Program Resource Guide 2016
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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 12th largest interstate 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 12 nationally for transit ridership, number of transit miles traveled and number of transit vehicles operating in the state. Additionally, Ohio has 176 public use aviation facilities, over 4,200 miles of bikeways and 5,330 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.

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 PRIMARY CONTACTS – District Planning & Engineering Administrators

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

<table>
<thead>
<tr>
<th>District</th>
<th>Name</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>D-1</td>
<td>Dan Kaseman</td>
<td>(419) 999-6861</td>
<td><a href="mailto:dan.kaseman@dot.ohio.gov">dan.kaseman@dot.ohio.gov</a></td>
</tr>
<tr>
<td>D-2</td>
<td>Mike Gramza</td>
<td>(419) 373-4466</td>
<td><a href="mailto:mike.gramza@dot.ohio.gov">mike.gramza@dot.ohio.gov</a></td>
</tr>
<tr>
<td>D-3</td>
<td>Robert Hochevar</td>
<td>(419) 207-7180</td>
<td><a href="mailto:robert.hochevar@dot.ohio.gov">robert.hochevar@dot.ohio.gov</a></td>
</tr>
<tr>
<td>D-4</td>
<td>John Picuri</td>
<td>(330) 786-4804</td>
<td><a href="mailto:john.picuri@dot.ohio.gov">john.picuri@dot.ohio.gov</a></td>
</tr>
<tr>
<td>D-5</td>
<td>Jason Sturgeon</td>
<td>(740) 323-5100</td>
<td><a href="mailto:jason.sturgeon@dot.ohio.gov">jason.sturgeon@dot.ohio.gov</a></td>
</tr>
<tr>
<td>D-6</td>
<td>Thom Slack</td>
<td>(740) 833-8340</td>
<td><a href="mailto:thomas.slack@dot.ohio.gov">thomas.slack@dot.ohio.gov</a></td>
</tr>
<tr>
<td>D-7</td>
<td>Matt Parrill</td>
<td>(937) 497-6802</td>
<td><a href="mailto:thomas.slack@dot.ohio.gov">thomas.slack@dot.ohio.gov</a></td>
</tr>
<tr>
<td>D-8</td>
<td>Stephan Spinosa</td>
<td>(513) 933-6639</td>
<td><a href="mailto:stephan.spinosa@dot.ohio.gov">stephan.spinosa@dot.ohio.gov</a></td>
</tr>
<tr>
<td>D-9</td>
<td>Doug Buskirk</td>
<td>(740) 774-9048</td>
<td><a href="mailto:doug.buskirk@dot.ohio.gov">doug.buskirk@dot.ohio.gov</a></td>
</tr>
<tr>
<td>D-10</td>
<td>Debra Fought</td>
<td>(740) 568-4305</td>
<td><a href="mailto:debra.fought@dot.ohio.gov">debra.fought@dot.ohio.gov</a></td>
</tr>
<tr>
<td>D-11</td>
<td>John Barnhouse</td>
<td>(330) 308-3996</td>
<td><a href="mailto:john.barnhouse@dot.ohio.gov">john.barnhouse@dot.ohio.gov</a></td>
</tr>
<tr>
<td>D-12</td>
<td>Lou Hazapis</td>
<td>(216) 584-2114</td>
<td><a href="mailto:lou.hazapis@dot.ohio.gov">lou.hazapis@dot.ohio.gov</a></td>
</tr>
</tbody>
</table>
ODOT TRANSPORTATION INFRASTRUCTURE PROGRAMS

AVIATION

Airport Grant Program

**Purpose/Applicants**
This program provides financial assistance for obstruction removal and pavement maintenance projects at publicly-owned, public use airports.

**Funding**
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.

**Eligibility**
All publicly-owned, public use airports in the State of Ohio that provide ODOT with the following standard assurances are eligible for this program:

- The applicant is not eligible to receive FAA Air Carrier Enplanement Funds or FAA Air Cargo Funds;
- The public shall be afforded use of the airport and its facilities as fully and equally as all other parties;
- 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
- The applicant agrees to maintain all airport-owned or controlled Part 77 surfaces free of obstructions that can by feasibly removed.

Categories are:
- Maintenance – Rehabilitation of existing airport pavement including pavement resurfacing/reconstruction and marking and pavement drainage improvements.
- Obstruction Removal – Tree and building removal, earth grading, ditch enclosure.

**Application Process**
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.

**Selection Process**
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.

**Contact**
Dave Dennis, Aviation Planner - Aviation, phone: (614) 387-2352, email: Dave.Dennis@dot.ohio.gov

**Link**
www.dot.state.oh.us/Divisions/Operations/Aviation/Pages/OhioAirportGrantProgram.aspx
BRIDGE & ROAD

District Pavement & Bridge Preservation

Purpose/Applicants
The pavement and bridge preservation program was created to provide funding for the preservation and rehabilitation of the Priority, Urban and General System pavements and the state maintained bridge structures. The goal of the department’s preservation program funding process is to maintain pavements and bridges at “steady state” conditions, or a relatively low and stable level of deficiencies where a predictable rate of preventive maintenance and regular repairs can efficiently sustain the system conditions.

Funding
For pavements, an analysis is performed and funding is provided for minor rehabilitation projects based on the average rate at which the pavements deteriorate. Additional funding is provided for low cost surface treatments. Goal funding is also provided to districts that have dropped below their pavement condition goal levels.

For bridges, funding is provided to address deficiencies in one or more of the bridge condition categories (General Appraisal, Floor Condition, Wearing Surface or Paint Condition). Bridge preservation needs are calculated based on a comparison of current and forecasted bridge conditions vs. bridge conditions goals.

Eligibility
Preliminary engineering, right of way and construction phases of the following types of projects are eligible.
- Priority and General System Pavements – Surface treatments and minor rehabilitation as defined by the Office of Pavement Engineering.
- ODOT Maintained Bridges – Preventive maintenance, rehabilitation, replacement and removal as defined by the Office of Structural Engineering.
- Project Related Costs – Maintenance of traffic, drainage roadway excavation, etc.

Urban System Pavements – Preventive maintenance and non-structural overlays as defined by the Office of Pavement Engineering. ODOT does not participate in curbs, gutters, utility relocations and other non-surface items.

Program Oversight
The Division of Finance and the offices of Systems Planning & Program Management, Structural Engineering, Pavement Engineering, and Estimating coordinate and collaborate on technical and financial aspects of the preservation program to ensure that the program funds are spent on eligible items and program goals are achieved.

Contact
Robert Tugend, District Pavement and Bridge Preservation Program Manager - System Planning & Program Management, phone: (614) 752-3997, email: Bob.Tugend@dot.ohio.gov

Link
http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/MajorPrograms/Pages/DistrictPavementBridgeWorkPlans.aspx
## Multi-Lane Major Rehab Program

### Purpose/Applicants
The Major Rehab Program provides funding for major rehabilitation projects along the multi-lane divided priority system (interstate or interstate look alike) which restores the structural integrity of the pavement and/or the bridges.

