district specific issues: District Planning and Program Administrators            (See <a href="#">ODOT Contacts</a> – <b>District Planning &amp; Engineering Administrators</b> sheet for listing)</p>

## Scenic Byways

**Purpose/  
Applicants**

This program recognizes roads (State, Federal, or local ownership) which have outstanding scenic, historic, cultural, natural, recreational and/or archaeological qualities. This refers not only to the road or highway itself but also to the corridor through which it passes.

**Funding**

The State does not have a funding source.

**Eligibility**

The intrinsic resources identified represent Ohio's outstanding resources that are deserving of recognition. Because these resources are the foundation of the program, criteria is established to ensure their preservation, protection, and enhancement. The six intrinsic resources are features that include both manmade and natural features that are considered significant, exceptional and distinctive.

Proposed corridors must possess one of the outstanding intrinsic resources: scenic, historic, cultural, natural, recreational and/or archaeological. All applications must follow the required criteria outlined in [ODOT's Scenic Byway Guidelines](#).

There are three phases to the program designation process: Eligibility, Designation and Implementation. Sponsors of State Scenic Byways may pursue National Scenic Byway or All-American Road designation.

**Contacts**

[Shyna Gawell](#), Office of Local Programs, (614) 728-2065

District Planning & Program Administrator (See [ODOT Contacts – District Planning & Engineering Administrators](#) sheet for listing)

**Links**

Ohio Scenic Byways: <http://www.ohiobyways.com>

National Scenic Byways, Ohio page: <http://www.byways.org/explore/states/OH/>





## State Infrastructure Bank (SIB)

<b>Purpose/ Applicants</b>	<p>This revolving loan program maximizes the use of federal and state funds to make direct loans to eligible projects. The intent is to enhance the number of transportation projects that can be completed within the state that otherwise would not be considered for traditional grant financing.</p> <p>Qualified applicants include any public entity, such as political subdivisions, boards or commissions, regional transit boards, and port authorities.</p>
<b>Funding</b>	<p>The SIB was capitalized with \$87 million in federal funds, \$40 million in General Revenue Funds, and \$10 million of motor fuel tax funds. The availability of dollars is dependent upon SIB activity and loan repayments. There is no set limit and 100% financing is available.</p>
<b>Eligibility</b>	<p>Funds are for any highway or transit project eligible under the Code of Federal Regulations' Title 23 or aviation project under Ohio Revised Code 5531.09. Loan collateral is any secure revenue stream such as: gasoline tax revenues, non-tax revenues, Tax Increment Financing district revenues, license plate and registration fees.</p>
<b>Terms/ Interest Rate</b>	<p>The financing term is 2 to 10 years. The interest rate is determined at the time of application by a loan committee and is always under the stated prime rate. Interest is deferred for the first year. Closing costs can be financed into the loan. Prepayment penalty for the first three years.</p>
<b>Application Process</b>	<p>Applications are available on-line at <a href="http://www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx">www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx</a> and may be submitted anytime throughout the year. The application and loan process takes 30-60 days.</p>
<b>Evaluation Criteria</b>	<p>The following areas are evaluated to determine a project's eligibility: ability to repay the loan, management of the project, need/public benefit, collateral and status of the project in relation to the construction startup.</p>
<b>Contact</b>	<p><a href="#">Melinda Lawrence</a> , SIB Coordinator, (614) 644-7255 fax (614) 728-2692</p>
<b>Link</b>	<p><a href="http://www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx">www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx</a></p>



## State Infrastructure Bank (SIB) General Revenue Fund (GRF) Bond program

<b>Purpose/ Applicants</b>	<p>Established in 2006, the investment grade bond financing program issues bonds on behalf of eligible Ohio political subdivisions. The program has an "AA-" rating by Fitch. The bond fund program was created to generate additional SIB loan proceeds and to fund the larger projects. It provides an easy to access, user friendly mechanism to issue bonds and provide an investment grade vehicle and alternative for communities.</p> <p>Qualified applicants include any public entity, such as cities, villages, boards or commissions, regional transit boards, and port authorities.</p>
<b>Funding</b>	<p>The SIB may issue bonds on behalf of the borrower. There is no reserve requirement, equity requirement and no set limit. Up to 100% financing is available toward a project.</p>
<b>Eligibility</b>	<p>Funds are for any projects that do not qualify under the Code of Federal Regulations' Title 23 and are under Ohio Revised Code 5531.09 and/or 5531.10. Collateral is any secure revenue stream such as: gasoline tax revenues, non-tax revenues, Tax Increment Financing district revenues, and license plate and registration fees.</p> <p>Depending upon the credit quality of the borrower, this financing program can frequently take a specific revenue pledge toward a project rather than requiring a full general obligation pledge which preserves debt capacity.</p>
<b>Terms/ Interest Rate</b>	<p>The financing term is 5 to 20 years. The interest is established by the markets current rate. Transaction costs range from 1% to 3% depending on size of the issue. There is not a free interest period, but it could be accrued for potentially up to three years. Prepayment penalty for the first ten years.</p>
<b>Application Process</b>	<p>Applications are available on-line at <a href="http://www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx">www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx</a> and may be submitted anytime throughout the year. The application and bond process may take from 60-90 days.</p>
<b>Evaluation Criteria</b>	<p>The following areas are evaluated to determine a project's eligibility: ability to repay the loan, management of the project, need/public benefit, collateral and status of the project in relation to the construction startup.</p>
<b>Contact</b>	<p><a href="#">Melinda Lawrence</a>, SIB Coordinator, (614) 644-7255 fax (614) 728-2692</p>
<b>Link</b>	<p><a href="http://www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx">www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx</a></p>



## Transportation Alternatives Program (TAP)

<b>Purpose</b>	This program provides funds for projects that support transportation by improving non-motorized transportation facilities, historic preservation, scenic and environmental aspects.
<b>Funding/ Applicants</b>	<p>ODOT's Alternatives Program funds are solely for those projects sponsored by political subdivisions outside the county boundaries of Metropolitan Planning Organizations (MPOs), unless the local is within a small MPO (population less than 200,000) that has joined the ODOT program.</p> <p>The program pays 80% of eligible costs for construction and/or eligible acquisition activities up to a specified maximum amount.</p>
<b>Eligibility</b>	<p>Eligible projects categories are: Bicycle &amp; Pedestrian facilities; Safe routes for non-drivers; Conversion and use of abandoned railroad corridors; Construct turnouts, overlooks and viewing areas; Environmental Mitigation; Other community improvements including: Historic preservation of historic transportation facilities and Archaeological activities.</p> <p>Projects must meet the following criteria:</p> <ol style="list-style-type: none"> <li>1. Have a direct relationship to surface transportation.</li> <li>2. Demonstrate a public benefit.</li> <li>3. Be accessible to the general public or targeted to a broad segment of the general public, and be available for public use throughout its reasonable life.</li> <li>4. If categorized as Historic, must be listed on or been determined by the State Historic Preservation Office to be eligible for the National Register of Historic Places.</li> <li>5. If not categorized as an acquisition project, must be on existing public right-of-way</li> <li>6. Local cash match must be committed and identified.</li> <li>7. Applicant must demonstrate a commitment to maintain the project after completion.</li> <li>8. Applicant must have no maintenance issues with past performance concerning liability, negligence or safety.</li> </ol>
<b>Application Process</b>	The project solicitation process begins January 1 <sup>st</sup> of each year with a Letter of Interest to determine a project's eligibility. Sponsors of eligible projects are then invited to complete an application. Applicants are notified of funding by that fall.
<b>Selection Process</b>	A 100-point criteria-based rating system is used to evaluate projects; 50 points are reserved for ODOT districts and 50 points for Central Office. A combined team reviews the total scores and makes recommendations for project selection.
<b>Contacts</b>	<p><a href="#">Shyna Gawell</a>, Program Manager, Office of Local Programs, (614) 728-2065</p> <p>District Planning &amp; Program Administrator (See <a href="#">ODOT Contacts – District Planning &amp; Engineering Administrators</a> sheet for listing)</p>

