

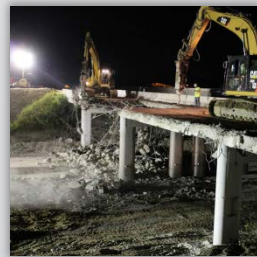


OHIO DEPARTMENT OF TRANSPORTATION

JOHN R. KASICH, OHIO GOVERNOR

JERRY WRAY, ODOT DIRECTOR

Program Resource Guide Spring 2017



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EXECUTIVE SUMMARY

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

Ohio has the 4th largest interstate system in the United States. It also maintains the 5th largest traffic volume, 4th largest truck traffic volume and 2nd largest bridge inventory in the nation. Ohio also ranks in the top 12 nationally for transit ridership, number of transit miles traveled and number of transit vehicles operating in the state. Additionally, Ohio has 176 public use aviation facilities, over 4,200 miles of bikeways and 5,330 miles of railroad tracks and nearly 6,400 railroad crossings. As a result of Ohio's transportation diversity, the state is eligible for many different federal funding programs – each of which maintains its own funding stream and eligibility requirements. With so many different programs and funding opportunities for transportation projects, it is often difficult for project sponsors to be aware of, and access, all of the transportation dollars for which they might be eligible.

Transportation projects and needs are growing at a faster rate than the funding available to meet those needs. This document provides an overview of available transportation infrastructure funding sources, how to access them, and contact names for assistance in securing funds to address the issues crucial to the continued development of Ohio communities.

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





ODOT DISTRICT MAP & ODOT PRIMARY CONTACTS



ODOT Primary Contacts – District Planning & Engineering Administrators

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

D-1	Dan Kaseman	(419) 999-6861	dan.kaseman@dot.ohio.gov
D-2	Mike Gramza	(419) 373-4466	mike.gramza@dot.ohio.gov
D-3	Bob Weaver	(419) 207-7158	bob.weaver@dot.ohio.gov
D-4	John Picuri	(330) 786- 4804	john.picuri@dot.ohio.gov
D-5	Jason Sturgeon	(740) 323-5100	jason.sturgeon@dot.ohio.gov
D-6	Thom Slack	(740) 833-8340	thomas.slack@dot.ohio.gov
D-7	Matt Parrill	(937) 497-6802	matt.parrill@dot.ohio.gov
D-8	Stefan Spinosa	(513) 933-6639	stefan.spinosa@dot.ohio.gov
D-9	Doug Buskirk	(740) 774-9048	doug.buskirk@dot.ohio.gov
D-10	Debra Fought	(740) 568-4305	debra.fought@dot.ohio.gov
D-11	John Barnhouse	(330) 308-3996	john.barnhouse@dot.ohio.gov
D-12	Lou Hazapis	(216) 584-2114	lou.hazapis@dot.ohio.gov



ODOT TRANSPORTATION INFRASTRUCTURE PROGRAMS

AVIATION

Airport Grant Program

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



BRIDGE & ROAD

District Pavement & Bridge Preservation

Purpose/ Applicants	<p>The pavement and bridge preservation program was created to provide funding for the preservation and rehabilitation of the Priority, Urban and General System pavements and the state maintained bridge structures. The goal of the department’s preservation program funding process is to maintain pavements and bridges at “steady state” conditions, or a relatively low and stable level of deficiencies where a predictable rate of preventive maintenance and regular repairs can efficiently sustain the system conditions</p>
Funding	<p>For pavements, an analysis is performed and funding is provided for minor rehabilitation projects based on the average rate at which the pavements deteriorate. Additional funding is provided for low cost surface treatments. Goal funding is also provided to districts that have dropped below their pavement condition goal levels.</p> <p>For bridges, funding is provided to address deficiencies in one or more of the bridge condition categories (General Appraisal, Floor Condition, Wearing Surface or Paint Condition). Bridge preservation needs are calculated based on a comparison of current and forecasted bridge conditions vs. bridge conditions goals.</p>
Eligibility	<p>Preliminary engineering, right of way and construction phases of the following types of projects are eligible.</p> <ul style="list-style-type: none"> • Priority and General System Pavements – Surface treatments and minor rehabilitation as defined by the Office of Pavement Engineering. • ODOT Maintained Bridges – Preventive maintenance, rehabilitation, replacement and removal as defined by the Office of Structural Engineering. • Project Related Costs – Maintenance of traffic, drainage roadway excavation, etc. <p>Urban System Pavements – Preventive maintenance and non-structural overlays as defined by the Office of Pavement Engineering. ODOT does not participate in curbs, gutters, utility relocations and other non-surface items.</p>
Program Oversight	<p>The Division of Finance and the offices of Systems Planning & Program Management, Structural Engineering, Pavement Engineering, and Estimating coordinate and collaborate on technical and financial aspects of the preservation program to ensure that the program funds are spent on eligible items and program goals are achieved.</p>
Contact	<p>Robert Tugend, District Pavement and Bridge Preservation Program Manager - Program Management, phone: (614) 752-3997, email: Bob.Tugend@dot.ohio.gov</p>
Link	<p>http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/MajorPrograms/Pages/DistrictPavementBridgeWorkPlans.aspx</p>



Multi-Lane Major Rehab Program

Purpose/ Applicants	The Major Rehab Program provides funding for major rehabilitation projects along the multi-lane divided priority system (interstate or interstate look alike) which restores the structural integrity of the pavement and/or the bridges.
Funding	<p>The program is allocated \$200 million each year in order to repair or replace poor performing pavements and/or bridges along the multi-lane priority system throughout the state.</p> <p>The program would like to begin to partner with other agencies along multi-lane major rehab projects in order to maximize the amount of roadway projects throughout the state.</p>
Eligibility	<p>Any multi-lane divided roadway along the states priority system is eligible for the program.</p> <p>The Multi-Lane Major Rehab Program may participate on all phases of a project. However, construction inspection will only be approved for specialized or unique activities in which the district does not have the expertise to perform on their own.</p> <p>Widening is eligible within the program if it is determined the pavement needs are directing the need for the project.</p> <p>Currently there are 3,044.34 centerline miles and 13,836.13 lane miles on the multi-lane divided priority system.</p>
Selection Criteria	<p>The program manager provides the districts with an analysis of the roadway showing the historical conditions and flags locations of interest which indicate potential issues along the pavement sections. The districts and various central office departments review the information and may provide further insight which may influence the projects which are selected for the program.</p> <p>These projects will improve the overall condition of the priority system, reduce the maintenance efforts, improve safety, and bring the roadway up to current standards.</p>
Contact	Shane J. Deer , P.E., Major Bridge & Multi-Lane Major Rehab Program Manager - Program Management, phone: (614) 752-5578, email: Shane.Deer@dot.ohio.gov
Link	<p><u>Site</u></p> <p>http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/MajorPrograms/Pages/MajorRehab.aspx</p> <p><u>Major Rehab Work Plan</u> (Need to Open with Google Chrome)</p> <p>http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/MajorPrograms/Major%20Rehab/Major%20Rehabilitation%20WorkPlan.kml</p>

