TABLE OF CONTENTS

EXECUTIVE SUMMARY .................................................................................................................. 1
ODOT DISTRICT MAP & PRIMARY CONTACTS ............................................................................ 2

TRANSPORTATION INFRASTRUCTURE PROGRAMS ........................................................................ 3

  Airport Grant Program ............................................................................................................. 3
AVIATION

  BRIDGE & ROAD .................................................................................................................... 4
  District Pavement & Bridge Preservation .................................................................................. 4
  Multi-Lane Major Rehab Program ......................................................................................... 5
  Major Bridge Program ............................................................................................................ 6
  County Local Bridge ............................................................................................................... 7
  County Surface Transportation .............................................................................................. 8
  County Highway Safety Program ........................................................................................... 9
  Federal Highway Emergency Relief ..................................................................................... 10
  Geological Site Management Program .................................................................................. 11
  Local Major Bridge ................................................................................................................. 12
  Ohio’s Bridge Partnership Program ...................................................................................... 13
  Oil and Shale Program ........................................................................................................... 14
  Federal Lands Access Program ............................................................................................ 15
  Metro Park ................................................................................................................................ 16
  Metropolitan Planning Organizations and Large Cities ............................................................ 17
  Municipal Bridge ..................................................................................................................... 19
  Noise Walls ............................................................................................................................... 20
  Safe Routes to School ............................................................................................................. 21
  Safety ....................................................................................................................................... 22
  Small City .................................................................................................................................. 23
  Transportation Improvement District .................................................................................... 24
  Urban Paving Program ............................................................................................................ 25
  Transportation Review Advisory Council (TRAC) ................................................................. 26

MULTI-MODAL / OTHER ............................................................................................................. 27
  Bicycle and Pedestrian Activities ........................................................................................... 27
  Scenic Byways ......................................................................................................................... 28
  State Infrastructure Bank (SIB) .............................................................................................. 30
  State Infrastructure Bank (SIB) Bond programs ...................................................................... 31
  Transportation Alternatives Program (TAP) .......................................................................... 32

TRANSIT ...................................................................................................................................... 33
  Mobility Management (Transit) .............................................................................................. 33
  Reduced Fare Program ........................................................................................................... 34
  Urban Transportation Program .............................................................................................. 35
  Rural Transit Program ........................................................................................................... 36
  Specialized Transportation Program (Transit) ....................................................................... 37
  Ohio Transit Preservation Partnership Program (OTPPP) ...................................................... 38

OTHER AGENCY TRANSPORTATION INFRASTRUCTURE PROGRAMS .................................. 38
  Ohio Development Services Agency ...................................................................................... 39
  Ohio Public Works Commission ............................................................................................. 43
  Ohio Rail Development Commission ..................................................................................... 44
  United States Department of Agriculture Rural Development ................................................. 45
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 4th 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 Capital Program Administrators
The district planning and engineering administrators generally serve as the first point of contact. They are as follows

<table>
<thead>
<tr>
<th>D</th>
<th>Name</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>D-1</td>
<td>Rob White</td>
<td>(419) 999-6957</td>
<td><a href="mailto:robert.white@dot.ohio.gov">robert.white@dot.ohio.gov</a></td>
</tr>
<tr>
<td>D-2</td>
<td>Kacey Young</td>
<td>(419) 373-4350</td>
<td><a href="mailto:kacey.young@dot.ohio.gov">kacey.young@dot.ohio.gov</a></td>
</tr>
<tr>
<td>D-3</td>
<td>Matt Walter</td>
<td>(419) 207-7047</td>
<td><a href="mailto:matt.walter@dot.ohio.gov">matt.walter@dot.ohio.gov</a></td>
</tr>
<tr>
<td>D-4</td>
<td>Chad Root</td>
<td>(330) 786-3162</td>
<td><a href="mailto:chad.root@dot.ohio.gov">chad.root@dot.ohio.gov</a></td>
</tr>
<tr>
<td>D-5</td>
<td>Julie Gwinn</td>
<td>(740) 323-5240</td>
<td><a href="mailto:julie.gwinn@dot.ohio.gov">julie.gwinn@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:matt.parrill@dot.ohio.gov">matt.parrill@dot.ohio.gov</a></td>
</tr>
<tr>
<td>D-8</td>
<td>Stefan Spinosa</td>
<td>(513) 933-6639</td>
<td><a href="mailto:stefan.spinosa@dot.ohio.gov">stefan.spinosa@dot.ohio.gov</a></td>
</tr>
<tr>
<td>D-9</td>
<td>Christopher Pridemore</td>
<td>(740) 774-9067</td>
<td><a href="mailto:christopher.pridemore@dot.ohio.gov">christopher.pridemore@dot.ohio.gov</a></td>
</tr>
<tr>
<td>D-10</td>
<td>Jamie Hendershot</td>
<td>(740) 568-3975</td>
<td><a href="mailto:jamie.hendershot@dot.ohio.gov">jamie.hendershot@dot.ohio.gov</a></td>
</tr>
<tr>
<td>D-11</td>
<td>Shane Locke</td>
<td>(330) 308-3955</td>
<td><a href="mailto:shane.locke@dot.ohio.gov">shane.locke@dot.ohio.gov</a></td>
</tr>
<tr>
<td>D-12</td>
<td>Mike Kubek</td>
<td>(216) 584-2127</td>
<td><a href="mailto:michael.kubek@dot.ohio.gov">michael.kubek@dot.ohio.gov</a></td>
</tr>
</tbody>
</table>
Airport Grant Program

**Purpose/Applicants**
This program provides financial assistance for obstruction removal, pavement maintenance, airport lighting, navigational aids and pavement rehabilitation projects at publicly-owned, public use airports in Ohio.

**Funding**
Total available funding is approximately $6 million annually. The state share may not exceed 95% 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 be feasibly removed.