**Link** | <http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/TransportationAlternatives.aspx>



## Transportation Improvement Districts

<b>Purpose/ Applicants</b>	Transportation Improvement Districts (TIDs) were created to promote intergovernmental and public-private cooperation by coordinating resources in transportation projects. In addition to providing funding, <b>Ohio House Bill 114</b> establishes a new process for registering TIDs and funding projects. A map of eligible TIDs can be accessed at <a href="http://www.dot.state.oh.us/Divisions/JobsAndCommerce/tid/Documents/2011_Nov_Registered_TID_Map.pdf">http://www.dot.state.oh.us/Divisions/JobsAndCommerce/tid/Documents/2011_Nov_Registered_TID_Map.pdf</a>
<b>Funding</b>	For the 2012-2013 biennium, this program provides \$3.5 million each fiscal year to finance TIDs.
<b>Eligibility</b>	Funding must be used for a specific project (or projects). Funding may be used for preliminary engineering, detailed design, right-of-way acquisition, construction, or other eligible project costs under certain circumstances. TID funds cannot be used for administrative costs.
<b>Process/ Requirements</b>	<p>Funding requests for specific projects must be submitted to ODOT by September 1 of each fiscal year; ODOT is required to notify the TID of approval or denial within 90 days of receipt. Proposed projects will be considered based on their ability to address at least one of the following needs: Economic Development, Safety, Preservation, or Capacity.</p> <p>The total amount of funding provided for each project is limited to 10% of total project costs or \$250,000 per fiscal year, whichever is greater. TIDs may co-sponsor a project and individually apply for up to \$250,000, so long as the combined amount does not exceed 10% of the project's total cost.</p>
<b>Contacts/ Links</b>	<p><a href="#">Glenda Bumgarner</a>, Jobs and Commerce Office Administrator, (614) 387-5206</p> <p>ODOT Office of Jobs and Commerce website: <a href="http://www.dot.state.oh.us/Divisions/JobsAndCommerce/Pages/default.aspx">http://www.dot.state.oh.us/Divisions/JobsAndCommerce/Pages/default.aspx</a></p>



## Transportation Review Advisory Council (TRAC)

<b>Purpose/ Applicants</b>	<p>The TRAC selects the major new capacity projects to be constructed in a six-year period. Major new capacity projects are those which cost ODOT more than \$12 million and does 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.</p> <p>Applicants include political subdivisions, metropolitan planning organizations, transit boards and port authorities.</p>
<b>Funding</b>	<p>ODOT determines how much money is available for the Major New Program after basic maintenance and operational needs have been met.</p>
<b>Eligibility</b>	<p>TRAC funds may be used for preliminary engineering, right of way acquisition and construction. Projects include highway lane additions, bypasses, corridor upgrades and roadway extensions that increase the system's ability to handle more traffic. Projects such as transit hubs and intelligent transportation systems are also eligible.</p>
<b>Application Process</b>	<p>Project applications are submitted in May of each year. Hearings are held August through October, and a draft list is released in December. The public comment period is January through April; in May, the final six-year program is published.</p>
<b>Selection Criteria</b>	<p>Each project is evaluated by TRAC for transportation efficiency, safety and economic development. Projects are scored under three criteria Transportation Impacts (55%), Community and Economic Growth and Development (25%) and Project Sponsor Investment (20%). Based upon the project ranking, the project costs and the available revenue, the TRAC compiles a list of projects that will be funded for the next 4-year period.</p>
<b>Contact</b>	<p><a href="#">Jim Gates</a>, TRAC Coordinator, Systems Planning, 614-752-7468</p>
<b>Link</b>	<p><a href="http://www.dot.state.oh.us/trac">http://www.dot.state.oh.us/trac</a></p>

## ROAD & BRIDGE

### County Local Bridge

<b>Purpose/ Applicants</b>	This program provides federal funds to counties for bridge replacement or rehabilitation. The County Engineers Association of Ohio (CEAO) serves as the program manager and is responsible for project selection, funding criteria and program priorities. More information can be found in the CEAO Federal Funding Policies Manual at <a href="http://www.ceao.org">http://www.ceao.org</a>
<b>Funding</b>	This program is funded at approximately \$35 million annually. The standard federal participation rate is 80% of the construction cost, with increased share up to 100% with the availability of bridge credits or Toll Revenue Credit. Each county has a \$7.5 million overall federal funding limit for projects within any four-year program period, subject to a six-year statewide programming limit. Funding is only provided for construction unless the program manager determines that preliminary engineering and right-of-way costs are warranted.
<b>Eligibility</b>	<p>To be eligible for federal funds, the local bridge must carry vehicular traffic on a public road and meet the following criteria:</p> <ul style="list-style-type: none"> <li>▪ Meet Federal definition of a bridge (structure with an opening of more than 20 feet, measured along center of roadway);</li> <li>▪ Be listed in the ODOT Bridge Management System with a sufficiency rating value of 80 or less for rehabilitation, or less than 50 for replacement; and</li> <li>▪ Be classified as structurally deficient or functionally obsolete.</li> </ul> <p>In addition, to qualify for rehabilitation a bridge must have a General Appraisal (GA) rating of 7 or less and, for replacement, a GA of 5 or less.</p>
<b>Application Process</b>	The CEAO annually selects new bridge projects each August to maintain a six-year funding program. Bridge applications may be submitted throughout the year, but all applications are held and only the applications received through July are included when the bridge ranking process is applied each August to select new projects for approval.
<b>Selection Criteria</b>	To guarantee funding for counties with the worst bridge conditions, up to \$10 million is earmarked annually for eligible bridges in targeted counties having a deck area deficiency percentage greater than the statewide average based on a GA of 4 or less. The remaining bridges are ranked according to condition and importance to the community, but counties not receiving any funds within a six-year period are given priority.
<b>Contacts/Link</b>	<a href="#">Ohio County Engineers Association</a> , External Program Manager, (614) 221-0707 <a href="#">Randy Lane</a> , Internal Program Manager, Systems Planning, (614) 644-8211



