

INFRASTRUCTURE INVESTMENT & JOBS ACT
FUNDING OPPORTUNITIES FOR LOCAL COMMUNITIES



dot

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**BIPARTISAN
INFRASTRUCTURE LAW
OVERVIEW**

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OVERVIEW OF BIL

In the United States, the “federal transportation bill” refers to multi-year funding bills for surface transportation programs passed at the federal level. These have included:

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OVERVIEW OF BIL

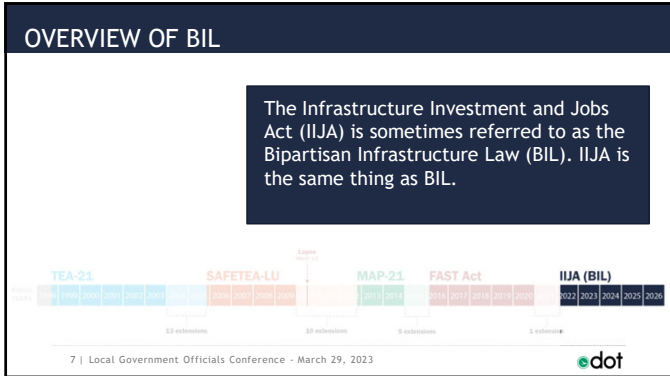
The federal transportation bill not only impact the availability of federal funding for transportation projects, but also the federal policy surrounding transportation.

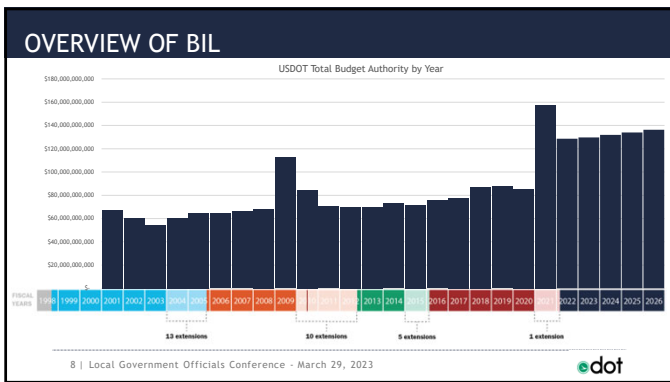
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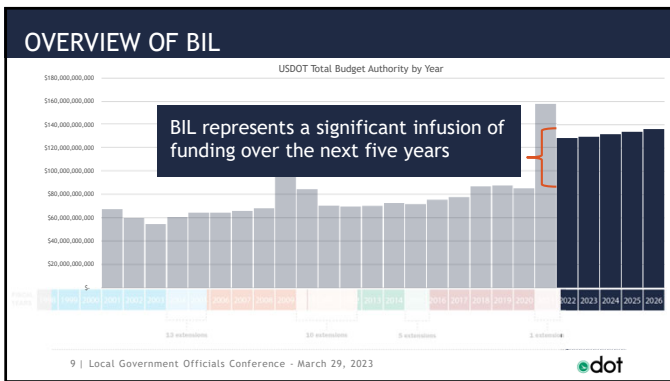
OVERVIEW OF BIL

Signed into Law on November 15th, 2021, the Infrastructure Investment and Jobs Act (IIJA) is a new five-year authorization of the federal Transportation Program (and much more).

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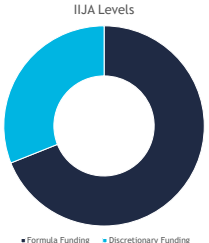





OVERVIEW OF BIL

An estimated 70% of funding authority provided by BIL is for formula programs.


The other 30% is for federal discretionary grants.




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OVERVIEW OF BIL


Formula funding generally flows from the federal governments to states who then allocate it to different programs (some of which are local programs).




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OVERVIEW OF BIL

Discretionary funding is competitive funding. States and local agencies compete to secure funding directly from the federal government for projects.



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OVERVIEW OF BIL

An estimated 30% of funding authority provided by BIL is for federal discretionary grants.

IIJA Levels

Formula Funding Discretionary Funding

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DISCRETIONARY GRANT BACKGROUND

FAST-ACT

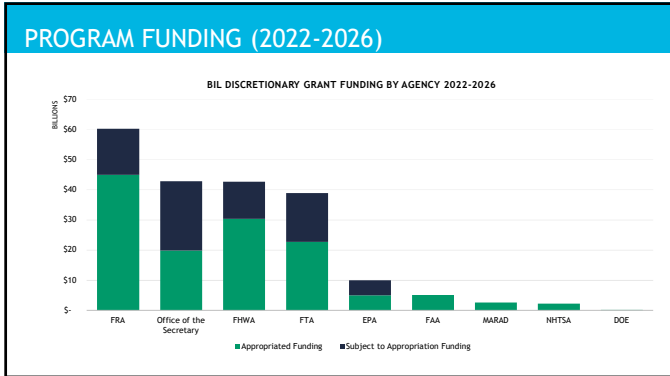
IIJA/BIL

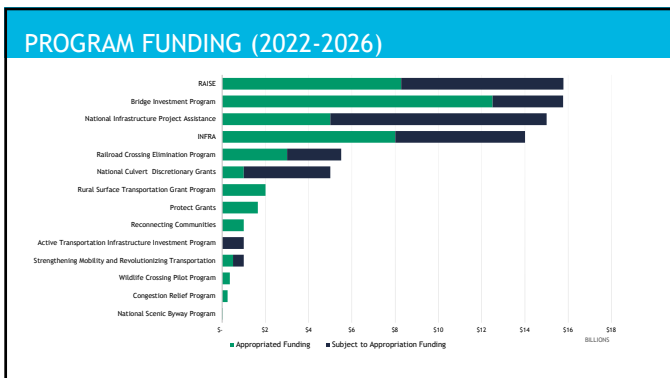
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DISCRETIONARY GRANT BACKGROUND

- Over 54 grant programs
- More than \$23B available per year
- Many new programs
- Significant increases to existing programs

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WHY DOES THIS MATTER TO YOU?

- Overall, these programs mean there is more funding to do more projects.
- A win for ODOT means potentially freeing up other existing state & federal funding.
- More unique funding is available for initiatives like TSMO.