Categories are:
- Obstruction Removal - Tree and building removal, powerlines, grading, and ditch enclosure.
- Marking Rehabilitation - Runway, taxiway, and apron pavement markings.
- Lighting Rehabilitation - Runway, taxiway and apron lighting,
- Pavement Rehabilitation -- Rehabilitation of existing airport pavement including pavement resurfacing or reconstruction

**Application Process**
The Office of Aviation sends a program announcement to potential applicants about March 15. The deadline for receiving applications is about May 1, and Notices of Project Approval are sent out approximately July 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**
Ohio Airport Grant Program
ODOT Office of Aviation, phone (614) 387-2356, email: Ohio.Airport.Grants@dot.ohio.gov

**Link**
[www.dot.state.oh.us/Divisions/Operations/Aviation/Pages/OhioAirportGrantProgram.aspx](http://www.dot.state.oh.us/Divisions/Operations/Aviation/Pages/OhioAirportGrantProgram.aspx)
## District Pavement & Bridge Preservation

**Purpose/Applicants**
The pavement and bridge preservation program were 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, funding is driven by conditions goals and based on treatment strategies provided by the department’s pavement management system.

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

<table>
<thead>
<tr>
<th>Purpose/Applicants</th>
<th>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.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Funding</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>Eligibility</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>Selection Criteria</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>Contact</strong></td>
<td>Shane J. Deer, P.E., Major Bridge &amp; Multi-Lane Major Rehab Program Manager - Program Management, phone: (614) 752-5578, email: <a href="mailto:Shane.Deer@dot.ohio.gov">Shane.Deer@dot.ohio.gov</a></td>
</tr>
</tbody>
</table>
| **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 & Multi-Lane Major Rehab Program Manager - 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)
  - [http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/MajorPrograms/Major%20Bridge/Major%20Bridge%20WorkPlan.kml](http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/MajorPrograms/Major%20Bridge/Major%20Bridge%20WorkPlan.kml)
## 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
**County Engineers Association of Ohio**, 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](mailto:Andrea.Stevenson@dot.ohio.gov)
County Surface Transportation

Purpose/Applicants: 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 http://www.ceao.org/.

Funding: 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.

Eligibility: 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.

Application Process: 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.

Contacts/Link: County Engineers Association of Ohio, External Program Manager, (614) 221-0707, website: 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**
**County Engineers Association of Ohio 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.

Approved Emergency repairs must be in excess of $700,000 in aggregate from all associated projects within an ER event.

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 Detailed Damage Inspection Report be approved 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**
Carl Merckle, Incident Management & Ohio TIM Coordinator - Maintenance Operations, phone: (614) 644-7165, email: Carl.Merckle@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 Program Management sends a program announcement to ODOT District offices annually in June. The deadline for receiving applications is late August. Projects are typically selected in November.</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 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>Jerry Workman, 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

This program is funded at approximately $20 million annually. ODOT will provide up to 80% of the eligible costs for construction only. Toll Revenue Credit (TRC) may be available to cover up to 15% of the required 20% local match. The municipality is responsible for the balance of the construction costs and 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

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge must have County or City Maintenance Responsibility</td>
<td></td>
</tr>
<tr>
<td>Bridge must be Structural Deficient</td>
<td></td>
</tr>
<tr>
<td>Bridge must be open and carry vehicular traffic</td>
<td></td>
</tr>
<tr>
<td>Bridge must have a General Appraisal of 4 or less or legal posted for load restriction</td>
<td></td>
</tr>
<tr>
<td>Bridge is not funded by LBR Program, Ohio Public Works Program, or the County Capital Program(s)</td>
<td></td>
</tr>
<tr>
<td>Must meet the Federal Bridge definition (span greater than 20 ft.)</td>
<td></td>
</tr>
<tr>
<td>Bridge must be 35,000 sq. ft. or greater in deck area and/or be a moveable/lift structure</td>
<td></td>
</tr>
<tr>
<td>Individual 404/401 waterway permit not required.</td>
<td></td>
</tr>
<tr>
<td>Must have completed a feasibility study</td>
<td></td>
</tr>
</tbody>
</table>

## Application Process

The project solicitation process begins September 1 of each year. The applicant completes an application made available through ODOT’s website at the link below. The applicant will complete the application and submit on-line by October 1 of each calendar year. The applicant will then be notified no later than December 15 of that year.

## Selection Criteria

A criteria-based project selection process has been developed to focus on eliminating deficiencies, while keeping within a financial plan that utilizes existing available resources. Funding of all projects will be linked to defined deficiencies, so each dollar invested results in system improvement. Scoring criteria are used to prioritize projects and includes items currently utilized for traditional funding of bridge projects such as GA, Local Share, Economic Health and Regional Impact.

## Contacts

**District Planning & Program Administrator** (See ODOT Primary Contacts - District Capital Program Administrators sheet for listing)

Nicole Lawhorn, Program Manager - Local Programs, phone: (614) 752-6581, email: Nicole.Lawhorn@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