### Funding
The program is allocated $200 million each year in order to repair or replace poor performing pavements and/or bridges along the multi-lane priority system throughout the state.

The program would like to begin to partner with other agencies along multi-lane major rehab projects in order to maximize the amount of roadway projects throughout the state.

### Eligibility
Any multi-lane divided roadway along the states priority system is eligible for the program. The Multi-Lane Major Rehab Program may participate on all phases of a project. However, construction inspection will only be approved for specialized or unique activities in which the district does not have the expertise to perform on their own.

Widening is eligible within the program if it is determined the pavement needs are directing the need for the project.

Currently there are 3,044.34 centerline miles and 13,836.13 lane miles on the multi-lane divided priority system.

### Selection Criteria
The program manager provides the districts with an analysis of the roadway showing the historical conditions and flags locations of interest which indicate potential issues along the pavement sections. The districts and various central office departments review the information and may provide further insight which may influence the projects which are selected for the program.

These projects will improve the overall condition of the priority system, reduce the maintenance efforts, improve safety, and bring the roadway up to current standards.

### Contact
**Shane J. Deer, P.E.,** Major Bridge Program Manager - Systems Planning & Program Management, phone: (614) 752-5578, email: [Shane.Deer@dot.ohio.gov](mailto:Shane.Deer@dot.ohio.gov)

### Link
- **Site**  
  [http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/MajorPrograms/Pages/MajorRehab.aspx](http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/MajorPrograms/Pages/MajorRehab.aspx)

- **Major Rehab Work Plan** (Need to Open with Google Chrome)  
  [http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/MajorPrograms/Major%20Rehab/Major%20Rehabilitation%20WorkPlan.kml](http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/MajorPrograms/Major%20Rehab/Major%20Rehabilitation%20WorkPlan.kml)
# Major Bridge Program

**Purpose/Applicants**

The Major Bridge Program was established to help alleviate the high cost of major bridge projects previously funded by the individual districts’ bridge allocation funds. The program ensures the preservation of Major Bridges along with the general bridges throughout the state by allowing the districts to focus the district funding on general bridges while the Major Bridge manager concentrates on the funding needs for the Major Bridges throughout the state.

The Major Bridge funding was established separate from the general system bridge allocation for the rehabilitation and replacement of these bridges which meet the criteria and are owned by the state.

**Funding**

The program is allocated $90 - $100 million each year in order to reduce the number of deficiencies along the Major Bridges throughout the state.

**Eligibility**

Major Bridges are defined as meeting one of the following criteria:

- More than 1,000 feet in length,
- Single bridge with a deck area of 81,000 square feet or greater,
- Twin bridge with a deck area of 135,000 square feet or greater,
- Spans the Ohio River,
- Continuous/Cantilever truss bridge, or
- Suspension bridge.

Currently there are 180 structures which meet the above criteria.

The Major Bridge Program may participate on all phases of a project. However, construction inspection will only be approved for specialized or unique activities in which the district does not have the expertise to perform on their own.

**Selection Criteria**

The program manager will review the various requests throughout the state and select projects which will have the greatest improvement to the states’ infrastructure.

**Contact**

Shane J. Deer, P.E., Major Bridge Program Manager - Systems Planning & Program Management, phone: (614) 752-5578, email: Shane.Deer@dot.ohio.gov

**Link**

- [http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/MajorPrograms/Pages/MajorBridge.aspx](http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/MajorPrograms/Pages/MajorBridge.aspx) Map of the Major Bridges (Need to Open with Google Chrome)
- [http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/MajorPrograms/Major%20Bridge/Major%20Bridges.kml](http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/MajorPrograms/Major%20Bridge/Major%20Bridges.kml) Major Bridges Work Plan (Need to Open in Google Chrome)
**County Local Bridge**

**Purpose/Applicants**
This program provides 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 [http://www.ceao.org](http://www.ceao.org).

**Funding**
This program is funded at approximately $34 million annually. The standard federal participation rate is 80% of the construction cost, with increased share up to 95% with the availability of bridge credit or Toll Revenue Credit. There is a $5 million per project maximum on the federal share. Each county is also subject to a $7.5 million overall federal funding limit for projects within any four-year program period. Funding is only provided for construction unless the program manager determines that preliminary engineering and right-of-way costs are warranted.

In accordance with the agreement between ODOT and the CEAO, the CEAO will be responsible for the administration of the Federal/State Exchange Program. Counties will have an opportunity to take advantage of this program with the objective of advancing projects more quickly. The intent of this program is to use state funds in lieu of federal funds currently provided. Each County choosing to utilize state funds will request that ODOT’s Director allocate funds to specific projects through the CEAO Local Bridge Program.

**Eligibility**
To be eligible for federal funds, the local bridge must carry vehicular traffic on a public road and meet the federal definition of a bridge (structure with an opening of more than 20 feet, measured along center of roadway).

**Selection Criteria**
To guarantee funding for counties with the worst bridge conditions, at least $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 four-year period are given priority.

**Contacts/Links**
**Ohio County Engineers Association**, External Program Manager, (614) 221-0707, website: [http://www.ceao.org/](http://www.ceao.org/)

**ODOT**: Andrea Stevenson, Administrator - Local Programs/LTAP, phone: (614) 644-8211, email: Andrea.Stevenson@dot.ohio.gov
## County Surface Transportation

<table>
<thead>
<tr>
<th>Purpose/Applicants</th>
<th>This program provides construction funding for eligible roadway improvements. 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>.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding</td>
<td>This program is funded at approximately $14 million annually. The standard federal participation rate is 80%. There is a $2 million per project maximum on the federal share. Funding is only provided for construction unless the program manager determines that preliminary engineering and right-of-way costs are warranted.</td>
</tr>
<tr>
<td>Eligibility</td>
<td>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. There is also a special provision which allows up to approximately $3 million of STP funding per federal fiscal year to be spent on Rural Minor Collectors. 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.</td>
</tr>
<tr>
<td>Application Process</td>
<td>Applications are accepted once per year, typically in the month of August. Applications are prioritized by the amount of funds a county has in the total CEAO program divided by county roadway mileage. Those counties with the least amount of funding per mile are given highest priority for CSTP funds.</td>
</tr>
</tbody>
</table>
| Contacts/Link | **Ohio County Engineers Association**, External Program Manager, (614) 221-0707, website: [http://www.ceao.org/](http://www.ceao.org/)

**ODOT: Andrea Stevenson**, Administrator - Local Programs/LTAP, phone: (614) 644-8211, email: Andrea.Stevenson@dot.ohio.gov
County Highway Safety Program

Purpose/Applicants
This program provides funds to counties for highway safety treatments or corrective activity designed to alleviate a safety problem or 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 [http://www.ceao.org](http://www.ceao.org).