DISCRETIONARY GRANT PROGRAMS

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RAISE

Grant	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Section of BIL	21202
Federal Agency	Office of the Secretary of Transportation
Grant Description	Eligible projects include highway or bridge projects, passenger or freight rail projects, port infrastructure projects, and surface transportation components of airport projects, among other surface transportation projects.
Set-Aside	Planning Grants - 57% the year
Match Requirement	25% match is required. Projects in rural areas, historically disadvantaged communities, or areas of persistent poverty do not require a match.
Non-Federal Match	25% non-federal match is required. Projects in rural areas, historically disadvantaged communities, or areas of persistent poverty do not require a match.
Minimum Award	\$1,000,000
Maximum Award	\$25,000,000
Additional Notes	No state can receive more than 15% of the total available funds. 60 days after funds are made available USDOT must issue a HOPD. Application submission deadline can be no more than 90 days after HOPD is issued. A match must be made no more than 270 days after funds are made available. Not less than 1% of awards must go to historically disadvantaged communities or areas of persistent poverty. Rural/Urban awards split 50/50 with urbanized areas of 200,000 population being the dividing line. The FY23 HOPD is expected to be released by the end of November.
Schedule	The FY23 HOPD is expected to be released by the end of November.
Website	https://www.transportation.gov/raise

	Program Funding				
	FY22	FY23	FY24	FY25	FY26
Appropriated Funding	\$2,275,000,000	\$1,500,000,000	\$1,500,000,000	\$1,500,000,000	\$1,500,000,000
Subject to Appropriation		\$1,200,000,000	\$1,200,000,000	\$1,200,000,000	\$1,200,000,000

INFRA

Grant	Infrastructure for Rebuilding America (IFRA)
Section of BIL	11110
Federal Agency	Federal Highway Administration (FHWA)
Grant Description	Highway and freight projects of national or regional significance.
Set-Aside	Small Projects - 15% State Incentives Pilot Program - \$150M
Match Requirement	40%
Non-Federal Match	20%
Minimum Award	Minimum award for a small project is \$5M and minimum for a large project is \$25M.
Maximum Award	No Statutory Maximum.
Additional Notes	Multi-modal project cap was raised from 10% of the total IFRA funds in the original program to 30% under the current program. A minimum of 25% of large projects and 30% of small projects must be in rural areas. Wildlife crossings, surface transportation improvements functionally connected to an international border crossing, and marine high-way projects functionally connected to the National Highway Freight Network were added as eligible projects.
Schedule	The FY22 HOPD was released and the application submission deadline has passed.
Website	https://www.transportation.gov/raise/infra-grants-2023

	Program Funding				
	FY22	FY23	FY24	FY25	FY26
Appropriated Funding	\$1,540,000,000	\$1,640,000,000	\$1,640,000,000	\$1,540,000,000	\$1,540,000,000
Subject to Appropriation		\$1,100,000,000	\$1,200,000,000	\$1,300,000,000	\$1,400,000,000

RURAL					
Grant	Rural Surface Transportation Grant Program				
Section of BIL	11132				
Federal Agency	Federal Highway Administration (FHWA)				
Grant Description	This new competitive grant program will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generating regional economic growth.				
Set-Aside	Small Projects - 10% Appalachian Development Highway System - 25% Rural Roadway Lane Departures - 15%				
Match Requirement	Rural grants may be used for up to 80 percent of future eligible project costs, except eligible projects that further the completion of a designated segment of the Appalachian Development Highway System under section 14051 of title 49 of the U.S.C. may apply for up to 100 percent of the project costs.				
Non-Federal Match	Other federal funds may be used to satisfy match requirement.				
Minimum Award	\$250 is minimum award except for small projects which can have an award of less than \$250.				
Maximum Award	No Statutory Maximum				
Additional Notes	Rural area means outside an urban area of 200,000. Rural Roadway Lane Departures: Only states that have rural roadway fatalities as a result of lane departures that are greater than the average of rural roadway fatalities as a result of lane departures in the US are eligible for 100 % of funding.				
Schedule	The FY22 RRFPA was released and the application submission deadline has passed.				
Website	https://www.transportation.gov/department-of-justice-transportation-grant				
Program Funding					
	FY22	FY23	FY24	FY25	FY26
Appropriated Funding	\$300,000,000	\$350,000,000	\$400,000,000	\$450,000,000	\$500,000,000
Subject to Appropriation					

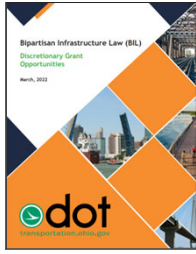
SMART					
Grant	Strengthening Mobility and Revolutionizing Transportation Discretionary Grants				
Section of BIL	2505				
Federal Agency	Office of the Secretary of Transportation				
Grant Description	City or community demonstration projects that incorporate innovative transportation technologies or uses of data, including coordinated automation, connected vehicles, and intelligent sensor-based infrastructure. This new competitive grant program supports state, local, and tribal governments in conducting demonstration projects to advance smart city or community technologies and systems to improve transportation efficiency and safety, along with priorities like climate mitigation, resilience, and equity.				
Set-Aside	None				
Match Requirement	None				
Non-Federal Match	None				
Minimum Award					
Maximum Award					
Additional Notes	Funding is to be split as follows: Large Communities (Population greater than 400k) 40% Mid-sized Communities (Population between 50k and 400k) 30% Rural Communities (Population less than 50k) or Regional Partnerships 30%				
Schedule	HOFO has been released with applications due November 18th.				
Website	https://www.transportation.gov/grants/SMART				
Program Funding					
	FY22	FY23	FY24	FY25	FY26
Appropriated Funding	\$100,000,000	\$100,000,000	\$100,000,000	\$100,000,000	\$100,000,000
Subject to Appropriation		\$100,000,000	\$100,000,000	\$100,000,000	\$100,000,000

CONGESTION RELIEF PROGRAM					
Grant	Congestion Relief Program				
Section of BIL	11404				
Federal Agency	Federal Highway Administration (FHWA)				
Grant Description	Projects in large urbanized areas to advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas.				
Set-Aside	None				
Match Requirement	20%				
Non-Federal Match	20%				
Minimum Award	\$10,000,000				
Maximum Award					
Additional Notes	Tolling of the interstate system is eligible under this program. **MPO or city serving an urbanized area over 1 million population				
Schedule	HOFO expected in Spring 2023.				
Website					
Program Funding					
	FY22	FY23	FY24	FY25	FY26
Appropriated Funding	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000
Subject to Appropriation					

