Show Me the Money!

Funding & Resources Workshop

The Ohio LTAP Center – December 7, 2017

http://www.dot.ohio.gov/ltap
Show Me the Money! Funding & Resources Workshop

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Appendix: Order Form – Ohio Manual of Uniform Traffic Control Devices (OMUTCD)

Post Course Evaluation Form
**Description**

This workshop will provide an overview of available funding sources for Local Public Agencies (LPAs) responsible for Ohio’s roadways and transportation systems. Our state has a variety of funding sources available, and becoming familiar with the protocols and details for each can sometimes be a cumbersome process. Participants will be able to learn first-hand from funding program representatives what each program is, the types of funding or assistance available to LPAs, and how the various funding cycles work.
SHOW ME THE MONEY!!

Ohio Department of Transportation
Thursday, December 7, 2017

HOUSEKEEPING

- Restrooms
- Overview for the day
- Breaks & lunch
- Cell phones
SHOW ME THE MONEY - 2017

WELCOME

- Purpose of meeting - share ideas about funding opportunities
- Content - includes great information about programs for your community
- Details - tips and advice for applying and utilizing state/federal funds
- Take away - moving forward with a plan
IMPROVING COMMUNITIES

- Funding Opportunities - Infrastructure
- Training for local staff
- Resources
  - RTPOS
  - Office of Jobs and Commerce
  - ODOT Districts
  - Transportation Stakeholders
  - Guides/Manuals/Web

LOCAL SYSTEM

- 937 cities and villages
- 1,309 townships
- 28,942 bridges
- 70,500 miles of roads
- 3000 miles of bike paths
- 159 public use airports
- 12th highest transit ridership in U.S.
Ohio Local Technical Assistance Program (LTAP)
## Today's Agenda

<table>
<thead>
<tr>
<th>Start Time</th>
<th>Speaker</th>
<th>Topic</th>
<th>Total Time (Presentation + Brief Q&amp;A)</th>
</tr>
</thead>
<tbody>
<tr>
<td>9:00 am</td>
<td>Andrea Stevenson, Office of Local Programs</td>
<td>Welcome &amp; Introduction</td>
<td>15 min.</td>
</tr>
<tr>
<td>9:15 am</td>
<td>Nichole Wade and Jeff Shaner, ODOT Dist. 7 LPA Manager</td>
<td>ODOT Local Programs</td>
<td>20 min.</td>
</tr>
<tr>
<td>9:35 am</td>
<td>Scott Boyer, ODOT Dist. 7 LPA Manager</td>
<td>Local Project Examples in District 7</td>
<td>20 min.</td>
</tr>
<tr>
<td>9:55 am</td>
<td>Greg Butcher, Violet Township</td>
<td>Ohio’s Research Initiative for Locals (ORIL)</td>
<td>20 min.</td>
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<tr>
<td>10:15 am</td>
<td>Break</td>
<td></td>
<td>15 min.</td>
</tr>
<tr>
<td>10:30 am</td>
<td>Julie Walcoff and Caroline Griffith</td>
<td>Safe Routes to School and Bicycle / Pedestrian Programs</td>
<td>20 min.</td>
</tr>
<tr>
<td>10:50 am</td>
<td>Dave Moore</td>
<td>MPO Funding Programs</td>
<td>20 min.</td>
</tr>
<tr>
<td>11:10 am</td>
<td>Bill Sheward, City of Jackson Service &amp; Safety Director</td>
<td>Use of Multiple Funding Sources for Local Industrial &amp; Business District - City Example</td>
<td>20 min.</td>
</tr>
<tr>
<td>11:30 am</td>
<td>Lunch Break</td>
<td>(cafeteria available on-site)</td>
<td>60 min.</td>
</tr>
<tr>
<td>12:30 pm</td>
<td>Jessycia Hayes</td>
<td>Transit Funding</td>
<td>20 min.</td>
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<tr>
<td>12:50 pm</td>
<td>Melissa Lawrence</td>
<td>State Infrastructure Bank</td>
<td>20 min.</td>
</tr>
<tr>
<td>1:10 pm</td>
<td>Mary Fitch</td>
<td>ODOT - Clean Ohio Trails Fund (COTF), Recreational Trails Program (RTP), and Nature Works / Land &amp; Water Conservation Fund (LWCF) Grant Programs</td>
<td>20 min.</td>
</tr>
<tr>
<td>1:30 pm</td>
<td>Break</td>
<td></td>
<td>15 min.</td>
</tr>
<tr>
<td>1:50 pm</td>
<td>Melissa Taylor</td>
<td>ODOT Division of Jobs &amp; Commerce / TIDs (Transportation Improvement Districts)</td>
<td>20 min.</td>
</tr>
<tr>
<td>2:05 pm</td>
<td>Victoria Beale, LTAP</td>
<td>Township Sign Upgrade Program</td>
<td>20 min.</td>
</tr>
<tr>
<td>2:25 pm</td>
<td>Certificates &amp; Adjourn</td>
<td></td>
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</tbody>
</table>

**LET’S GET STARTED**
FUNDING OPPORTUNITIES FOR LOCALS

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Jeff Shaner
Program Manager
(614) 644-6394
TAP OVERVIEW

- **STW Rural program**
  - Annual allocation of $11 million
  - Eligible applicants not located within MPO unless Allen, Belmont, Licking, & Washington Counties

- **Federal - 80% maximum based on eligible costs for Construction and Construction Engineering**
  - Currently 95% using Toll Revenue Credit through SFY 2022

- **Local - 20% cash match and all costs associated with engineering plans, environmental studies and documentation, ROW plans and acquisition**

TAP ELIGIBILITY CRITERIA

- **Local governments, Regional Transportation Authorities, Federal and State resource agencies**

- **Project must demonstrate a public benefit**

- **Accessible to the general public or targeted to a broad segment of the general public**

- **Be available for public use throughout its reasonable life**

- **Publicly-owned and on existing publicly-owned property (except for acquisition projects)**
### TAP Eligibility Criteria

- Historic projects must be listed on or determined eligible for National Register of Historic Places
- Local cash match must be committed and identified
- Commitment to maintain the project after construction is complete
  - Does not have to be the local government that applied for the grant
- No maintenance issues with past performance concerning liability, negligence or safety
- Must meet criteria for at least one of the eligible funding categories
  - Non-Motorized Transportation Facilities
  - Historic Transportation Preservation
  - Environmental Mitigation and Vegetation Management

### Types of TAP Projects

- Bicycle and Pedestrian Facilities
- Rail Trails
- Safe Routes for Non-Drivers
- Other Community Improvements
- Environmental Mitigation
BICYCLE AND PEDESTRIAN FACILITIES

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation
  - Includes sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting, and other safety-related infrastructure and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

RAIL TRAILS & SAFE ROUTES FOR NON-DRIVES

Rail-Trails
- Conversion and use of abandoned railroad corridors as trails for pedestrians, bicyclists, and other non-motorized transportation users

Safe Routes for Non-Drivers
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers to access daily needs
  - Includes children, older adults, and individuals with disabilities
OTHER COMMUNITY IMPROVEMENTS

- Vegetation management practices in transportation ROW to improve roadway safety, prevent against invasive species, and provide erosion control
- Archaeological activities relating to impacts from implementation of a transportation project eligible under this title
- Construction of turnouts, overlooks, and viewing areas
- Historic preservation and rehabilitation of historic transportation facilities
- Landscaping and scenic enhancement features, including junkyard removal and screening, may be eligible as part of the construction

ENVIRONMENTAL MITIGATION

- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to -
  - Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff
  - Reduce vehicle-caused wildlife mortality
  - Restore and maintain connectivity among terrestrial or aquatic habitats
APPLICATION TIMELINE

- January 1 - Letter Of Interest available
- February 1 - Letter of Interest due
- March 1 - Invitation to apply distributed
- May 15 - Application due
- August 1 - Notification of Award

SMALL CITY PROGRAM

Nichole Wade
Program Manager
(614) 752-6581
### SMALL CITY OVERVIEW

- $10 million annual allocation
- $2 million individual project funding limit
- Federal - 80% maximum based on eligible costs for Construction and Construction Engineering
  - Currently 95% using Toll Revenue Credit through SFY 2022
- Local - 20% cash match and all costs associated with engineering plans, environmental studies and documentation, ROW plans, and acquisition
- Funds may be used for any roadway, signal or safety project on the federal aid system

### SMALL CITY ELIGIBILITY

- Federal funding to Small Cities with populations between 5,000 and 24,999
  - Based on U.S. Census
- Cannot be located within Metropolitan Planning Organizations’ boundaries
- There are currently 54 eligible cities
  - List of eligible cities can be found on Local Programs’ website
  - [http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Small%20City%20Program%20Documents/Forms/AllItems.aspx](http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Small%20City%20Program%20Documents/Forms/AllItems.aspx)
APPLICATION PROCESS

