Project Application
Guidelines

For the

Major New Capacity Program

June 2017
Frequently Asked Questions and Answers

1. What is the Transportation Review Advisory Council (TRAC)?
   The Transportation Review Advisory Council (TRAC) was established by Ohio Revised Code in 1997 to help the Ohio Department of Transportation (ODOT) develop and modify a project selection process which approves funding for the development of and construction of the Major New Capacity Program.

   The TRAC has nine members and is chaired by the Director of the ODOT. Six members are appointed by the Governor and one each by the Speaker of the Ohio House of Representatives and the President of the Ohio Senate. Members have overlapping terms. The Director provides funds for new construction only after assuring that system preservation needs have been met. The use of the new construction funds is the responsibility of the TRAC, but the TRAC does not have authority over other aspects of the Department of Transportation.

2. What is the definition of a Major New Capacity Project?
   The TRAC defines Major New Capacity projects as those projects greater than $12 million which increase the capacity of a transportation facility or reduce congestion. All projects that cost ODOT greater than $12 million, request Major New funding, and add capacity to a transportation facility must come before the TRAC. This definition includes all new interchanges proposed for economic development or local access, any significant interchange modifications, bypasses, general purpose lane additions, intermodal facilities, major transit facilities, or Intelligent Transportation Systems (ITS).

3. What are some examples of project types that have received TRAC funding and might be considered an eligible project?
   Projects eligible for TRAC funding typically include capital improvement projects that improve capacity or reduce congestion such as the following:
   - Adding an additional lane on a state highway or interstate
   - Adding an additional lane on bridges
   - New interchanges
   - New facilities that bypass congested state highways or interstates
   - New rail lines for public transportation
   - Capital cost for ITS facilities
   - Intermodal port and rail projects

4. What are some examples of project types that have not received TRAC funding or that might be considered not eligible?
   Historically, TRAC has not participated in projects that demonstrate minor capacity improvements or projects with a scope of work that may be closely related to preservation or maintenance activities such as:
   - Widen a road from 10-foot lanes to 12-foot lanes
   - Purchasing buses or other rolling stock
   - Turning lane improvements
   - Resurfacing projects
• Local road improvements or bridge replacements
• Project with a total project cost under $12 million

TRAC will serve as the final arbitrator of project eligibility.

5. **Who can submit an application for TRAC Funding?**
   The TRAC does not initiate projects but rather reviews and evaluates projects applications submitted for consideration. Project applications are submitted by completing the on-line project application. Projects may be submitted by public agencies such as:

   • The Ohio Department of Transportation District Offices
   • Metropolitan Planning Organizations
   • County Engineers
   • Transit Authorities
   • County Commissioners
   • Municipalities
   • Port Authorities
   • Transportation Improvement Districts

6. **Has TRAC placed any restrictions on the 2017 application cycle?**
   During the 2017 application cycle TRAC will accept applications that meet one of following criteria:

   • The project is an existing TRAC funded project (Tier I, II or III) and additional funds are needed to advance the project to the next stage of development.
   • A new project that demonstrates significant impact to jobs, regional economic impact and has significant non-ODOT funding commitments.

   Extra consideration will be given to projects with non-ODOT funding commitments in the amount of 30% or greater of the total project cost.

7. **What happens after I submit my application?**
   ODOT Program Management Staff reviews the applications submitted, scores applications in accordance with TRAC policy, and provides a DRAFT project score. Draft scores are shared with project sponsors to determine if any additional information is needed. Once a final score has been assigned, ODOT Program Management Staff provides the information to TRAC for their evaluation and consideration.

   The TRAC will hold public hearings providing project sponsors with the opportunity to convey information about their respective projects that may not be captured as part of the on-line application process.

   After the public hearing process, TRAC will develop a DRAFT funding list which is published for public comment. Once public comment has been received and reviewed, TRAC will move to adopt a FINAL Major New Construction Program Funding List.
From application submission to adoption of a FINAL Major New Construction Program Funding List is approximately six months to allow for sufficient time for review, questions, and public comment.