ATTAIN/ATTIMD/ATCMTD

Grant	Advanced Transportation Technologies and Innovative Mobility Deployment Program (ATTIMD)				
Section of BIL	13006 (b)				
Federal Agency	Federal Highway Administration (FHWA)				
Grant Description	Projects to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.				
Set-Aside	Rural Projects - 20%				
Match Requirement	20%				
Non-Federal Match	20%				
Minimum Award					
Maximum Award					
Additional Notes	Formerly known as Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD)				
Schedule	HFOFO has been released with applications due November 18th.				
Website	https://opa.fhwa.dot.gov/bipartisan-infrastructure-law/index.htm				
Program Funding					
	FY22	FY23	FY24	FY25	FY26
Appropriated Funding	\$60,000,000	\$60,000,000	\$60,000,000	\$60,000,000	\$60,000,000
Subject to Appropriation					

ADDITIONAL RESOURCES



The screenshot displays two side-by-side panels of the DOT website. The left panel is titled 'Bipartisan Infrastructure Law (BIL) Discretionary Grant Opportunities' and lists various project categories such as 'Advanced Transportation Technologies', 'Congestion Management', and 'Rural Projects'. The right panel shows a detailed table with columns for 'Project Name', 'Project Description', and 'Funding Amount'. The table contains multiple rows of project listings with corresponding funding figures.

ADDITIONAL RESOURCES

The screenshot shows a web browser displaying the DOT website. The main content area features a news article titled 'Bipartisan Infrastructure Law (BIL)' with a sub-header 'Discretionary Grant Opportunities'. Below the title is a large image of a bridge over water with a boat. To the right of the image is an 'Attachment' section with a download button. Below the image are social media share icons for Facebook, Twitter, and LinkedIn, and a 'For more information' section with a 'Contact' button.

ADDITIONAL RESOURCES

- o [Text - H.R.3684 - 117th Congress \(2021-2022\): Infrastructure Investment and Jobs Act | Congress.gov | Library of Congress](#)
- o [Bipartisan Infrastructure Law - FHWA | Federal Highway Administration \(dot.gov\)](#)
- o [Building a Better America | The White House](#)
- o [Bipartisan Infrastructure Law | FTA \(dot.gov\)](#)
- o [Infrastructure Investment and Jobs Act Bill Analysis - National Association of Regional Councils \(narc.org\)](#)
- o [Bipartisan Infrastructure Law \(BIL\) | Ohio Department of Transportation](#)



QUESTIONS



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ODOT Office of Local Programs
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Federal Grants Coordinator
ODOT Office of Statewide Planning & Research
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Last updated 3/14/2023



ODOT RESOURCE GUIDE



An overview of Ohio's transportation-related programs, funding resources and contacts

WINTER 2023

INTRODUCTION

The Ohio Department of Transportation has prepared this *Resource Guide* to provide you - local governments, transportation advocacy groups, planning organizations, and Ohio's citizens - an overview of funding programs administered through ODOT and other transportation sources. This information will help us work together to improve our communities and the people we serve.

The programs available have been broken down into the following categories:



ROADWAY/BRIDGE/SAFETY RESOURCES

Transportation Review Advisory Council, Safety, Small Cities, Municipal Bridge, Local Major Bridge, Ohio's Bridge Partnership Program, Local Technical Assistance and Urban Paving

OTHER SYSTEM FUNDING SOURCES

MPOs, RTPOs & Large Cities Program, County Engineers Association of Ohio, Metro Parks, State Infrastructure Bank, Transportation Improvement Districts and Appalachia Local Access Road Program



NON-DRIVER RELATED RESOURCES

Aviation Infrastructure, Safe Routes to School, Transit and Transportation Alternatives Program

Please consult with your local ODOT District Contact (listed on the back of this pamphlet) for more information on these programs unless other details are provided.

Visit the Resource Guide companion site at transportation.ohio.gov/funding for the latest updates and links to the funding programs presented in this guide.

TRANSPORTATION REVIEW ADVISORY COUNCIL (TRAC)

Yearly Funding: Varies annually

Created by the Ohio General Assembly in 1997, the **Transportation Review Advisory Council (TRAC)** is a nine-member body that authorizes funding for the development and construction of Major New Capacity projects. Projects eligible for the Major New Capacity Program must cost more than \$12 million, and must increase roadway capacity or reduce congestion.

ODOT determines how much funding is available for the Major New Capacity Program after basic maintenance and operational needs have been met. The TRAC accepts applications on an annual basis. Applications are evaluated by the TRAC for transportation factors, economic development potential, local investment, and the project's funding plan.

Applications are scored by ODOT staff for TRAC review and consideration prior to committing funds for preliminary engineering, detailed design, right-of-way or construction.

At the end of each application cycle, TRAC develops a Major New Capacity Construction Program list which outlines four years of project commitments.



Contact: Kevin Davis ODOT Transportation & Economic Development
(614) 752-2788 | Kevin.Davis@dot.ohio.gov
transportation.ohio.gov/funding **Keywords:** TRAC



SAFETY

Yearly Funding: \$183 Million

One of ODOT's critical success factors is safety. As a result, ODOT has one of the largest **Safety Programs** in the country. The department dedicates funding for engineering improvements at severe-crash locations on Ohio roads. A portion of the funding can be used for education and enforcement programs that encourage safer driving.

ODOT funds up to 90% of the cost for preliminary engineering, detailed design, right-of-way, or construction. Construction Engineering costs are not eligible under the safety program. Some safety improvements such as signs, signals, pavement markings and guardrail are eligible for funding at 100% Federal. Safety projects can be on any public road. Priority is given to those projects with recommended activities or counter measures that match the crash pattern or type and/or improve safety at locations with high-severity crashes or the potential for severe crashes. Applications can be submitted through the local District Safety Review Team Coordinator—at least six to eight weeks in advance of application deadlines.

ODOT accepts formal, abbreviated and systemic safety applications. Applications can be submitted through the local District Safety Review Team Coordinator.

A formal application is required for more complex, expensive projects, and it is usually accompanied by a safety engineering study. Abbreviated applications are for simple projects, \$500,000 or less and require less documentation.

ODOT also has a new systemic safety application launching in 2022. Local governments should discuss application ideas with their local district office to determine the appropriate level of effort.



*Contact: Michelle May, ODOT Transportation & Economic Development
(614) 644-8309 | Michelle.May@dot.ohio.gov
transportation.ohio.gov/funding **Keyword:** Highway Safety*



SYSTEMIC SAFETY APPLICATION

Yearly Funding: \$2M for pedestrian & \$5M for roadway departure

ODOT's Highway Safety Program began accepting **Systemic Safety Funding Applications** in 2022 to support proactive, systemic infrastructure improvements for preventing injuries resulting from pedestrian and roadway departure crashes. FHWA has identified a range of proven countermeasures which prevent or lessen the severity for these types of crashes, and ODOT's program encourages targeting projects at locations which would benefit for such improvements.