- Applications are solicited annually starting January 1st and are due by March 1st
  - Submitted online through a link posted on Local Programs’ website

- Proposed projects are scored based on data
  - Includes average daily traffic (ADT), pavement condition rating, crash frequency, volume to capacity, equivalent property damage only, SIP map, and economic health

- Multi-disciplinary team reviews applications and overall scores and provides recommendations
  - Previous award funding is taken into consideration

- Award letters sent mid-August
  - List of awards posted on Local Programs’ website

MUNICIPAL BRIDGE PROGRAM

Nichole Wade
Program Manager
(614) 752-6581
MUNICIPAL BRIDGE OVERVIEW

- $10 million annual allocation
- $2 million individual project funding limit
- Federal - 80% maximum based on eligible costs for Construction and Construction Engineering
  - Currently 95% using Toll Revenue Credit through SFY 2022
- Local - 20% cash match and all costs associated with engineering plans, environmental studies and documentation, ROW plans, and acquisition
- Federal funding to municipalities and Regional Transit Authorities for eligible on and off-system bridge rehabilitation and replacement projects

MUNICIPAL BRIDGE ELIGIBILITY

- Has to be owned by a city, village or regional transit authority
- Has to be open to vehicular traffic
- Must meet the federal definition of a bridge
  - NBIS bridge length greater than 20 feet
- Bridge must meet other criteria to be eligible
  - Sufficiency rating of 80 or less
  - General appraisal of 5 or less
  - Must be either structurally deficient or functionally obsolete
- Updated Target Bridge List is posted on Local Programs' website every November
  - http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Municipal%20Bridge%20Program%20Documents/Forms/AllItems.aspx
APPLICATION PROCESS

- Applications are solicited annually starting January 1st and are due by March 1st
  - Submitted online through a link posted on Local Programs’ website

- Proposed projects are scored based on data
  - Includes average daily traffic (ADT), general appraisal of the structure, sufficiency rating of the structure, legal bridge load limit, and economic health

- Multi-disciplinary team reviews applications and overall scores and provides recommendations
  - Previous award funding is taken into consideration

- Award letters sent mid-August
  - List of awards posted on Local Programs’ website

LOCAL MAJOR BRIDGE PROGRAM

Nichole Wade
Program Manager
(614) 752-6581
LOCAL MAJOR BRIDGE OVERVIEW

- $20 million annual allocation
- No individual project funding limits
- Federal - 80% maximum based on eligible costs for Design, ROW, Construction, and Construction Engineering
  - Currently 95% using Toll Revenue Credit through SFY 2022
- Local - 20% cash match
- Federal funding to local governments for the rehabilitation or replacement of eligible Local Major Bridges

LOCAL MAJOR BRIDGE ELIGIBILITY

- Deck area greater than 35,000 square feet
  - OR
- Movable / lift structure

- Currently 58 eligible bridges
  - http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Local%20Major%20Bridge%20Documents/Eligible%20LMB%208-08-2012-2.pdf
APPLICATION PROCESS

- Applications are solicited annually starting January 1st and are due by March 1st
  - Submitted online through a link posted on Local Programs’ website

- Proposed projects are scored based on data
  - Includes average daily traffic (ADT), general appraisal of the structure, sufficiency rating of the structure, legal bridge load limit, local contribution, and economic health

- Multi-disciplinary team reviews applications and overall scores and provides recommendations
  - Previous award funding is taken into consideration

- Award letters sent mid-August
  - List of awards posted on Local Programs’ website

RESOURCES

Local Programs’ Website:
http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/default.aspx

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(614) 752-6581

Jeff Shaner
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ODOT Office of Local Programs
Jeffrey.Shaner@dot.ohio.gov
(614) 644-6394
QUESTIONs

LOCAL PROJECT EXAMPLES • COLUMBUS, 12/7/17

Last updated 11/30/2017
LOCAL PROJECT EXAMPLES

Scott C. Boyer, P.E.
District 7 LPA Manager

PURPOSE

- Understanding Funding Sources
- Review Practical Applications
  - MOT-Harshman Road-Montgomery County Engineer
  - MIA-CR25A (Phases 1 & 2)- Tipp City
PROGRAM RESOURCES

- LOCAL PROGRAMS WEBSITE
  - http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx

PROJECT EXPERIENCE (LARGE LPA)

- MOT-Harshman Road Bridge PID 90784
  - Location Map:
### FUNDING NEEDS-BACKGROUND

- Bridge built in 1958, 4 spans, 311 ft. long, 59 ft. wide (4 lanes of traffic).
- Bridge was structurally deficient/poor condition.
- Problem areas: Scour at piers, cracking of piers and abutments, deck deterioration, steel members rusting.

### FUNDING ELIGIBILITY

- New Bridge 3 spans, 320 ft. long
- Five lanes with center turn lane
- Bike lane added to bridge
- New pavement 1800 ft., resurfacing 2000 ft.
- ADT 32,000; extends SR4 to Springfield St.
- Close proximity to local park
- Close proximity to air force base & museum
ESTIMATED COSTS

- Engineering Phase $ 975,000
- Construction Phase $ 8,900,000
- Construction Inspection $ 650,000
- Total Funds Needed: $ 10,525,000

FUNDING OPPORTUNITIES

- CEAO
- MPO (MVRPC)
- ODOT/FHWA
- OPWC
- County Engineer Participation
### FUNDING LEVELS

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<tr>
<th>Source</th>
<th>Amount</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>CEAO/FHWA LBR</td>
<td>$3,500,000</td>
<td>33%</td>
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<tr>
<td>Construction &amp; Inspection</td>
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<tr>
<td>MVRPC/FHWA STP</td>
<td>$3,350,000</td>
<td>32%</td>
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<td>Construction &amp; Inspection</td>
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<tr>
<td>OPWC Grant</td>
<td>$1,125,000</td>
<td>11%</td>
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<td>Construction &amp; Inspection</td>
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<tr>
<td>OPWC Loan</td>
<td>$375,000</td>
<td>4%</td>
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<td>Construction &amp; Inspection</td>
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<tr>
<td>ODOT/FHWA FLAP</td>
<td>$250,000</td>
<td>2%</td>
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<tr>
<td>Design and construction</td>
<td></td>
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<tr>
<td>County Engineer</td>
<td>$1,925,000</td>
<td>18%</td>
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<td>Preliminary development, r/w, utility, construction</td>
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CONSTRUCTION PHOTOS

- Demolition

CONSTRUCTION PHOTOS

- New Construction
CONSTRUCTION PHOTOS

- Special Features

CONSTRUCTION PHOTOS

- Multi-Use Paths
CONSTRUCTION PHOTOS

- Multi-Use Paths

MIA-CR25A LOCATION MAP

- Northern Limit SR 571
- Ph. 1
- Ph. 1 & 2 Match Point
- Ph. 2
- Southern Limit- Evanston Road
PROJECT EXPERIENCE (SMALL LPA)

- MIA-CR25A (PID 90852 Phase 1)
  - Phase 1 SR571 to Michaels Drive (Aerial)
  - Widens from 2-5 lanes
  - ROW, permanent, temporary & easements
  - Utility relocations (to the east side)
  - $ 4,300,000 Cost
  - Designer Selected by LPA (100% Local $)
  - Bid June 2015

MIA-CR25A PHASE 1 FUNDING SOURCES

- Funding Sources for the Project ($ 4.3 M)
  - $ 2,569,600 Federal Grant from MPO (STP funds)
  - $ 700,000 OPWC
  - $ 210,000 Miami County Engineer
  - $ 35,000 Monroe Township Trustees
  - $ 785,400 Local Funding Source
PHASE 1 PHOTOS

○ CR-25A looking south near SR571

PHASE 1 PHOTOS

○ CR-25A looking north near Michaels Road
**PROJECT EXPERIENCE (SMALL LPA)**

- **MIA-CR25A (PID 93245 Phase 2)**
  - Location Map and Data
  - Phase 2 Evanston to Michaels Drive
  - Widen from 2-5 lanes
  - Utility relocations (to the east side)
  - $3,050,000 Cost
  - Bid February 2017

**MIA-CR25A PHASE 2 FUNDING SOURCES**

- **Funding Sources for the Project ($3.05 M)**
  - $2,440,000 Federal Grant from MPO (STP funds)
  - $500,000 OPWC Grant
  - $210,000 Local Share
PHASE 2 PHOTOS

- CR-25A looking south near Michaels Road

MIA-CR25A - WORK COMMON TO BOTH PHASES

- Environmental - Both Phases Cleared Together
- ROW & Easement Acquisition - Both Phases Together - Federally Funded (80%/20%) at $109,200
- Utility Relocations/Reimbursements Federally Funded (73%/27%) at $186,880
PHASE 2 PHOTOS

- CR-25A looking south near Evanston Road

QUESTIONS

Last updated 11/30/2017
Ohio’s Research Initiative for Locals

Greg Butcher, PE, MPA
Violet Township Engineer
ORIL Mission

ORIL develops, funds and oversees transportation research projects to meet the needs of local agencies for the safety and economic well-being of the traveling public and Ohio.

