

## RESOLUTION NO. 009-20R

**A RESOLUTION APPROVING THE SUBMISSION OF AN APPLICATION TO THE ERIE REGIONAL PLANNING COMMISSION METROPOLITAN PLANNING ORGANIZATION (MPO) FOR FINANCIAL ASSISTANCE FOR THE EAST WATER STREET RESURFACING PROJECT AND, IF AWARDED, AUTHORIZING AND DIRECTING THE CITY MANAGER TO ENTER INTO THE LPA FEDERAL LOCAL-LET PROJECT AGREEMENT WITH THE OHIO DEPARTMENT OF TRANSPORTATION; AND DECLARING THAT THIS RESOLUTION SHALL TAKE IMMEDIATE EFFECT IN ACCORDANCE WITH SECTION 14 OF THE CITY CHARTER.**

**WHEREAS**, the National Transportation Act has made available certain Federal funding for use by Local Public Authorities (LPA's like the City of Sandusky) through the Federal Highway Administration (FHWA) which has designated the Ohio Department of Transportation (ODOT) as the agency to administer FHWA's Federal funding programs; and

**WHEREAS**, the Ohio Revised Code provides that ODOT may coordinate its activities and enter into contracts with appropriate public authorities like the City of Sandusky to administer the design, qualification of bidders, competitive bid letting, construction, inspection, and acceptance of any projects administered by ODOT provided such administration is performed in accordance with all applicable Federal and State laws and regulations; and

**WHEREAS**, if approved this grant funding will provide for improvements to East Water Street from Franklin Street to Meigs Street and includes milling existing pavements, resurfacing with intermediate and surface courses of asphalt, full depth and partial depth base repairs, limited curb and gutter improvements, adjustments to manholes, catch basins and valve boxes, new ADA curb ramps and pavement markings, and also includes almost 1500 feet of the Sandusky Bay Pathway and "bump-outs" of the curbing; and

**WHEREAS**, the total estimated cost of the project is \$600,604.18 and, if awarded, \$465,945.30 will be paid with FHWA funds received through ODOT and the Erie County Metropolitan Planning Organization and the remaining balance of \$123,858.88 will be allocated in the 5-year Capital Budget from an account with funds available for infrastructure such as Community Development Block Grant Funds, Issue 8, Water Funds, Sewer Funds, Storm Water Funds, Street Funds, or General Funds; and

**WHEREAS**, this Resolution should be passed as an emergency measure under suspension of the rules in accordance with Section 14 of the City Charter in order to submit the application to the Erie County Metropolitan Planning Organization (MPO) by the deadline of April 30, 2020; and

**PAGE 2 - RESOLUTION NO. 009-20R**

THEREFORE,

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF SANDUSKY, OHIO, THAT:

Section 1. This City Commission hereby approves the submission of an application for financial assistance to the Erie Regional Planning Commission Metropolitan Planning Organization (MPO) for the East Water Street Resurfacing Project, and authorizes and directs the City Manager to sign and enter into a **LPA Federal Local-Let Project Agreement** with the Ohio Department of Transportation and lawfully expend funds consistent with the application and agreement should they be awarded.

Section 2. If any section, phrase, sentence, or portion of this Resolution is for any reason held invalid or unconstitutional by any Court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

Section 3. This City Commission finds and determines that all formal actions of this City Commission concerning and relating to the passage of this Resolution were taken in an open meeting of this City Commission and that all deliberations of this City Commission and of any of its committees that resulted in those formal actions were in meetings open to the public in compliance with the law.

Section 4. That for the reasons set forth in the preamble hereto, this Resolution is hereby declared to be an emergency measure which shall take immediate effect in accordance with Section 14 of the City Charter after its adoption and due authentication by the President and the Clerk of the City Commission of the City of Sandusky, Ohio.



RICHARD R. BRADY  
PRESIDENT OF THE CITY COMMISSION

ATTEST:



# ERPC MPO Preliminary Project Application Form

**Instructions:** Complete and submit the project application form with any attachments by 4:30 P.M. on April 30, 2020 to the Erie County Office of Regional Planning and Development located at the Erie County Service Center, 3rd Floor, 2900 Columbus Avenue, Sandusky, Ohio 44870. Application instructions are available on ERPC's website and in the ERPC office. Staff can be reached by phone 419-627-7792, by fax 419-627-6670 or by e-mail at [Planning@ErieCounty.OH.Gov](mailto:Planning@ErieCounty.OH.Gov) to answer any questions. Additional sheets may be attached as needed. Basic eligibility for MPO project funding requires submitted projects to be compatible with the ERPC MPO Long Range Transportation Plan.

## Proposed Project Details

1.) **Sponsoring Agency:** City of Sandusky  
 (If multiple project partners, specify lead agency and attach cooperation agreement)

2.) **Project Title:** E. Water St. Improvement Project

3.) **Contact Person (include phone, fax, and e-mail if available):** Joshua R. Snyder  
419-627-5875                      jsnyder1@ci.sandusky.oh.us

4.) **Indicate State Fiscal Year, Amount, and Percentage of Costs Being Requested From MPO (PE phase includes all work completed up through environmental clearance) :**

Project Phases	State Fiscal Year	MPO Funds Requested		Percent Split	Total Local Funds/ Other Funding	Percent Split
		Surface Transportation (STP)	Transportation Alternative (TA)			
Preliminary Engineering (PE)		\$	\$	%	\$	%
Right-of-Way (RW)		\$ 16945.62	\$	79 %	\$ 4504.53	21 %
Utilities		\$	\$	%	\$	%
Detailed Design (DD)	2024	\$ 67782.47	\$	79 %	\$ 18018.13	21 %
Construction (CO)	2024	\$ 338912.35	\$	79 %	\$ 90090.63	21 %
Construction Engineering (CE)	2024	\$ 50836.86	\$	79 %	\$ 13513.59	21 %
<b>Total</b>		\$ 474477.30	\$	79 %	\$ 126126.87	21 %

**5.) Project Funding: Describe all sources of non-MPO funding for the proposed project.**

Issue 8 streets, Storm Sewer Funds, Mobility Funds.

**6.) How does the project support the MPO's Long Range Transportation Plan (LRTP)?**

Enhance pedestrian and cyclists connectivity along waterfront and into downtown.  
Encourage non-vehicular modes of transportation in the downtown area.

**7.) Other than the LRTP, is this project the result of or linked to a planning study or report?**

Sandusky Bay Pathway Plan, 2008, 2019 - EDG

**8.) Provide the most recent Average Daily Traffic (ADT) counts for the proposed project. For bicycle/pedestrian projects provide number of non-motorized users if available.**

ADT 1675

Number of Non-motorized users (bicycle/pedestrian projects) \_\_\_\_\_

Year Completed 2017 - ODOT TIM

Location: Water St., just West of project limits

**9.) Describe the proposed project, the problem that it is expected to resolve and any alternatives that may have been explored.**

Separate SBP from the roadway, narrow up the existing roadway cross section. Making crossing E. Water St. easier for both bikes & pedestrians. This narrowing will also slow the traffic through this segment of roadway. Landscaping & aesthetic enhancements are included in the "bump out" areas.

**10.) Located in a High Crash Rate Area? (Yes/No) No If yes, please provide summary of crash data and how the proposed project incorporates safety solutions to address crash problem. For bicycle/pedestrian projects provide summary of bicycle/pedestrian crash data.**

**11.) Describe public involvement plan for the proposed project (level of public involvement to be commensurate with level of project complexity):**

Announcement at City Commission for grant award, announcing advertising and bidding. Newspaper articles and facebook releases about upcoming project, if awarded.

**12.) Proposed Project Cost Information:** Provide a cost estimate certified by a professional engineer, architect or appropriate professional discipline for your proposed project.

**13.) What is the current status of the proposed project?** (e.g. preliminary engineering, environmental complete, right-of-way plans, construction plans approved)

Preliminary Design and Estimating. 30% design by EDG consultant.