8. **What is the deadline to submit an application?**
   Project applications will be accepted on-line starting in July 1, 2017 and will close at the end of business on July 31, 2017.
What’s New in the 2017 Application?
The 2017 TRAC Application has the same essential components as previous applications to facilitate the evaluation of the Transportation, Economic Performance, Local Investment and Project Funding plan criteria. Below is short list of what’s new this year:

- Streamed application – the application is designed to reduce the amount of time needed to complete an application for existing TRAC funded projects since TRAC has a history and understanding of these jobs.

- Calculating fields – Various number fields will calculate totals within the application.

- Save Answers and Resume later – Applications can be saved for up to 30 days. You can copy the saved application link or email it to yourself to return at a later time. This allows for multiple individuals to complete and review forms.

- Conformation emails – delivered to the project sponsor email address.

- Submission Notifications – ODOT Program Managers will receive notice of application submission. This will allow ODOT to send sponsors a PDF of the completed application and post the application to the TRAC’s website.

What’s required for Existing Project Applications?
As noted above the application is designed to reduce the amount of time needed to complete an application for existing TRAC funded projects since TRAC has a history and understanding of these jobs:

Required Information
- Project Sponsor Information
- Project Information
- Strategic Transportation System Connectivity
- Project Funding Plan
- MPO & District Acknowledgement
- Attachment – Project Map

Optional Information
- Update of Project Development Schedule & Milestones
- Update of Roadway Segment Information
- Update of Local Investments Information
- Economic Distress
- Attachments – Economic Development/Major Employers Map, Letters or support, resolutions, letters of acknowledgement, etc...
2017 Project Application Guidelines

2016 TRAC Funding Application – Getting Started

1. On TRAC’s home page locate and click on “Apply for Funding Tab”

2. On the TRAC Funding Application Page locate and click “Apply for TRAC Funding”
Application Home Screen

1. You will be directed to the following application home screen hosted by Formstack.

2. Buttons for “Save and Resume Later” and “Next” are located at the bottom of the screen.

3. If you choose to “Save and Resume Later” you will be provided a link to the application which can be copied or emailed. This feature enables you to save and email the application to others for review and/or submit.
Save and Resume Later

Please copy the link below and save it in a safe place. You can use this from any computer anytime within the next 30 days to resume answering questions on the form.

Without the link, the data you have entered cannot be retrieved and you will have to start filling out the form at the beginning.

https://odot.formstack.com/forms/7i-2779260-fEtBFpRfP3

Want us to email you this link? Enter your email below and click 'Send save and resume link'.

Your email address

Send save and resume link
Project Sponsor Information

1. Complete the project sponsor information section. Please note that the email address listed in this section will receive the confirmation notifications.
Application Type

1. Select what type of application you are submitting “existing” or “new”.

What’s required for Existing Project Applications?
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- Economic Distress
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Project Information

In this section general project information will be collected.

1. Project Name (Facility Name) or County, Route, Section
   Enter the route, rail, terminal, or port name by which the project is known. For roadway projects, include the route type (SR – state route; CR – county route; TR – township route) and number, or the local road name.

2. ODOT District, County and PID
   Enter the ODOT District, County and PID for the project.

3. Project Mode
   Select the appropriate transportation mode for this project: roadway, freight or transit.
4. **Current TRAC Status**
   Select the project’s current TRAC status (Tier 1, Tier 2 or Tier 3). If the project is not currently funded by the TRAC select “New.”

5. **Requested Status**
   Select “Tier 1” if the request includes funding for construction. Enter “Tier 2” if the request includes funding for project development. Enter “Tier 3” if the request includes funding for development and the project is part of multi-phase project with other phases in Tier 1 or under construction.

6. **Brief Project Description**
   Provide a brief description of the work to be performed. Note the 500 character limit for this section.
Project Schedule

If the application is for “new projects” or if you have selected you would like to update the project schedule and milestones for an existing project the *Project Milestone & Status screen* will be visible.

### Project Milestones & Status

New projects are required to supply milestone information. Please select the status of each milestone below as either Not Yet Started, In Progress or Completed. Additionally, please enter the corresponding date for the milestone and status.