Major Bridge Program

Purpose/ Applicants	<p>The Major Bridge Program was established to help alleviate the high cost of major bridge projects previously funded by the individual districts’ bridge allocation funds. The program ensures the preservation of Major Bridges along with the general bridges throughout the state by allowing the districts to focus the district funding on general bridges while the Major Bridge manager concentrates on the funding needs for the Major Bridges throughout the state.</p> <p>The Major Bridge funding was established separate from the general system bridge allocation for the rehabilitation and replacement of these bridges which meet the criteria and are owned by the state.</p>
Funding	<p>The program is allocated \$90 - \$100 million each year in order to reduce the number of deficiencies along the Major Bridges throughout the state.</p>
Eligibility	<p>Major Bridges are defined as meeting one of the following criteria:</p> <ul style="list-style-type: none"> • More than 1,000 feet in length, • Single bridge with a deck area of 81,000 square feet or greater, • Twin bridge with a deck area of 135,000 square feet or greater, • Spans the Ohio River, • Continuous/Cantilever truss bridge, or • Suspension bridge. <p>Currently there are 180 structures which meet the above criteria.</p> <p>The Major Bridge Program may participate on all phases of a project. However, construction inspection will only be approved for specialized or unique activities in which the district does not have the expertise to perform on their own.</p>
Selection Criteria	<p>The program manager will review the various requests throughout the state and select projects which will have the greatest improvement to the states’ infrastructure.</p>
Contact	<p>Shane J. Deer, P.E., Major Bridge & Multi-Lane Major Rehab Program Manager - Program Management, phone: (614) 752-5578, email: Shane.Deer@dot.ohio.gov</p>
Link	<p>http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/MajorPrograms/Pages/MajorBridge.aspx Map of the Major Bridges (Need to Open with Google Chrome)</p> <p>http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/MajorPrograms/Major%20Bridge/Major%20Bridges.kml</p> <p>Major Bridges Work Plan (Need to Open in Google Chrome)</p> <p>http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/MajorPrograms/Major%20Bridge/Major%20Bridge%20WorkPlan.kml</p>



County Local Bridge

**Purpose/
Applicants** | This program provides funds to counties for bridge replacement or rehabilitation. The County Engineers Association of Ohio (CEAO) serves as the program manager and is responsible for project selection, funding criteria and program priorities. More information can be found in the CEAO Federal Funding Policies Manual at <http://www.ceao.org>

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

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

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

Selection Criteria | To guarantee funding for counties with the worst bridge conditions, at least \$10 million is earmarked annually for eligible bridges in targeted counties having a deck area deficiency percentage greater than the statewide average based on a GA of 4 or less. The remaining bridges are ranked according to condition and importance to the community, but counties not receiving any funds within a four-year period are given priority.

Contacts/Links | **County Engineers Association of Ohio**, External Program Manager, (614) 221-0707, website: <http://www.ceao.org/>
ODOT: **Andrea Stevenson**, Administrator - Local Programs/LTAP, phone: (614) 644-8211, email: Andrea.Stevenson@dot.ohio.gov



County Surface Transportation

Purpose/ Applicants	This program provides construction funding for eligible roadway improvements. The County Engineers Association of Ohio (CEAO) serves as the program manager and is responsible for project selection, funding criteria and program priorities. More information can be found in the CEAO Federal Funding Policies Manual at http://www.ceao.org/ .
Funding	This program is funded at approximately \$14 million annually. The standard federal participation rate is 80%. There is a \$2 million per project maximum on the federal share. Funding is only provided for construction unless the program manager determines that preliminary engineering and right-of-way costs are warranted.
Eligibility	A project must be on a road functionally classified as an Urban Collector or Rural Major Collector or above, or on a Local Road or Rural Minor Collector if that road was on the Federal-aid Rural Secondary System as designated on January 1, 1991. There is also a special provision which allows up to approximately \$3 million of STP funding per federal fiscal year to be spent on Rural Minor Collectors. Eligible activities are: new construction, major reconstruction, 3R projects (resurfacing, restoration and rehabilitation), bridges not eligible for County Bridge funding, guardrail construction and reconstruction, center line and edge line striping, and raised pavement marker projects. In addition, projects to improve bridges of 20 feet or greater clear span on any public road are federally eligible for STP funds.
Application Process	Applications are accepted once per year, typically in the month of August. Applications are prioritized by the amount of funds a county has in the total CEAO program divided by county roadway mileage. Those counties with the least amount of funding per mile are given highest priority for CSTP funds.
Contacts/Link	County Engineers Association of Ohio , External Program Manager, (614) 221-0707, website: http://www.ceao.org/ <i>ODOT</i> : Andrea Stevenson , Administrator - Local Programs/LTAP, phone: (614) 644-8211, email: Andrea.Stevenson@dot.ohio.gov



County Highway Safety Program

Purpose/ Applicants	This program provides funds to counties for highway safety treatments or corrective activity designed to alleviate a safety problem or potentially hazardous situation. The County Engineers Association of Ohio (CEAO) serves as the program manager and is responsible for project selection, funding criteria and program priorities. More information can be found in the CEAO Federal Funding Policies Manual at http://www.ceao.org .
Funding	This program is funded at approximately \$14 million annually, of which a portion of funding is set aside for safety studies, sign upgrades, and curve sign upgrades. The standard federal participation rate is 80% on roadway projects and sign upgrades; 90% on safety studies; and 100% on guardrail, pavement marking, raised pavement marker, and curve sign upgrade projects. There is a \$5 million per project maximum on the federal share of roadway projects. Other project funding limits are: \$300,000 per county for each guardrail project, \$150,000 per county for each pavement marking project, and \$75,000 per county for each raised pavement marker project. Funding is only provided for construction unless the program manager determines that preliminary engineering and right-of-way costs are warranted.
Eligibility	<p>Safety projects may be on any public road of any functional classification. Priority is given to those projects with recommended activities/countermeasures that improve safety at roadway locations with a high frequency, severity, and rate of crashes. Prioritization is based primarily on crash specific criteria including:</p> <ul style="list-style-type: none"> • Crash Rate • Rate of Return • Relative Severity Index • Equivalent Property Damage Only Rate • Amount of Funding Requested <p>Project types can include: intersection safety, signalization, roadway widening, turn lanes, pavement markings, traffic signs, traffic lights, guardrails, center line and edge line striping.</p>
Application Process	Applications for safety studies and sign upgrade projects are accepted once per year, typically in the month of July. Applications for all other safety improvements are accepted once per year, typically in the month of August.
Contacts/Link	<p>County Engineers Association of Ohio External Program Manager, (614) 221-0707, website: http://www.ceao.org/</p> <p>ODOT: Andrea Stevenson, Administrator - Local Programs/LTAP, phone: (614) 644-8211, email: Andrea.Stevenson@dot.ohio.gov</p>

Federal Highway Emergency Relief

Purpose/ Applicants	This program provides emergency funds to the state and counties for the repair or reconstruction of Federal-aid highways and roads on federal lands that have suffered serious damage by natural disasters or catastrophic failures from an external cause. This requires a Governor's Disaster Declaration.
Funding	Congress provides annual funding of \$100 million nationwide. If needs exceed the resources available under this authorization in a given year, supplemental appropriations are enacted as needed.
Eligibility	<p>Road damage must be a result of:</p> <ul style="list-style-type: none"> • Natural disasters over a wide area, such as by flood, hurricane, tornadoes, tidal wave, earthquake, severe storms, snow storms, droughts, fires, volcanic eruptions, explosion or landslide; or • Catastrophic failure which is a sudden failure of a major element or segment of the highway due to an external cause. <p>Emergency repairs include temporary traffic operations undertaken during or immediately following the disaster occurrence for the purpose of: minimizing the extent of the damage; protecting remaining facilities; or restoring essential travel.</p> <p>Those repairs made within 180 days after the occurrence of the disaster or failure are eligible for 100% of federal reimbursement. Any repairs after the 180-day period are eligible for the standard federal share reimbursement (80/20%).</p> <p>Approval for use of funds will be based on the combination of the extraordinary character of the natural disturbance and the wide area of impact, and the seriousness of the damage. It is necessary that a Damage Survey Report be prepared by the Federal Highway Administration (FHWA).</p> <p>To assure participation the following is required: a letter of intent and a governor's proclamation from the ODOT's Office of Maintenance Operations to the FHWA Ohio Division to obtain presidential declaration.</p>
Application Process	ODOT makes the application, coordinates the damage survey eligibility, and processes project finalization and reimbursement.
Contact	Tim Boyer, P.E. , Transportation Engineer 2 - Maintenance Operations, phone: (614) 752-5732, email: timothy.boyer@dot.ohio.gov