Funding
This program is funded at approximately $14 million annually, of which a portion of funding is set aside for safety studies, sign upgrades, and curve sign upgrades. The standard federal participation rate is 80% on roadway projects and sign upgrades; 90% on safety studies; and 100% on guardrail, pavement marking, raised pavement marker, and curve sign upgrade projects. There is a $5 million per project maximum on the federal share of roadway projects. Other 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.

Eligibility
Safety projects may be on any public 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:
- Crash Rate
- Rate of Return
- Relative Severity Index
- Equivalent Property Damage Only Rate
- Amount of Funding Requested

Project types can include: intersection safety, signalization, roadway widening, turn lanes, pavement markings, traffic signs, traffic lights, guardrails, center line and edge line striping.

Application Process
Applications for safety studies and sign upgrade projects are accepted once per year, typically in the month of July. Applications for all other safety improvements are accepted once per year, typically in the month of August.

Contacts/Link
Ohio County Engineers Association, External Program Manager, (614) 221-0707, website: [http://www.ceao.org/](http://www.ceao.org/)

ODOT: Andrea Stevenson, Administrator - Local Programs/LTAP, phone: (614) 644-8211, email: Andrea.Stevenson@dot.ohio.gov
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 Operations 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**
Thomas Lyden, P.E., Administrator - Maintenance Operations, phone: (614) 644-7105, email: Thomas.Lyden@dot.ohio.gov
**Geological Site Management Program**

<table>
<thead>
<tr>
<th>Purpose/Applicants</th>
<th>This program provides funding for Slips, Landsides, Rockfall, Underground Mine and Erosion projects. The Geologic Site Management Program is Administered by Central Office.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding</td>
<td>Total available funding is approximately $18 million annually. There is no maximum state share per project. Engineering costs are eligible.</td>
</tr>
<tr>
<td>Eligibility</td>
<td>Each District has developed a Geologic Site Inventory. Each site on the inventory will be evaluated to determine if the site is a viable project. Consideration will also be given to proactive repair work versus reactive repair work. Slips and Land Slides by their very nature tend to become more severe and costly as time passes. Work that could be completed on slips in their early stages could be completed at a fraction of the cost of the work that would be needed after a catastrophic failure.</td>
</tr>
<tr>
<td>Application Process</td>
<td>The Office of Systems Planning &amp; Program Management sends a program announcement to ODOT District offices annually in May. The deadline for receiving applications is mid-June. Projects selected in September.</td>
</tr>
<tr>
<td>Selection Process</td>
<td>Projects will be reviewed and selected by the Geologic Site Management Committee. The committee consists of the Office of Geotechnical Engineering, Office of Systems Planning &amp; Program management and District representation. The committee will consider the cost effectiveness, public safety and project delivery when allocating funding.</td>
</tr>
<tr>
<td>Contact</td>
<td><strong>Jerry Workman</strong>, Program Manager – Program Management, phone: (614) 387-2352, email: <a href="mailto:Jerry.Workman@dot.ohio.gov">Jerry.Workman@dot.ohio.gov</a></td>
</tr>
<tr>
<td>Link</td>
<td><a href="http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/MajorPrograms/Pages/Geotechnical.aspx">http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/MajorPrograms/Pages/Geotechnical.aspx</a></td>
</tr>
</tbody>
</table>
### Local Major Bridge

**Purpose/Applicants**
This program provides federal funds to counties and municipalities for bridge replacement or major bridge rehabilitation projects.

**Funding**
The Ohio Department of Transportation (ODOT) will work with Ohio’s county engineer’s to provide $90 million for work to replace, improve or rehabilitate bridges across the state over the next three years.

**Eligibility**
- Bridge must have County Maintenance Responsibility
- Bridge must be Structural Deficient
- Bridge must be open and carry vehicular traffic
- Bridge is not funded by LBR Program, Ohio Public Works Program, or the County Capital Program(s)
- Must meet the Federal Bridge definition (span greater than 20 ft.)
- Bridge is not historic
- Individual 404/401 waterway permit not require.

**Application Process**
ODOT plans to announce the program in late September with the intent of starting some non-complex projects in Summer 2014
- Bridges will be packaged into approximately 6-8 contracts.
- Contracts will be geographically based.
- Contracts will be sold in 1 or 2 lettings (to be finalized)

**Selection Criteria**
ODOT will work with County Engineers to identify candidate projects and confirm list.

**Contacts**
**District Planning & Program Administrator** (See ODOT Primary Contacts – District Planning & Engineering Administrators sheet for listing)
Nichole Wade, Program Manager - Local Programs, phone: (614) 752-6581, email: Nichole.Wade@dot.ohio.gov

**Link**
[http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx](http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx)
Ohio’s Bridge Partnership Program

**Purpose/Applicants**
Ohio’s Bridge Partnership Program is a new construction initiative designed to reduce the excess of deficient county and city bridges. ODOT will work cooperatively with County and City Engineers to replace bridges in need of repair and/or replacement.

**Funding**
The program provides $100 million for counties and $10 million for cities from SFY 2015 – 2017 for the replacement of bridges statewide. Projects meeting eligibility criteria will be designed and constructed through the ODOT-Let process with 100% federal funds – no local match required.

**Eligibility**
To be eligible for this program, the bridges must be:
- Identified as structurally deficient
- Be open and carry vehicular traffic
- Not currently funded by other funding sources
- Must meet the federal Bridge definition (span greater than 20 ft.)

**Development Process**
ODOT and the County/City Engineers, with eligible bridges, will work closely to develop the appropriate scope, schedule and budget for each project. Approval from each County/City will be required prior to advancing projects to construction.

**Contacts**
Ohio County Engineers Association, External Program Manager, (614) 221-0707, website: [http://www.ceao.org/](http://www.ceao.org/)

**ODOT:** Andrea Stevenson, Administrator - Local Programs/LTAP, phone: (614) 644-8211, email: [Andrea.Stevenson@dot.dot.gov](mailto:Andrea.Stevenson@dot.dot.gov)
Amish Buggy Program

Purpose/Applicants: This program provides funding for transportation improvement projects on priority state routes and off-road trails adjacent to priority state routes that improve safety for motorists and horse drawn vehicles. The priority state routes were identified and selected based on ODOT buggy/motorized vehicle crash data. The Amish Buggy Program is Administered by Central Office.

Funding: Total available funding is approximately $1 million annually. ODOT will provide up to 100% of eligible costs. Engineering, right-of-way and construction costs are eligible.

Eligibility: To be eligible for funding a project must address criteria identified in Section 5.2.2 of ODOT’s 2000 Amish Buggy Safety on Ohio’s State Roadway System Report and 2007 Update. The following types of projects are eligible:

- Widening paved shoulders to 6-8 feet.
- Paving graded shoulders during scheduled reconstruction or repaving of roadway.
- Construction of buggy pull-off or hill climbing lanes.
- Widening shoulders on downhill side of roadways.
- Construction of separate buggy/bicycle trails.