**14.) Does the project impact any of the following? Respond with a “yes” or “no”.**

Bicycle/Pedestrian Facilities Yes Congestion No Character of the Area Yes  
User Fees NO Multi-Modal Transportation Yes Public Use Yes  
ITS Components No Access Management Yes Local Economics Yes  
Tourism Yes Environmental Impacts No Historical Preservation/Impact No  
Environmental Justice Populations Yes Aesthetic Yes

**If “yes” to any of the above, please describe impacts:**

Aligns bike path outside the roadway, separating the modes of transportation. Access management addressed by tightening the radii at intersections with curbed "bump outs" along this segment. The bike path expands local economics to a new demographic into and outside the downtown business area.

**15a.) Will this be your first MPO funded project? (“yes” or “no”) No**  
(if “yes”, go to number 17)

**15b.) If “no”, indicate what percentage of MPO projects over the past three years that have been awarded on time. If a project did miss the award milestone date, please indicate reason for delay.**

100%

**16.) Number of missed Quarterly Project Review Meetings in the last year: 0**

**17.) Please self-score the proposed project by using the attached project evaluation form.** This form must be completed and submitted with your application to be considered for funding. (Note—the MPO will review and may revise provided scores.)

*Applications may be submitted by email to [planning@eriecounty.oh.gov](mailto:planning@eriecounty.oh.gov) (email size not to exceed 13MB) or one hard copy may be submitted in person to the ERPC Office at 2900 Columbus Avenue, Sandusky, Ohio 44870.*

**Required items to be submitted with application include:**

- Site map of the proposed project's location
- Letter of support from the project sponsor's governing body
- Project cost estimate certified by a State of Ohio Professional Engineer
- Self-scored project evaluation form
- Project priority listing if submitting more than one project application for MPO funding consideration
- Executed cooperation agreement if project involves multiple entities



## **Erie County Regional Planning Commission (ERPC) Metropolitan Planning Organization (MPO)**

### **MPO Project Application Instructions**

The following are instructions for applicants wishing to request funding through the ERPC MPO's Surface Transportation Program (STP) and Transportation Alternative Program (TA).

Basic eligibility for STP and TA project funding requires the proposed project to be included in the MPO's Long Range Transportation Plan. STP projects must be located on an ERPC MPO eligible road, and have logical termini (rational beginning and end points). A road is ERPC MPO eligible if it's located in the ERPC MPO region and its functional classification is above a local road in a designated urbanized area or above a minor collector if in a designated rural area. If you are unsure if a project is eligible for MPO funding please contact the ERPC staff at 419-627-7792 for guidance.

All applications are required to include a site map of the proposed project's location, letter of support/resolution from the project sponsor's governing body, project cost estimate certified by a State of Ohio Professional Engineer, and a self-scored project evaluation form (included with the application form). If a project involves multiple MPO jurisdictional and/or governmental agencies, an executed cooperation agreement is required to be submitted with the application. Additionally, a project sponsor shall submit a project priority listing if submitting more than one project application during a solicitation cycle.

The MPO application form and this guidance will be made available on the ERPC website (<https://www.eriecounty.oh.gov/ErieRegionalPlanningCommission.aspx>) and in the ERPC Office located at 2900 Columbus Avenue, Sandusky during the entire project solicitation cycle. Applications will not be accepted beyond 4:30 p.m. on the due date that is specified at the top of the application form.

Applications may be submitted by email to [planning@eriecounty.oh.gov](mailto:planning@eriecounty.oh.gov) (email size not to exceed 13MB) or one hard copy may be submitted in person to the ERPC Office at 2900 Columbus Avenue, Sandusky, Ohio 44870.

For more information on the STP or TA program (eligible project sponsors, eligible activities, and the project selection process) please consult the MPO's Surface Transportation Program Policy document. Should you require any additional information or have additional questions/comments, please contact the Erie County Department of Regional Planning at 419-627-7792.

10.) Located in a High Crash Rate Area (Yes/No) - If yes, provide summary of crash data, calculated crash rate, and how proposed project incorporates safety solutions to address crash problem(s). If proposed project includes bicycle/pedestrian improvements provide summary of bicycle/pedestrian crash data.

11.) Describe public involvement plan for the proposed project (level of public involvement to be commensurate with level of project complexity).

12.) Proposed Project Cost Information – Provide a cost estimate certified by a professional engineer, architect or appropriate professional discipline for your proposed project.

13.) What is the current status of the proposed project? (e.g. preliminary engineering, environmental complete, right-of-way plans, construction plans approved)

14.) Does the project impact any of the following respond with a yes or no –

Bicycle/Pedestrian Facilities \_\_\_\_\_ Congestion \_\_\_\_\_

Character of the Area \_\_\_\_\_ User Fees \_\_\_\_\_ Public Use \_\_\_\_\_

Multi-Modal Transportation \_\_\_\_\_ ITS Components \_\_\_\_\_

Access Management \_\_\_\_\_ Local Economics \_\_\_\_\_ Tourism \_\_\_\_\_

Environmental Impacts \_\_\_\_\_ Historical Preservation/Impact \_\_\_\_\_

Aesthetic \_\_\_\_\_ Environmental Justice Populations \_\_\_\_\_

If “yes” to any of the above, please describe impacts.

15a.) Will this be your first MPO funded project (yes/no)? If ‘yes’ skip ahead to question number 18, if no answer question 16b.

15b.) If “no”, please describe previous MPO project delivery performance. Have previous projects been delivered on time? If not, please indicate reason for delay.

16.) Number of Missed Project Review Meetings in the last year – refers to ODOT District 3 Quarterly LPA Meetings.

17.) Please self-score the proposed project by using the attached project evaluation form. This form must be completed and submitted with your application to be considered for funding. The MPO will review the submitted self-scoring sheet and may revise the provided scores.

Items required items to be submitted with application include:

- Site map of proposed project location
- Letter of support/Resolution from project sponsor’s governing body
- Project cost estimate certified by a State of Ohio Professional Engineer