<table>
<thead>
<tr>
<th>Purpose/Applicants</th>
<th>Ohio’s Bridge Partnership Program is a bridge replacement initiative designed to reduce the excess of deficient county and municipal bridges. ODOT will work cooperatively with County and City Engineers to address those bridges in need of replacement.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding</td>
<td>The program provides $5 million annually to counties and municipalities for roadway bridge replacement projects utilizing either the typical design-bid-build or design-build methods. A funding limit of $1 million per project has been established. ODOT will provide 100% of eligible costs for construction only (including construction engineering, i.e. testing and inspection), up to the specified funding limit. The local entity will be responsible for all costs associated with preliminary engineering, environmental studies and documents, final design and right of way. The project solicitation process begins September 1st of each year. The applicant completes an application made available through ODOT’s website and submits on-line by October 15th of each calendar year. The applicant will then be notified no later than December 15 of that year.</td>
</tr>
<tr>
<td>Eligibility</td>
<td>To be eligible for this program, the bridges must:</td>
</tr>
<tr>
<td></td>
<td>• Have a General Appraisal rating of ≤ 4</td>
</tr>
<tr>
<td></td>
<td>• Be owned by a municipality or county and open to vehicular traffic</td>
</tr>
<tr>
<td></td>
<td>• Be non-historic</td>
</tr>
<tr>
<td></td>
<td>• Meet the Federal definition of a bridge, i.e. have an NBIS bridge length greater than 20 feet</td>
</tr>
<tr>
<td>Development Process</td>
<td>ODOT and the County/City Engineers, with eligible bridges, will work closely to develop the appropriate scope, schedule and budget for each project.</td>
</tr>
<tr>
<td>Contacts</td>
<td>County Engineers Association of Ohio, External Program Manager, (614) 221-0707, website: <a href="http://www.ceao.org/">http://www.ceao.org/</a></td>
</tr>
<tr>
<td></td>
<td>ODOT: Jeff Peyton, Project Manager - Local Programs, phone: (614) 466-2032, email: <a href="mailto:Jeff.Peyton@dot.dot.gov">Jeff.Peyton@dot.dot.gov</a></td>
</tr>
</tbody>
</table>
Oil and Shale Program

<table>
<thead>
<tr>
<th>Purpose/Applicants</th>
<th>The Local Roads Oil and Shale Program is intended to provide economic support for infrastructure repairs in counties, townships, cities and villages impacted by increased vehicular truck traffic from oil and gas production.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding</td>
<td>This program will be funded at $2.5M annually, with a $500k per project limit. The Department will establish a project funding cap that can be used to cover 100% of all eligible costs for construction and, construction inspection. Funds awarded may also be used for those costs associated with PE and ROW with the approval of a project specific waiver. The project solicitation process begins August 1st of each year. The applicant completes an application made available through ODOT’s website and submits on-line by September 15th of each calendar year. The applicant will then be notified no later than November 15 of that year.</td>
</tr>
<tr>
<td>Eligibility</td>
<td>This program will fund roadway repairs within villages and municipalities, as well as county and township roads, in Carroll, Noble, Belmont, Monroe, Jefferson, Harrison, and Guernsey counties not currently covered by a RUMA. Awarded funds may be used for the repair of existing damages following the existing horizontal and vertical roadway alignment. Eligible activities include the following: • Pavement Rehabilitation • Full-depth Pavement Repairs • Curbs • Catch Basins / Inlets • Slips / Slides • Intersection Improvements</td>
</tr>
<tr>
<td>Development Process</td>
<td>ODOT will work closely with award recipients to develop the appropriate scope and schedule for each project.</td>
</tr>
<tr>
<td>Contacts</td>
<td>ODOT: Jeff Peyton, Project Manager - Local Programs, phone: (614) 466-2032, email: <a href="mailto:Jeff.Peyton@dot.dot.gov">Jeff.Peyton@dot.dot.gov</a></td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>Purpose/Applicants</th>
<th>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 &amp; Recreation Association (OPRA) serves as the program manager.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding</td>
<td>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.</td>
</tr>
<tr>
<td>Eligibility</td>
<td>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.</td>
</tr>
<tr>
<td>Process/Requirements</td>
<td>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, 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.</td>
</tr>
</tbody>
</table>
District Planning & Engineering Administrator (See ODOT Primary Contacts - District Capital Program Administrators sheet for listing)  
Jeff Shaner, Internal Program Manager - Local Programs, phone: (614) 644-6394, email: Jeffrey.Shaner@dot.ohio.gov  
Gary Cooper, Ohio Parks and Recreation Association, External Program Manager, phone: (614) 839-6225, email: jcooper@opraonline.org |
Metropolitan Planning Organizations and Large Cities

**Purpose/Applicants**
The MPO and Large City Program allocates capital budgets to each of Ohio’s seventeen Metropolitan Planning Organizations (MPOs) and to five large cities, outside MPO areas, to finance multi-modal transportation system improvement projects within Ohio’s urban areas.

**Funding**
ODOT annually allocates federal Surface Transportation Block Grant Program (STBG) funds to each MPO and Large City. MPOs also receive annual Transportation Alternatives Program (TA) budgets. MPOs in US EPA designated air quality areas receive Congestion Mitigation and Air Quality (CMAQ) budgets. 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://bhjmpc.org/](http://bhjmpc.org/)
- Clark County -Springfield Transportation Coordinating Committee (CCSTCC) [http://www.clarktcc.com/](http://www.clarktcc.com/)
- Eastgate Regional Council of Governments (EASTGATE) [http://www.eastgatecog.org/](http://www.eastgatecog.org/)
- Licking County Area Transportation Study (LCATS) [http://www.lcats.org/](http://www.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://starkcountyohio.gov/transportation](http://starkcountyohio.gov/transportation)
- Toledo Metropolitan Area Council of Governments (TMACOG) [http://www.tmacog.org/](http://www.tmacog.org/)

The Large Cities are:

- City of Findlay: [www.findlayohio.com](http://www.findlayohio.com)
- City of Lancaster: [www.ci.lancaster.oh.us](http://www.ci.lancaster.oh.us)
- City of Marion: [www.marionohio.us](http://www.marionohio.us)
- City of Wooster: [www.woosteroh.com](http://www.woosteroh.com)
- City of Zanesville: [www.coz.org](http://www.coz.org)
Eligibility
STBG funds are eligible for financing a wide variety of multi-modal maintenance, operations, and new construction projects. TA funding finances projects which enhance the historic, cultural, environmental and pedestrian/bicycle components of regional transportation systems. CMAQ funds finance projects that will reduce transportation sector mobile source 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

Dave Moore, Planning Manager - Statewide Planning & Research, phone: (614) 466-0754, email: Dave.Moore1@dot.ohio.gov
Municipal Bridge