<table>
<thead>
<tr>
<th>Milestone Description</th>
<th>Status</th>
<th>Completion Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Studies</td>
<td>Not Started</td>
<td></td>
</tr>
<tr>
<td>Interchange Modification Study (IMS) / Interchange Justification Study (US)</td>
<td>Not Started</td>
<td></td>
</tr>
<tr>
<td>Preliminary Engineering Studies</td>
<td>Not Started</td>
<td></td>
</tr>
<tr>
<td>Environmental / NEPA Approval</td>
<td>Not Started</td>
<td></td>
</tr>
<tr>
<td>Detailed Design</td>
<td>Not Started</td>
<td></td>
</tr>
<tr>
<td>Right-of-way Acquisition</td>
<td>Not Started</td>
<td></td>
</tr>
<tr>
<td>Utility Relocation</td>
<td>Not Started</td>
<td></td>
</tr>
</tbody>
</table>

1. **Milestone Status**
   
   Identify the milestone status: Not Started, In-progress or Completed.

2. **Date**
   
   Enter the actual or projected date for the milestone.
   
   - Not Started – Enter the estimated start date.
In-Progress – Enter the estimated completion date.
Complete – Enter the Actual Completion date.

Transportation Information: Roadway Segment Information

If the application is for “new projects” or if you have selected you would like to update the roadway segment information for an existing project the roadwav segment information screen will be visible. The project roadway information provided in the application is the basis for the transportation scoring criteria. Since projects include the existing and new roads, the roadways information may be entered in as follows:

1. Existing Roadways with ODOT Network Linear Feature Identification (NLFID) for both Primary and Secondary Roadways
2. Latitude and longitude for new roadways

TRANSPORTATION INFORMATION

Roadway Segment Information

In an effort to understand the complex issues associated with the project TRAC collects a variety of transportation related data and information in the evaluation process including: congestion data, safety data, truck traffic, and model derived transportation values (e.g. cost/benefit analysis, air quality). The roadway segments associated with the application is the basis of this analysis. Transit and Freight related projects should identify the roadway segments that will receive the benefit from projects implementation.

New project applications must identify the primary roadway segment that will be improved by the project and ancillary roadways that will be improved as part of the project.

<table>
<thead>
<tr>
<th>Roadway Segments</th>
<th>ODOT NLFID</th>
<th>Begin Point</th>
<th>End Point</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Roadway Segment</td>
<td>Example: SNAH5R00618**C</td>
<td>Example: 1.57</td>
<td>Example: 2.66</td>
</tr>
<tr>
<td>Secondary Roadway Segment(s)</td>
<td></td>
<td></td>
<td></td>
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<td></td>
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</tr>
</tbody>
</table>
**Existing Roadways with ODOT NLFID**

1. **ODOT NLFID**
Enter the ODOT network linear feature identifier (NLFID) which uniquely identifies each road in Ohio. If the NLFID is not known, enter the 3-character county abbreviation along with the route type and number. First for the primary roadway segment and then for secondary roadways.

Local project sponsors are encouraged to contact the appropriate district office to identify NLFID numbers.

2. **Begin Log Point**
Enter the beginning log point (i.e. mile post) for the roadway improvement.

3. **End Log Point**
Enter the ending log point (i.e. mile post) for the roadway improvement.

**Existing Roadways without ODOT NLFID or New Roadway/Alignments**

If the Existing Road Facility is not within the ODOT NLFID Inventory, please locate the facility per the instructions outlined below.

**New Roadways / New Alignment**

<table>
<thead>
<tr>
<th>Begin Lat</th>
<th>Begin Lon</th>
<th>End Lat</th>
<th>End Lon</th>
</tr>
</thead>
</table>

**Begin Lat / Begin Lon / End Lat / End Lon**
Enter the beginning and ending latitude and longitude for the existing roadway using Google Maps as outlined below:

- Open Google Maps
- Zoom into the location of the Begin Point of the Facility and right click on the Begin Point.
  - The following dialog box will be displayed with several options. **Select > "What's here?"**
The (Latitude, Longitude) values will appear in the Search Field as shown in the screen capture below:

- Input the Latitude, Longitude values into the TRAC Application.

**Transportation Information: Transit Multi-Modal Projects**

If this application is for a *transit* related project the following screen will appear.

1. **Transit Type and Route/Name**
   Enter the transit type (rail, bus) and route/name associated with the transit facility.