Application Process: Projects are selected through an application process, though there is no formal application schedule. Applications are submitted by ODOT districts.

Selection Criteria: Applications are evaluated against the Amish Buggy Study criteria and selected by the Program Manager.

Contact: Jerry Workman, Program Manager - Program Management, phone: (614) 387-2352, email: Jerry.Workman@dot.ohio.gov

Link: http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/MajorPrograms/Pages/AmishBuggy.aspx
Federal Lands Access Program

**Purpose/Applicants**
This program combines several smaller Federal Lands programs to provide funding for transportation improvement projects which provide access to, are adjacent to, or are located within Federal lands with an emphasis on high-use recreation sites and economic generators. The Federal Lands Access Program (FLAP) is Administered by Central Office.

**Funding**
Total available funding is approximately $1 million annually. The program pays up to 80% of the cost for planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction and reconstruction.

**Eligibility**
Access facilities are defined as being owned or maintained by a state, tribal or local government. The facility must be located on, adjacent to or otherwise provide access to federal land. Other eligible items include:
- Adjacent vehicular parking areas
- Acquisition of scenic easements and scenic or historic sites
- Provisions for pedestrian and bicycles
- Environmental mitigation
- Roadside rest areas, including sanitary and water facilities
- Operation and maintenance of transit facilities, including vehicles

**Application Process**
Projects are selected through an annual application process administered by the Eastern Federal Lands Highway Divisions (EFLHD) of FHWA in conjunction with ODOT and the County Engineer’s Association of Ohio (CEAO).

**Selection Process**
Projects are selected by a Programming Decisions Committee (PDC) comprised of representatives from EFLHD, ODOT and CEAO. Candidate projects must be supported and endorsed by the appropriate Federal Land Management Agency (FLMA) with jurisdiction over the land to which the proposed project serves.

**Contact**
Jerry Workman, Program Manager - Program Management, phone: (614) 387-2352, email: Jerry.Workman@dot.ohio.gov

**Link**
http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/MajorPrograms/Pages/ForestHighway.aspx
Metro Park

**Purpose/Applicants**
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.

**Funding**
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.

**Eligibility**
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.

**Process/Requirements**
The park district may sell projects by one of the following methods:

- **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.

- **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.

- **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.

**Contacts**

District Planning & Engineering Administrator  (See ODOT Primary Contacts – District Planning & Engineering Administrators sheet for listing)

**Jeff Shaner**, Internal Program Manager - Local Programs, phone: (614) 644-6394, email: Jeffrey.Shaner@dot.ohio.com

**Gary Cooper**, Ohio Parks and Recreation Association, External Program Manager, phone: (614) 895-2222, email: jcooper@opraonline.org
## Metropolitan Planning Organizations and Large Cities

### Purpose/Applicants
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.

### Funding
ODOT annually sub-allocates federal Surface Transportation Program (STP) funds to each MPO and Large City. MPOs also receive annual Transportation Alternatives Program (TAP). MPOs in US EPA designated air quality areas receive Congestion Mitigation and Air Quality (CMAQ) funds allocation. The CMAQ allocations for the eight large MPOs are incorporated into a statewide allocation program. The MPOs are:

- Akron Metropolitan Area Transportation Study (AMATS) [http://www.amatsplanning.org/](http://www.amatsplanning.org/)
- Brooke-Hancock-Jefferson Transportation Study (BHJ) [http://bhjmtp.org/](http://bhjmtp.org/)
- Clark County -Springfield Transportation Coordinating Committee (CCSTCC) [http://www.clarktcc.com/](http://www.clarktcc.com/)
- Eastgate Regional Council of Governments (EASTGATE) [http://www.eastgategov.org/](http://www.eastgategov.org/)
- Kentucky-Ohio-West Virginia Interstate Planning Commission (KYOVA) [http://www.wvs.state.wv.us/koya/](http://www.wvs.state.wv.us/koya/)
- Licking County Area Transportation Study (LCATS) [http://lcats.org/](http://lcats.org/)
- Lima-Allen County Regional Planning Commission (LAC RPC) [http://lacrpc.com/](http://lacrpc.com/)
- Miami Valley Regional Planning Commission (MVRPC) [http://mvrpc.org/](http://mvrpc.org/)
- Mid-Ohio Regional Planning Commission (MORPC) [http://www.morpc.org/](http://www.morpc.org/)
- Northeast Ohio Areawide Coordinating Agency (NOACA) [http://www.noaca.org/](http://www.noaca.org/)
- Ohio-Kentucky-Indiana Regional Council of Governments (OKI) [http://www.oki.org/](http://www.oki.org/)
- Richland County Regional Planning Commission (RCRPC) [http://rcrpc.org/](http://rcrpc.org/)
- Stark County Area Transportation Study (SCATS) [http://www.co.stark.oh.us](http://www.co.stark.oh.us)
- Toledo Metropolitan Area Council of Governments (TMACOG) [http://www.tmacog.org/](http://www.tmacog.org/)

The Large Cities are: Findlay, Lancaster, Marion, Wooster and Zanesville.

### Eligibility
STP funds are eligible for financing a wide variety of multi-modal maintenance, operational capital, and new construction projects. TAP funding finance projects which enhance the historical, cultural, environmental, and pedestrian/bicycle components of regional transportation systems. CMAQ funds are limited to specific air quality designated areas, for financing projects that will result in reductions to transportation sector pollutants.

### Process/Requirements
ODOT provides the MPOs and Large Cities with multi-year 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, selecting, and monitoring the development of award of annual programs of regional priority transportation improvement projects for their regions. 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.

### Contacts/Links
[http://www.dot.state.oh.us/Divisions/Planning/SPR/StatewidePlanning/Pages/MPO_Planning.aspx](http://www.dot.state.oh.us/Divisions/Planning/SPR/StatewidePlanning/Pages/MPO_Planning.aspx)

Dave Moore, Planning Manager - Statewide Planning & Research, phone: (614) 466-0754, email: Dave.Moore@dot.ohio.gov
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 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/Divisions/Planning/LocalPrograms. 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
District Planning & Engineering Administrator (See ODOT Primary Contacts – District Planning & Engineering Administrators sheet for listing)

Nichole Wade, Program Manager - Local Programs, phone: (614) 752-6581, email: Nichole.Wade@dot.ohio.gov

Link
http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx
# Noise Walls

**Purpose/Applicants**

This program is the Type II Noise Wall Program which provides funds for retrofitting existing highways with noise barriers for communities that predate the existence of the highway.

**Funding**

Historically, the annual budget statewide has been $5 million. Any local government that desires to add a new noise wall must meet Federal and State Eligibility criteria to be eligible for funding.