Applications are due each January and project sponsors will be notified of awards in March. Applications should be coordinated with respective ODOT District Staff and submitted 6+ weeks ahead of the due date.

Project sponsors can request up to \$2.5 million for pedestrian and \$2.5 million for roadway departure safety improvements for all project phases. A 10% local match will be required. This match may be reduced/re-moved if the project sponsor meets certain financial distress criteria. Maintenance-related projects will not be accepted through this program.

Additional information on the types of locations and safety improvements eligible for funding under the new program can be found on the Highway Safety Improvement Program (HSIP) site. The site also



details specific requirements necessary for submitting both pedestrian and roadway departure applications, such as location details, a summary of the proposed change, the estimated cost by phase and funding source, a map of proposed improvements, as well as a list of Key Safety Metrics for each location.

*Contacts: Jeremy Thompson, ODOT Highway Safety Program Engineer
(614) 614- 466-7045 | Jeremy.Thomson@dot.ohio.gov
transportation.ohio.gov/funding **Keywords:** HSIP*



SMALL CITIES

Yearly Funding: \$10.5 Million ODOT

The ODOT **Small Cities** program funds projects in cities with populations from 5,000 to 24,999 that are outside the boundaries of a metropolitan planning organization. ODOT will provide up to 80% of the eligible costs for project construction.

The local project sponsor is responsible for the 20% match, as well as the balance of the construction costs and also for all costs associated with preliminary engineering, environmental studies, final design and right-of-way. ODOT's annual project solicitation process begins May 1. Completed on-line applications are due by June 15, and selected projects are announced in September.

- ♦ The program provides federal funds for construction and construction administration only.
- ♦ Funds may be used for any roadway, signal, or safety project on the Federal-aid system.
- ♦ Funds may be used for new construction if the new road extends or is tied to the Federal-aid system.



Contact: Nichole Lawhorn, ODOT Local Programs
(614) 752-6581 | Nichole.Lawhorn@dot.ohio.gov
transportation.ohio.gov/funding **Keywords:** Small City

MUNICIPAL BRIDGE PROGRAM

Yearly Funding: \$18.5 Million



The **Municipal Bridge Program** provides federal funds for bridge replacement, bridge rehabilitation, or bridge demolition projects. ODOT will fund up to 80% of the project costs for construction activities. The municipality is responsible for the 20% match, as well as the balance of the construction costs and all costs associated with preliminary engineering, environmental studies, final design and right of way. ODOT's annual project solicitation process begins July 1. Completed on-line applications are due by August 15, and selected projects are announced in November.

- ♦ This program is for construction and construction administration only - design costs are not eligible.
- ♦ Projects must meet the Federal definition of a bridge with a span greater than 20 feet and must be listed on the National Bridge Inventory System.

Contact: Nichole Lawhorn, ODOT Local Programs
(614) 752-6581 | Nichole.Lawhorn@dot.ohio.gov
transportation.ohio.gov/funding **Keywords:** Municipal Bridge



LOCAL MAJOR BRIDGE PROGRAM

Yearly Funding: \$20 Million

The **Local Major Bridge Program** funds major bridge rehabilitation or bridge replacement and bridge demolition projects. ODOT will fund up to 80% of the project costs for construction activities. The municipality is responsible for the 20% match, as well as the balance of the construction costs and all costs associated with preliminary engineering, environmental studies, final design and right of way.

Local Major Bridge is defined as greater than 15,000 sq. ft. deck area or moveable/lift structures.

Bridges must be on the National Bridge Inventory System. Currently, 238 bridges qualify statewide.

ODOT's annual project solicitation process begins September 1. Completed on-line applications are due by October 1, and selected projects are announced in January.



Contact: Nichole Lawhorn, ODOT Local Programs
(614) 752-6581 | Nichole.Lawhorn@dot.ohio.gov
transportation.ohio.gov/funding **Keywords:** Local Major Bridge

LOCAL TECHNICAL ASSISTANCE PROGRAM (LTAP)

Ohio's **Local Technical Assistance Program Center (LTAP)** is the resource for Ohio's Local Public Agencies (LPAs) to receive training and technical assistance on topics directly related to building and maintaining Ohio's transportation system. LTAP supports Ohio's 2,300+ LPAs who directly manage 84% of Ohio's center line miles.

Most LTAP training is provided free of charge via eLearning and webinars, with some in-person courses requiring a fee. Education is available on various transportation topics such as snow and ice removal, pavement maintenance and preservation, structures, ge-



otechnical, hydraulics, federal-aid funding compliance and many others. Training is provided via eLearning, webinars and in-person at workshops, seminars, and conferences.

LTAP also provides technical assistance for LPAs through a lot of different methods - equipment loans, job-aids, hands-on technical assistance, speakers for your meetings, outreach sessions, facilitation for meetings, presentations on technical topics, and more.

If you are not currently receiving LTAP's listserv announcements or eNewsletter, we encourage you to sign up for the listserv by filling out the form at the following link: https://odot.formstack.com/forms/mailling_list_sign_up

The Ohio LTAP Center can be reached via email at ltap@dot.ohio.gov, or via phone at 614-387-7359 or 1-877-800-0031. We look forward to being of service to your agency!

Contact: Victoria Beale, Ohio LTAP Center
(614) 466-3129 | Victoria.Beale@dot.ohio.gov
transportation.ohio.gov/LTAP



TOWNSHIP SAFETY SIGN GRANT PROGRAM

Yearly Funding: \$2 Million

Township Safety Sign Grant provides \$2 million dollars annually in funding to upgrade existing and install new safety signage on Ohio's township roads. The grant cycle runs annually from mid-December to early May.

Townships are invited to apply for the safety funds based on two criteria:

1. Their township has higher than average roadway systemwide crash rates based on the previous five years' crash history; and
2. The township has NOT been funded previously by the Township Safety Signage Grant Program.

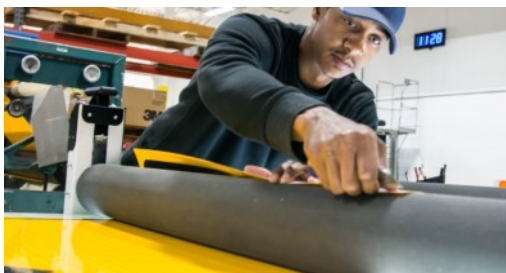
Townships determine their signage needs based on best-practices for enhanced signage in high-crash locations and then systemic signage application to combat potential crash locations based on roadway features.