# LOCATION MAP

Find area, length, or

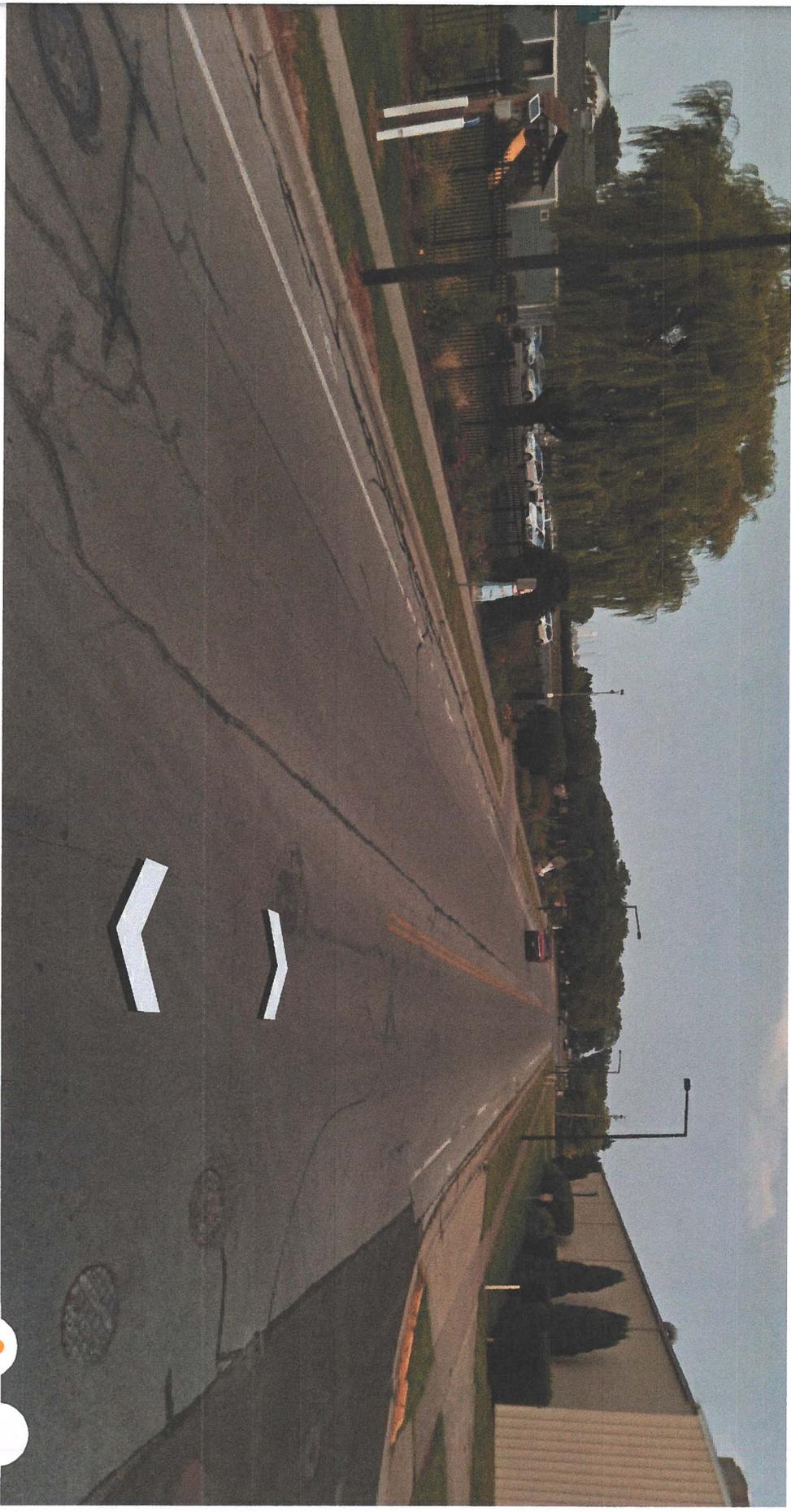


**Measur**

1,415.3 Feet



E Water St Sandusky, Ohio



Google



100%

Report a problem

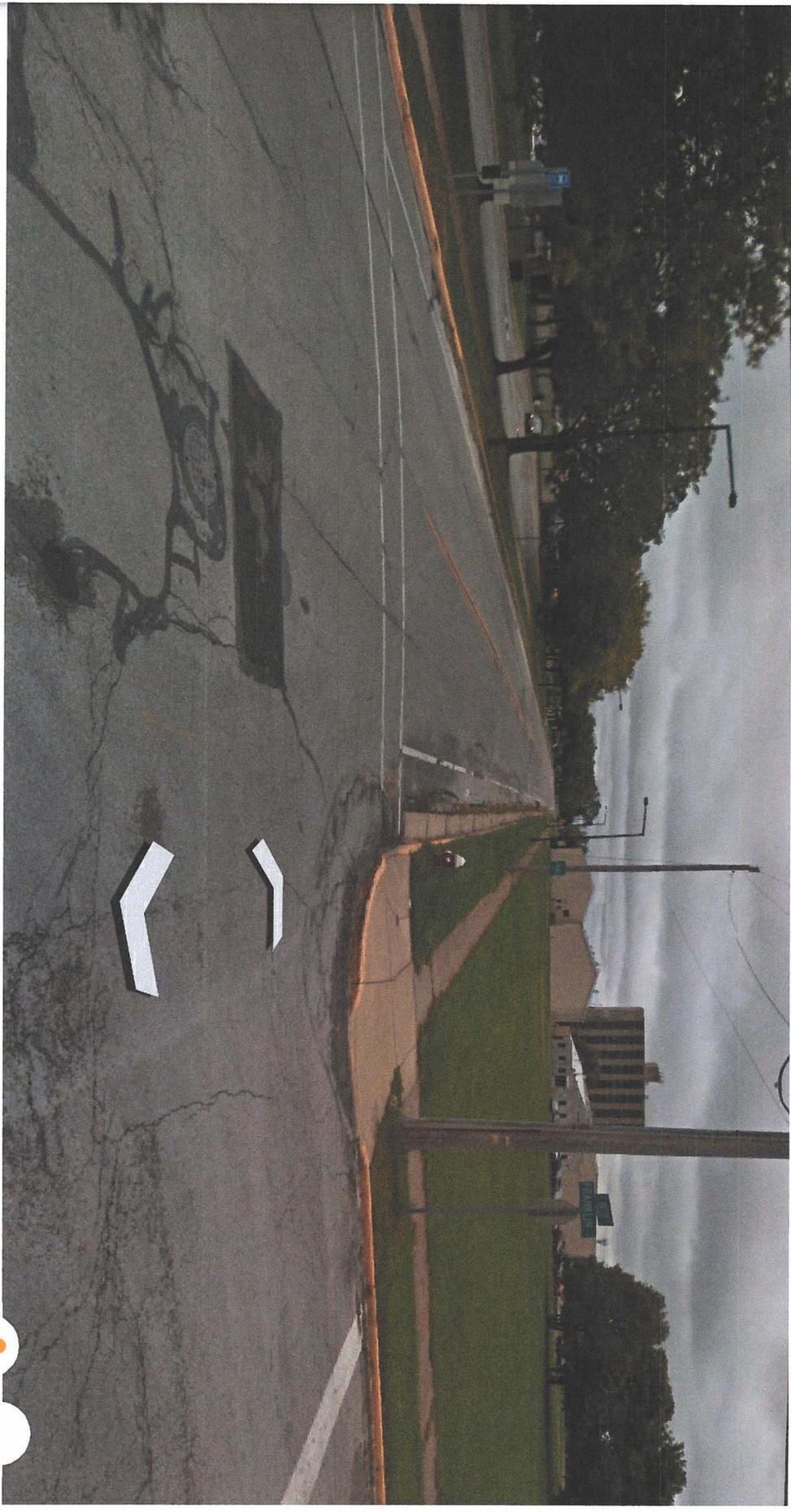
© 2020 Google

2D



Camera: 177 m

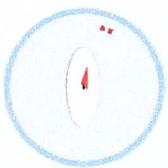
113 Franklin St Sandusky, Ohio



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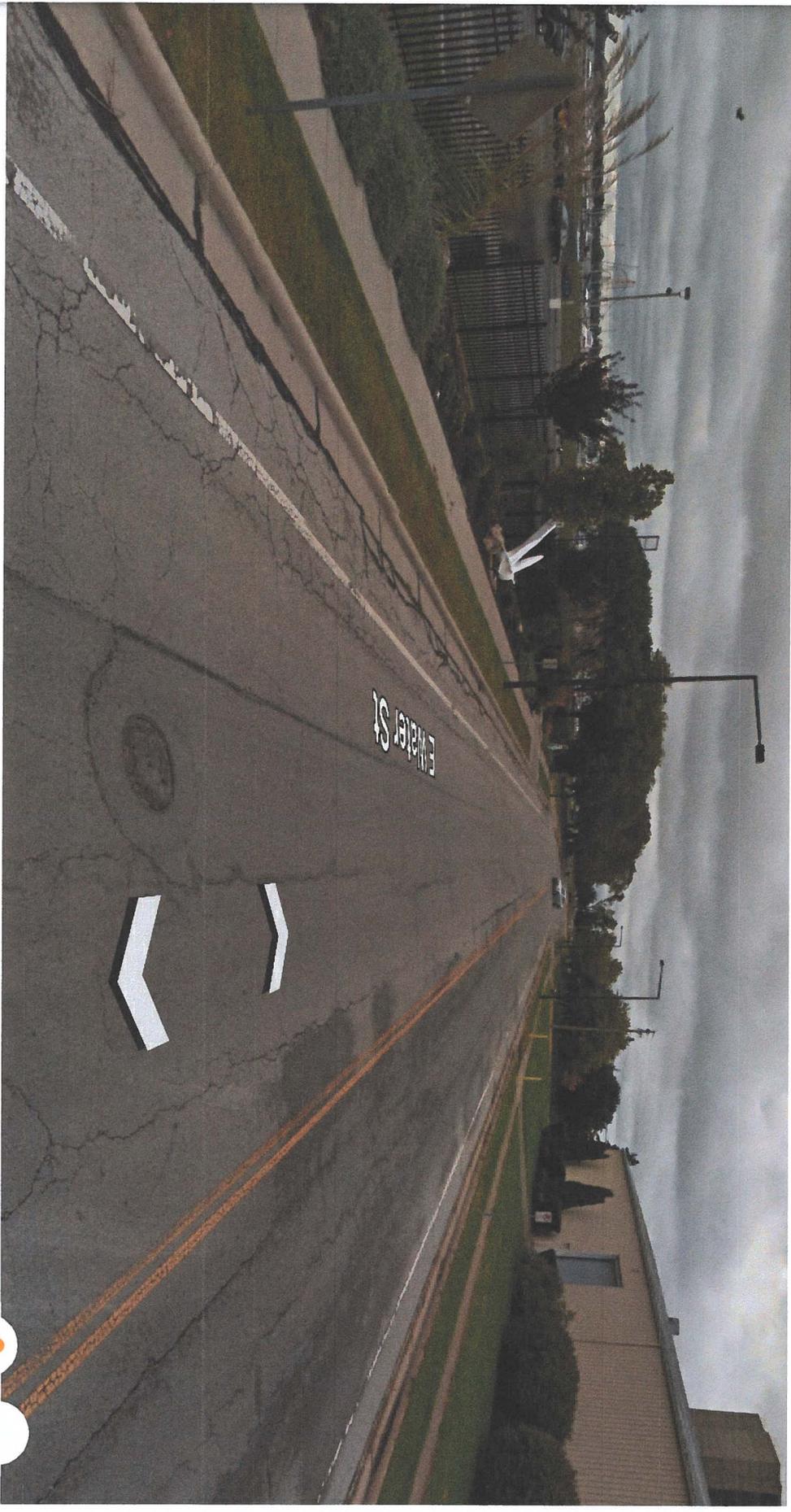


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Camera: 177 m

E Water St Sandusky, Ohio