Geological Site Management Program

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

Local Major Bridge

Purpose/ Applicants	This program provides federal funds to counties and municipalities for bridge replacement or major bridge rehabilitation projects.
Funding	The Ohio Department of Transportation (ODOT) will work with Ohio’s locals to provide \$20 million for work to replace, improve or rehabilitate bridges across the state over the next year.
Eligibility	<ul style="list-style-type: none"> • Bridge must have County or City Maintenance Responsibility • Bridge must be Structural Deficient • Bridge must be open and carry vehicular traffic • Bridge is not funded by LBR Program, Ohio Public Works Program, or the County Capital Program(s) • Must meet the Federal Bridge definition (span greater than 20 ft.) • Bridge must be 35,000 sq. ft. or greater in deck area and/or be a moveable/lift structure • Individual 404/401 waterway permit not require.
Application Process	<ul style="list-style-type: none"> • There is no specified solicitation period for this program. Applications can be found on ODOT’s website at: http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx
Selection Criteria	ODOT will work with both City and County Engineers to identify and evaluate candidate projects.
Contacts	<p>District Planning & Program Administrator (See ODOT Primary Contacts – District Planning & Engineering Administrators sheet for listing)</p> <p>Nichole Wade, Program Manager - Local Programs, phone: (614) 752-6581, email: Nichole.Wade@dot.ohio.gov</p>
Link	http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx



Ohio’s Bridge Partnership Program

Purpose/ Applicants	Ohio’s Bridge Partnership Program is a new construction initiative designed to reduce the excess of deficient county and city bridges. ODOT will work cooperatively with County and City Engineers to replace bridges in need of repair and/or replacement.
Funding	The program provides \$138 million for counties and cities from SFY 2015 – 2017 for the replacement of bridges statewide. Projects meeting eligibility criteria will be designed and constructed through the ODOT-Let process with 100% federal funds – no local match required.
Eligibility	<p>To be eligible for this program, the bridges must be:</p> <ul style="list-style-type: none"> • Identified as structurally deficient • Be open and carry vehicular traffic • Not currently funded by other funding sources • Must meet the federal Bridge definition (span greater than 20 ft.)
Development Process	ODOT and the County/City Engineers, with eligible bridges, will work closely to develop the appropriate scope, schedule and budget for each project. Approval from each County/City will be required prior to advancing projects to construction.
Contacts	<p>County Engineers Association of Ohio, External Program Manager, (614) 221-0707, website: http://www.ceao.org/</p> <p>ODOT: Jeff Peyton, Project Manager - Local Programs, phone: (614) 466-2032, email: Jeff.Peyton@dot.dot.gov</p>

Federal Lands Access Program

Purpose/ Applicants	This program combines several smaller Federal Lands programs to provide funding for transportation improvement projects which provide access to, are adjacent to, or are located within Federal lands with an emphasis on high-use recreation sites and economic generators. The Federal Lands Access Program (FLAP) is Administered by Central Office.
Funding	Total available funding is approximately \$1 million annually. The program pays up to 80% of the cost for planning, research, engineering, preventive maintenance, rehabilitation, restoration, construction and reconstruction.
Eligibility	<p>Access facilities are defined as being owned or maintained by a state, tribal or local government. The facility must be located on, adjacent to or otherwise provide access to federal land. Other eligible items include:</p> <ul style="list-style-type: none"> • Adjacent vehicular parking areas • Acquisition of scenic easements and scenic or historic sites • Provisions for pedestrian and bicycles • Environmental mitigation • Roadside rest areas, including sanitary and water facilities • Operation and maintenance of transit facilities, including vehicles
Application Process	Projects are selected through an annual application process administered by the Eastern Federal Lands Highway Divisions (EFLHD) of FHWA in conjunction with ODOT and the County Engineer’s Association of Ohio (CEAO).
Selection Process	Projects are selected by a Programming Decisions Committee (PDC) comprised of representatives from EFLHD, ODOT and CEAO. Candidate projects must be supported and endorsed by the appropriate Federal Land Management Agency (FLMA) with jurisdiction over the land to which the proposed project serves.
Contact	Jerry Workman , Program Manager - Program Management, phone: (614) 387-2352, email: Jerry.Workman@dot.ohio.gov
Link	http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/MajorPrograms/Pages/ForestHighway.aspx



Metro Park

Purpose/ Applicants	This program provides state funds for park drives or park roads within the boundaries of township or county parks, together with roads leading from state highway to any into any such park. The Ohio Parks & Recreation Association (OPRA) serves as the program manager.
Funding	Funds can be used for materials and labor necessary for construction or reconstruction of park drives, park roads, new or replacement bridges, park access roads and parking lots. The funds also may be used for the purchase and hauling of materials for the improvement, repair, and maintenance of park drives, park roads, park access roads, and parking lots, and rental of labor and equipment. Force account labor costs are ineligible. Ineligible projects include bikeways and items such as shelter houses, wells, pumps, restroom facilities, park buildings, etc. All projects must be associated with public vehicular access to be eligible for funding.
Eligibility	Funds can be used for the materials and labor necessary for construction, reconstruction, improvement, repair, and maintenance of park drives, park roads, park access roads, parking lots, and for purchase and hauling of materials, and for equipment rental.
Process/ Requirements	<p>The park district may sell projects by one of the following methods:</p> <ul style="list-style-type: none"> • Local-let Non-Federal Project Agreement - The Park enters into an agreement with ODOT to be the responsible lead agency to design, sell and administer the construction project. The park district sells the project with its funds and is reimbursed by ODOT upon receipt of invoices for work performed on the project. ODOT is required to make a final inspection and acceptance of the project. • ODOT processes the plans, and sells and manages the project. The plans may be prepared by the park district or ODOT. The park district board signs a resolution of understanding as to the nature of the work proposed and the funding required to construct the project. • The park district may purchase road building materials through ODOT using the purchase order process. Examples of materials are stone and gravel, asphalt, concrete, pipe, guard posts, etc.
Contacts	<p>Ohio Parks & Recreation Association (OPRA): https://netforum.avectra.com/eWeb/StartPage.aspx?Site=OPRA District Planning & Engineering Administrator (See ODOT Primary Contacts – District Planning & Engineering Administrators sheet for listing) Jeff Shaner, Internal Program Manager - Local Programs, phone: (614) 644-6394, email: Jeffrey.Shaner@dot.ohio.com Gary Cooper, Ohio Parks and Recreation Association, External Program Manager, phone: (614) 895-2222, email: jcooper@opraonline.org</p>