ORIL Board

<table>
<thead>
<tr>
<th>Organization</th>
<th>Voting Members</th>
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<tr>
<td>CEAO</td>
<td>Warren Schlatter (Defiance) Steve Luebbe (Fayette)</td>
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<tr>
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<td>Mark Eicher (Noble) Doug Davis (Muskingum)</td>
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<tr>
<td>OML</td>
<td>Steven Bergstresser (Kettering) Brian Thomas (Findlay)</td>
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<tr>
<td></td>
<td>Leo Shanayda (Springfield) James Young (Columbus)</td>
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<tr>
<td>OTA</td>
<td>Greg Butcher (Violet)</td>
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<tr>
<td>ODOT</td>
<td>Matt Chaney (D4) Chase Wells (C0)</td>
</tr>
<tr>
<td></td>
<td>Brian Olson (D4) Jennifer Elston (D8)</td>
</tr>
<tr>
<td>Academia</td>
<td>Rui Liu (Kent State University)</td>
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<td></td>
<td>William Schneider (The University of Akron)</td>
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<table>
<thead>
<tr>
<th>Non-Voting (Support) Members</th>
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</thead>
<tbody>
<tr>
<td>ODOT Research</td>
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<tr>
<td>Vicky Fout</td>
</tr>
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</table>
ORIL Program

How does the program work (what's the process)?

- Oversees Program
- Manages Administrative Tasks
- Executes Scope of Work
- Oversees Technical Direction

ORIL Program

- ORIL Program
- ORIL Board
- ODOT Research Section
- Researchers
- TACs
ORIL Program

• How does the money work?
  - Not a grant
  - No funds are transferred to locals
  - No standard maintenance or capital improvements
  - Contracted projects
  - Funds & contracts managed by ODOT
  - Research expenses

ORIL Research Focus Areas

• Safety
• Renewal/Infrastructure
• Operations & Business Practices
Safety

Ensuring the safety of those utilizing and maintaining our transportation system is a priority for all transportation agencies. The traveling public expects the system to meet their individual needs in a manner that is safe, convenient, economic, and efficient with minimal disruption to their daily routines. In addition, protection for roadway crews working on-location is a prominent concern. Identifying developing and implementing corrective strategies before hazardous events occur is key to advancing a safe and reliable transportation system. For local agencies the identification of cost appropriate, yet effective, safety measures can often be a challenge.

Operations/Business Practices

Local transportation agencies face a variety of challenges based on their geography, traffic, population density, funding, equipment, staffing, local expectations, governmental structure and history. The identification and evaluation of best practices can be difficult, given the uniqueness of individual organizations. The ability to be aware of existing research and its local applicability can be a challenge for local agencies.
Renewal/Infrastructure

Without meeting basic maintenance needs, pavements, bridges, signs, guardrail, pavement markings and other roadway features would degrade to the point of being hazardous. The major challenge is to sustain these conditions in a time of declining resources. As our infrastructure ages, it is important to find ways to preserve existing facilities, especially pavements and bridges, while improving design and construction methods which produce reliable, long-lasting facilities.

ORIL FY2018 Program

- Projects: 19
- Value: $2,179,182.83

SHOW ME THE PROJECTS!
ORIL Projects

- Assessment of IRP Truck Licensing for Ohio Counties
  - Phase 1 Study Completed: September 2015
  - Phase 2 Study Completed: February 2017

- Evaluation and Design of a TL-3 Bridge Guardrail System mounted to Steel Fascia Beams
  - Completed May 2017

- Analysis of Ground Tire Rubber (GTR) in Mix Design on Local Roadways in Ohio
  - Scheduled to complete February 2018

- Storm Water Best Management Practices for Local Roadways
  - Research completed September 2015
  - Implementation Testing scheduled to complete December 2017
ORIL Projects

• Structural Benefits of Concrete Paving of Steel Culvert Inverts
  • Completed June 2017

• Investigation of In-Situ Strength of Various Construction/Widening Methods Utilized on Local Roads
  • Completed February 2016

ORIL Projects

• Best Practices for Chip Sealing Low-Volume Roads in Ohio
  • Scheduled to complete October 2018

• Streamline Local-let Federal-aid Transportation Processes in Ohio
  • Scheduled to complete February 2019
ORIL Program

• “How can I get involved?”

• Submit an Idea
  • The idea submission process is announced in August/September

• Join the ORIL Board
  • Summer 2018 - Associations will be selecting people to serve from 1/1/2019-12/31/2022

• Join a Technical Advisory Committee (TAC)

• Participate in the ORIL Research Discussion Site

ORIL Research Idea Discussion Site

• Goal is to generate conversations

• Anyone can post ideas or comments

• This site is not for official idea submissions

http://www.dot.state.oh.us/groups/oril/Pages/IdeaDiscussions.aspx
ORIL Program

- Visit the Website
  - [http://oril.transportation.ohio.gov](http://oril.transportation.ohio.gov)

- Email Us:
  - ORIL@dot.ohio.gov

Questions & Discussion

Thank You!

---

- 2017

SRTS Funding
Overview of Pedestrian Crashes

Overview of Bicycle Crashes
SRTS Program Purpose

To encourage children to walk and bike to school, making this a safer and more appealing transportation alternative, and to facilitate the advancement of projects near schools.

Safe Routes Reach

Safe Routes to School has a presence in 72 of Ohio's 88 counties.
SRTS Funding Information

2017 Ohio SRTS Funding Round

Funding Available $4 Million

Funding Requested $11 Million

0 $5 M $10 M
Eligibility

Minimum Criteria
- School Travel Plan
- Address AT Safety
- Infrastructure must advance a route directly to school

School Travel Plan

- Education
- Engineering
- Encouragement
- Enforcement
- Evaluation
Advance a Route

Project Types

Infrastructure
Non-Infrastructure
Success?

- Coordinate with ODOT
- % of Students Affected
- Speed
- Crash Stats
- Economics
- Prior Funding

Caraline Griffith
Caraline.Griffith@dot.ohio.gov
MPO and Large Cities Capital Program

Show Me the Money!

- ODOT provides annual capital budgets (federal funds) to Ohio’s 17 MPOs and to 5 large cities
  - Findlay, Lancaster, Marion, Wooster, Zanesville

- SFY 2018 Program total $206m

- Program is a locally managed source of federal funds to finance local government sponsored multi-modal transportation improvement projects within the MPOs and large cities
MPO/Large City Federal Fund Types

- Surface Transportation Block Grant Program (STBG) –
  Finances wide variety of multi-modal transportation maintenance, operations, and new construction project improvements – 23 USC §133

- Transportation Alternatives Program (TA) –
  Finances transportation system historical, scenic, environmental mitigation, and pedestrian/bicycle projects – 23 USC §213(h) STP Set-Aside

- Congestion Mitigation and Air Quality Program (CMAQ) –
  Finances transportation projects in A/Q areas that reduce mobile source emissions – 23 USC §149

MPO/Large City Budget Allocations

- Each MPO – STBG & TA
  - Four small MPOs return allocation to participate in statewide TA program
  - Small MPOs TA project selections consistent with Statewide competitive process

- Air quality area MPOs – CMAQ
  - 8 large MPOs – Statewide Program
  - Small MPOs – Individual allocations

- Large Cities - STBG
Program Management

MPOs & Cities serve as Program Managers for the funds

- Establish multi-year programs of local government sponsored projects
- Monitor project development milestones, schedules, and estimates
- Lock down annual programs of project awards within available budgets

Expectations:

- Each MPO and large city delivers an annual program of project awards
  - On schedule
  - On scope
  - On budget
- MPOs/Cities maintain minimal carry over balances
Projects

Project Solicitation Processes

- Each MPO adopts program management and project solicitation policies, procedures, and schedules
  - Contact local MPO for details
- Large cities manage their programs

Projects

Project funding

- 80% Federal participation rate
- 20% project sponsor match
- Safety projects per 23 USC 120(c) – 100% eligible – signals, roundabouts, lights, signs,......
- Toll Revenue Credit available
So, How the Heck Do I Secure MPO Funding

- Contact local MPO Capital Program Manager
- Review MPO web page
  - Become familiar with MPO project solicitation schedule
  - Become familiar with MPO project scoring criteria
  - Submit project funding requests
- Complete ODOT LPA Qualification eLearning training models
  - [http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Documents/LPA%20Qualification%20Fact%20Sheet.pdf](http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Documents/LPA%20Qualification%20Fact%20Sheet.pdf)
- Establish a reputation as a local government that develops and implements projects - on schedule, on budget, on scope
- Participate in MPO Committee processes

SFY 2017 Summary

- 126 Construction Project Awards
- 47 Public Transit Projects
- $228m investment in urban Ohio
MPO & Large Cities Program
Dave Moore, Statewide Planning Manager
ODOT Office of Statewide Planning and Research
Dave.moore1@dot.state.oh.us
(614) 466-0754

BILL SHEWARD, SERVICE/SAFETY DIRECTOR
CITY OF JACKSON
McCarty Lane Re-construction

McCarty Lane is a 1.34 mile east – west connector for U.S.-35 and S.R.-93, through the City of Jackson Industrial and Business District.
As McCarty Lane continued to be heavily travelled, patched and repaired many times, it became apparent that a full-depth repair was required.