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100%

Report a problem

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Camera: 176 m

526 E Water St Sandusky, Ohio



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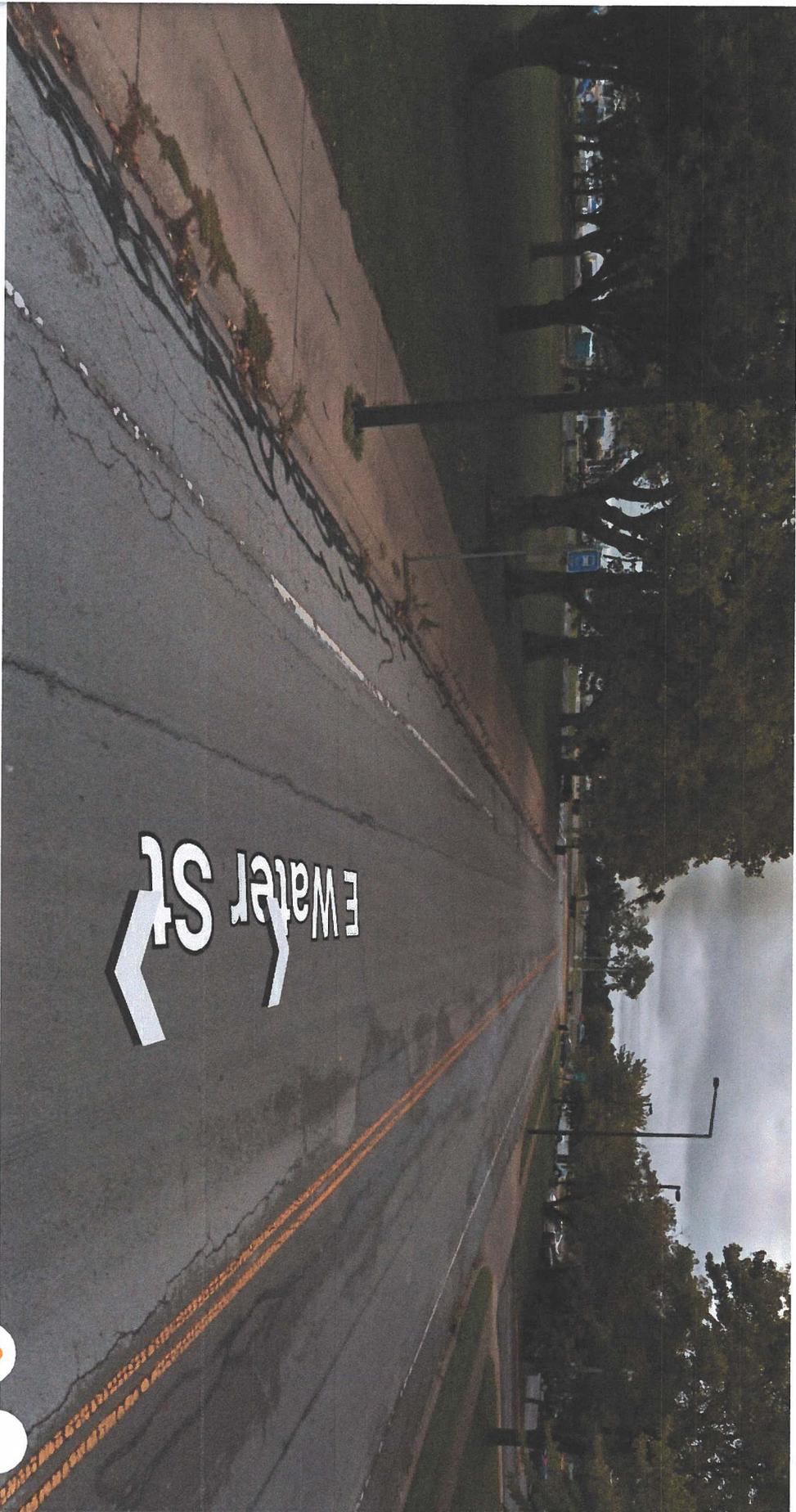


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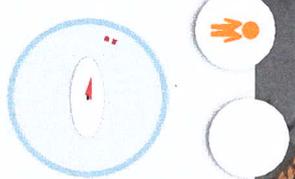
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599 E Water St Sandusky, Ohio



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640 E Water St Sandusky, Ohio