**Eligibility/Process**

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.

http://www.dot.state.oh.us/Divisions/Planning/Environment/NEPA_policy_issues/NOISE/Pages/default.aspx

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 Traffic Noise Manual and federal regulations (23CFR772).

The Type II project prioritization process considers existing noise levels and the preliminary cost per benefited receptor based on preliminary modeling. This is used to achieve a fair and equitable prioritization process. Prioritization can also be based on other factors such as type of development to be protected, constructability and practicability of highway traffic noise abatement at the site, and increase in highway traffic noise since the development was constructed.

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 highway. 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.

The proposed project must be in a non-commercial noise-sensitive area. Primarily, these are residential areas but they also may contain schools, churches, 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 involvement is held to determine aesthetic and material options and to answer any final questions from the Type II communities. Public involvement can take the form of an open house meeting or a mail survey. Additionally, landscaping is considered and determined upon completion of the noise public involvement process.

**Contacts**

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

**Noel Alcala**, Noise and Air Quality Coordinator - Environmental Services, phone: (614) 752-2788, email: Noel.Alcala@dot.ohio.gov
Safe Routes to School

**Purpose/Applicants**

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.

**Funding**

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 $400,000 limit for infrastructure projects and a $60,000 limit for all other project types. Funds will be distributed in the following manner:

- 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.
- 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.

**Eligibility**

Eligible applicants are community governments, individual schools or school systems. Infrastructure projects must be sponsored by a local governmental agency.

**Application Process**

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: [http://www.bike.ohio.gov](http://www.bike.ohio.gov) or [http://www.walk.ohio.gov](http://www.walk.ohio.gov). 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. Applications are typically accepted from early January to early March each year.

**Selection Criteria**

Scoring criteria: Safety, ODOT approved STP, Demonstrated Need, Project Quality and Viability, and Usage.

**Contacts**

**District SRTS Coordinator** (See SRTS website for District contacts)

Julie Walcoff, Bicycle and Pedestrian Planner - Systems Planning & Program Management, phone: (614) 466-3049, email: Julie.Walcoff@dot.ohio.gov

**Link**

[http://www.walk.ohio.gov](http://www.walk.ohio.gov)
[http://www.bike.ohio.gov](http://www.bike.ohio.gov)
## Safety

<table>
<thead>
<tr>
<th>Purpose/Applicants</th>
<th>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.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding</td>
<td>This program is funded at approximately $100 million annually. ODOT will provide up to 90% of the eligible costs for preliminary engineering, detailed design, right-of-way, or construction.</td>
</tr>
</tbody>
</table>
| Eligibility       | 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 and/or severity of crashes. Prioritization is based on a variety of criteria including:  
  - Expected Crash Frequency  
  - Potential for Safety Improvement  
  - Relative Severity Index  
  - Equivalent Property Damage Only  
  - Volume to Capacity Ratio  
  - Benefit to Cost Ratio  
  - Percentage of Safety Funding Requesting  
  Project types include: signalization, turn lanes, pavement markings, traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments and break away utility poles. |
| Application Process | There are two application cycles per year. Applications are due April 30 and September 30. They must be submitted in advance through the ODOT districts and signed off by the respective District Safety Review Team. A safety engineering study must typically accompany the application. The level of effort will be determined by the district office and will depend on the cost and complexity of the project. |
| Contacts          | **District Planning & Engineering Administrator** (See ODOT Primary Contacts – District Planning & Engineering Administrators sheet for listing)  
Michelle May, Highway Safety Program Manager - Systems Planning & Program Management, phone: (614) 644-8309, email: Michelle.May@dot.ohio.gov |
**Small City**

<table>
<thead>
<tr>
<th>Purpose/Applicants</th>
<th>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.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding</td>
<td>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.</td>
</tr>
<tr>
<td>Eligibility</td>
<td>Funds are for construction only, and may generally be used for any road, safety or signal project on the Federal Aid System.</td>
</tr>
<tr>
<td>Application Process</td>
<td>The project solicitation process begins January 1 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.</td>
</tr>
<tr>
<td>Selection Criteria</td>
<td>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).</td>
</tr>
<tr>
<td>Contact</td>
<td><strong>District Planning &amp; Engineering Administrator</strong> (See ODOT Primary Contacts – District Planning &amp; Engineering Administrators sheet for listing)</td>
</tr>
<tr>
<td>Link</td>
<td><a href="http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx">http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx</a></td>
</tr>
</tbody>
</table>
**Urban Paving Program**

<table>
<thead>
<tr>
<th>Purpose/Applicants</th>
<th>This program provides funds for eligible surface treatment and resurfacing projects on state and U.S. Routes within municipal corporations.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding</td>
<td>An annual allocation is set statewide and distributed to each of ODOT’s 12 districts based on a district’s &quot;City State and U.S. Route System&quot; mileage, and the condition of those routes according to ODOT’s Pavement Condition Rating System. 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.</td>
</tr>
<tr>
<td>Eligibility</td>
<td>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.</td>
</tr>
<tr>
<td>Contact</td>
<td>District Planning &amp; Program Administrator  (See <a href="#">ODOT Primary Contacts – District Planning &amp; Engineering Administrators</a> sheet for listing)</td>
</tr>
</tbody>
</table>
## MAJOR NEW CAPACITY PROJECTS

### Transportation Review Advisory Council (TRAC)

| **Purpose/Applicants** | The TRAC selects the major new capacity projects to be constructed in a four-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.
| **Applicants** | Applicants include political subdivisions, metropolitan planning organizations, transit boards and port authorities.

| **Funding** | ODOT determines how much money is available for the Major New Program after basic maintenance and operational needs have been met.

| **Eligibility** | 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.

| **Application Process** | 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 and February with a final four-year program published shortly thereafter.

| **Selection Criteria** | Each project is evaluated by TRAC for transportation efficiency, safety and economic development. Projects are scored under four criteria Transportation Impacts (55%), Community and Economic Performance (15%), Local Investments (15%) and Project Funding Plan (15%). Based upon the project evaluation, the project costs and the available revenue, the TRAC compiles a list of projects that will be funded for the next 4-year period.

| **Contact** | Jim Gates, TRAC Coordinator - Systems Planning & Program Management, phone: (614) 752-7468, email: James.Gates@dot.ohio.gov

| **Link** | [http://www.dot.state.oh.us/trac](http://www.dot.state.oh.us/trac)
MULTI-MODAL / OTHER

Bicycle and Pedestrian Activities

Purpose
Each State Department of Transportation provides for a Bicycle and Pedestrian Coordinator to promote and facilitate the increased use of non-motorized 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.

Funding
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.

See ODOT’s Transportation Alternatives website for rural application information: http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx
Contact the appropriate Metropolitan Planning Organization (http://www.dot.state.oh.us/Divisions/Planning/SPR/StatewidePlanning/Pages/MPO_Planning.aspx) for urban information.
More information on the Clean Ohio Trails and Recreational Trails funds can be found here: http://ohiodnr.com/tabid/10762/default.aspx

Services
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.