## County Surface Transportation

<b>Purpose/ Applicants</b>	This program provides construction funding for eligible roadway improvements with \$1 million annually set aside for sign upgrades. The County Engineers Association of Ohio (CEAO) serves as the program manager and is responsible for project selection, funding criteria and program priorities. More information can be found in the CEAO Federal Funding Policies Manual at <a href="http://www.ceao.org/">http://www.ceao.org/</a>
<b>Funding</b>	This program is funded at approximately \$12 million annually, of which \$750,000 is set aside for safety studies. The standard federal participation rate is 80% on roadway projects, up to 100% on safety projects, and 90% on safety studies. Each county has a \$5 million overall federal funding limit for projects within any four-year program period, subject to a six-year statewide programming limit. Funding is only provided for construction unless the program manager determines that preliminary engineering and right-of-way costs are warranted.
<b>Eligibility</b>	A project must be on a road functionally classified as an Urban Collector or Rural Major Collector or above, or on a Local Road or Rural Minor Collector if that road was on the Federal-aid Rural Secondary System as designated on January 1, 1991. Eligible activities are: new construction, major reconstruction, 3R projects (resurfacing, restoration and rehabilitation), bridges not eligible for County Bridge funding, guardrail construction and reconstruction, center line and edge line striping, and raised pavement marker projects. In addition, projects to improve bridges of 20 feet or greater clear span on any public road are federally eligible for STP funds.
<b>Application Process</b>	Construction project applications are accepted on a first come-first serve basis throughout the year. The safety study program is administered on a Federal fiscal year basis. Counties are therefore required to submit applications to the CEAO for the upcoming annual program prior to August 31 <sup>st</sup> each year.
<b>Contacts/Link</b>	<a href="#">Ohio County Engineers Association</a> , External Program Manager, (614) 221-0707 <a href="#">Randy Lane</a> , Internal Program Manager, Systems Planning, (614) 644-8211

## County Highway Safety Program

<b>Purpose/ Applicants</b>	This program provides funds to counties for highway safety treatments or corrective activity designed to alleviate a safety problem or a potentially hazardous situation. The County Engineers Association of Ohio (CEAO) serves as the program manager and is responsible for project selection, funding criteria and program priorities. More information can be found in the CEAO Federal Funding Policies Manual at: <a href="http://www.ceao.org/">http://www.ceao.org/</a>
<b>Funding</b>	This program is funded at approximately \$12 million annually, of which a portion of funding is set aside for safety studies. The standard federal participation rate is 100% on safety projects, and 90% on safety studies. Each county has a \$5 million overall federal funding limit for projects within any four-year program period, subject to a six-year statewide programming limit. Specific project funding limits are: \$300,000 per county for each guardrail project, \$150,000 per county for each pavement marking project, and \$75,000 per county for each raised pavement marker project. Funding is only provided for construction unless the program manager determines that preliminary engineering and right-of-way costs are warranted.
<b>Eligibility</b>	<p>Safety projects may be on any road of any functional classification. Priority is given to those projects with recommended activities/countermeasures that improve safety at roadway locations with a high frequency, severity, and rate of crashes. Prioritization is based primarily on crash specific criteria including:</p> <ul style="list-style-type: none"> <li>• Crash Frequency / Density</li> <li>• Crash Rate</li> <li>• Relative Severity Index</li> <li>• Equivalent Property Damage Only Rate</li> <li>• Rate of Return</li> </ul> <p>Project types can include: intersection safety, signalization, roadway widening, turn lanes, pavement markings, traffic signs, traffic lights, guardrails, center line and edge line striping.</p>
<b>Application Process</b>	The safety study program is administered on a Federal fiscal year basis. Counties are therefore required to submit applications to the CEAO for the upcoming annual program prior to August 31 <sup>st</sup> each year.
<b>Contacts/Link</b>	<p><a href="#">Ohio County Engineers Association</a>, External Program Manager, (614) 221-0707</p> <p><a href="#">Randy Lane</a>, Internal Program Manager, Systems Planning, (614) 644-8211</p>





## Federal Highway Emergency Relief

### Purpose/ Applicants

This program provides emergency funds to the state and counties for the repair or reconstruction of Federal-aid highways and roads on federal lands that have suffered serious damage by natural disasters or catastrophic failures from an external cause. This requires a Governor's Disaster Declaration.

### Funding

Congress provides annual funding of \$100 million nationwide. If needs exceed the resources available under this authorization in a given year, supplemental appropriations are enacted as needed.

### Eligibility

Road damage must be a result of:

- Natural disasters over a wide area, such as by flood, hurricane, tornadoes, tidal wave, earthquake, severe storms, snow storms, droughts, fires, volcanic eruptions, explosion or landslide; or
- Catastrophic failure which is a sudden failure of a major element or segment of the highway due to an external cause.

Emergency repairs include temporary traffic operations undertaken during or immediately following the disaster occurrence for the purpose of: minimizing the extent of the damage; protecting remaining facilities; or restoring essential travel.

Those repairs made within 180 days after the occurrence of the disaster or failure are eligible for 100% of federal reimbursement. Any repairs after the 180-day period are eligible for the standard federal share reimbursement (80/20%).

Approval for use of funds will be based on the combination of the extraordinary character of the natural disturbance and the wide area of impact, and the seriousness of the damage. It is necessary that a Damage Survey Report be prepared by the Federal Highway Administration (FHWA).

To assure participation the following is required: a letter of intent and a governor's proclamation from the ODOT's Office of Maintenance Administration to the FHWA Ohio Division to obtain presidential declaration.

### Application Process

ODOT makes the application, coordinates the damage survey eligibility, and processes project finalization and reimbursement.

### Contact

[Michael McColeman](#), Maintenance Administration, (614) 644-7155

## Local Major Bridge

<b>Purpose/ Applicants</b>	This program provides federal funds to counties and municipalities for bridge replacement or major bridge rehabilitation projects.
<b>Funding</b>	This program was historically funded at approximately \$25 million annually, however has not received an allocation since SFY 2009. ODOT will provide up to 80% of the eligible costs for construction only. The Local Government is responsible for the balance of the construction costs and also for all costs associated with preliminary engineering, environmental studies and documents, final design and right of way. The local match for construction is required to be cash.
<b>Eligibility</b>	Funds are for construction only for local major bridges that carry vehicular traffic. These are defined as moveable bridges or bridges having a deck area greater than 35,000 square feet. Currently, fifty (50) structures have been identified statewide as Local Major Bridges.
<b>Application Process</b>	The project solicitation process begins January 1 <sup>st</sup> of each year. Each year's process is for the last year of a rolling four-year program. The applicant completes an application made available both through the districts and through ODOT's website at <a href="http://www.dot.state.oh.us/local">http://www.dot.state.oh.us/local</a> . The applicant will complete the application and submit it to the respective district office by March 1 of each calendar year. The applicant will then be notified June 1 that year.
<b>Selection Criteria</b>	The scoring criteria are: General Appraisal; Sufficiency Rating; Local Funding Contribution, Economic Health and Regional Impact for a total maximum score of 100 points.
<b>Contacts</b>	District Planning & Program Administrator (See <a href="#">ODOT Contacts – District Planning &amp; Engineering Administrators</a> sheet for listing) <a href="#">Randy Lane</a> , Program Manager, Systems Planning, (614) 644-8211