2. **Peak Hour Ridership**
   Enter the ridership during the peak work commute periods (i.e. when highway V/C ratios are measured). *Note it is the responsibility of the project sponsor to provide documentation that supports the calculations and methodology used to determine the peak hour ridership.*

3. **Existing Capacity (Seats)**
   Enter the existing capacity of the current transit system by listing the total number of seats available for riders.
4. **Added Peak Hour Capacity (Seats)**
   This measure allows the TRAC to evaluate the extent to which the proposed project will increase the capacity of the transit service. Enter the increase in the number of seats available added in a single peak hour.

5. **VMT Reduction**
   Enter an estimate of the reduction in vehicle miles traveled within the corridor served by the element. Most project feasibility studies will readily provide such estimates of a project’s impact and the values provided in these reports can be used. If a Project Sponsor does not have this information, the Department will calculate the VMT reduction based on the Statewide Traffic and Forecasting Model.

**Transportation Information: Freight Multi-Modal Projects**

If this application is for a freight related project the following screen will appear.

![Transportation Information: Freight Multi-Modal Projects](image)

1. **Freight Type and Route/Name**
   Enter the type of intermodal freight project and the route/name associated with the improvement.

2. **Existing Freight Volume / Existing Facility Capacity Ratio**
   Enter the calculated congestion ratio for intermodal freight element based on the volume of freight it carries, compared with its capacity. Refer to the table below for appropriate inputs.
### Input

<table>
<thead>
<tr>
<th>Traffic Volume</th>
<th>Break bulk tons</th>
<th>Containers (TEUs)</th>
<th>Dry bulk tons</th>
<th>Liquid bulk gallons</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Port Volume</th>
<th>Per hour or per diem capacity expressed in tons, TEUs, etc.</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Train traffic, expressed as:</th>
<th>Per hour or per day capacity (expressed in railcars, trains, etc.), as controlled by:</th>
</tr>
</thead>
<tbody>
<tr>
<td># of railcars</td>
<td># of trains</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Terminal throughput:</th>
<th>Per hour or per day transfer capacity, for example, containers (TEUs) per day</th>
</tr>
</thead>
<tbody>
<tr>
<td>Containers (TEUs)</td>
<td>Other transfer measure (e.g. rail/barge, rail/truck)</td>
</tr>
</tbody>
</table>

### Capacity

<table>
<thead>
<tr>
<th>Type of road</th>
<th>Number of lanes</th>
<th>Speed limit</th>
<th>Terrain</th>
<th>% truck traffic</th>
<th>Etc.</th>
</tr>
</thead>
</table>

### NOTE

*It is the responsibility of the project sponsor to attach documentation that provides the calculations and methodology used to determine the existing volume to capacity ratio.*

#### 3. Freight Capacity Increase

Enter the total number of TEU’s serviced by the freight facility.

The TRAC will consider increase freight Capacity by capturing the total increased number of TEU's to be processed through a freight facility. The twenty-foot equivalent unit (often TEU or teu) is an inexact unit of cargo capacity often used to describe the capacity of container ships and container terminals. It is based on the volume of a 20-foot-long (6.1 m) intermodal container, a standard-sized metal box which can be easily transferred between different modes of transportation, such as ships, trains and trucks.

*NOTE*

*It is the responsibility of the project sponsor to attach documentation that provides the calculations and methodology used to determine the TEU calculations*  

#### 4. Reduction in Truck Miles Traveled (TMT)

Truck reduction on an individual facility can be easily derived. The volume of freight moving by rail or port can be converted into a number of trucks by equating one twenty-foot equivalent unit (TEU) to one truck. The applicant can use this conversion factor to represent the number of trucks reduced from an adjacent roadway, and calculate this reduction in terms of total truck miles travelled from the facility to the state line.

The other method is to calculate a regional truck traffic reduction, which would be represented as the reduction of truck miles travelled for the area of impact defined by the project applicant. For example, a region could be within an MPO, within the state of Ohio, or within some subarea designated by the project applicant. A feasibility study is required to validate this calculation and will be required as an attachment to the application.
NOTE
It is the responsibility of the project sponsor to attach documentation that provides the calculations and methodology used to determine the reduction in TMT.