With the help of our Engineering Firm, we determined that the required repairs would exceed available local funds and began looking for grant funding for this major project.

The City identified McCarty Lane as a “Priority Improvement”:

1. Working with the Jackson County Economic Development Partnership to re-develop the 52-acre former Meridian Automotive site to attract new industry

2. Working with JobsOhio to meet requirements to add Meridian to state site list “Site Ohio”

3. 400 employees work in the McCarty Lane corridor area

4. Employment in the vicinity: 3,883 (1-mile); 7,595 (3-miles)
Speyside Cooperage – Began looking at a former cabinet factory for new bourbon barrel manufacturing plant.

The City realized that McCarty Construction needed to happen – and fast. What can we afford and how soon can we do it?

• We called O.D.O.T. Jobs & Commerce’s Melissa Taylor, and she brought O.D.O.T. District 9 to the discussion. We had to figure out the scope, funding and time line.
  • SCOPE
    • Widening outside existing right-of-way, not affordable
    • Including bridge with road, not affordable
    • Paving only, not feasible – experiencing major base failures
    • 1st Choice – Full Re-construction
    • 2nd Choice – Full-Depth paving with spot base repairs
  • FUNDING
    • $2 million re-construction – estimate Total Project Cost
    • Amount is beyond the City’s budget and not achievable through small grants
    • Project Management – Would be the largest roadwork project in City history.
• We needed funding “Big Guns”
  • Ohio Public Works
  • Jobs Ohio Roadwork
  • Small City

• Separated the project into two (2) phases:
  • Worst condition – East Segment – O.P.W.C. Track
  • Second worst – West Segment – Small City Track

• Both needed local funds, had specific requirements, different timelines
  • Created a step-by-step plan
    • 1. JobsOhio Roadwork Grant – Available when new company comes to Ohio or an Ohio company adds expands. Used this as local match for O.P.W.C.
    • 2. O.P.W.C. – Applied for segment in worst condition, received grant/loan combo
    • Small City – Applied for work not covered by O.P.W.C.
    • O.D.O.T. Jobs & Commerce – Applied for cost increases during project development

• ODOT J&C                        $150,000.00
• City Cash                      80,000.00
• City Loan (O.P.W.C.)           150,000.00
• DSA 629                        344,000.00
• O.P.W.C. Grant                276,000.00
• Small City                   827,000.00

TOTAL                          $1,827,000.00
• Schedule
  • City, Consultant, J&C and District 9 created 2-year schedule of milestones

• Economic Impact
  • 70 new manufacturing jobs, to date
  • Roadwork supports new manufacturing operations in facility that was closed in 2018, with all employee laid off.
  • Project supports Appalachian Forestry & Wood Products Sector (http://apeg.com/forestry-and-wood-products/)
  • (April, 2017) Jackson County was the highest unemployment county in District 9 and 4th highest in state.
ANY QUESTIONS OR COMMENTS?

Mr. Bill Sheward, Service/Safety Director
City of Jackson, OH
(740)286-2201
wsheward@jacksonohio.us
OVERVIEW

PUBLIC TRANSPORTATION IN OHIO

- 61 public transit systems
  - 27 Urban transit systems
  - 34 Rural transit systems
- 27 counties have no public transit systems
OHIO TRANSIT NEEDS STUDY- FIXED ROUTE

OHIO TRANSIT NEEDS STUDY- NO TRANSIT SERVICE
FEDERAL FUNDING

- Federal Transit Administration (FTA)
  - 5307- Urbanized Area Formula
  - 5310- Enhanced Mobility for Seniors and Individuals with Disabilities
  - 5311- Formula Grants for Rural Areas
  - 5339- Buses and Bus Facilities
  - 5324- Public Transportation Emergency Relief Program
DEFINITIONS PER FTA CIRCULARS

- **Large Urbanized Area** - an urbanized area with a population of at least 200,000 at the time of the last decennial census

- **Small Urbanized Area** - an urbanized area with a population of at least 50,000 but less than 200,000

- **Rural Area** - an area encompassing a population of less than 50,000 people

---

FEDERAL FUNDING - FTA 5307

- **5307- Urbanized Area Formula**
  - Provides grants to Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.
  - **Eligible Recipients**
    - Regional transit authorities
    - Transit board
    - Local government entities as designated by the governor of Ohio.
FEDERAL FUNDING- FTA 5310

- 5310- Enhanced Mobility for Seniors and Individuals with Disabilities
  - Enhance mobility for seniors and individuals with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and American with Disabilities Act (ADA) complementary.
  - Eligible Recipients
    - States or local government authorities, private non-profit organizations, or operators of public transportation that receive a grant indirectly through a recipient. Entities in a large urbanized area (population > 1,000,000) go through the large UZA designated grantee of FTA 5310 funds for funding. Entities in rural (population 50,000 - 199,999) and small urban (population 200,000 - 999,999) will apply to ODOT - Office of Transit for funding.
  - Eligible Projects
    - Vehicles
    - Computer hardware/software
    - Communication Equipment
    - Capitalized Maintenance
    - Operating
    - Mobility Management

FEDERAL FUNDING- FTA 5311

- 5311- Formula Grants for Rural Areas
  - States or local government authorities, private non-profit organizations, or operators of public transportation that receive a grant indirectly through a recipient. Entities in a large urbanized area (population > 200,000) go through the large UZA designated grantee of FTA 5310 funds for funding. Entities in rural (population <50,000) and small urban (population 50,001 - 199,999) will apply to ODOT - Office of Transit for funding.
  - Eligible Recipients
    - States, Indian tribes
    - Sub-recipients: State and local government authorities, nonprofit organizations, operators of public transportation or intercity bus services that receive indirectly through a recipient
The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.

- **Eligible Recipients**
  - Small Urban
  - Rural

- **Eligible Projects**
  - Bus replacement and bus expansion
  - Bus shelters
  - Bus lifts
  - AVL system - automatic vehicle locator
  - Bus maintenance and administrative facilities
  - Intermodal terminals
  - Fare boxes
  - Computers
  - Shop and garage equipment
  - Clean Fuels Projects

5324- Public Transportation Emergency Relief Program

- This program helps states and public transportation systems pay for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters such as floods, hurricanes, and tornadoes.

- **Eligible Recipients**
  - States and governmental authorities, including public transportation agencies
FEDERAL FUNDING- FHWA

- Federal Highway Administration
  - Ohio Transit Preservation Partnership Program (OTPPP)
  - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
  - Surface Transportation Program (STP)

FEDERAL FUNDING- FHWA OTPPP

- Ohio Transit Preservation Partnership Program (OTPPP)
  - The department instituted the Ohio Transit Preservation Partnership Program to provide federal FHWA funds for urban public transit projects in Ohio beginning in state fiscal year 2012. Preservation is defined as the process of working to maintain, sustain, or keep in a good sound state the transit systems in Ohio.
  - Eligible Recipients
    - Regional Transit Authorities, County Transit Boards, municipalities, or counties that own or operate public transportation systems. Transit systems must be recipients of FTA Section 5307 funds in order to apply for OTPPP funds.
FEDERAL FUNDING- FHWA CMAQ

- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
  - Improve the Nation's air quality and managing traffic congestion. CMAQ projects and programs are often innovative solutions to common mobility problems and are driven by Clean Air Act mandates to attain national ambient air quality standards.
  - Eligible Recipients
    - Programs and projects are funded in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and small particulate matter (PM$_{2.5}$) that reduce transportation-related emissions.
    - Currently under UTP and OTPPP

CMAQ ELIGIBLE COUNTIES AND TOWNSHIPS
FEDERAL FUNDING-FHWA STP

- Surface Transportation Program (STP)
  - The Surface Transportation Program provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intercity bus terminals and facilities.