Metropolitan Planning Organizations and Large Cities

Purpose/ Applicants	This program provides capital program budgets to each of Ohio’s seventeen Metropolitan Planning Organizations (MPOs) and five large cities, outside MPO areas, to finance multi-modal transportation system improvement projects and programs in Ohio’s urban areas.
Funding	<p>ODOT annually sub-allocates federal Surface Transportation Program (STP) funds to each MPO and Large City. MPOs also receive annual Transportation Alternatives Program (TAP). MPOs in US EPA designated air quality areas receive Congestion Mitigation and Air Quality (CMAQ) funds allocation. The CMAQ allocations for the eight large MPOs are incorporated into a statewide allocation program. The MPOs are:</p> <p>Akron Metropolitan Area Transportation Study (AMATS) http://www.amatsplanning.org/ Bel-O-Mar Regional Council and Interstate Planning Commission (BOMTS) http://www.belomar.org/ Brooke-Hancock-Jefferson Transportation Study (BHJ) http://bhjmcp.org/ Clark County -Springfield Transportation Coordinating Committee (CCSTCC) http://www.clarktcc.com/ Eastgate Regional Council of Governments (EASTGATE) http://www.eastgatecog.org/ Erie Regional Planning Commission (ERPC) http://www.eriecounty.oh.gov/ Kentucky-Ohio-West Virginia Interstate Planning Commission (KYOVA) http://www.kyovaipc.org/ Licking County Area Transportation Study (LCATS) http://www.lcats.org/ Lima-Allen County Regional Planning Commission (LAC RPC) http://lacrpc.com/ Miami Valley Regional Planning Commission (MVRPC) http://mvrpc.org/ Mid-Ohio Regional Planning Commission (MORPC) http://www.morpc.org/ Northeast Ohio Areawide Coordinating Agency (NOACA) http://www.noaca.org/ Ohio-Kentucky-Indiana Regional Council of Governments (OKI) http://www.oki.org/ Richland County Regional Planning Commission (RCRPC) http://rcrpc.org/ Stark County Area Transportation Study (SCATS) http://starkcountyohio.gov/transportation Toledo Metropolitan Area Council of Governments (TMACOG) http://www.tmacog.org/ Wood-Washington-Wirt Interstate Planning Commission (WWW) http://www.triplew.org/</p> <p>The Large Cities are: Findlay, Lancaster, Marion, Wooster and Zanesville.</p>
Eligibility	STP funds are eligible for financing a wide variety of multi-modal maintenance, operational capital, and new construction projects. TAP funding finance projects which enhance the historical, cultural, environmental, and pedestrian/bicycle components of regional transportation systems. CMAQ funds are limited to specific air quality designated areas, for financing projects that will result in reductions to transportation sector pollutants.
Process/ Requirements	ODOT provides the MPOs and Large Cities with multi-year capital budget estimates for each the three fund types. Working with their member local governments and ODOT, the MPOs and Large Cities are responsible for soliciting, selecting, and monitoring the development of award of annual programs of regional priority transportation improvement projects for their regions. The MPO and Large Cities Program goal is to award an annual program of transportation improvement projects that result in measurable improvements to the regions’ multi-modal transportation networks.
Contacts/ Links	http://www.dot.state.oh.us/Divisions/Planning/SPR/StatewidePlanning/Pages/MPO_Planning.aspx Dave Moore , Planning Manager - Statewide Planning & Research, phone: (614) 466-0754, email: Dave.Moore1@dot.ohio.gov



Municipal Bridge

**Purpose/
Applicants** | This program provides federal funds to municipalities for bridge replacement or rehabilitation.

Funding | This program is funded at approximately \$10 million annually. ODOT will provide up to 80% of the eligible costs for construction only. Toll Revenue Credit (TRC) may be available to cover up to 15% of the required 20% local match. The municipality is responsible for the balance of the construction costs and also for all costs associated with preliminary engineering, environmental studies and documents, final design and right of way. The local match for construction is required to be cash.

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

- Meet Federal definition of a bridge (structure with an opening of more than 20 feet, measured along center of roadway);
- Be listed in the ODOT Bridge Management System with a sufficiency rating value of 80 or less and a General Appraisal Value of 5 or less;
- Be classified as structurally deficient or functionally obsolete.

**Application
Process** | The project solicitation process begins January 1 of each year. Each year’s process is for the last year of a rolling three-year program. The applicant completes an application made available through ODOT’s website at <http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms>. The applicant will complete the application and submit on-line by March 1 of each calendar year. The applicant will then be notified in June of that year.

**Selection
Criteria** | The scoring criteria are: General Appraisal; Sufficiency Rating; Economic Health and Regional Impact for a total maximum score of 100 points. Other factors such as feedback from a multidisciplinary committee and whether the applicant has received previous funding are also considered when making award selections.

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

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



Noise Walls

Purpose/ Applicants	This program is the Type II Noise Wall Program which provides funds for retrofitting existing highways with noise barriers for communities that predate the existence of the highway.
Funding	Historically, the annual budget statewide has been \$5 million. Any local government that desires to add a new noise wall must meet Federal and State Eligibility criteria to be eligible for funding.
Eligibility/ Process	<p>Application and Petition forms for Type II Noise Mitigation are required to be completed by any community that qualifies for and requests Type II noise mitigation. These forms must be completed and returned to ODOT in order to be considered for a Type II noise wall. These forms can also be found on the following ODOT website.</p> <p>http://www.dot.state.oh.us/Divisions/Planning/Environment/NEPA_policy_issues/NOISE/Pages/default.aspx</p> <p>The application process for Type II Noise Mitigation is the first step toward POTENTIALLY getting a noise wall constructed for an eligible community. Once ODOT receives and approves the completed application and petition forms, ODOT will proceed with preparing a noise analysis/study for the community to determine if a noise wall is feasible and reasonable in accordance with ODOT’s Traffic Noise Manual and federal regulations (23CFR772).</p> <p>The Type II project prioritization process considers existing noise levels and the preliminary cost per benefited receptor based on preliminary modeling. This is used to achieve a fair and equitable prioritization process. Prioritization can also be based on other factors such as type of development to be protected, constructability and practicability of highway traffic noise abatement at the site, and increase in highway traffic noise since the development was constructed.</p> <p>Noise abatement measures will be authorized only for those projects that were approved before November 28, 1995 or are proposed along lands where at least 90% of the land development or substantial construction predated the existence of any highway. Specifically, this program is targeted for residential areas in existence prior to the construction of a highway. Federal regulation requires states to identify noise impacts, demonstrate that abatement measures will reduce those impacts, and determine if the benefits outweigh all costs and adverse impacts.</p> <p>The proposed project must be in a non-commercial noise-sensitive area. Primarily, these are residential areas but they also may contain schools, churches, parks and recreation areas. In order for an area to qualify for a noise wall, a noise impact must be determined via a noise analysis and a noise wall must meet ODOT criteria in accordance with 23CFR772 and ODOT’S Noise Manual. Public involvement is held to determine aesthetic and material options and to answer any final questions from the Type II communities. Public involvement can take the form of an open house meeting or a mail survey. Additionally, landscaping is considered and determined upon completion of the noise public involvement process.</p>
Contacts	<p>District Planning & Engineering Administrator (See ODOT Primary Contacts – District Planning & Engineering Administrators sheet for listing)</p> <p>Noel Alcalá, Noise and Air Quality Coordinator - Environmental Services, phone: (614) 466-5222, email: Noel.Alcala@dot.ohio.gov</p>



Safe Routes to School

Purpose/ Applicants	The SRTS program provides federal funds to enable and encourage children in grades K-8, including those with disabilities, to walk or bicycle to school.
Funding	<p>This program is funded at approximately \$4 million annually. ODOT will provide up to 100% of the eligible costs for projects in 5 categories, Engineering, Encouragement, Education, Enforcement or Evaluation. There is a \$400,000 limit for infrastructure projects and a \$60,000 limit for all other project types. Funds will be distributed in the following manner:</p> <ul style="list-style-type: none"> • Infrastructure-related projects within two miles of schools that include children in grades K-8. Priority will be given to projects that provide a safety benefit. • Non-infrastructure activities to improve safety or encourage walking and bicycling to school such as education, encouragement, enforcement or evaluation. Priority will be given to projects that provide a safety benefit.
Eligibility	Eligible applicants are community governments, individual schools or school systems. Infrastructure projects must be sponsored by a local governmental agency.
Application Process	<p>ODOT will provide funds on a competitive basis to eligible applicants who have developed their School Travel Plan (STP) and demonstrate the need for funding to implement the STP. The applicant will complete an application made available both through the districts and ODOT’s SRTS website at: http://www.bike.ohio.gov or http://www.walk.ohio.gov. Application instructions will be posted along with the application. All applicants must have an ODOT approved STP on file with ODOT. Funds may be available to help develop the School Travel Plan. Applications are typically accepted from early January to early March each year.</p>
Selection Criteria	Scoring criteria: Safety, ODOT approved STP, Demonstrated Need, Project Quality and Viability, and Usage.
Contacts	<p>District SRTS Coordinator (See SRTS website for District contacts) Julie Walcoff, Bicycle and Pedestrian Planner - Program Management, phone: (614) 466-3049, email: Julie.Walcoff@dot.ohio.gov</p>
Link	<p>http://www.walk.ohio.gov http://www.bike.ohio.gov</p>