WHAT IS INCLUDED IN THE GRANT?

- ♦ Safety Signs (to replace current signs and install new signs in places where there weren't any before)
- ♦ Posts for the signs
- ♦ Hardware for the signs

Each invited township may ask for up to \$50,000 worth of signs, posts and hardware to install across their entire township roadway network.

To find out more on the program, please visit the program's webpage where you can also learn more about the program by reviewing the pre-grant training eLearning modules.



Contacts: Victoria Beale, Ohio LTAP Center
(614) 466-3129 | Victoria.Beale@dot.ohio.gov
transportation.ohio.gov/funding **Keywords:** Township Safety

OHIO'S RESEARCH INITIATIVE FOR LOCALS (ORIL)

Established in 2013 to provide research support for county, city, village and township agencies, **Ohio's Research Initiative for Locals (ORIL)** is one of only three locally-focused transportation research programs in the United States. As of September 2021, the ORIL program has successfully launched or participated in 30 research projects/studies within categories such as Maintenance, Hydraulics, Pavements & Materials, Policy/Legal/Revenue, Structures and Traffic.

WHAT IS ORIL?

ORIL is a program designed to provide practice-ready solutions to real-world issues facing Ohio's local transportation system through research. It's a multi-organizational collaborative effort to improve the transportation network in Ohio's counties, cities, villages and townships. These Local Public Agencies (LPAs) manage and maintain 84% of Ohio's entire centerline miles.

WHAT DOES ORIL DO?

ORIL develops, funds and oversees transportation research projects to meet the needs of local agencies for the safety and economic well-being of the traveling public and Ohio. The program is administered by a 15-person board composed of County Engineers, City Engineers, a Township representative, academics and ODOT technical experts. Administrative support is provided by personnel from ODOT's Research Program, the Ohio LTAP Center and the FHWA Ohio Division Office.

For additional information, including access to Fact Sheets and Final Reports for completed research projects, please visit the ORIL website.



Contacts: Michelle Lucas, Vicky Fout and Mike Fitch
(614) 644-8135 / (614)466-3029 / (614) 387-7358 | ORIL@dot.ohio.gov
transportation.ohio.gov/oril

URBAN PAVING

Yearly Funding: \$35 Million

The **Urban Paving Program** funds eligible resurfacing projects on state and U.S. routes within municipal corporations.

Eligible projects include non-structural overlays. A non-structural overlay is the application of a uniform layer of asphalt, no more than three inches thick, applied to a roadway surface.

Each year, cities agree to a pavement asset management program as part of the LPA agreement or project legislation for the current project. A pavement asset management program consists of application of surface treatments on structurally sound pavements to reduce the infiltration of water through the surface, retard oxidation, arrest top down cracking, and enhance friction, thus preserving the structure and extend the service life of existing pavements. Surface treatments include crack sealing, chip sealing, micro-surfacing, fine graded polymer asphalt concrete overlays (smooth seal); or diamond grinding for concrete surfaces.

Districts will prioritize the resurfacing projects within each district based upon PCR and conferral with local officials.



ODOT funds up to 80% of project costs while the local government provides for the funding of the balance.

ODOT will not participate in the costs of curbs, curb ramps, gutters, utility relocations and other non-surface items.

Contact: John Keller, ODOT Transportation & Economic Development
(330) 786-3100 | John.Keller@dot.ohio.gov
transportation.ohio.gov/funding *Keywords:* Urban Paving



METROPOLITAN PLANNING ORGANIZATIONS & LARGE CITIES

Yearly Funding: \$270 Million (MPOs & Large Cities combined)

ODOT provides annual capital (construction) budgets for Ohio's 17 **Metropolitan Planning Organizations (MPOs)** and to five **Large Cities** outside MPO areas, with populations between 25,000 and 50,000 (*see map and contacts on the next pages*). The budgets are comprised of four separate federal fund types, as follows:

- **Surface Transportation Block Grant Program (STBG)** - Each MPO receives an annual STBG budget allocation for financing multimodal maintenance, operations, capital, and new construction projects.
- **Transportation Alternatives Program (TA)** - MPOs receive annual TA budget allocation, totaling 10% of the STBG budgets. The TA Program finances projects which enhance the historical, cultural, environmental, and pedestrian/bicycle components of regional transportation systems.
- **Congestion Mitigation and Air Quality Program (CMAQ)** MPOs in US EPA-designated air quality areas receive annual CMAQ budgets to finance projects that will reduce transportation sector pollutants.
- **Carbon Reduction Funding (CRP)** - Each MPO receives an annual CRP budget allocation financing projects that will reduce carbon emissions resulting from the transportation project.