## Metro Park

<b>Purpose/ Applicants</b>	This program provides state funds for park drives or park roads within the boundaries of township or county parks, together with roads leading from state highway to any into any such park. The Ohio Parks & Recreation Association (OPRA) serves as the program manager.
<b>Funding</b>	Funds can be used for materials and labor necessary for construction or reconstruction of park drives, park roads, new or replacement bridges, park access roads and parking lots. The funds also may be used for the purchase and hauling of materials for the improvement, repair, and maintenance of park drives, park roads, park access roads, and parking lots, and rental of labor and equipment. Force account labor costs are ineligible. Ineligible projects include bikeways and items such as shelter houses, wells, pumps, restroom facilities, park buildings, etc. All projects must be associated with public vehicular access to be eligible for funding.
<b>Eligibility</b>	Funds can be used for the materials and labor necessary for construction, reconstruction, improvement, repair, and maintenance of park drives, park roads, park access roads, parking lots, and for purchase and hauling of materials, and for equipment rental.
<b>Process/ Requirements</b>	<p>The park district may sell projects by one of the following methods:</p> <ul style="list-style-type: none"> <li>Local-let Non-Federal Project Agreement - The park enters into an agreement with ODOT to be the responsible lead agency to design, sell and administer the construction project. The park district sells the project with its funds and is reimbursed by ODOT upon receipt of invoices for work performed on the project. ODOT is required to make a final inspection and acceptance of the project.</li> <li>ODOT processes the plans, and sells and manages the project. The plans may be prepared by the park district or ODOT. The park district board signs a resolution of understanding as to the nature of the work proposed and the funding required to construct the project.</li> <li>The park district may purchase road building materials through ODOT using the purchase order process. Examples of materials are stone and gravel, asphalt, concrete, pipe, guard posts, etc.</li> </ul>
<b>Contacts/Links</b>	<p>Ohio Parks &amp; Recreation Association (OPRA): <a href="#">OPRA Website</a></p> <p>District Planning &amp; Program Administrator (See <a href="#">ODOT Contacts – District Planning &amp; Engineering Administrators</a> sheet for listing)</p> <p>Don Osborne, Ohio Parks and Recreation Association, External Program Manager, (614) 895-2222</p> <p><a href="#">Wendi Snyder</a>, Internal Program Manager, Systems Planning, (614) 752-8062</p>

## Metropolitan Planning Organizations and Large Cities

<b>Purpose/ Applicants</b>	This program provides capital program budgets to each of Ohio's seventeen Metropolitan Planning Organizations (MPOs) and five large cities, outside MPO areas, to finance multi-modal transportation system improvement projects and programs in Ohio's urban areas.
<b>Funding</b>	<p>ODOT annually sub-allocates federal Surface Transportation Program (STP) funds and Transportation Alternatives Program (TAP) to each MPO. STP funds are also annually suballocated to four large cities outside MPO areas. Congestion Mitigation and Air Quality (CMAQ) funds are suballocated to eligible MPOs based on US EPA air quality designations. The MPOs are:</p> <p>Northeast Ohio Areawide Coordinating Agency (NOACA) <a href="http://www.noaca.org/">http://www.noaca.org/</a>  Ohio-Kentucky-Indiana Regional Council of Governments (OKI) <a href="http://www.oki.org/">http://www.oki.org/</a>  Mid-Ohio Regional Planning Commission (MORPC) <a href="http://www.morpc.org/">http://www.morpc.org/</a>  Miami Valley Regional Planning Commission (MVRPC) <a href="http://mvrpc.org/">http://mvrpc.org/</a>  Akron Metropolitan Area Transportation Study (AMATS) <a href="http://www.amatsplanning.org/">http://www.amatsplanning.org/</a>  Toledo Metropolitan Area Council of Governments (TMACOG) <a href="http://www.tmacog.org/">http://www.tmacog.org/</a>  Eastgate Regional Council of Governments (EASTGATE) <a href="http://www.eastgatecog.org/">http://www.eastgatecog.org/</a>  Stark County Area Transportation Study (SCATS) <a href="http://www.co.stark.oh.us">http://www.co.stark.oh.us</a>  Richland County Regional Planning Commission (RCRPC) <a href="http://rcrpc.org/">http://rcrpc.org/</a>  Lima-Allen County Regional Planning Commission (LAC RPC) <a href="http://lacrpc.com/">http://lacrpc.com/</a>  Clark County -Springfield Transportation Coordinating Committee (CCSTCC) <a href="http://www.clarktcc.com/">http://www.clarktcc.com/</a>  Licking County Area Transportation Study (LCATS) <a href="http://lcats.org/">http://lcats.org/</a>  Wood-Washington-Wirt Interstate Planning Commission (WWW) <a href="http://www.triplew.org/">http://www.triplew.org/</a>  Bel-O-Mar Regional Council and Interstate Planning Commission (BOMTS) <a href="http://www.belomar.org/">http://www.belomar.org/</a>  Brooke-Hancock-Jefferson Transportation Study (BHJ) <a href="http://bhjmpc.org/">http://bhjmpc.org/</a>  Kentucky-Ohio-West Virginia Interstate Planning Commission (KYOVA) <a href="http://www.wvs.state.wv.us/kyova/">http://www.wvs.state.wv.us/kyova/</a>  Erie Regional Planning Commission (ERPC) <a href="http://www.eriecounty.oh.gov/">http://www.eriecounty.oh.gov/</a></p> <p>The Large Cities are: Findlay, Lancaster, Marion, Wooster and Zanesville.</p>
<b>Eligibility</b>	STP funds are eligible for financing a wide variety of multi-modal maintenance, operational and new construction projects within urban areas. TAP funds are eligible for historical, pedestrian/bicycle transportation system amenity projects, and other community improvements. CMAQ funds are limited to specific air quality designated areas, for projects that will result in reductions to transportation related pollutants.
<b>Process/ Requirements</b>	ODOT provides the MPOs and Large Cities with multi-year suballocated fund capital budget estimates for each the three fund types. Working with their member local governments and ODOT, the MPOs and Large Cities are responsible for soliciting for, selecting, and monitoring the development of annual programs of regional priority transportation improvement projects, for financing the respective fund type. The MPO and Large Cities Program goal is to award an annual program of transportation improvement projects that result in measurable improvements to the regions' multi-modal transportation networks.
<b>Contacts/ Links</b>	Individual MPOs and Large Cities, External Program Managers: page with MPO link listing: <a href="http://www.dot.state.oh.us/Divisions/Planning/SPR/StatewidePlanning/Pages/default.aspx">http://www.dot.state.oh.us/Divisions/Planning/SPR/StatewidePlanning/Pages/default.aspx</a> <a href="#">Dave Moore</a> , Statewide Planning and Research, Statewide Planning Manager (614) 466-0754



## Municipal Bridge

### Purpose/ Applicants

This program provides federal funds to municipalities for bridge replacement or rehabilitation.

### Funding

This program is funded at approximately \$8 million annually. ODOT will provide up to 80% of the eligible costs for construction only. The municipality is responsible for the balance of the construction costs and also for all costs associated with preliminary engineering, environmental studies and documents, final design and right of way. The local match for construction is required to be cash.

### Eligibility

Funds are for construction only. To be eligible for federal funds, the local bridge must carry vehicular traffic on a public road and meet the following criteria:

- Meet Federal definition of a bridge (structure with an opening of more than 20 feet, measured along center of roadway);
- Be listed in the ODOT Bridge Management System with a sufficiency rating value of 80 or less for rehabilitation, or less than 50 for replacement; and
- Be classified as structurally deficient or functionally obsolete.

### Application Process

The project solicitation process begins January 1<sup>st</sup> of each year. Each year's process is for the last year of a rolling four-year program. The applicant completes an application made available both through the districts and through ODOT's website at <http://www.dot.state.oh.us/local>. The applicant will complete the application and submit it to the respective district office by March 1 of each calendar year. The applicant will then be notified June 1 that year.

### Selection Criteria

The scoring criteria are: General Appraisal; Sufficiency Rating; Economic Health and Regional Impact for a total maximum score of 100 points.