Safety

Purpose/ Applicants	This program provides funds to ODOT and local governments for highway safety treatments or corrective activity designed to alleviate a safety problem or a potentially hazardous situation.
Funding	This program is funded at approximately \$100 million annually. ODOT will provide up to 90% of the eligible costs for preliminary engineering, detailed design, right-of-way, or construction.
Eligibility	<p>Local projects may be on a city street, or county or township road. Priority is given to those projects with recommended activities/countermeasures that improve safety at roadway locations with a high frequency and/or severity of crashes. Prioritization is based on a variety of criteria including:</p> <ul style="list-style-type: none"> • Expected Crash Frequency • Potential for Safety Improvement • Relative Severity Index • Equivalent Property Damage Only • Volume to Capacity Ratio • Benefit to Cost Ratio • Percentage of Safety Funding Requesting <p>Project types include: signalization, turn lanes, pavement markings, traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments and break away utility poles.</p>
Application Process	There are two application cycles per year. Applications are due April 30 and September 30. They must be submitted in advance through the ODOT districts and signed off by the respective District Safety Review Team. A safety engineering study must typically accompany the application. The level of effort will be determined by the district office and will depend on the cost and complexity of the project.
Contacts	<p>District Planning & Engineering Administrator (See ODOT Primary Contacts – District Planning & Engineering Administrators sheet for listing)</p> <p>Michelle May, Highway Safety Program Manager - Program Management, phone: (614) 644-8309, email: Michelle.May@dot.ohio.gov</p>
Link	http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/HighwaySafety/HSIP/Safety_Safety%20Study%20Guidelines.pdf



Small City

**Purpose/
Applicants**

This program provides federal funds to cities with populations of 5,000 to 24,999 that are not located within Metropolitan Planning Organizations. There are currently 54 cities that meet this criteria.

Funding

This program is funded at approximately \$10 million annually. ODOT will provide up to 80% of the eligible costs for construction only. Toll Revenue Credit (TRC) may be available to cover up to 15% of the required 20% local match. The city is responsible for the balance of the construction costs and also for all costs associated with preliminary engineering, environmental studies and documents, final design and right of way. The local match for construction is required to be cash.

Eligibility

Funds are for construction only, and may be used for any road, safety or signal project on the Federal Aid System.

**Application
Process**

The project solicitation process begins January 1 of each year. Each year’s process is for the last year of a rolling three-year program. The applicant completes an application made available through ODOT’s website at <http://www.dot.state.oh.us/local>. The applicant will complete the application and submit on-line by March 1 of each calendar year. The applicant will then be notified in June that year.

**Selection
Criteria**

The scoring criteria are criteria-based to focus on eliminating deficiencies and include: ADT, Volume to Capacity, Pavement condition, Crash rate, crash frequency or density, Relative Severity Index, and economic health (unemployment). Other factors such as feedback from a multidisciplinary committee and whether the applicant has received previous funding are also considered when making award selections.

Contact

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

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

Link

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



Transportation Improvement District

Purpose/ Applicants	In Ohio, Transportation Improvement Districts (TIDs) promote intergovernmental and public-private cooperation of transportation resources and investments. A full program overview and map of current TIDs can be accessed at the below link.
Funding	This program provides \$4.5 million each fiscal year for TID projects. The funding provided for each project is limited to 25% of total project cost or \$250,000 per fiscal year, whichever is less. Awards are granted through a competitive selection process in May.
Eligibility	A TID must be registered with the ODOT to apply for funding and meet the criteria established in ORC Section 203.40 (See the link below). Funding must be used for a specific project (or projects), and may be used for construction, right-of-way acquisition, and design. Projects are considered based on economic development, job creation and retention impact.
Process/ Requirements	<p>Funding requests for specific projects should be submitted to ODOT during the annual grant period.</p> <ul style="list-style-type: none"> • Contain additional sources of funding in addition to the ODOT TID sources • Funds are available on a reimbursement basis and successful awardees must enter a written agreement with the ODOT within 60 days of award notification • Exclude administration fees in the request
Contact	Glenda Bumgarner, Ph.D. Jobs and Commerce Deputy Director, phone: (614) 387-5206, email: Glenda.Bumgarner@dot.ohio.gov
Link	http://www.dot.state.oh.us/Divisions/JobsAndCommerce/Pages/TID.aspx

Urban Paving Program

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

MAJOR NEW CAPACITY PROJECTS

Transportation Review Advisory Council (TRAC)

Purpose/ Applicants	<p>The TRAC selects the major new capacity projects to be constructed in a four-year period. Major new capacity projects are those which cost ODOT more than \$12 million and does one or more of the following: increase mobility, provide connectivity, increase the accessibility of a region for economic development, increase the capacity of a transportation facility, or reduce congestion.</p> <p>Applicants include political subdivisions, metropolitan planning organizations, transit boards and port authorities.</p>
Funding	<p>ODOT determines how much money is available for the Major New Program after basic maintenance and operational needs have been met.</p>
Eligibility	<p>TRAC funds may be used for preliminary engineering, right of way acquisition and construction. Projects include highway lane additions, bypasses, corridor upgrades and roadway extensions that increase the system’s ability to handle more traffic. Projects such as transit hubs and intelligent transportation systems are also eligible.</p>
Application Process	<p>Project applications are submitted in May of each year. Hearings are held August through October, and a draft list is released in December. The public comment period is January and February with a final four-year program published shortly thereafter.</p>
Selection Criteria	<p>Each project is evaluated by TRAC for transportation efficiency, safety and economic development. Projects are scored under four criteria Transportation Impacts (55%), Community and Economic Performance (15%), Local Investments (15%) and Project Funding Plan (15%). Based upon the project evaluation, the project costs and the available revenue, the TRAC compiles a list of projects that will be funded for the next 4-year period.</p>
Contact	<p>Jim Gates, TRAC Coordinator - Program Management, phone: (614) 752-7468, email: James.Gates@dot.ohio.gov</p>
Link	<p>http://www.dot.state.oh.us/trac</p>



MULTI-MODAL / OTHER

Bicycle and Pedestrian Activities

Purpose	Each State Department of Transportation provides for a Bicycle and Pedestrian Coordinator to promote and facilitate the increased use of non-motorized transportation, including development of facilities for use by pedestrians and bicyclists, and educational, promotional, and safety programs for using such facilities. The goals of the program are to ensure the safety and security of non-motorized users on the transportation system within the statewide transportation planning process and advance bicycle and pedestrian data collection and analyses with MPOs and public transportation operators to support statewide transportation planning and programming priorities and decisions.
Funding	<p>Bicycle and Pedestrian facilities can be eligible for funding in a variety of transportation funding programs if they are appurtenances to the roadway project itself. A standalone bicycle and/or pedestrian project can be funded with Transportation Alternative, Clean Ohio Trails, and Recreational Trails Program funds. The projects must relate to transportation, i.e., getting somewhere, with logical termini at each end. ODOT administers and funds projects in the rural areas of Ohio with Transportation Alternatives funding, while the Metropolitan Planning Organizations selects Transportation Alternative projects in urban areas.</p> <p>See ODOT’s Transportation Alternatives website for rural application information: http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx Contact the appropriate Metropolitan Planning Organization (http://www.dot.state.oh.us/Divisions/Planning/SPR/StatewidePlanning/Pages/MPO_Planning.aspx) for urban information.</p> <p>More information on the Clean Ohio Trails and Recreational Trails funds can be found here: http://ohiodnr.com/tabid/10762/default.aspx</p>
Services	<p>The program provides bicycle and pedestrian transport education, planning, program and project level technical assistance; promotes implementation of ODOT's Bicycle and Pedestrian Accommodations Policy; and complements the Ohio MPOs' regional bicycle planning programs.</p> <p>Information including public education, training opportunities, design criteria, and existing networks can be found on the Bicycle and Pedestrian Program website at: www.dot.state.oh.us/bike. Additional information may be found on the Federal Highway Administration website at http://www.fhwa.dot.gov/environment/bicycle_pedestrian/index.cfm.</p>
Contacts	<p>Julie Walcoff, Bicycle and Pedestrian Planner- Program Management, phone: (614) 466-3049, email: Julie.Walcoff@dot.ohio.gov</p> <p>For district specific issues: District Planning and Engineering Administrators (See ODOT Primary Contacts – District Planning & Engineering Administrators sheet for listing)</p>



Scenic Byways

Purpose/ Applicants

The Ohio Department of Transportation established the State Scenic Byway Program in Ohio Revised Code § 5516.05 in 1998.