- Eligible Recipients
  - Urbanized areas with a population over 199,999
  - Areas with a population of 50,000 or less
  - Currently under UTP and OTPPP

STATE FUNDING
STATE FUNDING

- Urban Transit Formula Program
- Rural Transit Formula
- Elderly and Disabled Fare Assistance Program
- Ohio Transit Preservation Partnership Program (OTPPP)

STATE FUNDING - UTP

- Urban Transit Formula Program
  - Provides financial assistance to urban public transit systems in Ohio through the Urban Transit Program (UTP). The Program goals are to facilitate the most efficient and effective use of both federal and state funds in the provision of transportation services and to provide federal and state matching funds to Ohio’s urban public transit systems in order to maximize the impact of the federal and state dollars available through the Ohio Department of Transportation
  - Eligible Recipients
    - Regional Transit Authorities
    - County Transit Boards
    - Municipalities
    - County Boards of Commissioners
STATE- E&D

- Elderly and Disabled Fare Assistance Program
  - This program provides state funds to reimburse eligible public transportation systems who offer reduced fares to the elderly and people with disabilities.
  - Eligible Recipients
    - Eligible public transit systems must
      - 1) receive an allocation from ODOT’s Rural Transit Program or Urban Transit Program, and
      - 2) provide a reduced fare to the elderly and people with disabilities.

STATE FUNDING- RURAL

- Rural Transit Formula
  - The Program’s goals are to enhance the access of people in rural areas to shopping, health care, employment, public services, education and recreation; to assist in the development, maintenance, improvement, and use of public transportation in rural areas; and to encourage and facilitate the most efficient use of all Federal and State funds used to provide transportation in rural areas through the coordination of programs and services.
  - Eligible Recipients
    - Any municipality or village that is not within the service area of a county, a county transit board or regional transit authority.
    - Any county that is not totally within an RTA’s or CTB’s service area
    - Any CTB or RTA
    - A private nonprofit corporation, which has undergone the local selection process and has been designated as grantee by the local public entity.
QUESTIONS

Contact Information
Jessyca Hayes
Interim 5310 Program Coordinator
Jessyca.hayes@dot.ohio.gov
614-644-0300

Transit Website
http://www.dot.state.oh.us/Transit

Last updated 11/30/2017
OHIO SIB
Melinda Lawrence
State Infrastructure Bank Administrator
Division of Finance

OVERVIEW

- History & Background
- Loan Program
- Bond Programs
- SIB Portfolio
- Projects
### HISTORY & BACKGROUND

- **Created in 1995 by U.S. Congress**
  - Title XXIII Eligible Highway & Transit Projects

- **Ohio Pilot State**
  - Enabling Legislation
  - First highway & transit loans in the nation

- **Ohio Legislature expanded SIB Authority**
  - State funded projects
    - Aviation
    - Local Roads

#### SHOW ME THE MONEY

<table>
<thead>
<tr>
<th>Capitalization</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal</td>
<td>$87,000,000</td>
</tr>
<tr>
<td>GRF</td>
<td>$40,000,000</td>
</tr>
<tr>
<td>Motor Fuel Tax</td>
<td>$10,000,000</td>
</tr>
<tr>
<td></td>
<td>$137,000,000</td>
</tr>
</tbody>
</table>

- Additional Motor Fuel Tax $5,000,000
LOAN PROGRAM

Eligibility

- Eligible Borrowers
  - All Public Entities
  - No Private Entities

- Eligible Projects
  - Federal, State, & Local Transportation Infrastructure
  - Transit
  - Port Facilities
  - Airports
  - Bicycle Paths/Rails to Trails
  - Railroads
**LOAN PROGRAM**

### Features:
- 100% Financing Available
- Maximum Term - 30 years
- Interest Rate - 3%
- Closing costs
- Deferred Repayment Options
  - First year interest free
  - Second year no payments
  - Excludes MPO/CEAO
- Process takes 30 to 60 days
- Applications accepted year round
- Prepayment Penalty

---

**SOURCES OF REPAYMENT**

- State Motor Fuel Tax
- Non-tax revenues (fines, penalties, interest, fees)
- Tax Increment Financing (TIF)
  - requires secondary pledge
- License plate and registration fees
- Passenger Facility Charges
- Parking Fees
SOURCES OF REPAYMENT

- Earmarks/Grants
  - Language associated with earmarks must have verbiage for debt service
- Pledge of federal allocations
  - Metropolitan Planning Organization (MPO)
  - County Engineers Association of Ohio (CEAO)

ELIGIBLE COSTS

- Right of Way
  - Appraisal
  - Acquisition
- Construction
  - Engineering/Inspection
- Design
LOAN PROGRAM

Loan Application Process

1. Preference will be given for a borrower that has never utilized the SIB
2. Evaluation of applicants concentration of credit risk
3. The SIB Loan Program will maintain the following account balances:
   a. $2m in GRF
   b. $3m in Federal/Title 23
4. No more then 50% of the 12-month forecasted balances above the reserved amounts will be available for any individual loan application
5. An applicant can submit more than one application per State Fiscal Year (SFY) for potential funding but ODOT is only required to consider one of the applications submitted.
6. If a loan is denied, a new loan application for the same project cannot be submitted during the same State Fiscal Year
### BOND PROGRAMS

<table>
<thead>
<tr>
<th>Established</th>
<th>GRF</th>
<th>Title 23</th>
</tr>
</thead>
<tbody>
<tr>
<td>Issuances</td>
<td>September 2006</td>
<td>July 2008</td>
</tr>
<tr>
<td></td>
<td>$5 million reserve</td>
<td>$5 million reserve</td>
</tr>
<tr>
<td></td>
<td>AA + S &amp; P</td>
<td>AA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fitch</td>
</tr>
</tbody>
</table>
## BOND PROGRAMS

- Fund larger projects
- Investment grade rated bonds
- Quick and easy to access
- Favorable terms
  - Tax-exempt bonds
  - Long term fixed rates
  - Annual appropriation pledge
  - Does not apply to borrower’s debt limitation
- Closing within 90 - 180 days
- Same criteria as loan program

### BOND PROGRAMS

**Features:**

- 100% Financing Available
- Maximum Term - 25 years
- Interest - Current Market Rates
- Bond Amounts
  - $2,000,000 to $20,000,000
- Transaction Costs
  - 1% to 3% depending on size of issue
- Payments begin immediately
### BOND PROGRAMS

**Bond Issuances:**

<table>
<thead>
<tr>
<th>Year</th>
<th>Borrower</th>
<th>Project</th>
<th>Amount</th>
<th>Interest</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>Licking County TID</td>
<td>State Route 310 Widening</td>
<td>$4,745,000</td>
<td>3.16%</td>
</tr>
<tr>
<td>2016</td>
<td>Columbus</td>
<td>Hamilton Rd. S Curve</td>
<td>7,900,000</td>
<td>2.97%</td>
</tr>
<tr>
<td>2014</td>
<td>Cincinnati</td>
<td>Keystone Park</td>
<td>* $2,940,000</td>
<td>4.09%</td>
</tr>
<tr>
<td>2014</td>
<td>Dayton</td>
<td>Water Street Parking Facility</td>
<td>* $2,900,000</td>
<td>3.49%</td>
</tr>
<tr>
<td>2014</td>
<td>Lorain</td>
<td>Local Road Repaving Program</td>
<td>7,270,000</td>
<td>3.70%</td>
</tr>
<tr>
<td>2014</td>
<td>Ashiabula</td>
<td>Local Road Repaving Program</td>
<td>4,010,000</td>
<td>3.49%</td>
</tr>
<tr>
<td>2011</td>
<td>Toledo-Lucas County PA</td>
<td>Parking Garages &amp; Meters</td>
<td>59,430,000</td>
<td>3.83%</td>
</tr>
<tr>
<td>2009</td>
<td>Hamilton County</td>
<td>Banks Intermodal</td>
<td>$11,700,000</td>
<td>4.35%</td>
</tr>
<tr>
<td>2006</td>
<td>Akron Canton Airport</td>
<td>Airport Improvements</td>
<td>$6,800,000</td>
<td>4.50%</td>
</tr>
</tbody>
</table>

*Loan/Bond Blend*
SIB BALANCES AVAILABLE
AS OF SEPTEMBER 30, 2017
TOTAL AVAILABLE TO LEND: $18 M

Note: Total available to lend is calculated net of debt service totaling $1,072,808.