<table>
<thead>
<tr>
<th>Purpose/Applicants</th>
<th>This program provides federal funds to municipalities for bridge replacement, bridge rehabilitation or bridge demolition.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding</td>
<td>This program is funded at approximately $10 million annually. ODOT will provide up to 80% of the eligible costs for construction only. Toll Revenue Credit (TRC) may be available to cover up to 15% of the required 20% local match. The municipality is responsible for the balance of the construction costs and 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. To be eligible for federal funds, the local bridge must: Be owned by a municipality or regional transit authority; Carry vehicular traffic on a public road; Meet the Federal definition of a bridge (NBIS bridge length greater than 20 feet); Be listed in the ODOT Bridge Management System with a sufficiency rating value of 80 or less and a General Appraisal Value of 5 or less; and Be either structurally deficient or functionally obsolete.</td>
</tr>
<tr>
<td>Application Process</td>
<td>The project solicitation process begins July 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 through ODOT’s website at the link below. The applicant will complete the application and submit on-line by August 15 of each calendar year. The applicant will then be notified in November of that year.</td>
</tr>
<tr>
<td>Selection Criteria</td>
<td>The scoring is criteria based to focus on eliminating deficiencies and prioritizing projects and include: General Appraisal; Deck Summary; Legally Posted Bridge Load Limit; AADT; and Economic Health (unemployment). Other factors such as feedback from a multidisciplinary committee and whether the applicant has received previous funding are also considered when making award selections.</td>
</tr>
<tr>
<td>Contacts</td>
<td>District Planning &amp; Engineering Administrator  (See ODOT Primary Contacts - District Capital Program Administrators sheet for listing) Nichole Lawhorn, Program Manager - Local Programs, phone: (614) 752-6581, email: <a href="mailto:Nichole.Lawhorn@dot.ohio.gov">Nichole.Lawhorn@dot.ohio.gov</a></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>
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/](http://www.dot.state.oh.us/Divisions/Planning/Environment/NEPA_policy_issues/NOISE/)

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).

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 and a noise wall must meet ODOT criteria in accordance with 23CFR772 and ODOT’s Noise Manual. 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 Capital Program Administrators sheet for listing)

**Noel Alcala**, Noise and Air Quality Coordinator - Environmental Services, phone: (614) 466-5222, email: Noel.Alcala@dot.ohio.gov
Safe Routes to School

**Purpose/Applicants**
The SRTS program provides funding to facilitate the development and implementation of projects and activities that enable and encourage children to walk or bike to school.

**Funding**
This program is funded at $4 million annually for projects in 5 categories: Engineering, Encouragement, Education, Enforcement and Evaluation. Funds are available for:

Infrastructure projects within two miles of schools serving K-8 students. ODOT will reimburse up to 100% of eligible costs for all phases, including preliminary engineering, detailed design, right-of-way, construction, and construction engineering. Project limit: $400,000.

Non-infrastructure activities such as education, encouragement, enforcement or evaluation. Non-infrastructure funding may be requested for assistance with the development of plans. ODOT will reimburse up to 100% of eligible costs for items such as training and materials, program supplies, small safety and education incentives, and public awareness campaigns. Project limit: $60,000.

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

- have Student & Crash 2-mile Radius Maps developed.
- complete the [ODOT SRTS Parent Survey and Student Travel Tallies](http://www.walk.ohio.gov).
- have identified projects as priorities within a School Travel Plan (STP), Active Transportation Plan (ATP), or equivalent.
- have their [ODOT District SRTS Coordinator](http://www.walk.ohio.gov) review project, budget and application.

**Application Process**
ODOT will provide funds on a competitive basis to applicants requesting planning assistance, or who have identified projects within a plan. Applications and detailed instructions will be available through ODOT’s SRTS website at [http://www.walk.ohio.gov](http://www.walk.ohio.gov). Applications are typically open from early January to early March.

**Selection Criteria**
Projects will be largely selected based on their ability to demonstrate: (1) improved connectivity, (2) improved safety, (3) demand (majority of students live within 2 miles of school), and (3) need (i.e. free/reduced lunch rates, low vehicle ownership). Additionally, projects will be reviewed for accurate cost estimates, program sustainability, and overall community commitment to implementing the project.

**Contacts**
[District SRTS Coordinator](http://www.walk.ohio.gov) (See SRTS website for District contacts)

Caitlin Harley, Bicycle and Pedestrian Planner - Program Management,
phone: (614) 466-3049, email: [Caitlin.Harley@dot.ohio.gov](mailto:Caitlin.Harley@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

Purpose/Applicants
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.

Funding
This program is funded at approximately $159 million annually. ODOT will provide up to 90% of the eligible costs for preliminary engineering, detailed design, right-of-way, or construction. However, construction engineering costs are not eligible for safety funding. Items such as pavement markings, signs, signals and guardrail are eligible for up to 100% funding.

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, but are not limited to: signalization, turn lanes, pavement markings, traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier, pedestrian signals or crosswalks, bike lanes, road diets 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. An abbreviated safety application can be submitted through the district office anytime if the project is non-complex and $500,000 or less.

Contacts
District Planning & Engineering Administrator (See ODOT Primary Contacts - District Capital Program Administrators sheet for listing)
Michelle May, Highway Safety Program Manager - Program Management, phone: (614) 644-8309, email: Michelle.May@dot.ohio.gov

Link
Small City

Purpose/Applicants
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 criterion.

Funding
This program is funded at approximately $10 million annually. ODOT will provide up to 80% of the eligible costs for construction only. Toll Revenue Credit (TRC) may be available to cover up to 15% of the required 20% local match. 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.

Eligibility
Funds are for construction only and may be used for any road, safety, or signal project on the Federal Aid System. To be eligible for federal funds, the cities must have a population between 5,000 and 24,999 and cannot be located within a Metropolitan Planning Organization.