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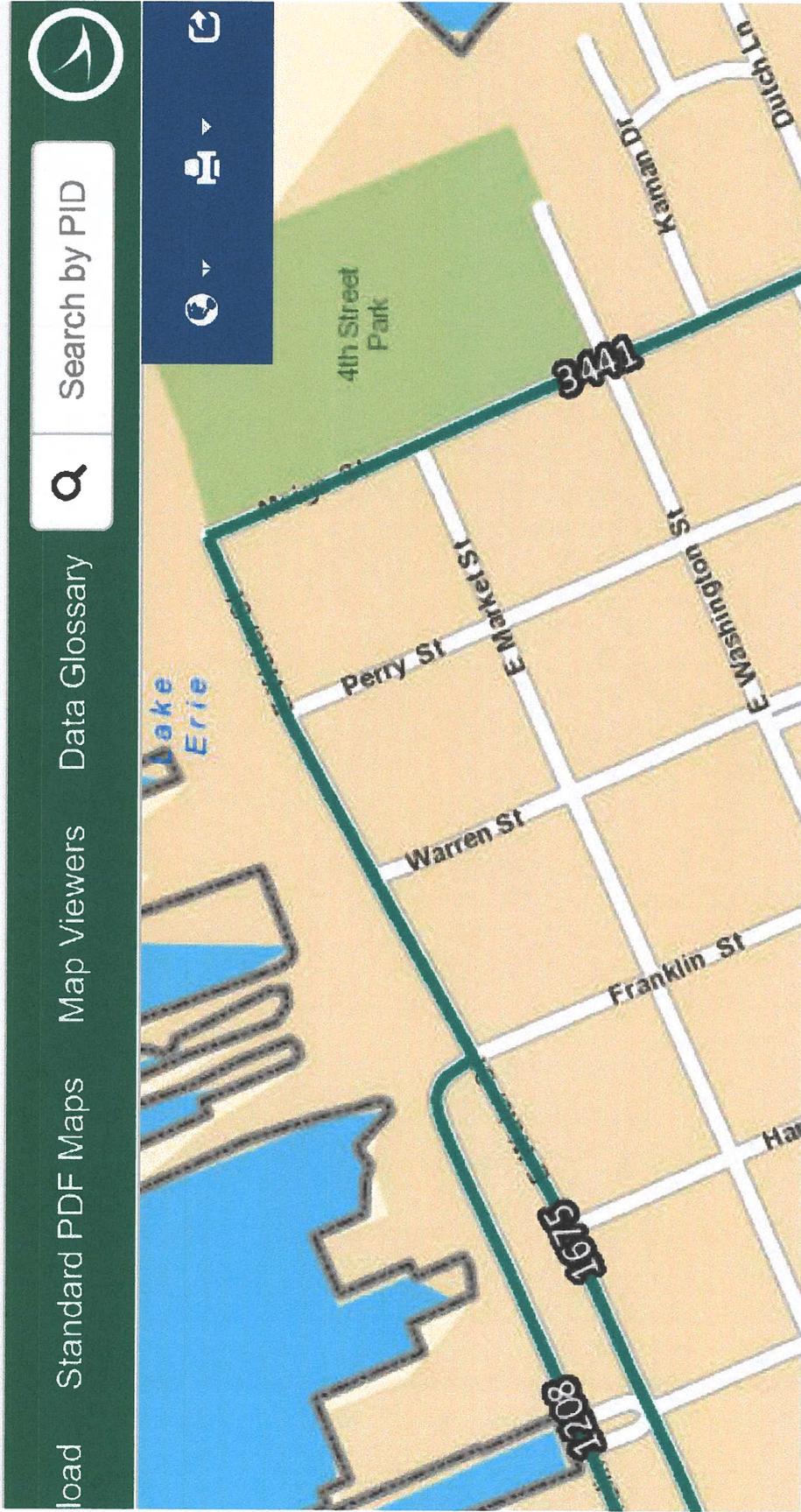
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# TRAFFIC COUNT DATA

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TRAFFIC COUNTS FROM TIMS:

Google Maps | Standard PDF Maps | Map Viewers | Data Glossary | Search by PID



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# CERTIFIED ESTIMATE

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City of Sandusky, OH  
Engineering Department  
Road Reconstruction Estimator



**Street Name:**

**E. WATER ST. (Meigs to Franklin)**

24-Feb

ROW		60
Length	LF	1460
Width	LF	42
Asphalt Depth	inches	3
Stone Base	inches	0
Overall cut	inches	3

Item No.	Items	Units	Quantity	Unit Cost		Total Cost
203	Excavation	CY	100.00	\$25.00	\$	2,500.00
203	Compaction & Fabric	SY	200.00	\$3.00	\$	600.00
203	Saw Cut	l.f.	2920.00	\$2.50	\$	7,300.00
252	Full Depth Repair (>3")	S.Y.	450.00	\$65.00	\$	29,250.00
253	Partial Depth Repair (<3")	S.Y.	350.00	\$45.00	\$	15,750.00
254	Pavement Planing	S.Y.	4564.93	\$2.00	\$	9,129.87
255	Rigid Pavement Replacement	SY	0.00	\$65.00	\$	-
407	Tack Coat	GAL	681.33	\$1.50	\$	1,022.00
441 (448)	Asphalt Pavement (3") -int & top	CY	567.78	\$166.00	\$	94,251.11
452	12" Storm Sewer	LF		\$55.00	\$	-
604	Catch Basin Rebuild top 2'	EA	10	\$1,500.00	\$	15,000.00
604	Manholes	EA	0	\$1,000.00	\$	-
604	Monument Boxes	EA	1	\$1,000.00	\$	1,000.00
604	Monument Box adjusted	EA	4	\$250.00	\$	1,000.00
604	Catch Basins Type 1	EA	0	\$1,500.00	\$	-
604	Sewer Manhole Casting/Frames	EA	6	\$325.00	\$	1,950.00
608	4" Sidewalks (pathway)	SF	14000.00	\$6.00	\$	84,000.00
608	6" Sidewalks	SF		\$7.00	\$	-
608	6" Concrete driveway approach,	SF	3500.00	\$7.00	\$	24,500.00
608	Curb Ramps w/domed mat	EA	8	\$1,500.00	\$	12,000.00
609	Curb & Gutter Type 2	LF	3000.00	\$23.00	\$	69,000.00

City of Sandusky, OH  
Engineering Department  
Road Reconstruction Estimator

614	Maint. Traffic	Lump	1	\$10,000.00	\$	10,000.00
632	Traffic Loop	EA	0	\$1,000.00	\$	-
638	6" x 12" Reducer	EA	0	\$300.00	\$	-
638	8" x 12" Reducer	EA	0	\$350.00	\$	-
638	Replace Wat MH with 3 piece	EA	0	\$335.00	\$	-
638	WV adjusted to grade	EA	5	\$200.00	\$	1,000.00
638	8" Watermain	LF	0	\$65.00	\$	-
638	3/4" Water Service relaid/new	LF	0	\$30.00	\$	-
638	3/4" Corporation stop	EA	0	\$300.00	\$	-
638	Water Meters- relocated/reset	EA	0	\$400.00	\$	-
653	4" Topsoil	CY	10.00	\$25.00	\$	250.00
659	Seed & Mulch	SY	250.00	\$4.00	\$	1,000.00
638	8" x8" x 8" Tapping Sleeve &	EA	0.00	\$2,500.00	\$	-
638	6"x18" Offset	EA	0.00	\$1,200.00	\$	-
638	8" WV	EA	0.00	\$1,100.00	\$	-
638	12" WV	EA	0.00	\$1,500.00	\$	-
638	12" x 6" Cross	EA	0.00	\$400.00	\$	-
638	8"-45 Degree Bend	EA	0.00	\$400.00	\$	-
644	Striping	LS	1	\$6,500.00	\$	6,500.00
CONTINGINCIES		Lump	1	\$15,000	\$	42,000.00
				<b>TOTAL</b>	<b>\$</b>	<b>429,002.98</b>



MPO Share	79%	\$	338,912.35
City Share	21%	\$	90,090.63
Design	20%	\$	85,800.60
Inspection	15%	\$	64,350.45
Right of Way	5%	\$	21,450.15
<b>TOTAL PROJECT COST</b>		<b>\$</b>	<b>600,604.17</b>