Transportation Information: Strategic Transportation System

The Strategic Transportation System (STS), identified as part of Access Ohio 2040, ODOT’s long range transportation plan, stratifies Ohio’s significant transportation corridors and intermodal hubs. Additional information about the STS and Access Ohio 2040 can be view at Access Ohio 2040

### TRANSPORTATION INFORMATION

Strategic Transportation System (STS) Connections

The Strategic Transportation System (STS), identified as part of Access Ohio 2040 - ODOT’s long range transportation plan - stratifies Ohio’s significant transportation corridors and intermodal hubs across Ohio. Additional information about the STS and Access Ohio 2040 can be viewed at the Access Ohio 2040 Website

1. Is the project part of an STS corridor?
   - Yes
   - No

2. Will the project facilitate a connection between two or more corridors or modal hubs identified on the STS?
   - Yes
   - No

3. Will the project connect an STS resource with a local freight or transit facility or resource?
   - Yes
   - No

1. Is the project part of an STS corridor?
   The STS identifies serval corridors including:
   - National Highway Corridors
   - Statewide Highway Corridors
   - Highway Beltways and Connectors
   - National Railroad Routes
   - Statewide Railroad Routes
   - National Bike Routes
   - Statewide Bike Routes
   - Waterways

2. Will the project facilitate connections between two or more corridors or intermodal hubs identified on the STS?
   Projects that connect two or more STS corridors or intermodal hubs will be required to submit a brief explanation. In addition to the corridors above the STS identifies the following intermodal hubs:
• Commercial Airports
• General Aviation Reliever Airports
• Water Ports
• Passenger Terminals (Amtrak Facilities)
• Intermodal Freight Facilities (Rail Terminals)
• Nation Intercity Bus Terminals
• Statewide Transit (GoBus Stops)

3. **Project that connect an STS resource with a local freight or transit resource?**
   Projects that connect an STS resource with a local freight or transit resources be required to submit a brief explanation.
Local Investment Factors

If this application is for “new projects” or if you have selected you would like to update the Local Investment information for an existing project the local investment information screen will be visible.

In this section project sponsors to provide information regarding the level of local investment both in-kind and committed funding to be spent within a one mile buffer of the project area.

The basis for this consideration is a one mile “rectangular” buffer around the primary segment. The one-mile buffer was selected to treat all project areas within the state consistently. Applicants are asked to enter the length of the primary segment in miles. In turn, the web application will provide the estimated number of acres within the one mile buffer based upon the following formula:

\[(\text{Length of Project} + 2 \text{ Miles}) \times 2 \text{ Mile width} \times 640 \text{ acres in a square mile}\]

As part of the application process TRAC will consider local investments in the project area in terms of “existing” built-out attributes and new local investments.

1. What is the estimated percentage of acres served by local streets / water & sewer / electricity?
   Using the estimated amount of square acres generated in the application, sponsors are required to estimate the percentage of acres served by these local amenities.
NOTE
It is the responsibility of the project sponsor to attach documentation and calculations to support these estimated amounts. It is recommended that applicants have a defensible, reasonable explain that could be easily provided to TRAC, if requested.

### What is the estimated square footage for the following building types within the calculated project area?

<table>
<thead>
<tr>
<th>Light Industrial</th>
<th>Heavy Industrial</th>
<th>Warehouse</th>
<th>Commercial</th>
</tr>
</thead>
<tbody>
<tr>
<td>Example: 27,100 + 27500</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Institutional</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2. How many thousand square feet of light industrial / heavy industrial / warehouse / commercial / institutional buildings are in the total estimated project area?
Using one mile rectangular buffer of the project identify how many thousand square feet of the above land use types are located within the project area.

NOTE
It is the responsibility of the project sponsor to attach documentation and calculations to support these estimated amounts. It is recommended that applicants have a defensible, reasonable explain that could be easily provided to TRAC, if requested.

### What is the estimated percentage of road route miles served by transit routes (excluding ADA/Para Transit) within the project area?

Example 90% = 90

3. What percentage of road routes are served by transit routes (excluding ADA/Para-Transit)?
Enter the estimated percentage of road routes within the one-mile buffer that are served by fix transit routes.