Information including public education, training opportunities, design criteria, and existing networks can be found on the Bicycle and Pedestrian Program website at: www.dot.state.oh.us/bike. Additional information may be found on the Federal Highway Administration website at http://www.fhwa.dot.gov/environment/bicycle_pedestrian/index.cfm.

Contacts
Julie Walcoff, Bicycle and Pedestrian Planner- Systems Planning & Program Management, phone: (614) 466-3049, email: Julie.Walcoff@dot.ohio.gov

For district specific issues: District Planning and Engineering Administrators
(See ODOT Primary Contacts – District Planning & Engineering Administrators sheet for listing)
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](http://www.ohiobyways.com).

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**

Thomas P. Barrett, Program Manager - Local Programs, phone: (614) 466-3932, email: Tom.Barrett@dot.ohio.gov

District Planning & Engineering Administrator (See [ODOT Primary Contacts – District Planning & Engineering Administrators](http://www.fhwa.dot.gov/byways/states/OH) sheet for listing)

**Links**

Ohio Scenic Byways: [http://www.ohiobyways.com](http://www.ohiobyways.com)

State Infrastructure Bank (SIB)

**Purpose/Applicants**
The revolving loan program makes direct loans to any public entity. Qualified applicants include any public entity, such as counties, cities, villages, townships, boards or commissions, regional transit and port authorities. The program assists with all levels and modes of transportation projects within the state.

**Funding**
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. SIB funds can be used for a portion or up to 100% of the project costs.

**Eligibility**
Any transportation related project eligible under Federal Title 23, including highway and transit, as well as aviation, rail, and intermodal facilities. Loan 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.

**Terms/Interest Rate**
- Up to 30 year loan term
- 3%
- Interest deferral for first 12 month
- Closing cost can be financed in to the loan
  - Varies based on amount borrowed

**Application Process**
Applications are available on-line at www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx and may be submitted anytime throughout the year. The application and loan process takes 30-60 days.

**Evaluation Criteria**
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.

**Contact**
Melinda Lawrence, SIB Coordinator, phone: (614) 644-7255, fax (614) 728-2692, email: Melinda.Lawrence@dot.ohio.gov

**Link**
www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx
# State Infrastructure Bank (SIB) General Revenue Fund (GRF) Bond program

**Purpose/Applicants**

The investment grade bond fund programs were created to generate additional SIB loan proceeds and to fund the larger projects.

Qualified applicants include any public entity, such as counties, cities, villages, townships, boards or commissions, regional transit and port authorities. These programs assist with all levels and modes of transportation projects within the state.

**Funding**

The SIB issues the 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. The State Transportation Infrastructure Bond Fund has an AA rating and the Federal Title 23 Transportation Infrastructure Bond Fund has an AA rating from Fitch.

**Eligibility**

Any transportation related project eligible under Federal Title 23, including highway and transit, as well as aviation, rail, and intermodal facilities.

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.

Depending upon the credit quality of the borrower, these financing programs can frequently take a specific revenue pledge toward a project rather than requiring a full general obligation pledge which preserves debt capacity of the borrower.

**Terms/Interest Rate**

- Up to 25 year term
- Market Rate
- There is not a free interest period, but it could be potentially accrued for up to 3 years
- Transaction Costs range from 1% to 3%
  - Dependent upon the size of issuance

**Application Process**

Applications are available on-line at [www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx](http://www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx) and may be submitted anytime throughout the year. The application and bond process may take from 60-90 days.

**Evaluation Criteria**

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.

**Contact**

Melinda Lawrence, SIB Coordinator, phone: (614) 644-7255, fax (614) 728-2692, email: Melinda.Lawrence@dot.state.oh.us

**Link**

[www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx](http://www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx)
Transportation Alternatives Program (TAP)

**Purpose**
This program provides funds for projects that support transportation by improving non-motorized transportation facilities, historic preservation, scenic and environmental aspects.

**Funding/Applicants**
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.

The program pays 80% of eligible costs for construction and/or eligible acquisition activities up to a specified maximum amount.

**Eligibility**
Eligible projects categories are: Bicycle & 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.

Projects must meet the following criteria:
1. Have a direct relationship to surface transportation.
2. Demonstrate a public benefit.
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.
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.
5. If not categorized as an acquisition project, must be on existing public right-of-way.
6. Local cash match must be committed and identified.
7. Applicant must demonstrate a commitment to maintain the project after completion.
8. Applicant must have no maintenance issues with past performance concerning liability, negligence or safety.

**Application Process**
The project solicitation process begins January 1st 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.

**Selection Process**
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.

**Contacts**
Jeff Shaner, Program Manager - Local Programs, phone: (614) 644-6394, email: Jeffrey.Shaner@dot.ohio.gov

District Planning & Engineering Administrator (See ODOT Primary Contacts – District Planning & Engineering Administrators sheet for listing)

**Link**
[http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx](http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx)
### Transportation Improvement Districts

<table>
<thead>
<tr>
<th>Purpose/Applicants</th>
<th>In Ohio, Transportation Improvement Districts (TIDs) promote intergovernmental and public-private cooperation of transportation resources and investments. A full program overview and map of current TIDs can be accessed at the below link.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding</td>
<td>This program provides $3.5 million each fiscal year for TID projects. The funding provided for each project is limited to 25% of total project cost not to exceed $250,000 per fiscal year, whichever is less. Awards are granted through a competitive selection process.</td>
</tr>
<tr>
<td>Eligibility</td>
<td>A TID must be registered with the ODOT to apply for funding and meet the criteria established in ORC Section 203.40 (See the link below). Funding must be used for a specific project (or projects), and may be used for construction, right-of-way acquisition, and design. Proposed projects will be considered based on their ability to address economic development, job creation and retention impact.</td>
</tr>
</tbody>
</table>
| Process/Requirements | Funding requests for specific projects should be submitted to ODOT during the annual spring grant period of each fiscal year. Proposed projects must meet the following criteria:  
  - Contain additional sources of funding in addition to the ODOT TID sources  
  - Co-sponsors of a project may individually apply for up to $250,000 for a single project. However, no more than 25 percent of a project's total costs shall be funded through the program  
  - Administrative costs are prohibited  
  - Funds are available on a reimbursement basis and successful awardees must enter a written agreement with the ODOT within 60 days of award notification |
| Contact | Glenda Bumgarner, Jobs and Commerce Office Administrator, phone: (614) 387-5206, email: Glenda.Bumgarner@dot.ohio.gov |
| Link | [http://www.dot.state.oh.us/Divisions/JobsAndCommerce/Pages/TID.aspx](http://www.dot.state.oh.us/Divisions/JobsAndCommerce/Pages/TID.aspx) |
## TRANSIT

### Coordination (Transit)

#### Purpose/Applicants

The Ohio Coordination Program provides federal transit funding for local and regional mobility managers—professionals who work to enhance and expand transportation options at both a community and a personal level. According to the Partnership for Mobility Management,

- Mobility management is innovation in transportation service and coordination.
- Mobility management is local and regional solutions to fit community needs and visions.
- Mobility management is assisting transportation-challenged populations—youth, people with disabilities, older people and people with low incomes—to get where they need to go so they can live fruitful lives in their communities.
- Mobility management is easy information and referral to assist individuals in learning about and accessing community and regional transportation services.
- Mobility management is a shared table of transportation providers, planners, and community stakeholders to collaborate, plan, implement and maintain a family of transportation services.