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

Through partnerships with communities, organizations and government agencies we can combine our efforts to promote travel, recreation and to enhance and provide stewardship for the features that distinguish the designated byways. With this collaboration it is hoped that we can establish a balance between conservation and land use that heightens the experience of traveling designated byways while improving the communities quality of life.

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

The State Byway Coordinator works with byways and other agencies on a national, state and local level, to ensure the preservation, protection, and enhancement of byway resources, and to identify opportunities to promote and market the program to travelers looking for unique experiences.

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

Funding

The State does not have a funding source.

Eligibility

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

The first step in becoming an Ohio Scenic Byway is by contacting the State Byway Coordinator. The Byway Coordinator will distribute the program manual that explains Ohio’s Scenic Byway designation process and offer guidance to the designation process.

ODOT’s scenic byway program designation process is divided into three phases: eligibility, designation, and implementation:

The purpose of the eligibility phase is to determine whether a proposed roadway corridor exhibits the required characteristics for designation as a scenic byway. The vision of the scenic byway program is to preserve, protect and enhance the state’s intrinsic resources. A clear



description that reflects the state’s vision of the candidate corridor will allow the SBAC to make an eligibility determination.

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

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

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

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

Approved Ohio Byways may pursue National Scenic Byway or All-American Road designation.

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

Links | Ohio Scenic Byways: <http://www.ohiobyways.com>
Federal Highway Administration America’s Byways-Ohio:
www.fhwa.dot.gov/byways/states/OH
National Scenic Byways Foundation: www.nsbfoundation.com

State Infrastructure Bank (SIB)

Purpose/ Applicants	The revolving loan program makes direct loans to any public entity. Qualified applicants include any public entity, such as counties, cities, villages, townships, boards or commissions, regional transit and port authorities. The program assists with all levels and modes of transportation projects within the state.
Funding	The SIB was capitalized with \$87 million in federal funds, \$40 million in General Revenue Funds, and \$10 million of motor fuel tax funds. The availability of dollars is dependent upon SIB activity and loan repayments. SIB funds can be used for a portion or up to 100% of the project costs.
Eligibility	Any transportation related project eligible under Federal Title 23, including highway and transit, as well as aviation, rail, and intermodal facilities. Loan collateral is any secure revenue stream such as: gasoline tax revenues, non-tax revenues, Tax Increment Financing district revenues, and license plate and registration fees.
Terms/ Interest Rate	Terms/Interest Rate: <ul style="list-style-type: none"> • Up to 30 year loan term • 3% • Interest deferral for first 12 month • Closing cost can be financed in to the loan <ul style="list-style-type: none"> ○ Varies based on amount borrowed
Application Process	Applications are available on-line at www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx and may be submitted anytime throughout the year. The application and loan process takes 30-60 days.
Evaluation Criteria	The following areas are evaluated to determine a project’s eligibility: ability to repay the loan, management of the project, need/public benefit, collateral and status of the project in relation to the construction startup.
Contact	Melinda Lawrence , SIB Coordinator, phone: (614) 644-7255, fax (614) 887-4962, email: Melinda.Lawrence@dot.ohio.gov
Link	www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx



State Infrastructure Bank (SIB) Bond programs

Purpose/ Applicants	<p>The investment grade bond fund programs were created to generate additional SIB loan proceeds and to fund the larger projects.</p> <p>Qualified applicants include any public entity, such as counties, cities, villages, townships, boards or commissions, regional transit and port authorities. These programs assist with all levels and modes of transportation projects within the state.</p>
Funding	<p>The SIB works with the Ohio Treasurer’s Office to issue the bonds on behalf of the borrower. There is no reserve requirement, equity requirement and no set limit. Up to 100% financing is available toward a project. The General Reserve Fund Infrastructure Bond Program has an AA+ rating from Standard & Poors. The Federal Title 23 Transportation Infrastructure Bond Fund is rated AA- from FitchRatings.</p>
Eligibility	<p>Any transportation related project eligible under Federal Title 23, including highway and transit, as well as aviation, rail, and intermodal facilities.</p> <p>Collateral is any secure revenue stream such as: gasoline tax revenues, non-tax revenues, Tax Increment Financing district revenues, and license plate and registration fees.</p> <p>Depending upon the credit quality of the borrower, these financing programs can frequently take a specific revenue pledge toward a project rather than requiring a full general obligation pledge which preserves debt capacity of the borrower.</p>
Terms/ Interest Rate	<ul style="list-style-type: none"> • Up to 25 year term • Market Rate • There is not a free interest period, but it could be potentially capitalized for up to 3 years • Transaction Costs range from 1% to 3% <ul style="list-style-type: none"> ○ Dependent upon the size of issuance
Application Process	<p>Applications are available on-line at www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx and may be submitted anytime throughout the year. The application and bond process may take from 60-90 days.</p>
Evaluation Criteria	<p>The following areas are evaluated to determine a project’s eligibility: ability to repay the loan, management of the project, need/public benefit, collateral and status of the project in relation to the construction startup.</p>
Contact	<p>Melinda Lawrence, SIB Coordinator, phone: (614) 644-7255, fax (614) 887-4962, email: Melinda.Lawrence@dot.ohio.gov</p>
Link	<p>www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx</p>



Transportation Alternatives Program (TAP)

Purpose	This program provides funds for projects that support transportation by improving non-motorized transportation facilities, historic preservation, scenic and environmental aspects.
Funding/ Applicants	<p>ODOT’s Alternatives Program funds are solely for those projects sponsored by political subdivisions outside the county boundaries of Metropolitan Planning Organizations (MPOs), unless the local is within a small MPO (population less than 200,000) that has joined the ODOT program.</p> <p>The program pays 80% of eligible costs for construction and/or eligible acquisition activities up to a specified maximum amount.</p>
Eligibility	<p>Eligible projects categories are: Bicycle & Pedestrian facilities; Safe routes for non-drivers; Conversion and use of abandoned railroad corridors; Construct turnouts, overlooks and viewing areas; Environmental Mitigation; Other community improvements including: Historic preservation of historic transportation facilities and archaeological activities.</p> <p>Projects must meet the following criteria:</p> <ol style="list-style-type: none"> 1. Have a direct relationship to surface transportation. 2. Demonstrate a public benefit. 3. Be accessible to the general public or targeted to a broad segment of the general public, and be available for public use throughout its reasonable life. 4. If categorized as Historic, must be listed on or been determined by the State Historic Preservation Office to be eligible for the National Register of Historic Places. 5. If not categorized as an acquisition project, must be on existing public right-of-way 6. Local cash match must be committed and identified. 7. Applicant must demonstrate a commitment to maintain the project after completion. 8. Applicant must have no maintenance issues with past performance concerning liability, negligence or safety.
Application Process	The project solicitation process begins January 1 st of each year with a Letter of Interest to determine a project’s eligibility. Sponsors of eligible projects are then invited to complete an application. Applicants are notified of funding by that fall.
Selection Process	A 100-point criteria-based rating system is used to evaluate projects; 50 points are reserved for ODOT districts and 50 points for Central Office. A combined team reviews the total scores and makes recommendations for project selection.
Contacts	<p>Jeff Shaner, Program Manager - Local Programs, phone: (614) 644-6394, email: Jeffrey.Shaner@dot.ohio.gov</p> <p>District Planning & Engineering Administrator (See ODOT Primary Contacts – District Planning & Engineering Administrators sheet for listing)</p>
Link	http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx



TRANSIT

Mobility Management (Transit)