STATE INFRASTRUCTURE BANK LOANS AND BOND ISSUANCES

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td># of Loans</td>
<td>110</td>
<td>6</td>
<td>6</td>
<td>8</td>
<td>5</td>
<td>5</td>
<td>7</td>
<td>7</td>
<td>9</td>
<td>14</td>
<td>209</td>
</tr>
<tr>
<td># of Bonds</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>9</td>
</tr>
<tr>
<td># of Approved Loans (in millions)</td>
<td>$349.50</td>
<td>$9.0</td>
<td>$8.6</td>
<td>$18.6</td>
<td>$5.5</td>
<td>$7.8</td>
<td>$13.6</td>
<td>$56.6</td>
<td>$78.4</td>
<td>$31.1</td>
<td>$267.7</td>
</tr>
<tr>
<td># of Approved Loans (in millions)</td>
<td>$58.6</td>
<td>$33.7</td>
<td>$18.4</td>
<td>$17.7</td>
<td>$18.5</td>
<td>$17.9</td>
<td>$16.7</td>
<td>$158.3</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Annual amounts may not equal to total due to rounding. Excludes loans that were approved, but cancelled prior to closing on the loan.
NUMBER OF SIB LOANS AND BONDS BY MODE
APPROVED AS OF SEPTEMBER 30, 2017

TOTAL $665.9 M

- Other (12) $52.9 M
- Transit (2) $8.4 M
- Bikeway (1) $2.2 M
- Railroad (4) $5.9 M
- Airport (16) $30.3 M
- Highway (183) $560.2 M

PROJECTS
PROJECTS

- State Route 310 - Licking County
- Dog Leg Road - Montgomery County
- Hamilton Rd. “S” Curve - Franklin County

STATE ROUTE 310 WIDENING
## PROJECTS

### State Route 310

**Description:**
- Widening between I-70 and SR 40
- Widen 2 lanes to 5 lanes for .06 miles
- Traffic Signalization
- Highway Lighting
- Sidewalks and Pathway
- Bridge Widening (box culvert)

### State Route 310

**Amazon Fulfillment Center**
- 1m sq. ft. facility
- Created 1,500 Full-Time jobs & 4,000 seasonal
PROJECTS

State Route 310 Widening

Borrower: Licking County Transportation Improvement District

- Public Obligors
  - Etna Township
  - Licking County
  - Southwest Licking School District
  - JEDD Board

- Pledged Repayment Sources
  - Tax increment financing revenues from Amazon site
  - Two separate JEDDs
  - General Revenue
**PROJECTS**

### State Route 310

**Project Funding**
- SIB Bond Issuance $4,745,000
- Jobs Ohio 629 $1,900,000
- ODOT Jobs & Commerce $500,000
- ODOT $500,000
- Etna Community Improvement Corp $75,000

**Total** $7,720,000

---

**PROJECTS**

### Bond Issuance

- **Term** - 24.4 years
- **Tax Exempt**
- **Interest Rate** - 3.162%
- Reduced required coverage needed from 10% to 5% doubling the GRF Bond program capacity
- **Complex Structure**
DOG LEG RD.

PROJECTS

Dog Leg Rd
Description:
- New Road Construction - Dog Leg Rd.
- Roadway Rehabilitation - Jackson Rd.
- Intersection Improvements
  - Add turn lanes
  - Curb, gutter and storm sewers improvements
PROJEC TS

Dog Leg Rd
Proctor & Gamble

- “Project Titan” - Confidential Project
- 1.8 m square foot cross dock facility
- $72m project
- 1,400 employees
- Located near Dayton International Airport
- Fast Track to retain P&G

PROJECTS

Dog Leg Rd
Project Funding

- SIB Loan $13,369,518
- Jobs Ohio 629 $250,000
- ODOT Jobs & Commerce $250,000
- ODOT TID Grant $500,000
- Montgomery County Edge Grant $500,000

Total $14,869,518
PROJECTS

HAMILTON RD “S”
**PROJECTS**

**Hamilton Rd. “S” Curve**

**Description:**
- Construction of an “S” Curve
- Relocation of North Hamilton Rd
- Exit Ramp reconfiguration at SR 161
- Entrance Ramp Improvement
- Project alleviated existing traffic issues

**Development:**
- Project opened up farm land for development
- $250m in development for mix use; office, commercial & residential
Ohio Department of Transportation
1980 W. Broad St., 4th Floor
Columbus, Ohio 43223
614-644-7255

Melinda Lawrence, SIB Administrator
melinda.lawrence@dot.ohio.gov

Ohio Department of Natural Resources
Reimbursement Grant Programs
Recreational Trails
and
Local Park Projects
State & Federal Funds

Clean Ohio Trail Fund (COTF) State
Recreational Trails Program (RTP) Federal thru FHWA
NatureWorks State
Land & Water Conservation Fund (LWCF) Federal thru NPS

Competitive Projects

- Consistent with the statewide or a regional trail plan
- Regional trail systems & links to a statewide or a regional trail
- Link population centers & outdoor recreation areas
- Purchase of rail lines or potential regional corridors
- Preserve natural corridors
- Links in urban areas to commuter access & has economic benefit.
Ohio Local Technical Assistance Program (LTAP)

94

Who can apply?

- Local governments
- Park and joint recreation districts
- Conservancy districts
- Soil and water conservation districts
- 5013C non-profits
- State & Federal agencies are NOT eligible.

2002 – 2016

$72.23 Million Awarded to 241 COTF Projects

- 122 Miles of Corridor Acquisition
- 422 Miles of New Trail
- 40 New Bridges
- 14 New Trail Tunnels
- 36 New Trailheads
Eligible Project Scopes:
- Land acquisition for a trail
- Trail development – *making connections!*
- Trailhead facilities – *only if small portion of project*
- Engineering - design - *as a part of a trail project* -
  & *if within 2 yrs. of agreement with prior approval.*

- Maximum project award: $500,000.
- Time to complete Project: 15 months
- Projects must be open to the public for a min. of 15 years.

**Required Match:**
- Minimum 25%
- Donated labor, materials (new) & land are allowed.
New trail in Gahanna, Ohio

New trail bridge over the Great Miami River
Marion Tall Grass Trail
Recreational Trails Program


Reauthorized: Fixing America's Surface Transportation (FAST) Act
Recreational Trails Program

• Eligible Projects:
  – Trail development
  – Land acquisition for a trail
  – Trail maintenance / restoration / equipment
  – Trailhead facilities
  – Education - safety & environmental protection (5% limit)

• Eligible Sponsors:
  – Political Subdivisions
  – State & Federal Agencies
  – Non Profit 501 C3s

Recreational Trails Program

• Required Match: 20%

• Project Size: Awards are capped at $150,000.

– Time to complete project: 15 months
  – Projects must be open to the public for a min. of 15 years.

Motorized Requirement:

Thirty percent of Ohio’s yearly allocation must fund motorized public recreational trails.
Trail Grant Applications

Clean Ohio Trail Fund & Recreational Trail Program applications must be postmarked by February 1st each year.

Recommended projects are announced in October/November.

Nature Works

Created through the Ohio Parks & Natural Resources Bond Issue, approved by Ohio voters in 1993. Funded with tax exempt state bonds.
Nature Works

- **Eligible Projects:**
  - Public Park & Recreation Areas
    - Acquisition of parkland
    - Park development of all kinds: Trails, playgrounds, shelters, sprayparks, skateparks, ballfields & courts, restrooms, boating access...etc.
    - Rehabilitation
    - Engineering design as a part of project

- **Eligible Sponsors:**
  - Local Subdivisions of Government.
  - Must own property (or long term non revocable lease).
  - School districts & non profits are NOT eligible

---

**Required Match:**
- Minimum 25%, 20% of which must be local.
- Donated land and labor are allowed – if within grant period
- May be used to match federal LWCF funds in same project.
- Future Use Requirement:
  - Grant project property must remain in public recreational use for 15 years after project closeout.

**Time to Complete Project:** 1 ½ to 2 yrs.
NatureWorks Allocated by County

- 2/3rd Equal Distribution
- 1/3rd Per Capita
- Applicants compete with applicants from same county only.
- Unrequested county funds carry over to following year/round. (If NO funds are requested for two funding cycles, in the third funding cycle the unrequested funds are reallocated to highest scoring unfunded projects in the state.)

2017: 59% of NatureWorks applications were awarded at least partial funding.

APPLICATION DUE DATE:
Postmarked by May 1st each year. Awards announced in the fall.

Splash Park in Broadview Hts., Cuyahoga Co., funded via NatureWorks
Land & Water Conservation Fund


Funding to states via NPS. Source of funds includes Outer Continental Shelf and Gulf energy lease royalties.

Ohio received $147 million + in 50 yr. period. Half of funding has been used for local park projects, half for ODNR development & acquisition in State Parks, Forests & Natural Areas.

Eligible LWCF Projects:

Public Park & Recreation Areas:
- Acquisition
- Development (Sponsor must own property)
- Rehabilitation (Sponsor must own property)
- Engineering design as a part of the project.

Eligible Sponsors:
- All Local Subdivisions of Government
Required Match: 50%

Max Award: $300,000. Minimum: $50,000

Local grant program offered every other year. 2018 will be the ‘off year’. Assuming available funding, applications for 2019 will be due Nov. 15, 2018. Check ODNR website for updates.

Perpetuity Requirement: Project property must remain in public recreational use forever (Section 6(f)).