### Contacts/ Links

District Planning & Program Administrator (See [ODOT Contacts – District Planning & Engineering Administrators](#) sheet for listing)

[Randy Lane](#), Program Manager, Systems Planning, (614) 644-8211

Local Projects Municipal Bridge Page:

<http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/MunicipalBridge.aspx>



## Noise Walls

<b>Purpose</b>	This program provides funds for retrofitting existing highways with noise barriers.
<b>Funding</b>	Historically, the annual budget statewide has been \$5 million. Any local government that desires to add a new retrofit noise wall must meet Federal and State Eligibility criteria to be eligible for funding.
<b>Eligibility/ Process</b>	<p>Application and Petition forms for Type II Noise Mitigation are required to be completed by any community that qualifies for and requests Type II noise mitigation. These forms must be completed and returned to ODOT in order to be considered for a Type II noise wall. These forms can also be found on the following ODOT website.</p> <p><a href="http://www.dot.state.oh.us/Divisions/Planning/Environment/NEPA_policy_issues/NOISE/Pages/default.aspx">http://www.dot.state.oh.us/Divisions/Planning/Environment/NEPA_policy_issues/NOISE/Pages/default.aspx</a></p> <p>The application process for Type II Noise Mitigation is the first step toward POTENTIALLY getting a noise wall constructed for an eligible community. Once ODOT receives and approves the completed application and petition forms, ODOT will proceed with preparing a noise analysis/study for the community to determine if a noise wall is feasible and reasonable in accordance with ODOT's Noise Standard Procedure and federal regulations.</p> <p>Project selection is based on a statewide priority list which is determined by the existing noise levels and the preliminary cost per benefited receptor based on preliminary noise modeling.</p> <p>Noise abatement measures will be authorized only for those projects that were approved before November 28, 1995 or are proposed along lands where at least 90% of the land development or substantial construction predated the existence of any highway. Specifically, this program is targeted for residential areas in existence prior to the construction of a roadway. Federal regulation requires states to identify noise impacts, demonstrate that abatement measures will reduce those impacts, and determine if the benefits outweigh all costs and adverse impacts.</p> <p>The proposed project must be in a non-commercial noise-sensitive area. Primarily, these are residential areas but they also may contain schools, nursing homes, hospitals, churches, libraries, parks and recreation areas. In order for an area to qualify for a noise wall, a noise impact must be determined via a noise analysis. Public meetings are held to determine aesthetic and material options are made available and answer any final questions. Additionally, landscaping is considered and determined upon completion of the public involvement process.</p>
<b>Contacts/ Links</b>	<p>District Planning &amp; Program Administrator (See <a href="#">ODOT Contacts – District Planning &amp; Engineering Administrators</a> sheet for listing)</p> <p>Program Manager – <a href="#">Noel Alcalá</a>, Environmental Services, (614) 752-2788</p> <p>OES Noise Page: <a href="http://www.dot.state.oh.us/Divisions/Planning/Environment/NEPA_policy_issues/NOISE/Pages/default.aspx">www.dot.state.oh.us/Divisions/Planning/Environment/NEPA_policy_issues/NOISE/Pages/default.aspx</a></p>



## Safe Routes to School

<b>Purpose/ Applicants</b>	The SRTS program provides federal funds to enable and encourage children in grades K-8, including those with disabilities, to walk or bicycle to school.
<b>Funding</b>	<p>This program is funded at approximately \$4 million annually. ODOT will provide up to 100% of the eligible costs for projects in 5 categories, Engineering, Encouragement, Education, Enforcement or Evaluation. There is a \$250,000 limit for infrastructure projects and a \$50,000 limit for all other project types. Funds will be distributed in the following manner:</p> <ul style="list-style-type: none"> <li>• Infrastructure-related projects within two miles of schools that include children in grades K-8. Priority will be given to projects that provide a safety benefit.</li> <li>• Non-infrastructure activities to improve safety or encourage walking and bicycling to school such as education, encouragement, enforcement or evaluation. Priority will be given to projects that provide a safety benefit.</li> </ul>
<b>Eligibility</b>	Eligible applicants are individual schools, school systems, nonprofit organizations or other private organizations. Infrastructure projects must be sponsored by a local governmental agency.
<b>Application Process</b>	ODOT will provide funds on a competitive basis to eligible applicants who have developed their School Travel Plan (STP) and demonstrate the need for funding to implement the STP. The applicant will complete an application made available both through the districts and ODOT's SRTS website at: <a href="http://www.dot.state.oh.us/SafeRoutes">http://www.dot.state.oh.us/SafeRoutes</a> Application instructions will be posted along with the application. All applicants must have an ODOT approved STP on file with ODOT. Funds may be available to help develop the School Travel Plan.
<b>Selection Criteria</b>	The scoring criteria are: Safety, ODOT approved STP, Demonstrated Need, Project Quality and Viability, Usage.
<b>Contacts/ Links</b>	<p>District SRTS Coordinator (See SRTS website for District contacts)  <a href="#">Julie Walcoff</a>, Program Manager, Local Projects, (614) 466-3049  SRTS website: <a href="http://www.dot.state.oh.us/SafeRoutes">http://www.dot.state.oh.us/SafeRoutes</a></p>

## Safety

<b>Purpose/ Applicants</b>	This program provides funds to ODOT and local governments for highway safety treatments or corrective activity designed to alleviate a safety problem or a potentially hazardous situation.
<b>Funding</b>	This program is funded at approximately \$64 million annually. ODOT will provide up to 90% of the eligible costs for preliminary engineering, detailed design, right-of-way, or construction.
<b>Eligibility</b>	<p>Local projects may be on a city street, or county or township road. Priority is given to those projects with recommended activities/countermeasures that improve safety at roadway locations with a high frequency, severity, and rate of crashes. Prioritization is based on the following criteria:</p> <ul style="list-style-type: none"> <li>• Crash Frequency / Density</li> <li>• Crash Rate</li> <li>• Relative Severity Index</li> <li>• Equivalent Property Damage Only Rate</li> <li>• Percent Trucks</li> <li>• Rate of Return</li> </ul> <p>Project types include: signalization, turn lanes, pavement markings, traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments and break away utility poles.</p>
<b>Application Process</b>	There are two application cycles per year. Applications are due April 30 and September 30. They must be submitted <b>in advance</b> through the ODOT districts and signed off by the respective District Safety Review Team. A safety engineering study must <b>typically</b> accompany the application unless the application is for preliminary engineering funds to complete the study.
<b>Contact/ Link</b>	<p>District Planning &amp; Program Administrator (See <a href="#">ODOT Contacts – District Planning &amp; Engineering Administrators</a> sheet for listing)</p> <p><a href="#">Michelle May</a>, Highway Safety Program Manager, (614) 644-8309</p> <p><a href="http://www.dot.state.oh.us/Divisions/Planning/SPPM/SystemsPlanning/Pages/FundingGuidelines.aspx">www.dot.state.oh.us/Divisions/Planning/SPPM/SystemsPlanning/Pages/FundingGuidelines.aspx</a></p>





## Small City

<b>Purpose/ Applicants</b>	This program provides federal funds to cities with populations of 5,000 to 24,999 that are not located within Metropolitan Planning Organizations. There are currently 54 cities that meet this criteria.
<b>Funding</b>	This program is funded at approximately \$8 million annually. ODOT will provide up to 80% of the eligible costs for construction only. The city is responsible for the balance of the construction costs and also for all costs associated with preliminary engineering, environmental studies and documents, final design and right of way. The local match for construction is required to be cash.
<b>Eligibility</b>	Funds are for construction only, and may generally be used for any road, safety or signal project on the Federal Aid System.
<b>Application Process</b>	The project solicitation process begins January 1 <sup>st</sup> of each year. Each year's process is for the last year of a rolling four-year program. The applicant completes an application made available both through the districts and through ODOT's website at <a href="http://www.dot.state.oh.us/local">http://www.dot.state.oh.us/local</a> . The applicant will complete the application and submit it to the respective district office by March 1 of each calendar year. The applicant will then be notified on or about June 1 that year.
<b>Selection Criteria</b>	The scoring criteria are criteria-based to focus on eliminating deficiencies and include: ADT, Volume to Capacity, Pavement condition, Crash rate, crash frequency or density, Relative Severity Index, and economic health (unemployment).
<b>Contact</b>	District Planning & Program Administrator (See <a href="#">ODOT Contacts – District Planning &amp; Engineering Administrators</a> sheet for listing) <a href="#">Randy Lane</a> , Program Manager, Local Projects, (614) 644-8211