Application Process
The project solicitation process begins May 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 through ODOT’s website at the link below. The applicant will complete the application and submit on-line by June 15 of each calendar year. The applicant will then be notified in September of that year.

Selection Criteria
The scoring criteria are criteria-based to focus on eliminating deficiencies and include: ADT, Volume to Capacity, Pavement condition, SIP Maps, Crash Frequency, Equivalent Property Damage, and Economic Health (unemployment). Other factors such as feedback from a multidisciplinary committee and whether the applicant has received previous funding are also considered when making award selections.

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

Link
http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/Small-City.aspx
## Transportation Improvement District

<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 $4.5 million each fiscal year for TID projects. The funding provided for each project is limited to 25% of total project cost or $250,000 per fiscal year, whichever is less. Awards are granted through a competitive selection process in May.</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 House Bill 62, Section 203.40 approved by the 133 Ohio General Assembly. Funding can be used for preliminary engineering, detailed design, right-of-way acquisition and construction. Projects are considered based on economic development, job creation and retention impact.</td>
</tr>
<tr>
<td>Process/Requirements</td>
<td>Funding requests for specific projects should be submitted to ODOT during the annual grant period. Contains additional sources of funding in addition to the ODOT TID sources Funds are available on a reimbursement basis and successful awardees must enter a written agreement with the ODOT within 60 days of award notification Exclude administration fees in the request</td>
</tr>
<tr>
<td>Contact</td>
<td>Jim Gates, Jobs and Commerce, phone: (614) 752-7468, email: <a href="mailto:James.Gates@dot.ohio.gov">James.Gates@dot.ohio.gov</a></td>
</tr>
<tr>
<td>Link</td>
<td><a href="http://www.dot.state.oh.us/Divisions/JobsAndCommerce/Pages/TID.aspx">http://www.dot.state.oh.us/Divisions/JobsAndCommerce/Pages/TID.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 “City State and U.S. Route System” 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>The ODOT funding is intended to provide non-structural overlays (resurfacing) when appropriate based on PCR. Local governments are expected to provide the pothole patching, surface treatments and other maintenance necessary to preserve the pavement. Surface treatments include, but are not limited to crack sealing, chip sealing, microsurfacing, fine graded polymer asphalt concrete overlays (smooth seal); or diamond grinding for concrete surfaces. 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 Capital Program Administrator - See the ODOT Primary Contact List on Page 2 of this document.</td>
</tr>
</tbody>
</table>
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 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 - Program Management, phone: (614) 752-7468, email: James.Gates@dot.ohio.gov

**Link**
http://www.dot.state.oh.us/trac
Bicycle and Pedestrian Activities

Purpose
Walking and bicycling are essential transportation options in Ohio communities and it’s important to ensure walking and biking are practical, efficient, and safe transportation options. Across geographies, multi-modal transportation options contribute to economic development and competitiveness, quality of life, access to jobs and services, and efficient mobility of people and goods in Ohio.

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, Highway Safety, Safe Routes to School, 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
See ODOT’s Highway Safety Program website for safety application information: http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/HighwaySafety/HSIP/Pages/default.aspx

Services
The Active Transportation Program provides planning, education, program, and project level guidance, resources and technical assistance; coordinates non-motorized data collection and analysis; and supports agencies to implement statewide active transportation priorities. The goals of the program are to ensure the safety and security of non-motorized users on the transportation system by advancing statewide transportation planning and investments in infrastructure and programs. Information including public education, training opportunities, design criteria, and existing networks can be found on the Bicycle and Pedestrian Program website at: www.bike.ohio.gov / www.walk.ohio.gov.

Contacts
Jordan Whisler, State Pedestrian Coordinator - Program Management, phone: (614) 644-8181, email: Jordan.Whisler@dot.ohio.gov

Cait Harley, State Bicycle Coordinator - Program Management, phone: (614) 466 - 3049, email: Caitlin.Harley@dot.ohio.gov

Scenic Byways

Purpose/Applicants

The Ohio Department of Transportation’s Scenic Byway Program was established in 1998 under Ohio Revised Code § 5516.05.

The Ohio Department of Transportation’s Scenic Byway Program is a grassroots effort designed to increase the focus on Ohio’s history and intrinsic resources. The intent of this program is to preserve, enhance and protect the states intrinsic resources for visitors and residents of the state by designation of highway, roads and streets as scenic byway corridors.

Through partnerships with communities, organizations and government agencies the program combines efforts to promote tourism, recreation and history along the routes. With this collaboration it is hoped that we can establish a balance between conservation and land use that heightens the experience of traveling Ohio’s designated byways while improving the communities’ quality of life.

Ohio’s Scenic Byway Guidelines specify the actions, procedures, controls, operational practices and administrative strategies necessary to govern the selection and designation of scenic byways and to ensure that designated scenic byways are properly managed and maintained. This manual helps existing Ohio Byways set guidance for Corridor Management Plan updates and Annual Activity Survey requirements.

The Ohio Department of Transportation established the Scenic Byway Advisory Committee (SBAC) which represents statewide interests and is charged with reviewing and making recommendations on the scenic byway program guidelines, reviewing scenic byway applications, corridor management plans, and making recommendations to the Ohio Department of Transportation for final scenic byway designations.

Funding

The State does not have a funding source.

Eligibility

Ohio Byways are focused on Federal Aid Program (FAP) routes and their corridors. The corridors must possess at least one of the outstanding intrinsic resources: scenic, historic, cultural, natural, recreational and archaeological. Eligibility requirements for applicants and designated byways are outlined in ODOT’s Scenic Byway Guidelines.