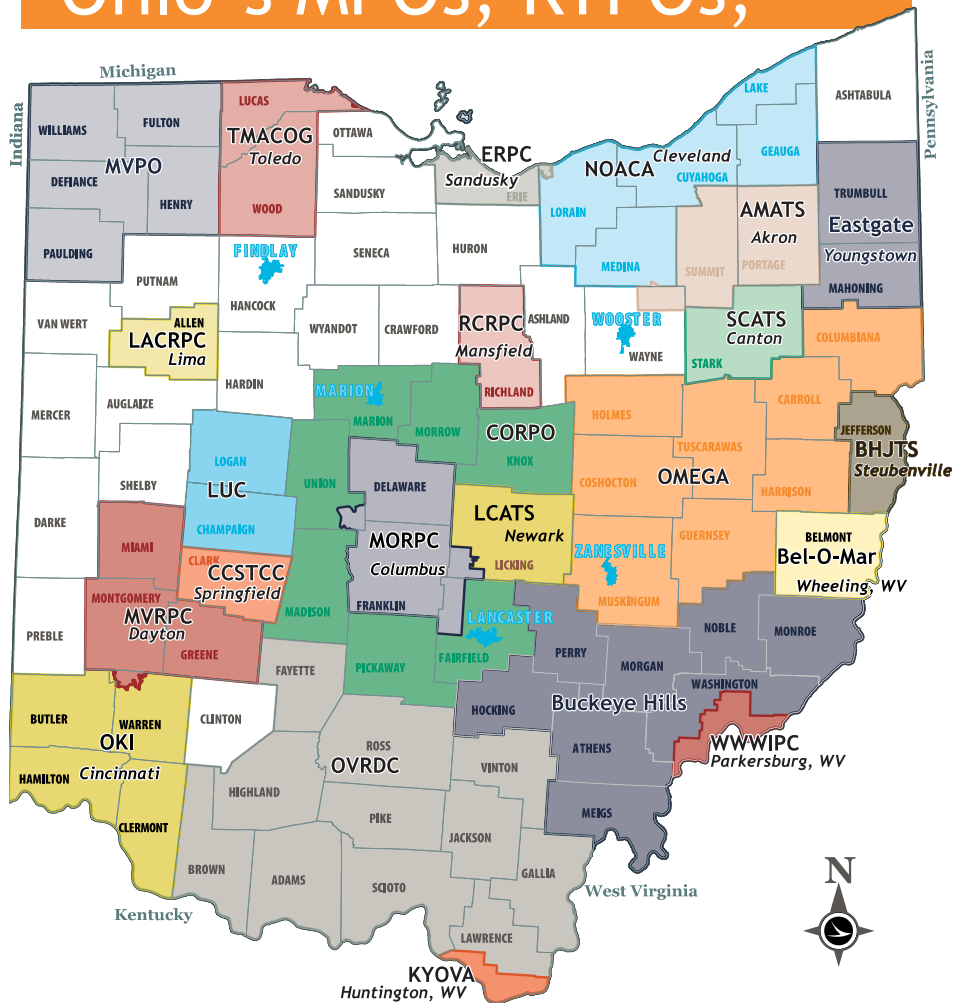
The MPOs are responsible for establishing and monitoring the development and implementation of annual programs of transportation system improvements for their respective regions. The program's goal is to maximize annual project expenditures and maintain minimal annual budget carryover balances.



Contact: Jordan Whisler,
ODOT Statewide Planning & Research
(614) 644-8181 | Jordan.Whisler@dot.ohio.gov
transportation.ohio.gov/funding *Keyword:* MPO



OHIO's MPOs, RTPOs,



AND LARGE CITIES

Metropolitan Planning Organizations (MPOs)

Akron: <i>Akron Metropolitan Area Transportation Study (AMATS)</i> (330) 375-2436 www.amatsplanning.org	Canton: <i>Stark County Area Transportation Study (SCATS)</i> (330) 451-7389 rpc.starkcountyohio.gov
Cincinnati: <i>Ohio-Kentucky-Indiana Reg. Council of Govts. (OKI)</i> (513) 621-6300 www.oki.org	Cleveland: <i>Northeast Ohio Areawide Coordinating Agency (NOACA)</i> (216) 241-2414 www.noaca.org
Columbus: <i>Mid-Ohio Regional Planning Commission (MORPC)</i> (614) 228-2663 www.morpc.org	Dayton: <i>Miami Valley Regional Planning Commission (MVRPC)</i> (937) 223-6323 www.mvrpc.org
Huntington: <i>KYOVA Interstate Planning Commission</i> (304) 523-7434 www.kyovaipc.org	Lima: <i>Lima-Allen County Regional Planning Commission (LACRPC)</i> (419) 228-1836 www.lacrpc.com
Mansfield: <i>Richland County Regional Planning Comm. (RCRPC)</i> (419) 774-5684 www.rcrpc.org	Newark: <i>Licking County Planning Commission (LCATS)</i> (740) 670-5190 www.lcats.org
Parkersburg: <i>Wood-Washington-Wirt Interstate Planning Comm. (WWWIPC)</i> (304) 422-4993 https://triplew.org/	Sandusky: <i>Erie Regional Planning Commission (ERPC)</i> (419) 627-7792 www.eriecounty.oh.gov/ErieRegionalPlanningCommission.aspx
Springfield: <i>Clark County-Springfield Transportation Coordinating Committee (CCSTCC)</i> (937) 521-2128 www.clarkcc.com	Steubenville: <i>Brooke-Hancock-Jefferson Metropolitan Planning Commission (BHJ)</i> (740) 282-3685 www.bhjmpc.org
Toledo: <i>Toledo Metropolitan Area Council of Governments (TMACOG)</i> (419) 241-9155 www.tmacog.org	Wheeling: <i>Bel-O-Mar Regional Council and Interstate Planning Commission (Bel-O-Mar)</i> (304) 242-1800 www.belomar.org
Youngstown: <i>Eastgate Regional Council of Governments (Eastgate)</i> (330) 779-3800 www.eastgatecog.org	

Regional Transportation Planning Organizations (RTPOs)

Buckeye Hills - Hocking Valley Regional Development District (740) 374-9436 www.buckeyehills.org	Logan Union Champaign (LUC) Regional Planning Commission (937) 666-3431 www.lucplanning.com
Maumee Valley Planning Organization (MVPO) (419) 784-3882 www.mvpo.org	Ohio Mid-Eastern Governments Association (OMEGA) (740) 439-4471 www.omegadistrict.org
Central Ohio Rural Planning Organization (CORPO) (614) 233-4160 www.morpc.org/committees/corpo/	Ohio Valley Regional Development Commission (OVRDC) (740) 947-2853 www.ovrdc.org

Large Cities

City of Findlay (419) 424-7121 www.findlayohio.com	City of Lancaster (740) 687-6614 www.ci.lancaster.oh.us
City of Marion (740) 387-2240 www.marionohio.us	City of Wooster (330) 263-5244 www.woosteroh.com
City of Zanesville (740) 455-0646 www.coz.org	

REGIONAL TRANSPORTATION PLANNING ORGANIZATIONS (RTPOs)

YEARLY FUNDING: \$11 MILLION

ODOT provides annual capital (construction) budgets for Ohio's 6 **Regional Transportation Planning Organizations (RTPOs)**. The budgets are comprised of Surface Transportation Block Grant Program (STBG) funding. Each RTPO receives an annual STBG budget allocation for financing multimodal maintenance, operations, capital, and new construction projects.

The RTPOs are responsible for establishing and monitoring the development and implementation of annual programs of transportation system improvements for their respective regions. The program's goal is to maximize annual project expenditures and maintain minimal annual budget carryover balances.



Contact: Jordan Whisler,
ODOT Statewide Planning & Research
(614) 466-0754 | Jordan.Whisler@dot.ohio.gov
transportation.ohio.gov/funding **keyword: RTPO**

APPALACHIA LOCAL ACCESS ROAD PROGRAM

Yearly Funding: \$1 Million

The **Appalachia Local Access Road (LAR) Program** provides \$1 million annually for roads that improve access to industrial parks, businesses, educational centers and recreational areas in Ohio's 32 Appalachian counties.