# SELF SCORING

**SURFACE TRANSPORTATION PROGRAM (STP) PROJECT EVALUATION FORM**

Project Name: E. Water St Improvement Project

Project Sponsor: City of Sandusky

Proposed State Fiscal Year: 2024

Date Scored: \_\_\_\_\_

1. Mark the functional classification of the project (see functional classification maps). If a project falls in more than one category choose one that yields the highest points. Local roads and rural minor collectors are not eligible.	<input type="checkbox"/> Principal Arterial (5 points) <input type="checkbox"/> Minor Arterial (4 points) <input checked="" type="checkbox"/> Major Collector (3 points) <input type="checkbox"/> Urban Minor Collector (2 pt)
2. Does the project create/upgrade/preserve dedicated facilities for bicyclist or pedestrians? (not including curb ramps or other incidentals)	<input checked="" type="checkbox"/> Yes (5 points) <input type="checkbox"/> No (0 points)
3. Select one of the following (total max. points possible = 5 points):	
3a. Does the proposed project preserve the existing roadway system without changing the base roadway conditions? (ex. surface only treatments)	<input type="checkbox"/> Yes (3 points) <input type="checkbox"/> No (0 points)
3b. Does the proposed project upgrade the existing roadway system without adding significant capacity? (ex. Lane/shoulder widening, signal replacement, full-depth pavement replacement without increasing the structural number, minor improvements in delay and level of service)	<input checked="" type="checkbox"/> Yes (5 points) <input type="checkbox"/> No (0 points)
3c. Does the proposed project add significant capacity to the existing roadway system? (ex. New lanes, new turn lanes, increase in pavement structural number from original design, major improvements in delay and level of service)	<input type="checkbox"/> Yes (5 points) <input type="checkbox"/> No (0 points)
4. Is the project addressing a high crash area?	<input type="checkbox"/> Yes (5 points) <input checked="" type="checkbox"/> No (0 points)
5. Does the project address recurring congestion (a high increase in use that causes significant delays, excessive vehicle queueing, much slower speed of travel) ?	<input type="checkbox"/> Yes (5 points) <input checked="" type="checkbox"/> No (0 points)
6. Does the project include any ITS component(s)? ( EX: Message boards, cameras crash notification system, real-time traffic information accessed by telephone using automated systems)	<input type="checkbox"/> Yes (3 points) <input checked="" type="checkbox"/> No (0 points)
7. List the ADT of the project if available. Please list the highest ADT if multiple choices are available.	<input type="checkbox"/> 6,000 or higher (4 points) <input checked="" type="checkbox"/> 1,000 - 5,900 (2 points)
8. Does the project incorporate systemic access management techniques?	<input checked="" type="checkbox"/> Yes (5 points) <input type="checkbox"/> No (0 points)
9. Is the majority of the project within an urbanized area (see functional classification maps)?	<input checked="" type="checkbox"/> Yes (3 points) <input type="checkbox"/> No (0 points)
10. How much impact does the project have in revitalizing/preserving the character of a given jurisdiction's urban core, community center or neighborhood? For example, a streetscaping project would have a major impact where a resurfacing only project would a have minor impact.	<input checked="" type="checkbox"/> Major Impact (4 points) <input type="checkbox"/> Minor Impact (2 points)
11. Does the project have a positive impact in an Environmental Justice Area (ex: low income, minority, etc., see maps)?	<input checked="" type="checkbox"/> 3+ Groups (4 points) <input type="checkbox"/> 2 Groups (3 points) <input type="checkbox"/> 1 Group (2 points)
12. Is the project referenced in any submitted current land use/comprehensive plan, thoroughfare plan, related transportation or land use study other than the Long Range Transportation Plan?	<input checked="" type="checkbox"/> Yes (3 points) - <i>Think so</i> <input type="checkbox"/> No (0 points)
13. Does this project improve or enhance tourism travel? (ex. Streetscaping, wayfinding, decreasing travel time delays)	<input checked="" type="checkbox"/> Greatly (3 points) <input type="checkbox"/> Moderately (1 point)
14. Does this project support existing businesses/industry by preserving or upgrading an existing route to a commercial or industrial area?	<input checked="" type="checkbox"/> Greatly (3 points) <input type="checkbox"/> Moderately (1 point)
15. Does the project greatly improve air quality? (Reducing vehicle emissions, decreasing fuel consumption, etc. Please provide quantifiable evidence.)	<input type="checkbox"/> Yes (3 points) <input checked="" type="checkbox"/> No (0 points)

<b>16. What percentage of the project's total cost preserves natural habitats, decreases wildlife mortality, decreases water pollution, or specifically protects wetlands?</b>	<input type="checkbox"/> 50% or higher (4 points) <input type="checkbox"/> 31% - 49% (3 points) <input type="checkbox"/> 11% - 30% (2 points) <input checked="" type="checkbox"/> 1% - 10% (1 points)
<b>17. Does the project include any aesthetic improvement components/streetscaping (improvements added in addition to (or in place of) the baseline treatment)?</b>	<input checked="" type="checkbox"/> Greatly (4 points) <input type="checkbox"/> Moderately (2 points)
<b>18. Has the project sponsor attended ODOT LPA Quarterly Project Meetings in the last calendar year (if first time applicant or sponsor had no projects then 'No Projects' should be selected).</b>	<input checked="" type="checkbox"/> Attended All (5 points) <input type="checkbox"/> Missed One (3 points) <input type="checkbox"/> Missed 2 or more (-2 pts) <input type="checkbox"/> No projects (5 points)
<b>19. What percentage of MPO projects has the project sponsor awarded on time over the last three calendar years (if first time applicant or sponsor had no projects then 'No Projects' should be selected)?</b>	<input checked="" type="checkbox"/> 67% - 100% (10 points) <input type="checkbox"/> 34% - 66% (5 points) <input type="checkbox"/> 1% - 33% (1 points) <input type="checkbox"/> No projects (10 points)
<b>20. Does the project involve other regional partners (MPO area jurisdictions and/or other governmental agencies)?</b>	<input type="checkbox"/> Yes (7 points) <input checked="" type="checkbox"/> No (0 points)
<b>21. What percentage of the costs is project sponsor requesting MPO funding for?</b>	<input type="checkbox"/> 1% - 25% (10 points) <input type="checkbox"/> 26% - 50% (7 points) <input type="checkbox"/> 51% - 70% (4 points) <input checked="" type="checkbox"/> 71% - 79% (1 point)
<b>TOTAL (100 Possible Points)</b>	61

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# SUPPORTING LEGISLATION

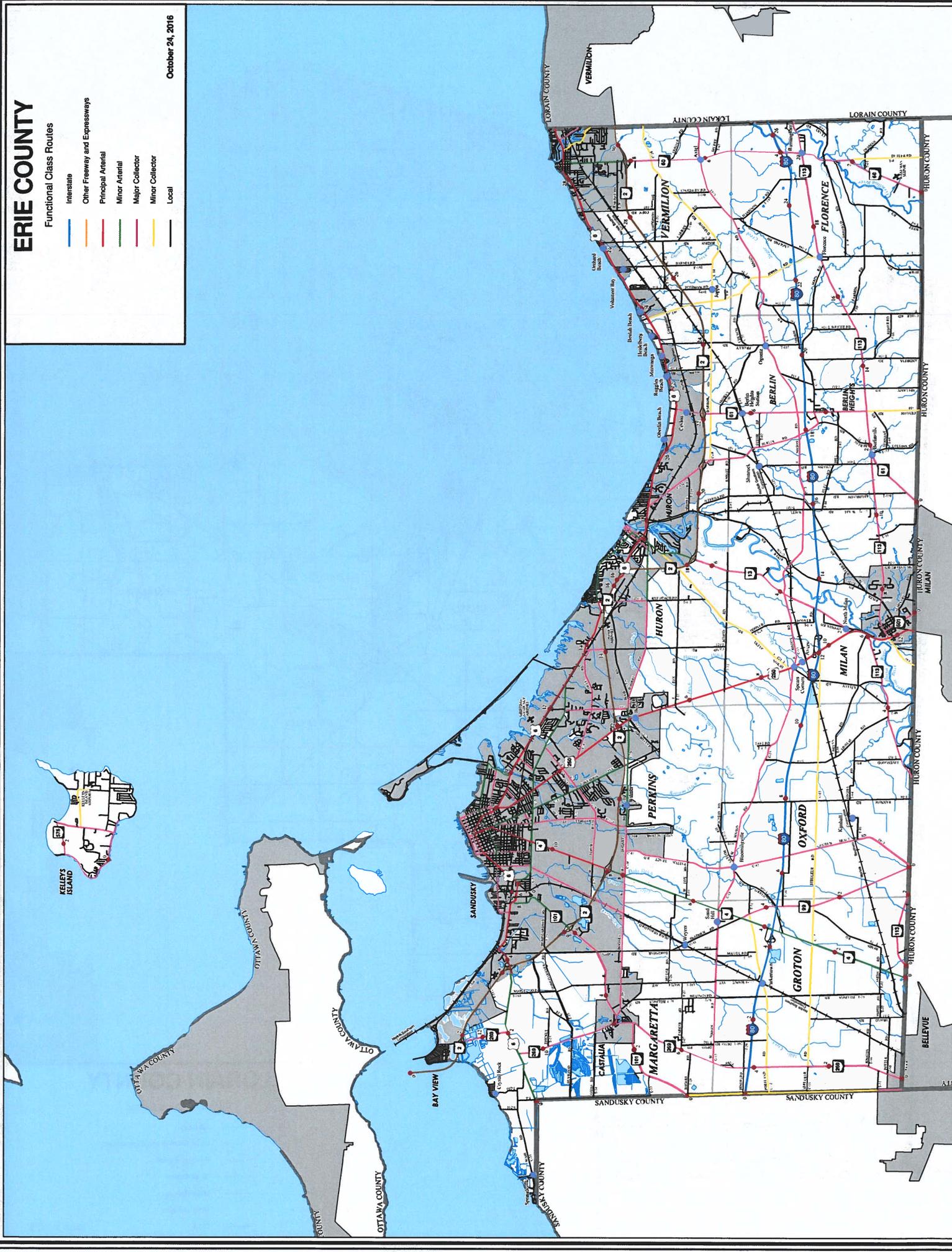
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# ERIE COUNTY