### What is the estimated percentage of existing building square footage that is currently vacant?

4. What percentage of square footage of existing buildings is currently vacant?
Enter the percentage of the estimated percentage for existing builds that are currently vacant. Applicants should consider the light industrial, heavy industrial, commercial and institutional buildings.
5. **What is the dollar value of committed or recent public Investment (within 5 years) in new, non-project infrastructure & services (millions)?**
   If there has been a recent public investment or a committed investment towards a new non-project infrastructure and services within the one-mile buffer of the project area applicants are permitted to enter the dollar value of those improvements. Sponsors can consider a plus or minus 5-year time horizon form the date of the application.

6. **What is estimated present value of private Investment in existing private facilities (millions)?**
   Enter the dollar value of private investments in the existing private facilities within in a one mile buffer around the project area within the past 5 years. Such values can be difficult to obtain from private industries applicants are encourages to engage local sources.
Economic Performance Factors: Economic Distress

As part of the application scoring process, ODOT collects county level information as the standard measurement for poverty and unemployment factors; however, if a project sponsor provides defensible data at a sub-county or census tract level, TRAC can consider that level of geographic analysis for scoring and evaluation.

1. **Sub-county 5 Year Unemployment Rate**
   Enter the sub-county/project area 5-year unemployment rate as a percentage. If omitted, the 5-year unemployment rate for the primary county will be obtained from the US Bureau of Labor Statistics (www.bls.gov).

2. **Sub-county 5 Year Poverty Rate**
   Enter the sub-county/project area 5-year poverty rate as a percentage. If omitted, the 5-year poverty rate for the primary county will be obtained from the US Bureau of Labor Statistics (www.bls.gov).

**NOTE**
_It is the responsibility of the project sponsor to attach documentation that defines the sub-county area, and calculations of the unemployment poverty rate percentages._
Project Funding Plan: TRAC Funding Request

Please indicate the amount of funding being requested by phase and fiscal year. Funding requests should consider the funding that will be needed with the next two fiscal years.

1. Which phase(s) you are requesting new TRAC funding for as part of this application?
   Select the phase which funds are being requested, identifying the amount and desired fiscal year. Note the total requested amount will auto calculate.

2. Previous TRAC Funding
   Enter the amount of existing TRAC funding received or committed by project phase.
3. **Future TRAC**

Enter the amount of future TRAC funding by project phase that is not being requested with this application, but will be requested at a later date with a future application.
Project Funding Plan

Local Funding Commitments

In this section project sponsors will identify all non-TRAC committed funding sources and funding totals for the project. Non-TRAC funding sources include local funding, Metropolitan Planning Organization (MPO), Ohio Public Works Commission Funding (OPWC), Private funding, other local funding, ODOT Programs (Non-TRAC), and Ohio Turnpike and Infrastructure Commission (OTIC)

NOTE

Earmark funds are not considered local funding since these funds are taken from ODOT federal funding allocation. When applicable project sponsors will be asked to indicate funding source contains earmark funding and the amount.

<table>
<thead>
<tr>
<th>Local Funding Commitments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project development and construction can be funded with multiple local funding sources. The questions below will help identify the funding sources for this project.</td>
</tr>
</tbody>
</table>

1. Will local funding sources be used in the development or construction of this project? 
   Select Yes or No.

2. What is the total number of local funding sources for the development and construction of this project?
   Select total number of local funding source (up to five individual sources).

3. Local Funding Source
Enter the name of the funding source (e.g. City, County, etc...) and Enter the amount of funding committed to each phase by the funding source. Phases include Planning Studies, Preliminary Engineering, Detailed Design, Right-of-way and construction.

**Note**
The funding amount entered should be in millions and rounded to the 2 decimal places (e.g. $4,500,000 would be $4.50; $150,000 would be $0.15).

**ODOT NON-TRAC Funding**
Identify and funding commitment form any other ODOT funding programs (non-TRAC)

**Ohio Turnpike Infrastructure Commission**
Identify and Turnpike Revenue Bonds funding previously committed by TRAC for construction.