LAR funds are available for initial construction and improvements to an existing roadway if the roadway was not constructed with LAR funds. Eligible activities include preliminary engineering, right-of-way and construction. Funding is provided at 100%⁽¹⁾.

LAR projects are approved by the Appalachian Regional Commission after being selected by the Governor's Office of Appalachia in coordination with one of four Local Development Districts (LDDs):

- ♦ Buckeye Hills-Hocking Valley Regional Development District,
- ♦ Ohio Mid-Eastern Governments Association,
- ♦ Ohio Valley Regional Development Commission, and
- ♦ Eastgate Regional Council of Governments.

ODOT is responsible for project development and construction. For more information, please contact the LDD for your area.



⁽¹⁾ *Clermont County has been designated an **Attainment** by the Appalachian Regional Commission which limits funding to 30% of Total Project Costs (TPC). Ohio's remaining 31 Appalachian counties are eligible for 100% funding.*

Contacts: See pages 14-15 for Appalachia-Area RTPO/MPO details

JOBS & COMMERCE

Yearly Funding: \$5 Million

The ODOT **Jobs & Commerce Economic Development (JCED) Program** works with public & private partners to find fast & smart solutions to build or improve roads for growing manufacturers and businesses in or new to Ohio. The JCED program provides funding for transportation projects that promote job creation, job retention and private sector investment. The JCED program is managed by ODOT's Office of Jobs & Commerce.

The JCED Program has an open cycle providing funding throughout the State fiscal year. Funding is awarded as a percentage of the eligible transportation costs not to exceed a specified funding cap. Funding is provided on a reimbursement basis. Project costs must be incurred after the funding agreement has been fully executed to be eligible for reimbursement.

The JCED Program can be used on all publicly owned roadways in Ohio. Eligible grantees include units of local/quasi-local governments.

- ◆ Municipalities
- ◆ Townships
- ◆ Port Authorities
- ◆ Transportation Improvement Districts
- ◆ Community Improvement Corporations

Program funds may be used for the improvement or construction of publicly owned roadways that support job creation, job retention and private sector investment include but are not limited to:

- ◆ New roadway construction
- ◆ Reconstruction of existing roadways
- ◆ Access improvements
- ◆ Intersection improvements
- ◆ Turn lanes or minor roadway widening
- ◆ Installation of traffic signals

Contacts: Jim Gates, ODOT Transportation & Economic Development
(614) 752-7468 | James.Gates@dot.ohio.gov
www.transportation.ohio.gov/jobsandcommerce

STATE INFRASTRUCTURE BANK

Yearly Funding: Revolving program, based on availability of account balances

The **State Infrastructure Bank (SIB)** is a direct loan and bond financing program available to assist borrowers with all levels and modes of transportation projects within the state. SIB funds can be used for up to 100% of the project costs or combined with other funding sources. The program is flexible with terms including an interest free period. Applications are accepted year round.

Eligible projects for SIB financing include:

- ◆ Federal, State, and Local Transportation Infrastructure
- ◆ Transit
- ◆ Port Facilities
- ◆ Airports
- ◆ Bicycle Paths
- ◆ Industrial Parks
- ◆ Railroads

Qualified applicants include any public entity such as political subdivisions, boards or commissions, regional transit boards and port authorities.



Contact: Brenna Smathers, ODOT Finance
(614) 752-0416 | Brenna.Smathers@dot.ohio.gov
transportation.ohio.gov/funding **Keyword: SIB**

TRANSPORTATION IMPROVEMENT DISTRICTS

Yearly Funding: \$4.5 Million

The **Transportation Improvement Districts (TIDs)** are a form of local government dedicated to promoting intergovernmental coordination and public-private cooperation by coordinating resources in transportation and provides funding for:

- ◆ Preliminary Engineering
- ◆ Detail Design
- ◆ Right-of-Way Acquisition
- ◆ Construction

Funding applications are accepted by the Office of Jobs and Commerce during the Semiannual funding round. The program provides funding for transportation projects that promote economic development in terms of job creation, job retention and private sector capital investment.

The TIDs are permitted to submit multiple applications per funding round. The funding provided for each project is limited to \$500,000 per fiscal year. TIDs also may co-sponsor a specific project and individually apply for up to \$500,000 for that project.



*Contact: Christina Wagner Schepis,
ODOT Transportation & Economic Development
(330) 786-3122 | Christina.Wagner@dot.ohio.gov
transportation.ohio.gov/funding Keyword: TID*

COUNTY ENGINEERS ASSOCIATION OF OHIO (CEAO)

*Yearly Funding: Local Bridge: \$34 Million;
Surface Transportation: \$14 Million;
Highway Safety: \$21 Million FY 24, \$19 Million FY 25
Bridge Formula Program: \$40 Million FY 24-26*

ODOT provides funds to the **County Engineers Association of Ohio (CEAO)** for county programs. The CEAO serves as program manager and is responsible for project selection, funding criteria, and program priorities.



The **Local Bridge Replacement Program (LBR)** provides funds to counties for bridge rehabilitation or replacement projects. The LBR program allocation is \$34 million per year, but counties may apply to have their federal funding on certain projects exchanged for state funding. The state funding maximum is \$12 million per year. State funding allows counties to streamline the project development process. ODOT also provided CEAO with \$40 million per year of Bridge Formula Program funds starting in FY 2022 and ending in FY 2026. These funds are also for bridge rehabilitation or replacement projects and follow the same process as LBR projects.

The **County Surface Transportation Program (CSTP)** provides funding for a wide variety of roadway projects.

The **Highway Safety Improvement Program (HSIP)** provides funds to counties for highway safety treatments, corrective activity at locations that meet a minimum crash threshold, and for safety inventories and studies.

*Contact: Michele Risko, County Engineers
Association of Ohio (CEAO)
(614) 221-0707 | www.ceao.org*

METRO PARKS

Biennial Funding: \$5.12 Million

The **Metro Park Program** provides state funds for construction and reconstruction of park drives, park roads, new or replacement bridges, park access roads and parking lots within the boundaries of county parks. All projects must be associated with public vehicular access to be eligible. Eligible recipients must be part of the Metro Parks system. Projects are funded with 100% state monies.