## Urban Paving Program

<b>Purpose/ Applicants</b>	This program provides funds for eligible surface treatment and resurfacing projects on state and U.S. Routes within municipal corporations.
<b>Funding</b>	<p>An annual allocation is set statewide and distributed to each of ODOT's 12 districts in the same manner in which other pavement funds are allocated and added to each district's annual pavement allocation. The allocation amount is based on a district's "City State and U.S. Route System" mileage, the condition of those routes according to ODOT's Pavement Condition Rating System, and the traffic volumes carried on those routes.</p> <p>Funding is provided on an 80-20 basis with the local governments providing the 20% match for project construction costs, however, locals are encouraged to provide more than 20% to stretch the amount of available funds. The ODOT director, at his discretion, may waive or reduce the local match for cities in fiscal distress.</p>
<b>Eligibility</b>	Although ODOT will participate in eligible surface treatments undertaken by cities as preventive maintenance per ODOT's Pavement Preservation Program and Manual and non-structural overlays; ODOT will not participate in curbs, gutters, utility relocations and other non-surface items. If the local government wants to expand repairs beyond the surface treatment, it will have to provide funds from a source other than the Urban Paving program.
<b>Contact</b>	District Planning & Program Administrator (See <a href="#">ODOT Contacts – District Planning &amp; Engineering Administrators</a> sheet for listing)



## **TRANSIT**

### **Coordination**

**Purpose/  
Applicants**

This program provides grant funds to assist in the coordination of transportation services among transportation providers. The primary goal is to enhance and expand transportation through coordination in Ohio counties with no public transportation system.

The applicant may be a board of county commissioners, municipality or village in one of the counties with no public transportation system applying on behalf of a countywide or regional coordination project; a board of county commissioners, municipality or village in a county that is served by a public transportation system applying on behalf of a coordination project; and a Regional Transit Authority (RTA) or County Transit Board (CTB) applying on behalf of a coordination project.

**Funding**

Total annual funding is \$.9 million. Eligible projects may apply for up to 75% of their total direct operating expenses, not to exceed \$80,000 for the first three years of funding. Applicants eligible after three years may apply for up to 50% of their total direct operating expenses, not to exceed to \$60,000. ODOT provides technical assistance during the course of the project to encourage continuation of coordination efforts.

**Eligibility**

Projects in counties with no public transportation system receive priority during the application evaluation.

All projects must demonstrate some level of interagency coordination in their local area to be eligible for funding. All projects must designate a lead agency to administer day-to-day operations, execute memorandums of understanding with all participating agencies, have a full time coordinator and commence the project within 90 days of contract award.

**Application  
Process**

Application materials are available August 1 and are due October 15 for projects beginning the following January 1. Funding is competitive and projects are evaluated on the extent to which the project improves and/or expands transportation services, the project's adaptability as a model for other areas, and the commitment of local funding and support.

**Contact/  
Link**

[David Walker](#), Coordination Program Coordinator, (614) 466-7170  
<http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Coordination.aspx>

## Elderly and Disabled Transit Fare Assistance

<b>Purpose/ Applicants</b>	This program encourages transit systems to offer reduced fares for the elderly and people with disabilities by replacing a portion of the revenue lost due to reducing the fares for this population. Eligible applicants include regional transit authorities, county transit boards, municipalities, counties and private non-profit corporations that provide transit service subsidized by ODOT in non-urbanized areas.
<b>Funding</b>	Annual funding is approximately \$7 million. Funding for public transportation systems is allocated by multiplying the actual number of elderly and disabled passengers by the amount of the reduced fare up to a maximum of one-half (1/2) the full fare.
<b>Eligibility</b>	The Federal Transit Administration requires public transportation providers to offer reduced fares for elderly and disabled passengers during nonpeak service periods as a condition to receiving federal assistance. All public transit systems that offer a reduced fare for elderly and disabled passengers at no more than one half the regular fare are eligible to receive reimbursement through this program.
<b>Application Process</b>	Funding is distributed in the first quarter of the state fiscal year based upon certified operating data submitted and verified by ODOT.
<b>Contact/ Link</b>	<a href="#">Dave Seech</a> , State Program Coordinator, (614) 644-7362 <a href="http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/ElderlyDisabled.aspx">http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/ElderlyDisabled.aspx</a>



## Metropolitan Planning

### Purpose

This program provides funds for planning assistance to states to pass through to Metropolitan Planning Organizations (MPOs) for comprehensive multimodal transportation planning and technical studies in metropolitan areas.

### Funding

Funding is allocated to each state by the Federal Transit Administration (FTA) using a population based formula. The federal share for eligible planning activities is 80%.

### Eligibility

Eligible MPP-funded work activities or elements include, but are not limited to:

- Studies relating to the feasibility, management, operations, capital requirements, innovative financing opportunities and economic benefits of transportation projects;
- Evaluation of previously funded projects;
- Transportation systems analyses;
- Development of long-range and short-range transportation plans;
- Major investment and corridor level studies;
- Development of Transportation Improvement Programs; and
- Analyses of social, economic and environmental factors related to travel and transportation
- Training; and
- Technical Assistance to MPOs' and Transit Systems' special studies.

### Application Process

The application must be accompanied by a Unified Planning Work Program (UPWP), which is a document that describes the transportation related planning activities ODOT proposes to undertake with the requested funds. ODOT may elect to undertake studies with a statewide emphasis or pass funds through to Metropolitan Planning Organizations and public transportation systems for significant planning studies and efforts with a localized emphasis.

### Contact

[Skip Dunkle](#), Federal Program Coordinator & Data Analysis, (614) 466-7456  
<http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/MetropolitanPlanningOrganizations.aspx>

## Urban Public Transportation Grant Program

<b>Purpose/ Applicants</b>	This program provides state operating, capital and planning assistance to providers of public transportation services in urbanized areas of Ohio. Eligibility is limited to Regional Transit Authorities, County Transit Boards, municipalities, or counties that own or operate public transportation systems and private nonprofit corporations that provide public transportation service under the Rural Transit Program in nonurbanized areas.
<b>Funding</b>	Program funds are approximately \$6 million annually.
<b>Eligibility</b>	<p>ODOT allocates OPTGP Funds among six categories: I. Rail/Bus Systems; II. Large Bus Systems; III. Mid-sized Bus Systems; IV. Intermediate Bus Systems; V. Small Bus Systems; VI. Once the categorical funding allocations have been determined, funds are sub-allocated to the individual systems within each category using a formula which incorporates system data and performance measures based on ridership, revenue service miles, revenue hours, costs, and farebox revenue.</p> <p>These funds may be used for any eligible operating, planning or capital project at the discretion of the individual systems. Maximum state participation is 50% of the non-federal share for net operating costs, 10% of total costs for planning projects and up to 80% of the non-federal share for capital projects (excluding preventive maintenance and ADA expenses).</p>
<b>Application Process</b>	Existing grantees receive an annual allocation of Urban Formula Funds for which they apply for each year. Applications for urbanized areas are due approximately December 15 each year. A combined application can be submitted for capital, operating and planning.
<b>Contact/ Link</b>	<p><a href="#">Juana Hostin</a>, State Program Coordinator, (614) 644-0304</p> <p><a href="http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Urban.aspx">http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Urban.aspx</a></p>