Purpose/ Applicants	<p>The Ohio Mobility Management Program provides federal transit funding for local and regional mobility management projects. The Ohio Mobility Management Program increases access to mobility for Ohioans by increasing understanding and awareness of transportation needs, coordination of transportation options to meet needs, and building sustainable and healthy communities by integrating transportation into planning and programs. Goals of mobility management projects are</p> <ul style="list-style-type: none"> • Increase understanding and awareness of community transportation needs • Increase awareness of current community transportation options and programs • Ensure that transportation considerations are included in local and regional planning activities • Increase local capacity for transportation services • Assist individuals with accessing all community transportation options <p>Mobility management does not include driving, scheduling, or dispatching, or directly supervising the staff that fulfill these roles.</p>
Funding	<p>Mobility management is considered a capital expense—80% of project costs are reimbursable. The remaining 20% of project costs must be identified by the project sponsor and may include local cash, federal funds not derived from a U.S. Department of Transportation program, and in-kind contributions.</p>
Eligibility	<p>Eligible applicants are local governmental agencies and nonprofit organizations. Mobility Management Projects are funded by Ohio Specialized Transit (Section 5310) program funds. Applicants must meet all eligibility criteria for Section 5310 funds.</p>
Application Process	<p>Each project must be included in an approved locally developed, coordinated public transit-human services transportation plan. The applicant will complete an application made available through ODOT’s website at http://www.dot.state.oh.us/ocp. Application instructions will be posted along with the application.</p>
Contact	<p>Daniella Gray, Program Coordinator - Transit, phone: (614) 466-2309, email: Daniella.Gray@dot.ohio.gov</p>
Link	<p>http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Coordination.aspx</p>



Reduced Fare Program

Purpose/ Applicants	This program encourages current public transit systems to offer reduced fares for seniors and individuals with disabilities by replacing a portion of the revenue lost due to reducing the fares for this population. Eligible recipients include any public transit agency who receives funds from the Urban or Rural Transit Programs and provides reduced fare to seniors and individuals with disabilities.
Funding	Funding for each public transportation system is allocated by multiplying the actual number of seniors and disabled passengers by the amount of the fare reduction up to a maximum of one-half (1/2) the full fare. Maximum reimbursement for any one system will not exceed 25% of the current year Elderly and Disabled program funds. Rural and small urban transit system reimbursements are calculated first. If funds are available this amount is subtracted from the total available funds to determine funds available for large urban transit systems. Funding for this program is \$2.2 million per year.
Eligibility	The Federal Transit Administration requires public transportation providers to offer reduced fares for seniors and disabled passengers during nonpeak service periods as a condition to receiving federal assistance. All public transit systems that offer a reduced fare for elderly and disabled passengers at no more than one half the regular fare are eligible to receive reimbursement through this program.
Application Process	This is a reimbursement program, no application is required. ODOT will transmit a contract to the eligible public transit system for execution each year. ODOT will process payment of the full reimbursement amount upon receipt of the executed contract and an authorizing resolution.
Contact	Esther Klaus , Administrative Professional - Transit, phone: (614) 466-8320, email: Esther.Klaus@dot.ohio.gov
Link	http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/ElderlyDisabled.aspx



Urban Transportation Program

Purpose/ Applicants	This program provides state and operating capital assistance to providers of public transportation services in urbanized areas of Ohio. Eligibility is limited to Regional Transit Authorities, County Transit Boards, municipalities, or County Boards of Commissioners that own or operate public transportation systems.
Funding	Program funding is \$7.5 million per year - \$6 million in federal flex funds and \$1.5 million in state General Revenue Funds. Ohio’s urban transit systems are divided into five categories according to system size with a fixed percentage of funds to each category. Funds are then sub-allocated to individual systems using a formula using system data and performance measures based on system data including ridership, revenue service miles and hours, and farebox revenue.
Eligibility	<p>ODOT allocates Urban Transit Program funds among five categories:</p> <ol style="list-style-type: none"> I. Rail/Bus Systems; II. Large Bus Systems; III. Mid-sized Bus Systems; IV. Intermediate Bus Systems; V. Small Bus Systems. <p>Activities: Operating expenses and Capital expenses including buses, garages, transit centers, signs, fareboxes, equipment, capitalized maintenance, and the capital cost of contracting.</p>
Application Process	Existing grantees receive an annual allocation of Urban Formula Funds for which they apply for each year. Applications for urbanized areas are due approximately August 31 st each year. A combined application can be submitted for capital, operating and planning.
Contact	Juana Hostin , Urban Transit Coordinator - Transit, phone: (614) 644-0304, email: Juana.Hostin@dot.ohio.gov
Link	http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Urban.aspx

Rural Transit Program

Purpose/ Applicants	<p>Federal and State funds are used to assist with operating and capital expenses in the provision of general public transportation services in rural areas.</p> <p>Eligible applicants are: Regional Transit Authorities, County Transit Boards, Private Nonprofit Corporations designated by a county or municipality, any municipality or village not within a transit service area, and any county not totally within a Regional Transit Authority or County Transit Board’s service area.</p>
Funding	<p>Yearly funding is \$23.7 million. FTA Section 5311 funds can be used for up to 50% of the net project cost of operating projects and up to 80% of the cost of capital projects. State funds are used for up to 30% of the total project operating budget. The remaining percentage of the budget will represent the eligible local match.</p>
Eligibility	<p>Service must be open to the general public and provided within a defined service area. Service may also be provided up to 100 miles outside the service area, and to groups under contract as long as that contract service is also open to the general public. Operating costs associated with this service are eligible for federal and state funding and include any administrative or operating expenses necessary to the provision of rural transportation services, e.g., salaries/fringes, fuel, maintenance, supplies, rent, utilities, etc. Eligible capital activities include the purchase of vehicles, office and garage equipment, purchase or construction of facilities, etc.</p>
Application Process	<p>Existing grantees receive an annual allocation of Federal and State operating funds for which they can apply each year. ODOT uses a performance-based formula as well as system eligibility history to annually allocate State and Federal operating funds. Capital funds are discretionary and are approved based on a system's Four-Year Capital and Operating Plan. Applications are due each September for the following calendar year.</p>
Contact	<p>Arthur “Skip” Dunkle, Public Transit Manager, phone: (614) 466-7456, email: Skip.Dunkle@dot.ohio.gov</p>
Link	<p>http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Rural.aspx</p>



Specialized Transportation Program (Transit)

Purpose/ Applicants	<p>The Federal Transit Administration (FTA) provides Federal funds for the purchase of equipment to support transportation services for the elderly and people with disabilities where existing transportation is unavailable, inappropriate, or insufficient. Federal funds provide 80% of the cost of capital items and 50% of the cost of operating expenses; the remaining must be provided from a local, nonfederal source.</p> <p>Eligible applicants are private nonprofit (501(c)(3)) corporations, public bodies certified by the state as lead agencies in a coordination effort, or public bodies which certify that no private nonprofit corporations exist within their jurisdiction for the provision of elderly and disabled transportation.</p>
Funding	<p>The FTA annually allocates Section 5310 funding to each state. Section 5310 funds can be used for up to 80% of the purchase price of eligible equipment and 50% of the cost of operating expenses. The remaining match must be provided from a local source. Funds are available each Federal Fiscal Year and are distributed through a competitive application process. Applications are due to ODOT annually. The applicant will complete a letter of intent made available through ODOT’s website. Eligible applicants will then be given access to ODOT’s grant management website to complete the application. Application instructions will be posted along with the application. Yearly funding for the program is \$3.5 million.</p>
Eligibility	<p>Applicants: There are two types of applicants – those from small urbanized areas and those from non-urbanized areas. ODOT does not administer the program in large urban areas. For a listing of the large urban 5310 administering agencies, please visit the ODOT website.</p> <p>Activities: Capital and Operating expenses</p>
Application Process	<p>Applications are due to ODOT annually. The applicant will complete a letter of intent made available through PDPT’s website. Eligible applicants will then be given access to ODOT’s grant management website to complete the application.</p>
Contact	<p>Macie Moore, 5310 Program Coordinator - Transit, phone: (614) 728-9609, email: Macie.Moore@dot.ohio.gov</p>
Link	<p>http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Specialized.aspx</p>