Mobility management does not include driving, scheduling, or dispatching, or directly supervising the staff that fulfill these roles.

#### Funding

Mobility management is considered a capital expense—80% of project costs are reimbursable. The remaining 20% of project costs must be identified by the project sponsor and may include local cash, federal funds not derived from a U.S. Department of Transportation program, and in-kind contributions.

#### Eligibility

Eligible applicants are local governmental agencies and nonprofit organizations. Nonprofit organization applicants must obtain (as a part of the application process) official designation from the board of county commissioners for each county in their proposed service area.

#### Application Process

Each project must be derived from the applicable locally developed, coordinated public transit-human services transportation plan. The applicant will complete the Specialized Transportation Program application made available through ODOT’s website at [http://www.dot.state.oh.us/ocp](http://www.dot.state.oh.us/ocp). Application instructions will be posted along with the application.

#### Contact

**Macie Legge**, Program Coordinator - Transit, phone: (614) 728-9609, email: Macie.Legge@dot.ohio.gov

#### Link

[http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Coordination.aspx](http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Coordination.aspx)
### Elderly and Disabled Transit Fare Assistance

**Purpose/Applicants**
This program encourages current public 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 who are designated by a Board of Commissioners to provide public transit service.

**Funding**
Funding for each public transportation system is allocated by multiplying the actual number of elderly and disabled passengers by the amount of the fare reduction up to a maximum of one-half (1/2) the full fare. Rural and small urban transit system reimbursements are calculated first. If funds are available this amount is subtracted from the total available funds to determine funds available for large urban transit systems.

**Eligibility**
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.

**Application Process**
This is a reimbursement program, no application is required. ODOT will transmit a contract to the eligible public transit system for execution each year. ODOT will process payment of the full reimbursement amount upon receipt of the executed contract and an authorizing resolution.

**Contact**
Esther Klaus, State Program Coordinator - Transit, phone: (614) 466-8320, email: Esther.Klaus@dot.state.oh.us

**Link**
[http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/ElderlyDisabled.aspx](http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/ElderlyDisabled.aspx)
Urban Public Transportation Grant Program (Transit)

**Purpose/Applicants**
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.

**Funding**
State and federal program funds vary annually and are provided to large and small urban transit systems.

**Eligibility**
ODOT allocates Urban Transit Program funds among five categories:
- I. Rail/Bus Systems;
- II. Large Bus Systems;
- III. Mid-sized Bus Systems;
- IV. Intermediate Bus Systems;
- V. Small Bus Systems.

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.

**Application Process**
Existing grantees receive an annual allocation of Urban Formula Funds for which they apply for each year. Applications for urbanized areas are due approximately September 28 each year. A combined application can be submitted for capital, operating and planning.

**Contact**
Juana Hostin, State Program Coordinator - Transit, phone: (614) 644-0304, email: Juana.Hostin@dot.ohio.gov

**Link**
http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Urban.aspx
Rural Transit

Purpose/Applicants
Federal and State funds are used to assist with operating and capital expenses in the provision of general public transportation services in rural areas.

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.

Funding
FTA 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 are used to help systems with providing up to 50% of the local match to federal funding.

Eligibility
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.

Application Process
Existing grantees receive an annual allocation of Federal and State operating funds for which they can apply each year. ODOT uses a performance-based formula as well as system eligibility history 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 are due each September for the following calendar year.

Contact
Lorretta Frenton, Rural Transit Program Coordinator, phone: (614) 466-7410, email: Lorretta.Frenton@dot.ohio.gov

Link
http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Rural.aspx
## Specialized Transportation (Transit)

<table>
<thead>
<tr>
<th><strong>Purpose/ Applicants</strong></th>
<th>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.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Funding</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>Eligibility</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>Application Process</strong></td>
<td>Applications are due to ODOT annually. The applicant will complete an application made available through ODOT’s website. Application instructions will be posted along with the application.</td>
</tr>
<tr>
<td><strong>Contact</strong></td>
<td>Macie Legge, State Program Coordinator - Transit, phone: (614) 728-9609, email: <a href="mailto:Macie.Legge@dot.ohio.gov">Macie.Legge@dot.ohio.gov</a></td>
</tr>
<tr>
<td><strong>Link</strong></td>
<td><a href="http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Specialized.aspx">http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Specialized.aspx</a></td>
</tr>
</tbody>
</table>
## OTHER AGENCY TRANSPORTATION INFRASTRUCTURE PROGRAMS

### Ohio Department of Development

<table>
<thead>
<tr>
<th>Program</th>
<th>Purpose/Applicants</th>
<th>Eligible Activities</th>
<th>Funding</th>
<th>Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Business Development</strong></td>
<td>Companies primarily engaged in manufacturing, research and development, high technology, corporate headquarters and distribution. Each project must create or retain jobs.</td>
<td>On and off-site infrastructure improvements, including water and sewer, road improvements and rail.</td>
<td>Grant money is available but substantial local support is required.</td>
<td>Office of Business Development, (614) 466-4551 or (800) 848-1300</td>
</tr>
<tr>
<td><strong>Rural Industrial Park Loan Program</strong></td>
<td>Provides direct loans and loan guarantees to rural, distressed local communities and other eligible applicants committed to creating well planned industrial parks.</td>
<td>Off-site public infrastructure improvements (water, sewer, roads, etc.).</td>
<td>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.</td>
<td>Office of Business Development, (614) 466-4551 or (800) 848-1300</td>
</tr>
<tr>
<td><strong>Urban &amp; Rural Initiative Program</strong></td>
<td>Provides assistance to municipalities and nonprofit economic development organizations in distressed areas. Supports local efforts for Brownfield site cleanup, economic reuse and the creation of industrial parks.</td>
<td>Land acquisition, infrastructure improvements, renovation of existing buildings and Brownfield site remediation.</td>
<td>Grants can be awarded in distressed urban and rural areas. A 25% local match is required.</td>
<td>Office of Business Development, (614) 466-4551 or (800) 848-1300</td>
</tr>
</tbody>
</table>
### Governor’s Office of Appalachia