## Rural Transit

<b>Purpose/ Applicants</b>	<p>Federal and State funds are used to assist with operating and capital expenses in the provision of general public transportation services in rural areas.</p> <p>Eligible applicants are: Counties, Municipalities, Villages, Regional Transit Authorities, County Transit Boards, Private Nonprofit Corporations designated by a county or municipality and a County or Municipal department on behalf of a county, municipality or village.</p>
<b>Funding</b>	<p>Section 5311 funds can be used for up to 50% of the net project cost of operating projects and up to 80% of the cost of capital projects. State General Revenue funds, through the Ohio Public Transportation Grant Program, are also available to provide up to 30% of the eligible operating costs of operating projects and up to 10% of the costs of capital projects.</p>
<b>Eligibility</b>	<p>Service must be open to the general public and provided within a defined service area. Service may also be provided up to 100 miles outside the service area, and to groups under contract as long as that contract service is also open to the general public. Operating costs associated with this service are eligible for federal and state funding and include any administrative or operating expenses necessary to the provision of rural transportation services, e.g., salaries/fringes, fuel, maintenance, supplies, rent, utilities, etc. Eligible capital activities include the purchase of vehicles, office and garage equipment, purchase or construction of facilities, etc.</p>
<b>Application Process</b>	<p>Existing grantees receive an annual allocation of Federal and State operating funds for which they can apply each year. ODOT uses a performance-based allocation to annually allocate State and Federal operating funds. Capital funds are discretionary and are approved based on a system's Four-Year Capital and Operating Plan. Applications on behalf of new systems are accepted on a funding availability basis. Applications are due each September for the following calendar year. A combined application can be submitted for capital and operating assistance.</p>
<b>Contact/ Link</b>	<p><a href="#">Tony Lococo</a>, Rural Program Coordinator (614) 466-7410  <a href="http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Rural.aspx">http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Rural.aspx</a></p>

## Specialized Transportation

**Purpose/  
Applicants**

The Federal Transit Administration (FTA) provides Federal funds for the purchase of equipment to support transportation services for the elderly and people with disabilities where existing transportation is unavailable, inappropriate, or insufficient. Federal funds provide 80% of the cost of capital items; the remaining 20% must be provided from a local, nonfederal source.

Eligible applicants are private nonprofit (501(c)(3)) corporations, public bodies certified by the state as lead agencies in a coordination effort, or public bodies which certify that no private nonprofit corporations exist within their jurisdiction for the provision of elderly and disabled transportation.

**Funding**

The FTA annually allocates Section 5310 funding to each state. Section 5310 funds can be used for up to 80% of the purchase price of eligible equipment. The remaining 20% must be provided from a local, non-federal source.

**Eligibility**

Funds are available each Federal Fiscal Year and are distributed through a competitive application process. There are two types of applicants - those from urbanized areas and those from non-urbanized areas. While ODOT administers the program for the entire state, certain responsibilities have been accepted by the seventeen Metropolitan Planning Organizations (MPOs). ODOT has established the eligibility requirements to be used for all applicants. Each MPO may establish additional eligibility requirements and deadlines to fit its urbanized area's needs so long as such requirements and deadlines are not less restrictive than ODOT's.

**Application  
Process**

Applications are due to ODOT in October and awards are made in February of the following year.

**Contact/  
Link**

[Pat Pikula](#), Specialized Transportation Program Coordinator, (614) 644-7237

<http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Specialized.aspx>





## Statewide Planning and Research

**Purpose/  
Applicants** | This program provides planning assistance to each state for comprehensive statewide and local transportation planning and technical studies. ODOT serves as the state's applicant.

**Funding** | Funding for the SPRP is allocated to each state by the Federal Transit Administration (FTA) using a population based formula. The federal share for eligible planning activities is 80%.

**Eligibility** | Eligible work activities or elements include, but are not limited to:

- Studies relating to the feasibility, management, operation, capital requirements innovating financing opportunities and economic benefits of transportation projects;
- Evaluation of previously funded projects;
- Development of long range and short range transportation plans;
- Major investment or corridor level studies;
- Development of Transportation Improvement Programs;
- Analyses of social, economic and environmental factors related to travel and transportation;
- Training; and,
- Technical Assistance to MPOs' and Transit Systems' special studies.

**Application  
Process** | The application must be accompanied by a Unified Planning Work Program (UPWP), which is a document that describes the transportation related planning activities ODOT proposes to undertake with the requested funds. ODOT may elect to undertake studies with a statewide emphasis or pass funds through to MPOs and public transportation systems for significant planning studies and efforts with a localized emphasis.

**Contact** | [Skip Dunkle](#), Federal Program Coordinator & Data Analysis, (614) 466-7456



## OTHER AGENCY TRANSPORTATION INFRASTRUCTURE PROGRAMS

### Ohio Department of Development

Program	Purpose/Applicants	Eligible Activities	Funding	Contact
<b>Business Development</b>				
Business Development (412) Account	Companies primarily engaged in manufacturing, research and development, high technology, corporate headquarters and distribution. Each project must create or retain jobs.	On and off-site infrastructure improvements, including water and sewer, road improvements and rail.	Grant money is available but substantial local support is required.	Office of Business Development, (614) 466-4551 or (800) 848-1300
Rural Industrial Park Loan Program	Provides direct loans and loan guarantees to rural, distressed local communities and other eligible applicants committed to creating well planned industrial parks.	Off-site public infrastructure improvements (water, sewer, roads, etc.).	The maximum loan available is \$1,000,000 up to 5 years at 0% interest. A governmental entity can request up to 75% of proposed infrastructure costs.	Office of Business Development, (614) 466-4551 or (800) 848-1300
Urban & Rural Initiative Program	Provides assistance to municipalities and nonprofit economic development organizations in distressed areas. Supports local efforts for Brownfield site clean up, economic reuse and the creation of industrial parks.	Land acquisition, infrastructure improvements, renovation of existing buildings and Brownfield site remediation.	Grants can be awarded in distressed urban and rural areas. A 25% local match is required.	Office of Business Development, (614) 466-4551 or (800) 848-1300



**Ohio Department of Development (continued)**

Program	Purpose/Applicants	Eligible Activities	Funding	Contact
<b>Governor's Office of Appalachia</b>				
Distressed Counties	Nonprofit or governmental entities serving a project in one of Ohio's distressed ARC counties	Include strengthening a region's economy and/or infrastructure	Grants up to \$300,000	Governor's Office of Appalachia (614) 644-9228 or (800) 848-1300
Area Development	Nonprofit or governmental entities serving a project in one of Ohio's non-distressed ARC counties	Include strengthening a region's economy and/or infrastructure	Grants up to \$300,000; projects generally funded at 50%	Governor's Office of Appalachia (614) 644-9228 or (800) 848-1300
Access Roads	Nonprofit or governmental entities in one of Ohio's 29 ARC counties	Local access roads serving industrial, commercial, residential, recreational and educational areas; funds can pay for preliminary engineering, right-of-way and/or construction	Total program of \$1,000,000	Governor's Office of Appalachia (614) 644-9228 or (800) 848-1300
Area Development	Nonprofit or governmental entities serving a project in one of Ohio's non-distressed ARC counties	Include strengthening a region's economy and/or infrastructure	Grants up to \$300,000; projects generally funded at 50%	Governor's Office of Appalachia (614) 644-9228 or (800) 848-1300
<b>Housing &amp; Community Partnerships</b>				
Community Development Block Grant	Provides funding for the development and revitalization of local communities for fixed asset financing related to commercial, industrial, service or retail businesses. Any non-urban county or non-entitlement city is eligible or non-urban counties.	Off-site infrastructure improvements.	\$400,000 maximum for grants to jurisdictions	Office of Housing & Community Partnerships, (614) 466-2285 or (800) 848-1300