Grant Info & Applications

ODNR Office of Real Estate & Land Management
2045 Morse Rd., E2
Columbus, Ohio 43229

**RTP & COTF Trail Grants:**
D’Juan Hammonds – 614.265.6417
djuan.hammonds@dnr.state.oh.us

**NatureWorks & LWCF Park Grants:**
Mary Fitch – 614.265.6477
mary.fitch@dnr.state.oh.us
Tim Robinson – 614.265.6528
timothy.robinson@dnr.state.oh.us
SHOW ME THE MONEY 2017

Ohio Department of Transportation

ECONOMIC DEVELOPMENT FUNDING FOR ROADS

Johann Klein & Melissa Taylor
ODOT Jobs & Commerce
ODOT JOBS & COMMERCE

Let’s change how Ohio competes for businesses & jobs
So more people can have jobs
Or better jobs
So communities thrive

ODOT JOBS & COMMERCE

Private sector creates JOBS
Public sector creates JOBS ENVIRONMENT
Ohio grows only as communities grow

We want to be a better partner in your success

Rapid-response team

Work with communities & JobsOhio

Solve transportation problems to help employers grow
5 J&C Regional Managers

We are YOUR GO-TO for ED roadwork funding

- funding strategists
- funders
- project developers

ODOT Know-How at No Cost

- We come to YOU
- Work to understand the need
- Find a feasible fix (“skinny down”)
- Create funding plans
- Money hunt
ODOT JOBS & COMMERCE

Do you have?...

- Expanding industry
- New industry ... or prospects
- Business district
- MXD with office/industry
- Road problem impacting major employers

Yes? Let’s talk money...

ED ROADWORK FUNDING

Transportation
- Federal
- State
- Regional
- Local

Development
- Federal
- State
- Regional
- Local
### FEDERAL ROADWORK FUNDS

<table>
<thead>
<tr>
<th>Transportation</th>
<th>Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Small Cities</td>
<td>- EDA</td>
</tr>
<tr>
<td>- Safety</td>
<td>- CDBG</td>
</tr>
<tr>
<td>- MPO &amp; Large Cities</td>
<td>- Appalachian</td>
</tr>
<tr>
<td>- TRAC</td>
<td>- Rural Development</td>
</tr>
</tbody>
</table>

### STATE ROADWORK FUNDS

<table>
<thead>
<tr>
<th>Transportation</th>
<th>Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>- CEAO (fed/state)</td>
<td>- JobsOhio</td>
</tr>
<tr>
<td>- OPWC</td>
<td>- ODOT J&amp;C ED</td>
</tr>
<tr>
<td>- ODOT</td>
<td>- ODOT J&amp;C TID</td>
</tr>
<tr>
<td>- SIB</td>
<td>- SIB</td>
</tr>
<tr>
<td>- Ohio Rail Commission</td>
<td>- Gov. Office of Appalachia</td>
</tr>
</tbody>
</table>
REGIONAL/LOCAL ROADWORK FUNDS

Statutory Funding Mechanisms

- TID
- MFT
- Permissive License Tax
- Casino Tax
- Sales Tax
- Income Tax
- Tax Incr Financing
- Joint ED District
- Port Authority, CIC
- New Community Authority
- Conveyance Tax
- Rental Vehicle Tax

JOBS & COMMERCE

*We piece together a funding plan that works*
Jackson - SPEYSIDE COOPERAGE

Funding Stack

JobsOhio
OPWC Grant
OPWC Loan
Small City
Local
ODOT J&C

Highland - PAS TECHNOLOGY

1 road
3 jurisdictions
3 plan splits
11 funders
14 funds incl:

JobsOhio
OPWC Grant
OPWC Loan
Small City
County
City TIF
CEAO
ODOT J&C
GOA
Clinton - AHRESTY MANUFACTURING

P1 E-W connector
- New company entrance
- New gated signalized rail Xing
- 6 funders including 2 private

P2 being planned

---

Hamilton - PETER CREMER North America

Former rail yard redevelopment
- New access road
- New access to US route
- JobsOhio TID
- City
- ODOT J&C
- Developer (phase 2)
Butler - BARCLAYS USA

Former HQ campus conversion to tech park
2nd access road as part of major new road with rail grade separation
Municipal utility
TRAC
TID
Rail
JobsOhio
Many more

ADAMS - GE Aviation

Modernize route to safety move over-sized, expensive jet engines
3 phases from state route to local access road
JobsOhio
Private foundation
OPWC
ODOT
Other
**Ohio Local Technical Assistance Program (LTAP)**

**Funding & Resources Workshop**

**December 7, 2017**

---

**ODOT JOBS & COMMERCE** - Working hard for you

- 490 Projects
- $403 Million
- 133,070 Jobs Impact

---

**ODOT JOBS & COMMERCE** - Call us today!

**Economic Development Roadwork**

- Make a plan
- Money hunt
- Help you from A-Z

**ODOT Jobs & Commerce**

http://www.dot.state.oh.us/divisions/jobsandcommerce/Pages/default.aspx
Township Safety Signs Grant Program

Administered by the Ohio LTAP Center a part of The ODOT Office of Local Programs

Why are Townships interested?

$50,000
Initial Data – Overall Crashes

10%

Initial Data – Serious Injury Crashes

35%
Initial Data - Fatalities

100%

Grant Program Focus: Signage Upgrades

WHAT DO WE MEAN AND WHY?
Fosters-Maineville Road Signage Upgrade

Before

After

Larger Chevrons – Post Delineators

Fosters-Maineville Road Signage Upgrade (cont’d)

Before

After

Installation of signage – advanced warning curve signage, chevrons, etc.
Middleboro Road Signage Upgrade

Before
Doubling up of advance warning signs. Installation of chevrons and large double arrows.

After

Middleboro Road Signage Upgrade (cont’d)

Before
Doubling up of advance warning signs. Installation of chevrons and double large double arrows.

After

Stubbs-Mills Signage Upgrade

Before
Installation of double advanced warning signs and chevrons.

After

Stubbs-Mills Signage Upgrade (cont’d)

Before
Installation of chevrons.

After
Stubbs-Mills Signage Upgrade (cont’d)

After
Before
Installation of double advanced warning signs for bike path
and curve advanced warning signs.

Wilmington Road Signage Upgrade

Before
After
Upgrade of fixed object marker, installation of chevrons.
Stubbs-Mills Signage Upgrade (cont’d)

Before
Installation of double advanced warning signs for bike path and curve advanced warning signs.

Hendrickson Road Signage Upgrade

Before
Installation of double advanced warning signs, chevrons and large arrow.
Wilmington Road Signage Upgrade

Before
Upgrade of advanced warning sign to double, installation of double large arrows and chevrons.

After
Township-wide Safety Signage Upgrade

- Provides up to $50,000 in materials (signs, posts, hardware) to eligible Townships.
- Eligible Townships – top 100 Townships with a higher than average crash rate in Ohio and who have not previously been funded under this grant.
- Based on crash data from the previous five years.

General Program Highlights

- Townships who are eligible to apply will be contacted by ODOT’s LTAP Center and invited.

- Materials provided under this grant are covered at 100%. The Township must commit to install the signs with Township labor. There is no funding available for installation.
General Program Highlights (cont’d)

There is no money ‘out-of-pocket’ for the Township(s). ODOT issues a purchase order to the vendor with instructions to deliver the goods to the Township. The Township certifies the order was complete and it is ok for ODOT to pay the invoice(s). ODOT then makes an ‘on-behalf-of’ payment to the Vendor for the Township’s materials.

Sign Installation – How long do you have?

- Signs must be installed within one year of the Federal Authorization Date of the project.

- Township(s) may be granted a one year extension for “Good Cause”.
There’s a Village in My Township.....

- Townships may choose to include the signage needs for
  Villages which are partially or wholly located within their
  Township’s boundaries.

- The Township must ensure the signs are properly installed in the
  Village areas since the township is the agency receiving the grant.

Determining The Sign Order
Step 1: Crash Maps

Township Road Crashes by Severity
Clermont County - Batavia Township

How was the map developed?
How to read the map...