The first step in becoming an Ohio Scenic Byway is contacting the State Byway Coordinator. The State Byway Coordinator provides guidance on the designation process. ODOT’s scenic byway program designation process is divided into three phases: eligibility, designation, and implementation:

The purpose of the eligibility phase is to determine whether a proposed roadway corridor exhibits the required characteristics for designation as a scenic byway. The vision of the scenic byway program is to preserve, protect and enhance the state’s intrinsic resources. A clear description that reflects the state’s vision of the candidate corridor will allow the SBAC to make an eligibility determination.

Upon notification of the successful completion of the eligibility application, the byway may begin the designation phase. This process entails the development of a Corridor Management Plan (CMP).

The CMP will expand upon information developed during the eligibility phase by determining the most effective management plan for existing and future conditions. At this stage it will be the responsibility of the byway committee and other interested
parties to implement and monitor the strategies identified in the CMP.

Going through the eligibility and designation process takes a lot of hard work and effort. Upon notification the byway committee may think the work is done but, the work is just beginning.

The designation is only the initial step because the planning process and sustainability is ongoing. One of the main struggles for byways is identifying potential funding sources. With limited public funding, it is now more important than ever for byways to develop other sources of funding/partnerships to help them become self-sustaining.

Approved Ohio Byways may pursue National Scenic Byway or All-American Road designation once they are designated at the state level.

**Contacts**

Thomas P. Barrett, State Byway Coordinator and Historic Bridge Program Manager  
Office of Environmental Services, phone: (614) 466-3932,  
Email: Tom.Barrett@dot.ohio.gov

**Links**

Ohio Scenic Byways: [http://www.ohiobyways.com](http://www.ohiobyways.com)  
Federal Highway Administration America’s Byways-Ohio:  
[www.fhwa.dot.gov/byways/states/OH](http://www.fhwa.dot.gov/byways/states/OH)  
National Scenic Byways Foundation: [www.nsbfoundation.com](http://www.nsbfoundation.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

<table>
<thead>
<tr>
<th>Terms/Interest Rate:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 30-year loan term</td>
</tr>
<tr>
<td>3%</td>
</tr>
<tr>
<td>Interest deferral for first 12 month</td>
</tr>
<tr>
<td>Closing cost can be financed in to the loan</td>
</tr>
<tr>
<td>Varies based on amount borrowed</td>
</tr>
</tbody>
</table>

### 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 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
Brenna Smathers, SIB Coordinator, phone: (614) 752-0416, fax (614) 887-4117, email: Brenna.Smathers@dot.ohio.gov

### Link
[www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx](http://www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx)
## State Infrastructure Bank (SIB) Bond programs

### 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 works with the Ohio Treasurer’s Office to issue 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 General Reserve Fund Infrastructure Bond Program has an AA+ rating from Standard & Poors. The Federal Title 23 Transportation Infrastructure Bond Fund is rated AA- from Fitch Ratings.

### 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 capitalized 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
Brenna Smathers, SIB Coordinator, phone: (614) 752-0416, fax (614) 887-4117, email: Brenna.Smathers@dot.ohio.gov

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

## Application Process
The project solicitation process begins October 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 the following Spring.

## 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 Capital Program 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)
Mobility Management (Transit)

**Purpose/Applicants**
The Ohio Mobility Management Program provides federal transit funding for local and regional mobility management projects. The Ohio Mobility Management Program increases access to mobility for Ohioans by increasing understanding and awareness of transportation needs, coordination of transportation options to meet needs, and building sustainable and healthy communities by integrating transportation into planning and programs. Goals of mobility management projects are:

- Increase understanding and awareness of community transportation needs
- Increase awareness of current community transportation options and programs
- Ensure that transportation considerations are included in local and regional planning activities
- Increase local capacity for transportation services
- Assist individuals with accessing all community transportation options

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. Mobility Management Projects are funded by Ohio Specialized Transit (Section 5310) program funds. Applicants must meet all eligibility criteria for Section 5310 funds.

**Application Process**
Each project must be included in an approved locally developed, coordinated public transit-human services transportation plan. The applicant will complete an 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**
Olivia Hook, Program Coordinator - Transit, phone: (614) 466-8957, email: Olivia.Hook@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)
Reduced Fare Program

Purpose/Applicants
This program encourages current public transit systems to offer reduced fares for seniors and individuals with disabilities by replacing a portion of the revenue lost due to reducing the fares for this population. Eligible recipients include any public transit agency who receives funds from the Urban or Rural Transit Programs and provides reduced fare to seniors and individuals with disabilities.

Funding
Funding for each public transportation system is allocated by multiplying the actual number of seniors and disabled passengers by the amount of the fare reduction up to a maximum of one-half (1/2) the full fare. Maximum reimbursement for any one system will not exceed 25% of the current year Elderly and Disabled program funds. 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. Funding for this program is $2.0 million per year.

Eligibility
The Federal Transit Administration requires public transportation providers to offer reduced fares for seniors 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; however, due to limited funding, there are 8 large urban transit agencies in Ohio which do not receive this half fare assistance.

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
Macie Moore, Public Transportation Manager - Transit, phone: (614) 728-9609, email: Macie.Moore@dot.ohio.gov

Link
http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/ElderlyDisabled.aspx
## Urban Transportation Program

**Purpose/Applicants**
This program provides state assistance to providers of public transportation services in urbanized areas of Ohio. Eligible applicants for the Urban Transit Program funds are Ohio urban transit agencies receiving Federal Transit Administration Section 5307 funds. There are currently 27 urban transit systems in Ohio. ODOT totals the urbanized area allocations to determine the percentage of the total allocation that each urbanized area receives. ODOT then applies the percentage to each urbanized area to calculate the amount of the GRF allocation for each of the urban transit systems.

**Funding**
Program funding is $16.6 million per year in state General Revenue Funds. Ohio’s urban public transit systems have been placed into two categories for the UTP according to system size per the Federal Transit Administration: large urban for areas 200,000 and over in population and small urban for areas less than 200,000 in population modeled after the formula allocations for Federal Transit Administration Section 5307 program.