## Ohio Public Works Commission

Program	Purpose/Applicants	Eligible Activities	Funding	Contact
State Capital Improvements Program	<p>Provides low-interest loans and grants for infrastructure facilities.</p> <p>A set-aside for the Small Government Program gives smaller subdivisions a second opportunity for assistance. A second set-aside in Emergency Assistance Funds is awarded at the discretion of the Commission's Director for the immediate preservation of health, safety and welfare. Loan repayments from all three programs are, in turn, loaned back out.</p>	Eligible projects include improvements to roads, bridges, culverts, water supply systems, wastewater systems, storm water collection systems, and solid waste disposal facilities.	Funding is provided from the issuance of up to \$120 million in annual bond sales. Allocations are made to the 19 District Public Works Integrating Committees, on a per-capita basis, which then evaluate and recommend projects using criteria established in law. From the bond proceeds, a maximum of \$12 million annually is set aside for the Small Government Program and \$2.5 million for Emergency Assistance Funds.	<p>Main: (614) 466-0880</p> <p>Website: <a href="http://www.pwc.state.oh.us/">http://www.pwc.state.oh.us/</a></p>
Local Transportation Improvements Program	Provides grants for local road and bridge projects.	Projects must have useful lives of at least seven years.	Funded from .01 of the motor fuel tax, the program provides \$60 million annually in grants. Moneys are distributed on a per capita basis.	<p>Main (614) 466-0880</p> <p>Website: <a href="http://www.pwc.state.oh.us/">http://www.pwc.state.oh.us/</a></p>

## Ohio Rail Development Commission

Program	Purpose/Applicants	Eligible Activities	Funding	Contact
<b>Rail Safety</b>				
Rail Safety	ODOT and ORDC work together to improve safety warning devices at highway-rail grade crossings. ODOT-allocated funding is administered by ORDC for projects on state (state highway, U.S. highway, interstate) or local (city street or county or township) roads.	Statewide Priority Warning Device Improvements; Rail Corridor Program identified by crash and train data, sight distance, amount of railroad contribution per corridor; Elimination of flashing light signals on state highway system; Elimination of cross bucks on state highway system; Circuitry Upgrade Program to upgrade antiquated equipment; Fatal Crash Upgrade Program; Grade Crossing Consolidation Program to provide flexible funds as a local incentive for crossing closures; Surface Reconstruction and crossing Profile Program; County Task Force Program; Grade Separation Program	ODOT allocates about \$15 million annually in Hazard Elimination and Surface Transportation Program funds. Funds are generally used for both preliminary and construction engineering.	<a href="#">Susan Kirkland</a> , Manager, Grade Crossing, 614-644-0286
<b>Other ORDC Programs</b>				
Other ORDC Programs	ORDC provides direct loans and grants and may issue bonds for qualified rail projects.  Public and private entities may apply for funding of Ohio rail projects. Qualified applicants include railroads and industries requiring rail service, political subdivisions, government agencies, boards, commissions, regional transit boards, and port authorities.	See Individual programs listed below	While the maximum grant or loan amount approved under ORDC programs is flexible, grants are reserved for cases where there is an extraordinary need or where there is no direct revenue stream that can be used to retire the debt. In some instances, "need" may be defined as incentives necessary to ensure that a project is located in Ohio rather than another state.	See individual programs listed below.
Rail Line Acquisition	Provides for the acquisition of rail lines to prevent cessation of service or preserve the line or right of way for future rail development. ORDC will also consider providing assistance to acquire a line if the acquisition can enhance the line's viability.	Funds are provided for the purchase of rail lines (track, fixtures and the underlying real estate.	Through loan and grant process.	<a href="#">Lou Jannazo</a> , Chief, Project Development, 614-644-0309



**Ohio Rail Development Commission (continued)**

Program	Purpose/ Applicants	Eligible Activities	Funding	Contact
Railroad Rehabilitation	Assistance provided to public and private entities for the rehabilitation of rail lines to improve safety and efficiency.	Funds are provided for projects on light density rail lines, but projects can include main line improvements with strategic value to the state.	Through loan and grant process.	<a href="#">Lou Jannazo</a> , Chief, Project Development, 614-644-0309
Freight Development/ Rail Spur	Provided to companies for new rail and rail-related infrastructure to promote the retention and development of Ohio companies through the use of effective rail transportation. Additionally, companies who are considering adding rail to existing operations in the state are also eligible under this program. ORDC works closely with the Ohio Department of Development and other public and private development related organizations to provide assistance to companies.	Funds are provided for the construction or rehabilitation of industrial lead tracks, rail spurs or other rail infrastructure and passenger rail facilities.	Through loan and grant process. Grant funding is generally limited to projects where significant job creation or retention is involved (25 or more jobs). Loan financing is available to qualified applicants even when jobs are NOT being created or retained.	<a href="#">Beverly Lee</a> , Project Coordinator, 614-644-0292
Rail Tourism	Promotes local economic development through rail tourism activities; and supports scenic railroads, rail museums, rail excursion organizations and others involved in the rail tourism industry.	Three types of assistance are provided: Financial in which ORDC works with other agencies to help provide needed funds to acquire, build and rehabilitate rail infrastructure; Marketing, and Technical to connect rail tourism organizations with other public sector agencies.	Through loan and grant process. Although ORDC includes rail tourism as a program, any rail tourism projects must compete for very limited funding with all other projects in the freight acquisition, track rehabilitation, and economic development/spur programs. Rail tourism projects need to demonstrate a definitive economic development impact to receive ORDC funding.	<a href="#">Julie Kaercher</a> , Public Information Officer, 614-728-9497



## United States Department of Agriculture Rural Development

Program	Purpose/ Applicants	Eligible Activities	Funding	Contact
<b>USDA Rural Development Housing Programs</b>				
Community Facilities Program	Provides essential community facilities for rural communities to public bodies and nonprofit corporations.	Build facilities, equipment and operating costs for health care, public safety and public service facilities and includes bridges in rural areas and populations of 20,000 or less.	Direct loan or loan guarantee and grants. Terms and Conditions: up to 100% of market value; up to 40 years of life or security	Main: (614) 255-2400
Rural Housing Site Loans	Assist in providing sites for affordable housing. Available to public or private nonprofit organizations.	Purchase and develop sites, including roads in rural areas and populations of 10,000-20,000 or less.	Loan; 2 years, interest rate set at closing.	Main: (614) 255-2400
<b>USDA Rural Development Business-Cooperative Programs</b>				
Rural Business Enterprise Grants	Finance and facilitate the development of small and emerging private business enterprises. Available to public bodies and nonprofit corporations.	Activities include construction of access streets and roads in all areas except cities of more than 50,000 and their immediately adjacent urbanized areas. Project purpose must be to create or retain jobs.	Grant	Main: (614) 255-2400