Ohio Transit Preservation Partnership Program (OTPPP)

Purpose/ Applicants	<p>ODOT instituted this discretionary program to provide federal FHWA funds for urban public transit projects in Ohio beginning in state fiscal year 2012. Projects are selected on a competitive basis and with an emphasis on preservation. Preservation is defined as the process of working to maintain, sustain, or keep in a sound state the transit systems in Ohio.</p> <p>Eligible applicants include Regional Transit Authorities, County Transit Boards, municipalities, or counties that own or operate public transportation systems. These entities must be recipients of FTA Section 5307 funds in order to apply for OTPPP funds.</p>
Funding	<p>ODOT sources funding for this program from the Congestion Mitigation and Air Quality (CMAQ) and the Surface Transportation Block Grant (STBG) programs. Therefore, projects must be CMAQ and STBG eligible under Title 23 U.S.C. Sections 104(b)(2) and 104(b)(3) respectively. Program funding is \$33 million per year.</p>
Eligibility	<p>Eligible activities for projects seeking OTPPP funding include capital projects, capitalized maintenance, complementary paratransit expenses, and capital cost of contracting expenses. Capital projects can include any of the following: vehicles, non-vehicles (garage improvements, transit center rehab, transit trail rehab, signs, fareboxes, equipment, retrofit of vehicles to operate with cleaner emissions, transit safety improvements, and fare collection systems), other capital projects defined by 49 U.S.C. Chapter 55 Section 5302.</p>
Application Process	<p>Applications are due to ODOT annually. Each application will be scored using the following scoring system with three types of scoring:</p> <ol style="list-style-type: none"> 1) Vehicles get points based on the vehicle age, mileage, and age of the fleet. 2) Non-vehicle projects get points based on preservation, service impacts, emissions reduction, replacement schedule, capital plan, maintenance deficiency, satisfactory continuing control, capital cost, and scalability. 3) Preventive maintenance is scored based on equipment reliability, system safety, and cost of service. This data is in BlackCat. <p>Since vehicle projects have a higher priority, the score is weighted accordingly. Transportation Development Credits or toll credits are part of the application but not in the scoring process. Applicants receive this scoring process with the application.</p>
Contact	<p>Juana Hostin, Urban Transit Coordinator - Transit, phone: (614) 644-0304, email: Juana.Hostin@dot.ohio.gov</p>
Link	<p>http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/OTPPP.aspx</p>



OTHER AGENCY TRANSPORTATION INFRASTRUCTURE PROGRAMS

Ohio Development Services Agency

Program	Purpose/Applicants	Eligible Activities	Funding	Contact
Community and Economic Development Programs				
Community Development Programs	The Community Development Program provides communities with a flexible housing and community development resource that can be used to address locally identified needs that are eligible Community Development Block Grant activities and qualify under the national objective of Low- and Moderate-Income (LMI) Benefit or Elimination of Slum and Blight.	The program includes competitive set-aside funding for Neighborhood Revitalization, Downtown Revitalization and Critical Infrastructure.	Contact Office of Community Development for available funding.	Office of Community Development: 1-614-466-2285 Website: Community Development Program
Community Development Corporation Economic Development Program: Microenterprise Development Program	The Community Development Corporation (CDC) Economic Development Program encourages entrepreneurship, creates and retains long-term, private sector jobs and enable community and economic development investment in underserved neighborhoods throughout the state of Ohio.	Corporations may apply for funding from the Ohio CDC Association to provide training, technical assistance and business loans to low- and moderate-income Ohioans interested in establishing or expanding Microenterprise businesses.	Contact Office of Community Development for available funding.	Office of Community Development: 1-614-466-2285 Website: Community Development Corporation (CDC) Economic Development Program
Community Development Corporation Economic Development Program: Community Development Finance Fund Program	The Community Development Corporation (CDC) Economic Development Program encourages entrepreneurship, creates and retains long-term, private sector jobs and enable community and economic development investment in underserved neighborhoods throughout the state of Ohio.	Currently CDFE uses these funds to administer the Pre-Development Grant Program, Economic Development Program, Linked Deposit Program, Community Health Loan Fund and By Car Program.	Contact Office of Community Development for available funding.	Office of Community Development: 1-614-466-2285 Website: Community Development Corporation (CDC) Economic Development Program



*Ohio Development Services Agency (continued)*

Program	Purpose/Applicants	Eligible Activities	Funding	Contact
Economic Development Loan and Public Infrastructure Grant Program	The Economic Development Loan and Public Infrastructure Grant Program creates and retains permanent, private-sector jobs, principally for low- and moderate-income persons, through the expansion and retention of business and industry in Ohio communities.	Eligible activities include provision of financial assistance, through eligible units of general local government, for public off-site infrastructure improvements and fixed asset financing for land, building, machinery and site preparation directly and primarily related to the creation, expansion or retention of a particular business that results in job creation and retention for persons of low- and moderate-income.	Contact Office of Community Development for available funding.	Office of Community Development: 1-614-466-2285 Website: Economic Development Loan and Public Infrastructure Grant Program
Residential Public Infrastructure Grant Program	The Residential Public Infrastructure Grant Program creates safe and sanitary living environment for Ohio citizens, through the provision of safe and reliable drinking water and proper disposal of sanitary waste.	The program funds projects which provide water and/or sanitary sewer service to primarily residential users (minimum 60 percent of total users). Eligible on-site improvements include service laterals, septic tanks and well abandonment, and Community Development Block Grant-eligible-related fees. Applications where the primary objective is the funding of on-site improvements will not be considered for funding period.	Contact Office of Community Development for available funding.	Office of Community Development: 1-614-466-2285 Website: Residential Public Infrastructure Grant Program



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



Housing & Community Partnerships				
Community Development Block Grant	Provides funding for the development and revitalization of local communities for fixed asset financing related to commercial, industrial, service or retail businesses. Any non-urban county or non-entitlement city is eligible or non-urban counties.	Off-site infrastructure improvements.	\$400,000 maximum for grants to jurisdictions	Office of Housing & Community Partnerships, (614) 466-2285 or (800) 848-1300



Ohio Public Works Commission

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

Ohio Rail Development Commission

Program	Purpose/Applicants	Eligible Activities	Funding	Contact
Rail Safety				
Rail Safety	ODOT and ORDC work together to improve safety at highway-rail grade crossings. ODOT-allocated funding is administered by ORDC for projects on state (state highway, U.S. highway, interstate) or local (city street or county or township) roads.	Grade crossing warning device improvements, e.g. installation of flashing lights and roadway gates; railroad traffic signal preemption, grade crossing elimination and hazard elimination.	ODOT allocates about \$15 million annually in Hazard Elimination and Surface Transportation Program funds. Funds are generally used for both preliminary and construction engineering.	Cathy Stout, Manager, Grade Crossing, (614) 644-0313, email: Catherine.Stout@dot.ohio.gov
Other ORDC Programs				
Rail line improvement, freight rail development spur/sidings, bridge rehabilitation, and line acquisitions.	ORDC provides direct loans and grants and may issue bonds for qualified rail projects. Public and private entities may apply for funding of Ohio rail projects. Qualified applicants include railroads and industries requiring rail service, political subdivisions, government agencies, boards, commissions, regional transit boards, and port authorities.	Funds are provided for projects on light density rail lines, main line improvements with strategic value to the state, for construction or rehabilitation of industrial lead tracks, rail spurs or other rail infra-structure, as well as the purchase of rail lines and the underlying real estate.	\$3 million annually in grant funding. \$2 million annually in loan funding.	Lou Jannazo, Chief, Project Development, (614) 644-0309, email: Lou.Jannazo@dot.ohio.gov



United States Department of Agriculture Rural Development

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