**Eligibility**

<table>
<thead>
<tr>
<th>Under 200,000 Population:</th>
<th>200,000 and over Population:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total population</td>
<td>Total population</td>
</tr>
<tr>
<td>Population density</td>
<td>Population density</td>
</tr>
<tr>
<td>Low-income population</td>
<td>Low-income population</td>
</tr>
<tr>
<td>Bus revenue miles</td>
<td>Bus passenger miles</td>
</tr>
<tr>
<td>Fixed guideway revenue vehicle miles</td>
<td>Fixed guideway passenger mile</td>
</tr>
</tbody>
</table>

Activities: Operating expenses, capital expenses including buses, garages, transit centers, signs, fareboxes, equipment, capitalized maintenance, capital cost of contracting, and planning activities. These eligible items listed are not exclusive activities for the Urban Transit Program.

**Application Process**
Existing grantees receive an annual allocation of Urban Formula Funds for which they apply for each year which is posted on the ODOT Transit website under the Urban Transit Program [http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Programs.aspx](http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Programs.aspx). Applications for urbanized areas are due approximately August 31st each year. Applications can be submitted for multiple projects.

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

**Link**
[http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Urbans.aspx](http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Urbans.aspx)
## Rural Transit Program

### 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: Regional Transit Authorities, County Transit Boards, Private Nonprofit Corporations designated by a county or municipality, any municipality or village not within a transit service area, and any county not totally within a Regional Transit Authority or County Transit Board’s service area.

### Funding
Yearly funding is $23.7 million. 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 funds are used for up to 30% of the total project operating budget. The remaining percentage of the budget will represent the eligible local match.

### 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
**Todd Barstow, Rural Transit Coordinator**, phone: (614) 644-5754, email: Todd.Barstow@dot.ohio.gov

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

**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 and 50% of the cost of operating expenses; the remaining 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 and 50% of the cost of operating expenses. The remaining match must be provided from a local source. Funds are available each Federal Fiscal Year and are distributed through a competitive application process. Applications are due to ODOT annually. The applicant will complete a letter of intent made available through ODOT’s website. Eligible applicants will then be given access to ODOT’s grant management website to complete the application. Application instructions will be posted along with the application. Yearly funding for the program is $3.5 million.

**Eligibility**
**Applicants:** There are two types of applicants - those from small urbanized areas and those from non-urbanized areas. ODOT does not administer the program in large urban areas. For a listing of the large urban 5310 administering agencies, please visit the ODOT website.

**Activities:** Capital and Operating expenses

**Application Process**
Applications are due to ODOT annually. The applicant will complete a letter of intent made available through PDPT’s website. Eligible applicants will then be given access to ODOT’s grant management website to complete the application.

**Contact**
Blake Williams, 5310 Program Coordinator - Transit, phone: (614) 387-5172, email: Blake.Williams@dot.ohio.gov

**Link**
http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Specialized.aspx
Ohio Transit Preservation Partnership Program (OTPPP)

**Purpose/Applicants**
ODOT instituted this discretionary program to provide federal FHWA funds for urban public transit projects in Ohio beginning in state fiscal year 2012; however, beginning in state fiscal year 2020, this program is available for urban and rural transit systems. Projects are selected on a competitive basis and with an emphasis on preservation but is open to other transportation activities. Eligible applicants must be recipients of FTA Section 5307 or 5311 funds in order to apply for OTP2 funds.

**Funding**
ODOT sources funding for this program is $44.4 million in state General Revenue Funds each year of the SFY2020 and SFY2021 biennium.

**Eligibility**
Eligible activities for projects seeking OTP2 funding include vehicle purchases, preventive maintenance, complementary paratransit expenses, capital cost of contracting, support vehicles, garage improvements, transit center rehabilitation and constructions, signs, fareboxes, equipment, alternative fueling infrastructure, fare collection systems, feasibility studies, short-range and long-range planning, job access, workforce development, healthcare access, initiatives to address the infant mortality rate, and initiatives to address the opioid crisis in Ohio. This list is not exclusive of other eligible activities for the OTP2 funds.

**Application Process**
Applications are due to ODOT annually approximately September 30 of each year. Each application will be scored using the following scoring system with three types of scoring:
- Vehicle replacement projects receive points based on the vehicle age, vehicle mileage, and age of the fleet.
- Preventive maintenance is scored based on equipment reliability, system safety, and cost of service for fixed routes and demand response (dial-a-ride) service.
- Other projects not categorized as preservation receive points based on the presence of regionalization or coordination, service impacts, benefits to the community, efficiency improvements, federal and state grants management, job access, healthcare access, opioid crisis initiatives, and scalability.

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

**Link**
[http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/OTPPP.aspx](http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/OTPPP.aspx)
### Ohio Development Services Agency