## Functional Class Routes

- I Interstate
- Other Freeway and Expressways
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

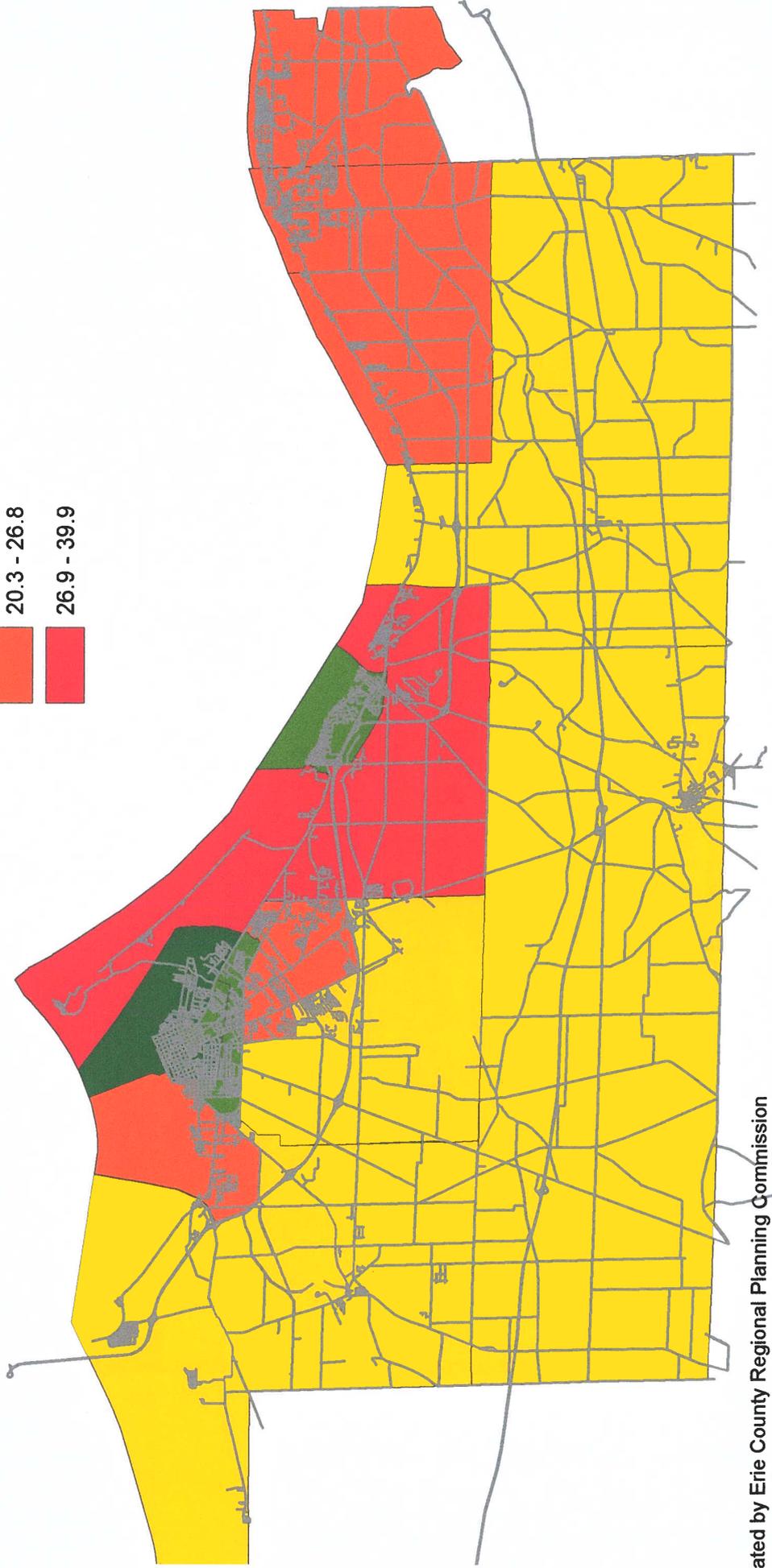
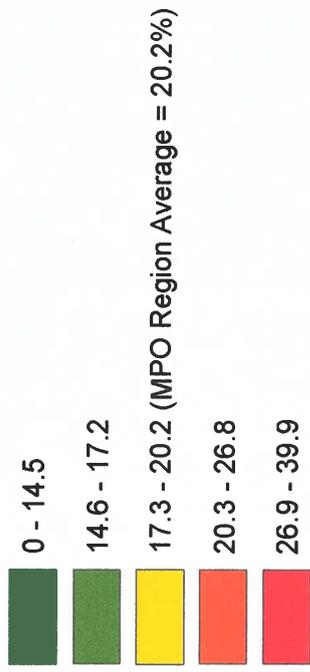
October 24, 2016