Beavercreek photo courtesy of Ohio Parks and Recreation Association

Contact: Alana Haberman,
Metro Parks - Ohio Parks and Recreation Association
(614) 839-6225
www.opraonline.org

AVIATION INFRASTRUCTURE

Yearly Funding: \$6.7 Million

The **Ohio Airport Grant Program** provides financial assistance to publicly owned airports that do not receive FAA passenger or air cargo entitlements. The program also provides financial assistance to publicly owned airports to match local funding for FAA funded projects. Grants may be used for airport pavement resurfacing and for obstruction removal, marking, and lighting rehabilitation. ODOT will provide up to 95% of design and construction. Currently, there are 96 airports that meet the program's criteria.

The Office of Aviation sends a program announcement to potential applicants in March. The deadline for receiving applications is May 1. Notices of Project Approval are to be sent out in July.

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;
- ◆ Economic Impact;
- ◆ Applicant's compliance with the airport's Pavement Maintenance Plan;
- ◆ Maintenance and Functionality (For lighting and navigational aid projects); and
- ◆ Amount of local match.



Contact: John Stains, ODOT Aviation
(614) 387-2358 | John.Stains@dot.ohio.gov
transportation.ohio.gov/funding **Keywords: Aviation**

SAFE ROUTES TO SCHOOL

Yearly Funding: \$5 Million

The **Safe Routes to School (SRTS)** program provides federal funding and technical assistance to encourage and enable students in grades K-12 to walk or ride their bike to school. ODOT will reimburse up to 100% of eligible costs for all phases, including preliminary engineering, detailed design, right-of-way, and/or construction.

Local Governments may apply for both infrastructure and non-infrastructure projects. Eligible projects include:

- ♦ Infrastructure projects (up to \$500,000) that improve safety and connectivity for students within two miles of school
- ♦ Non-infrastructure activities (up to \$60,000, \$120,000 for two years) that improve safety and encourage walking and bicycling to school such as training and materials, program supplies, small safety and education incentives, and public awareness campaigns.
- ♦ School Travel Planning (consultant assistance with the development of a School Travel Plan)

SRTS applications are due the first week of March. Projects must be identified in an approved School Travel Plan, Active Transportation Plan, or equivalent. Priority is given to projects that provide a safety benefit, improve connectivity, demonstrate need, and are in areas where most students are living within 2 miles of their school.



Contact: Caitlin Harley, ODOT Transportation & Economic Development
(614) 466-3049 | Caitlin.Harley@dot.ohio.gov
transportation.ohio.gov/funding **Keyword: SRTS**

TRANSIT

Yearly Funding: \$105 Million

ODOT's **Transit** initiatives advocate and support safe and reliable personal mobility by coordinating and funding public transportation as a vital element of Ohio's transportation system.

Financial and technical assistance is provided to public transit systems, local governments, and human service agencies throughout the state for the planning, establishment, and operation of public transportation systems. State funding programs available to locals originate through three primary funding sources: State General Revenue



Funds (GRF), Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA). The total amounts available for various programs through these sources are as follows:

- ♦ **State GRF Programs** - \$70 Million (2020-2021 Biennial)
- ♦ **FTA Funded Programs** - \$35 Million (2020-2021 Biennial)

For more information on specific programs and their eligibility, visit the Office of Transit's website and click on the Transit Resource Guide.

Contact: Chuck Dyer, ODOT Transit
(614) 466-3718 | Chuck.Dyer@dot.ohio.gov
transportation.ohio.gov/funding **Keywords: Transit**

TRANSPORTATION ALTERNATIVES PROGRAM

Yearly Funding: \$13 Million ODOT; \$13 Million MPOs

The Transportation Alternatives Program (TAP) can be used to expand travel choice, strengthen the local economy, improve the quality of life, and protect the environment. The program provides federal funds for projects that advance non-motorized transportation and recreational facilities, including historic transportation preservation.



Transportation Alternatives may fund 80% of eligible costs for construction and/or eligible acquisition activities. The local project sponsor is responsible for the 20% match. Eligible projects may include:

- ♦ Bicycle & Pedestrian facilities.
- ♦ Safe routes for non-drivers.
- ♦ Conversion and use of abandoned railroad corridors.
- ♦ Construction of turnouts, overlooks and viewing areas.
- ♦ Environmental Mitigation.
- ♦ Preservation of historic transportation facilities and archaeological sites.

For projects within the boundaries of Metropolitan Planning Organizations (MPOs), contact the MPO directly (*use the map & listing on pages 14-15 for details*).

Contact: Jeff Shaner, ODOT Local Programs
(614) 644-6394 | Jeffrey.Shaner@dot.ohio.gov
transportation.ohio.gov/funding Keyword: TAP



STRATEGIC PLAN

OUR MISSION:

To provide safe and easy movement of people and goods from place to place, we will...

- Improve safety;
- Make our system work better;
- Take care of what we have;
- Enhance capacity.

OUR VISION:

A long-term, reliable, professional and highly productive organization.

OUR GUIDING PRINCIPLES:

We will serve, innovate and communicate with purpose.

We will be productive, lean, efficient and effective.

We will utilize the public resources entrusted to us by satisfying the State's transportation needs.

We will be the standard of excellence for winter maintenance.

We will create a working environment based on trust and mutual respect.

We will value the diversity of all ODOT people.

We will work together... one team...

THE OHIO DEPARTMENT OF TRANSPORTATION.



ODOT DISTRICT CONTACTS



<p>D-1: Rob White (419) 999-6882 robert.white@dot.ohio.gov</p>	<p>D-7: Matt Parrill (937) 497-6802 matt.parrill@dot.ohio.gov</p>
<p>D-2: Kacey Young (419) 373-4350 kacey.young@dot.ohio.gov</p>	<p>D-8: Stefan Spinosa (513) 933-6603 stefan.spinosa@dot.ohio.gov</p>
<p>D-3: Matt Walter (419) 207-7047 matt.walter@dot.ohio.gov</p>	<p>D-9: Christopher Pridemore (740) 774-9067 christopher.pridemore@dot.ohio.gov</p>
<p>D-4: Chad Root (330) 786-3162 chad.root@dot.ohio.gov</p>	<p>D-10: Jamie Hendershot (740) 568-3975 jamie.hendershot@dot.ohio.gov</p>
<p>D-5: Julie Gwinn (740) 323-5240 julie.gwinn@dot.ohio.gov</p>	<p>D-11: Shane Locke (330) 308-3955 shane.locke@dot.ohio.gov</p>
<p>D-6: Thom Slack (740) 833-8340 thom.slack@dot.ohio.gov</p>	<p>D-12: Mike Kubek (216) 581-2100 michael.kubek@dot.ohio.gov</p>