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**Project Funding Plan Table**
The previously entered values will auto populate the project funding table. You will not be able to correct this table; however, you can return to the pervious screens to correct funding information by source.
## PROJECT FUNDING PLAN

The previously entered funding information has been used to populate this funding table. Please review this table for accuracy. If a dollar value correction is needed or if you do not see a see an anticipated funding source, please return to the previous sections to make the adjustment. you will not be able to correct this table on this screen.

<table>
<thead>
<tr>
<th>FE Funding totals</th>
<th>DO Funding totals</th>
<th>RW Funding totals</th>
<th>CO Funding totals</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Local Funding Totals</strong></td>
<td><strong>Local Funding Totals</strong></td>
<td><strong>Local Funding Totals</strong></td>
<td><strong>Local Funding Totals</strong></td>
</tr>
<tr>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
</tr>
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**Total Project Cost (G&H/items):**

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Tier I Construction Estimate

If Tier I construction funding is being requested, applicants must complete a construction estimate.

![Tier I Construction Estimate Form](image-url)
MPO Review and District Acknowledgement

Previously TRAC would require signed applications indicating that both ODOT Districts and the MPO have reviewed and acknowledged that application. With the onset of the web based application signatures are no longer required. It is the responsibility of the applicant to coordinate with their respective ODOT District and MPO. The application does require the dates of the coordination with the both the district and the MPO. Similar information will be required for District Acknowledgment.
Attachments

In this section applicants can attach project mapping and other supporting materials. When the application is complete simply click “Submit.” You will receive an on-screen notification that the application has been submitted.

**Please note:** if you are saving a draft of your application attachments will not be saved. It is recommended that you upload attachments just before application submittal.

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**Application Submission**

- Applications must be submitted no later than Monday, July 31, 2017.
- After the application has been submitted, you will receive an email confirmation.
- Should TRAC or ODOT staff have additional questions, you will be contacted using the contact information provided in the application.
- If you have any questions, please email TRAC.Odot.state.ok.us or call Jim Gates, Major New Program Manager, 514-751-7460.

I confirm all of the information provided is accurate to the best of my knowledge, including the funding estimate.
Project Location Map (Label as #1) is Attached (Required)
This map must include an aerial photograph overlay of the area (preferably color), and must show the proposed project location. Also include defined labels for significant existing infrastructure related to the project (i.e. major road names, nearby municipal boundaries) for reference. **Map 1 is only required attachment**

Economic Impact Map (Label as # 2) is Attached (Recommended)
Information collected in the “Economic Performance” section economic impacts within a one mile radius of the project. Project sponsors may provide an economic impact map that shows features within and beyond this one mile buffer. The economic influence beyond the one mile buffer must be defined in cooperation with the responsible local economic development professionals (or state/regional representatives if local economic development professionals do not exist). The map must also label land use by general type (Industrial, Commercial/Office, Commercial/Retail, Residential, Agriculture, Conservation, etc.), and show as applicable – Clean Ohio Revitalization Fund Brownfield Projects, Clean Ohio Assistance Fund Brownfield Projects, Ohio Department of Development Brownfield Revolving Loan Fund Projects, Ohio Job Ready Site Projects, University System of Ohio institutions, private four-year universities, non-profit research institutions, and Ohio Hub of Innovation and Opportunity (OHIO Hub) anchor institutions. As per the Policy & Procedure manual, should the economic influence area be subject to further examination, the TRAC will be the final arbiter of the quality of data submitted by the project applicant.

Redevelopment Map (Label as # 3) is Attached (Recommended)
This map must show the project location and denote with a geographic polygon the area directly served by the project labeled with developed land and undeveloped land.

Employment Map (Label as # 4) is Attached (Recommended)
This map should denote the project location and identify major employers by point and label them by legal name. Smaller employers can be grouped and described by business sector. **Include the number of jobs associated with each employer or group.** The geographic boundary of the area should be the same as the area directly served by the project, as defined in Map 3.

Local Funding Commitment Letters / Letters or Support / Other Supporting Information
Project sponsors are encouraged to submit these types of documentation in support of the project.
Post Application Submission

- A confirmation email will be emailed to you if (if requested)
- TRAC and ODOT will evaluate the applications for completeness. If additional information is needed you will be contacted by ODOT.
- Should you have any questions please submit them to TRAC@dot.state.oh.us