<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>Community and Economic Development Programs</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community Development Programs</td>
<td>The Community Development Program provides communities with a flexible housing and community development resource that can be used to address locally identified needs that are eligible Community Development Block Grant activities and qualify under the national objective of Low- and Moderate-Income (LMI) Benefit or Elimination of Slum and Blight.</td>
<td>The program includes competitive set-aside funding for Neighborhood Revitalization, Downtown Revitalization and Critical Infrastructure.</td>
<td>Contact Office of Community Development for available funding.</td>
<td>Office of Community Development: 1-614-466-2285 Website: Community Development Program</td>
</tr>
<tr>
<td>Community Development Corporation Economic Development Program: Microenterprise Development Program</td>
<td>The Community Development Corporation (CDC) Economic Development Program encourages entrepreneurship, creates and retains long-term, private sector jobs and enable community and economic development investment in underserved neighborhoods throughout the state of Ohio.</td>
<td>Corporations may apply for funding from the Ohio CDC Association to provide training, technical assistance and business loans to low- and moderate-income Ohioans interested in establishing or expanding Microenterprise businesses.</td>
<td>Contact Office of Community Development for available funding.</td>
<td>Office of Community Development: 1-614-466-2285 Website: Community Development Corporation (CDC) Economic Development Program</td>
</tr>
<tr>
<td>Community Development Corporation Economic Development Program: Community Development Finance Fund Program</td>
<td>The Community Development Corporation (CDC) Economic Development Program encourages entrepreneurship, creates and retains long-term, private sector jobs and enable community and economic development investment in underserved neighborhoods throughout the state of Ohio.</td>
<td>Currently CDFF uses these funds to administer the Pre-Development Grant Program, Economic Development Program, Linked Deposit Program, Community Health Loan Fund and By Car Program.</td>
<td>Contact Office of Community Development for available funding.</td>
<td>Office of Community Development: 1-614-466-2285 Website: Community Development Corporation (CDC) Economic Development Program</td>
</tr>
<tr>
<td>Program</td>
<td>Purpose/Applicants</td>
<td>Eligible Activities</td>
<td>Funding</td>
<td>Contact</td>
</tr>
<tr>
<td>---------</td>
<td>------------------</td>
<td>---------------------</td>
<td>---------</td>
<td>---------</td>
</tr>
<tr>
<td>Economic Development Loan and Public Infrastructure Grant Program</td>
<td>The Economic Development Loan and Public Infrastructure Grant Program creates and retains permanent, private-sector jobs, principally for low- and moderate-income persons, through the expansion and retention of business and industry in Ohio communities.</td>
<td>Eligible activities include provision of financial assistance, through eligible units of general local government, for public off-site infrastructure improvements and fixed asset financing for land, building, machinery and site preparation directly and primarily related to the creation, expansion or retention of a particular business that results in job creation and retention for persons of low- and moderate-income.</td>
<td>Contact Office of Community Development for available funding.</td>
<td>Office of Community Development: 1-614-466-2285 Website: Economic Development Loan and Public Infrastructure Grant Program</td>
</tr>
<tr>
<td>Residential Public Infrastructure Grant Program</td>
<td>The Residential Public Infrastructure Grant Program creates safe and sanitary living environment for Ohio citizens, through the provision of safe and reliable drinking water and proper disposal of sanitary waste.</td>
<td>The program funds projects which provide water and/or sanitary sewer service to primarily residential users (minimum 60 percent of total users). Eligible on-site improvements include service laterals, septic tanks and well abandonment, and Community Development Block Grant-eligible-related fees. Applications where the primary objective is the funding of on-site improvements will not be considered for funding period.</td>
<td>Contact Office of Community Development for available funding.</td>
<td>Office of Community Development: 1-614-466-2285 Website: Residential Public Infrastructure Grant Program</td>
</tr>
</tbody>
</table>
### Appalachian Regional Commission

| Appalachian Regional Commission | Economic Opportunities - Invest in entrepreneurial and business development strategies that strengthen Appalachia’s economy | Each year, the Appalachian Regional Commission provides funding for several hundred projects in the federal Appalachian Region, in areas such as business development, education and job training, telecommunications, infrastructure, community development, housing, and transportation. These projects create jobs; construct and improve local water and sewer systems; increase school readiness; expand access to health care; assist local communities with strategic planning; and provide technical and managerial assistance to emerging businesses. The Appalachian Regional Commission also manages a highway program to reduce Appalachia’s isolation. | Contact Office of Appalachian Regional Commission for available funding. | Governor’s Office of Appalachia  
77 South High Street, P.O. Box 1001  
Columbus, Ohio 43216-1001  
U.S.A.  
(614) 644-9228  
(800) 848-1300  
Fax (614) 752-4575  
Website: Appalachian Regional Commission (ARC) |
<p>| Appalachian Regional Commission | Ready Workforce - Increase the education, knowledge, skills, and health of residents to work and succeed in Appalachia | | | |
| Appalachian Regional Commission | Critical Infrastructure - Invest in infrastructure, including broadband, transportation (including the Appalachian Development Highway System), and water/wastewater systems | | | |
| Appalachian Regional Commission | Natural and Cultural Assets - Strengthen Appalachia’s community and economic development potential by leveraging the Region’s natural and cultural heritage assets; and Leadership and Community Capacity - Build the capacity and skills of current and next-generation leaders and organizations to innovate, collaborate, and advance community and economic development. | | | |</p>
<table>
<thead>
<tr>
<th>Housing &amp; Community Partnerships</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Community Development Block Grant</strong></td>
</tr>
<tr>
<td><strong>Off-site infrastructure improvements.</strong></td>
</tr>
<tr>
<td><strong>Office of Housing &amp; Community Partnerships, (614) 466-2285 or (800) 848-1300</strong></td>
</tr>
</tbody>
</table>

(continued)
## 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>
<th>Eligible Activities</th>
<th>Funding</th>
<th>Contact</th>
</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>Other ORDC Programs</td>
<td>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.</td>
<td>Funds are provided for projects on light density rail lines, main line improvements with strategic value to the state, for construction or rehabilitation of industrial lead tracks, rail spurs or other rail infra-structure, as well as the purchase of rail lines and the underlying real estate.</td>
<td>$3 million annually in grant funding. $2 million annually in loan funding.</td>
<td>Thomas Burns, Chief, Project Development, (614) 644-0293, email: <a href="mailto:Thomas.Burns@dot.ohio.gov">Thomas.Burns@dot.ohio.gov</a></td>
</tr>
</tbody>
</table>
### United States Department of Agriculture Rural 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>USDA Rural Development Housing Programs</td>
<td></td>
<td></td>
<td></td>
<td></td>
</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>
</tbody>
</table>

| USDA Rural Development Business-Cooperative Programs |                                                                                      |                                                                                      | Grant                                                                 | Main: (614) 255-2400              |
| 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              |