**Crashes By Severity**
- Fatal Crash
- Serious Injury Crash
- Visible Injury Crash
- Possible Injury Crash
- Property Damage Only Crash

Sign Order Priorities: Using the Map
- Start with crash areas by severity – Red, Orange, Yellow, Light Green, Dark Green.
- Then look at the areas where the township hasn’t experienced crashes (yet), but are the same or similar geometrically – i.e., the same type of curve where the township has already experienced crashes.
- If funding is still available within the $50,000 limit, encouraged to include other safety signs on township roads for replacement.
The Map Room

http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/HighwaySafety/HSIP/Pages/MapRoom.aspx

Step 2:
Township Road Traffic Sign Safety Program

Signing for:
- Horizontal Curves
- Intersections
Eligible Signs

These signs are expressly included

Other signs will be considered on a case-by-case basis

<table>
<thead>
<tr>
<th>Sign</th>
<th>Code</th>
<th>Sign Size (inches) (width x height)</th>
</tr>
</thead>
<tbody>
<tr>
<td>W1-1L</td>
<td>W1-1R</td>
<td>30 x 30 36 x 36 48 x 48</td>
</tr>
<tr>
<td>W1-2L</td>
<td>W1-2R</td>
<td>30 x 30 36 x 36 48 x 48</td>
</tr>
<tr>
<td>W1-3L</td>
<td>W1-3R</td>
<td>30 x 30 36 x 36 48 x 48</td>
</tr>
<tr>
<td>W1-4L</td>
<td>W1-4R</td>
<td>30 x 30 36 x 36 48 x 48</td>
</tr>
<tr>
<td>W1-5L</td>
<td>W1-5R</td>
<td>30 x 30 36 x 36 48 x 48</td>
</tr>
<tr>
<td>W1-6L</td>
<td>W1-6R</td>
<td>30 x 30 36 x 36 48 x 48</td>
</tr>
<tr>
<td>W1-7L</td>
<td>W1-7R</td>
<td>30 x 30 36 x 36 48 x 48</td>
</tr>
<tr>
<td>W1-8L</td>
<td>W1-8R</td>
<td>30 x 30 36 x 36 48 x 48</td>
</tr>
</tbody>
</table>

Eligible Signs

These signs are expressly included

Other signs will be considered on a case-by-case basis

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<th>Sign Size (inches) (width x height)</th>
</tr>
</thead>
<tbody>
<tr>
<td>R1-1</td>
<td>30 x 30 36 x 36 48 x 48</td>
<td></td>
</tr>
<tr>
<td>W1-7</td>
<td>48 x 24 72 x 36 96 x 48</td>
<td></td>
</tr>
<tr>
<td>W2-1</td>
<td>30 x 30 36 x 36 48 x 48</td>
<td></td>
</tr>
<tr>
<td>W2-2L</td>
<td>W2-2R</td>
<td>30 x 30 36 x 36 48 x 48</td>
</tr>
<tr>
<td>W2-3L</td>
<td>W2-3R</td>
<td>30 x 30 36 x 36 48 x 48</td>
</tr>
<tr>
<td>W2-7L</td>
<td>W2-7R</td>
<td>30 x 30 36 x 36 48 x 48</td>
</tr>
<tr>
<td>W2-8L</td>
<td>W2-8R</td>
<td>30 x 30 36 x 36 48 x 48</td>
</tr>
<tr>
<td>W3-1</td>
<td>30 x 30 36 x 36 48 x 48</td>
<td></td>
</tr>
</tbody>
</table>
General Information

Ohio Manual of Uniform Traffic Control Devices (OMUTCD)

- All signs must be installed in accordance with the OMUTCD
- Information presented here is not comprehensive
- Refer to the OMUTCD for additional information
- Available free of charge to local jurisdictions
- ODOT Office of Contracts: 800-459-3778

Other reference documents:

- Traffic Engineering Manual (TEM)
- Standard Construction Drawings (SCDs)

ODOT Manuals and Specifications are available on-line by going to the ODOT web site:

www.dot.state.oh.us

and clicking on:

Design Reference Resource Center
Horizontal Curves

Combination Horizontal Alignment / Advisory Speed

Install at the beginning of the curve or turn

Intersection Signing

T-Intersection

- Typical signing shown
- Left-hand signs are optional
Intersection Signing

Crossroad Intersection
- Typical signing shown
- Left-hand signs are optional

Sign Post Reflectorization
- Use red with Stop signs
- Use yellow with warning signs
- Refer to TEM Section 221-6 and SCD TC-41.30
Step 3: Determining Curve Advisory Speeds

Videos - How to Perform a Curve Speed Study

Technology Transfer Toolbox

Available on the LTAP Center’s website – provides a video tutorial on how to use a ball bank indicator to measure the proper advisory speed for your roads’ curves. Also provides a link to all forms needed to complete the speed study on a curve.
Technology Transfer Toolbox

http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/LTAP/Pages/default.aspx

What to Expect During the Grant Process

WHERE DO WE GO FROM HERE?
Application Submittal & Award Notification

Applications are submitted electronically via an online form.

Award notifications are made electronically via email.

Order Confirmation

First Grant processing step is for the Township to review and confirm the sign order submitted on the application.

The Township is provided an Excel Spreadsheet with the order details. This is the same spreadsheet which will be provided to the vendor when the order is placed.

The Township should review it thoroughly and respond as quickly as possible to confirm the order is correct and provide details on what may need to be updated.
Agreement

Once the order is confirmed, the Township will be provided an agreement electronically to sign. The agreement will contain the funding amount, a reference to how much is being spent on each purchasing category – signs, posts, hardware, and agreement to allow ODOT to pay the vendor(s) directly for your sign grant materials.

Also, the agreement contains language verifying placement of all signs on previously owned Township Right-of-Way **ONLY**. Townships may not install the signs on land not in your Right-of-Way. Townships may also not purchase new Right-of-Way to install the signs on.

Purchase Orders

Once the agreement is received by ODOT, it can take a month or two before Purchase Orders are issued. ODOT will issue purchase orders based on the items requested on the grant application and as confirmed on the sign order spreadsheet.

The Purchase Orders are emailed directly to the vendors, with the Township copied on the email. The vendors will then proceed with filling the orders.
Installation of Signs

Signs must be installed per the guidelines in the Ohio Manual of Uniform Traffic Control Devices. If a township doesn’t have a copy, they are entitled to one free.

Certification of Project Completion

When the Township is finished installing the signs, they must provide us a completed installation certification form. This closes out the project.
Quality Assurance Reviews

Townships may be selected for a follow-up visit after the project is certified as complete to our office.

The review looks at how the signs were installed and the number of signs installed to confirm proper installation and full utilization of all signs ordered.

Your Questions
TRAFFIC PUBLICATIONS ORDER FORM
FOR
LOCAL JURISDICTIONS AND PUBLIC AGENCIES

<table>
<thead>
<tr>
<th>Publication</th>
<th>Unit Cost</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>CD containing files for the OMUTCD and TTCM</td>
<td>free</td>
<td>_____</td>
</tr>
<tr>
<td>2012 Temporary Traffic Control Manual (TTCM) (Reprint of OMUTCD Parts 1, 5 and 6)</td>
<td>$7.50 *</td>
<td>_____</td>
</tr>
<tr>
<td>2012 Guidelines for Traffic Control in Work Zones (Pocket Guide)</td>
<td>$2.50 *</td>
<td>_____</td>
</tr>
</tbody>
</table>

(The publications may also be ordered directly from the Office of Contracts at 800-459-3778 or 614-466-3200.)

* Price per copy, plus shipping and handling based on quantities ordered.

Name: ____________________________________________________________________________
Title: __________________________________________________________________________
Organization: ____________________________________________________________________

**Street Address_________________________________________________________________

City: _________________________ State: _________ Zip Code: _________________________
Telephone: _______________________________________________________________________

** If available, please provide street address, not a P.O. Box. Whenever possible we use UPS to ship our publications.

Please return the completed form by fax to 614-728-2078 or by mail to:

Ohio Department of Transportation
Office of Contracts / Mail Stop 4110
1980 W. Broad St., 1st floor
Columbus, Ohio 43223

The OMUTCD is provided free to government agencies, local jurisdictions, schools and public libraries; to others there will be a charge. The cost is $34.50 plus shipping & tax. Requests should be directed to the ODOT Office of Contracts at 1-800-459-3778 or (614) 466-3200.
**OHIO LTAP – TRAINING EVALUATION FORM**

Remove this page from course book to fill out at end of training. Please print legibly.

Course Name: Funding & Resources Workshop  
Date: December 7, 2017

Instructors: Various  
Your Title: ____________________________

Your Agency: _________________________  
Your County: _________________________

Please read each item and circle the number of the response that best describes your opinion.

1 = Poor  2 = Fair  3 = Good  4 = Very Good  5 = Excellent

**Evaluation of Program:**

<table>
<thead>
<tr>
<th>Item</th>
<th>Poor</th>
<th>Fair</th>
<th>Good</th>
<th>V.G.</th>
<th>Excellent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. The program covered the promised objectives.</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>2. The program content was interesting.</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>3. The program was well organized.</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>4. Training time was used well.</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>5. Instructional activities and materials used during the program were appropriate.</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>6. There was sufficient time and opportunity for questions and discussions by the group.</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>7. The material used in the program manual will be useful for future references.</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>8. I received skills and knowledge that I can apply to my job and professional goals.</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
</tbody>
</table>

**Evaluation of Instructor:**

<table>
<thead>
<tr>
<th>Item</th>
<th>Poor</th>
<th>Fair</th>
<th>Good</th>
<th>V.G.</th>
<th>Excellent</th>
</tr>
</thead>
<tbody>
<tr>
<td>9. The instructor(s) had a thorough knowledge of the subject.</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>10. The instructor(s) communicated the subject matter well.</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>11. The instructor(s) was/were genuinely interested in the topic.</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>12. The instructor(s) facilitated discussion well.</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>13. The instructor(s) was/were responsive to the questions and needs of the group.</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
</tr>
</tbody>
</table>

**Comments/questions?**

________________________________________________________________________

________________________________________________________________________

**Suggestions for future workshops/courses?** ________________________________