<table>
<thead>
<tr>
<th>Program</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Distressed Counties</td>
<td>Nonprofit or governmental entities serving a project in one of Ohio’s distressed ARC counties</td>
<td>Include strengthening a region’s economy and/or infrastructure</td>
<td>Grants up to $300,000</td>
<td>Governor’s Office of Appalachia (614) 644-9228 or (800) 848-1300</td>
</tr>
<tr>
<td>Area Development</td>
<td>Nonprofit or governmental entities serving a project in one of Ohio’s non-distressed ARC counties</td>
<td>Include strengthening a region’s economy and/or infrastructure</td>
<td>Grants up to $300,000; projects generally funded at 50%</td>
<td>Governor’s Office of Appalachia (614) 644-9228 or (800) 848-1300</td>
</tr>
<tr>
<td>Access Roads</td>
<td>Nonprofit or governmental entities in one of Ohio’s 29 ARC counties</td>
<td>Local access roads serving industrial, commercial, residential, recreational and educational areas; funds can pay for preliminary engineering, right-of-way and/or construction</td>
<td>Total program of $1,000,000</td>
<td>Governor’s Office of Appalachia (614) 644-9228 or (800) 848-1300</td>
</tr>
<tr>
<td>Area Development</td>
<td>Nonprofit or governmental entities serving a project in one of Ohio’s non-distressed ARC counties</td>
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### Housing & Community Partnerships

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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Community Development Block Grant</td>
<td>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.</td>
<td>Off-site infrastructure improvements.</td>
<td>$400,000 maximum for grants to jurisdictions</td>
<td>Office of Housing &amp; Community Partnerships, (614) 466-2285 or (800) 848-1300</td>
</tr>
</tbody>
</table>
## Ohio Public Works Commission

<table>
<thead>
<tr>
<th>Program</th>
<th>Purpose/Applicants</th>
<th>Eligible Activities</th>
<th>Funding</th>
<th>Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Capital Improvements Program</td>
<td>Provides low-interest loans and grants for infrastructure facilities.</td>
<td>Eligible projects include improvements to roads, bridges, culverts, water supply systems, wastewater systems, storm water collection systems, and solid waste disposal facilities.</td>
<td>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.</td>
<td>Main: (614) 466-0880 Website: <a href="http://www.pwc.state.oh.us/">http://www.pwc.state.oh.us/</a></td>
</tr>
<tr>
<td>Local Transportation Improvements Program</td>
<td>Provides grants for local road and bridge projects.</td>
<td>Projects must have useful lives of at least seven years.</td>
<td>Funded from .01 of the motor fuel tax, the program provides $60 million annually in grants. Moneys are distributed on a per capita basis.</td>
<td>Main: (614) 466-0880 Website: <a href="http://www.pwc.state.oh.us/">http://www.pwc.state.oh.us/</a></td>
</tr>
</tbody>
</table>
## Ohio Rail Development Commission

<table>
<thead>
<tr>
<th>Program</th>
<th>Purpose/Applicants</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Rail Safety</td>
<td>ODOT and ORDC work together to improve safety 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.</td>
<td>Grade crossing warning device improvements, e.g. installation of flashing lights and roadway gates; railroad traffic signal preemption, grade crossing elimination and hazard elimination.</td>
<td>ODOT allocates about $15 million annually in Hazard Elimination and Surface Transportation Program funds. Funds are generally used for both preliminary and construction engineering.</td>
<td>Cathy Stout, Manager, Grade Crossing, (614) 644-0313, email: <a href="mailto:Catherine.Stout@dot.ohio.gov">Catherine.Stout@dot.ohio.gov</a></td>
</tr>
<tr>
<td>Rail Line Acquisition</td>
<td>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.</td>
<td>Funds are provided for the purchase of rail lines (track, fixtures and the underlying real estate.</td>
<td>Through loan and grant process.</td>
<td>Lou Jannazo, Chief, Project Development, (614) 644-0309, email: <a href="mailto:Lou.Jannazo@dot.ohio.gov">Lou.Jannazo@dot.ohio.gov</a></td>
</tr>
<tr>
<td>Railroad Rehabilitation</td>
<td>Assistance provided to public and private entities for the rehabilitation of rail lines to improve safety and efficiency.</td>
<td>Funds are provided for projects on light density rail lines, but projects can include main line improvements with strategic value to the state.</td>
<td>Through loan and grant process.</td>
<td>Lou Jannazo, Chief, Project Development, (614) 644-0309, email: <a href="mailto:Lou.Jannazo@dot.ohio.gov">Lou.Jannazo@dot.ohio.gov</a></td>
</tr>
</tbody>
</table>
### Ohio Rail Development Commission (continued)

<table>
<thead>
<tr>
<th>Program</th>
<th>Description</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freight Development / Rail Spur</td>
<td>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.</td>
<td>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. Beverly Lee, Project Coordinator, (614) 644-0292, email: <a href="mailto:Beverly.Lee@dot.ohio.gov">Beverly.Lee@dot.ohio.gov</a></td>
</tr>
<tr>
<td>Rail Tourism</td>
<td>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.</td>
<td>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. Julie Kaercher, Public Information Officer, (614) 728-9497, email: <a href="mailto:Julianne.Kaercher@dot.ohio.gov">Julianne.Kaercher@dot.ohio.gov</a></td>
</tr>
</tbody>
</table>
Ohio Rail Development Commission (continued)

<table>
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<td>Julie Kaercher, Public Information Officer, (614) 728-9497, email: <a href="mailto:Julianne.Kaercher@dot.ohio.gov">Julianne.Kaercher@dot.ohio.gov</a></td>
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</table>
## United States Department of Agriculture Rural Development

<table>
<thead>
<tr>
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<th>Eligible Activities</th>
<th>Funding</th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>USDA Rural Development Housing Programs</strong></td>
<td></td>
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</tr>
<tr>
<td>Community Facilities Program</td>
<td>Provides essential community facilities for rural communities to public bodies and nonprofit corporations.</td>
<td>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.</td>
<td>Direct loan or loan guarantee and grants. Terms and Conditions: up to 100% of market value; up to 40 years of life or security</td>
<td>Main: (614) 255-2400</td>
</tr>
<tr>
<td>Rural Housing Site Loans</td>
<td>Assist in providing sites for affordable housing. Available to public or private nonprofit organizations.</td>
<td>Purchase and develop sites, including roads in rural areas and populations of 10,000-20,000 or less.</td>
<td>Loan; 2 years, interest rate set at closing.</td>
<td>Main: (614) 255-2400</td>
</tr>
<tr>
<td><strong>USDA Rural Development Business-Cooperative Programs</strong></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Rural Business Enterprise Grants</td>
<td>Finance and facilitate the development of small and emerging private business enterprises. Available to public bodies and nonprofit corporations.</td>
<td>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.</td>
<td>Grant</td>
<td>Main: (614) 255-2400</td>
</tr>
</tbody>
</table>