# Percent of Population 65 years and older

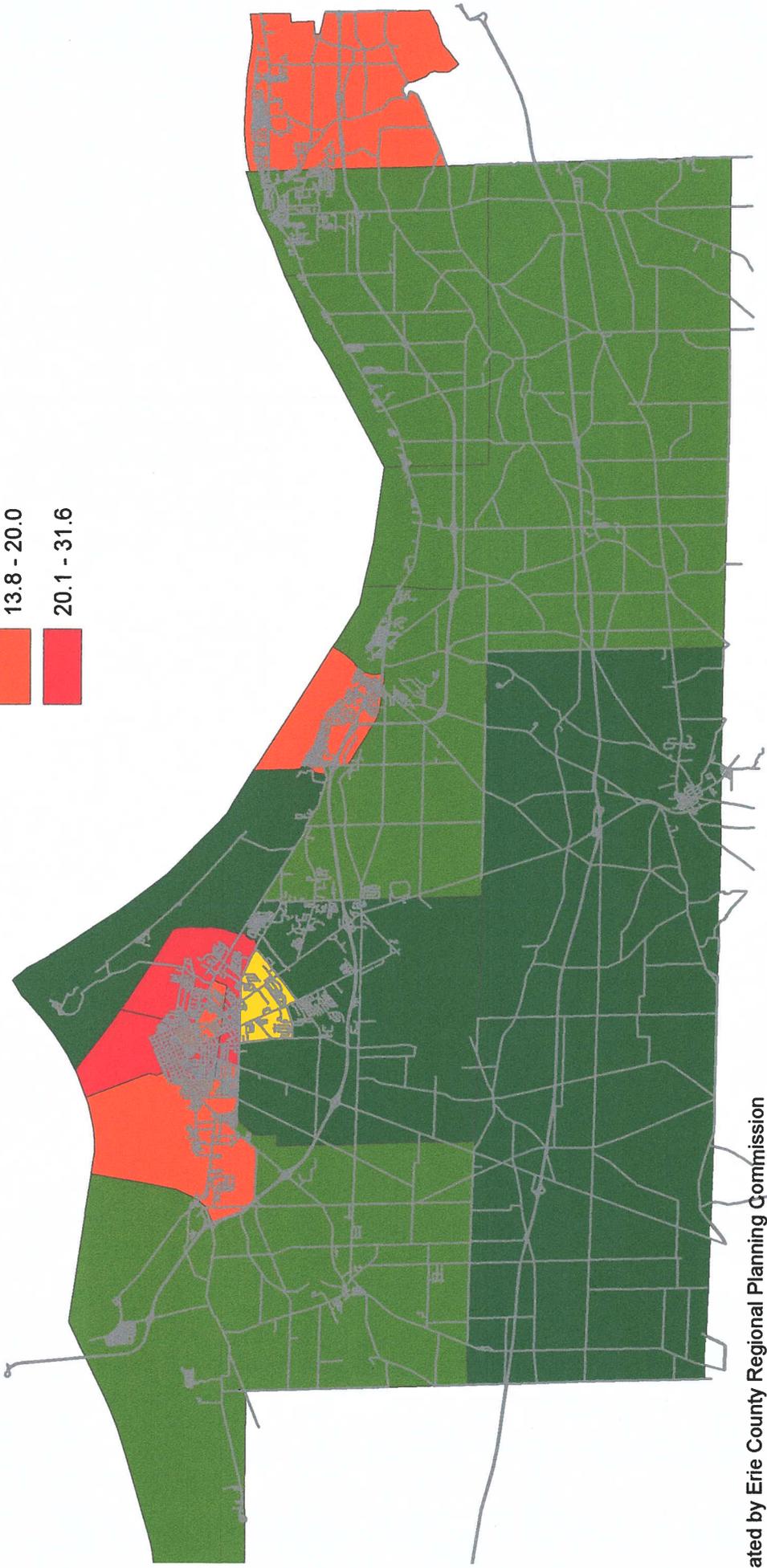
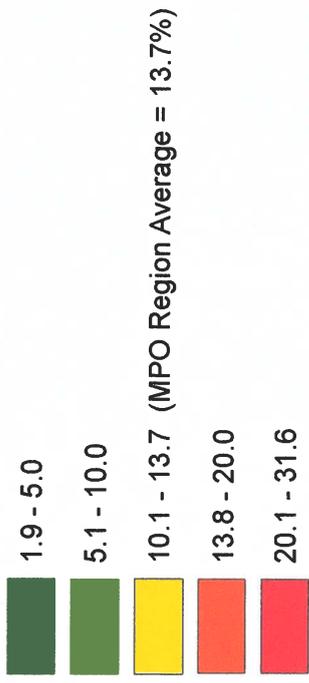
## Legend





# Percent of Population Below Poverty Level

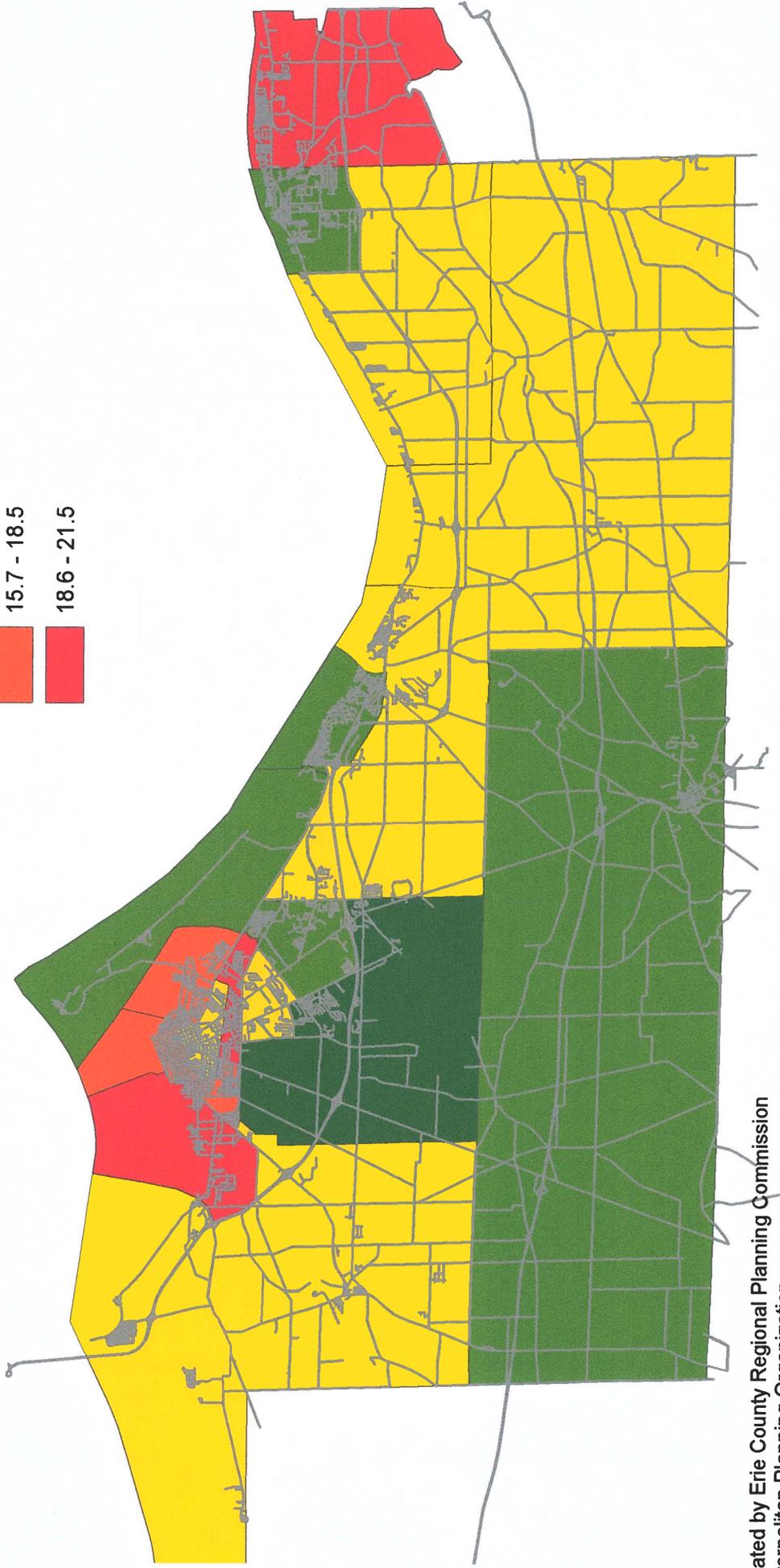
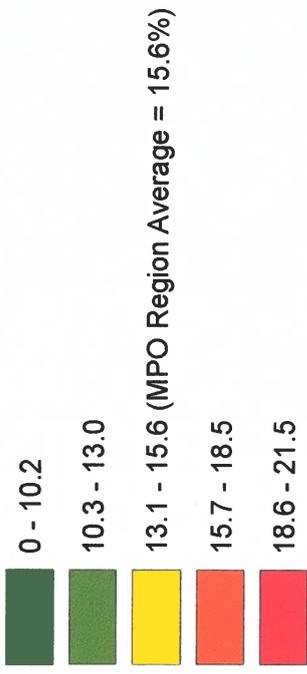
## Legend





# Percent of Population with Disability

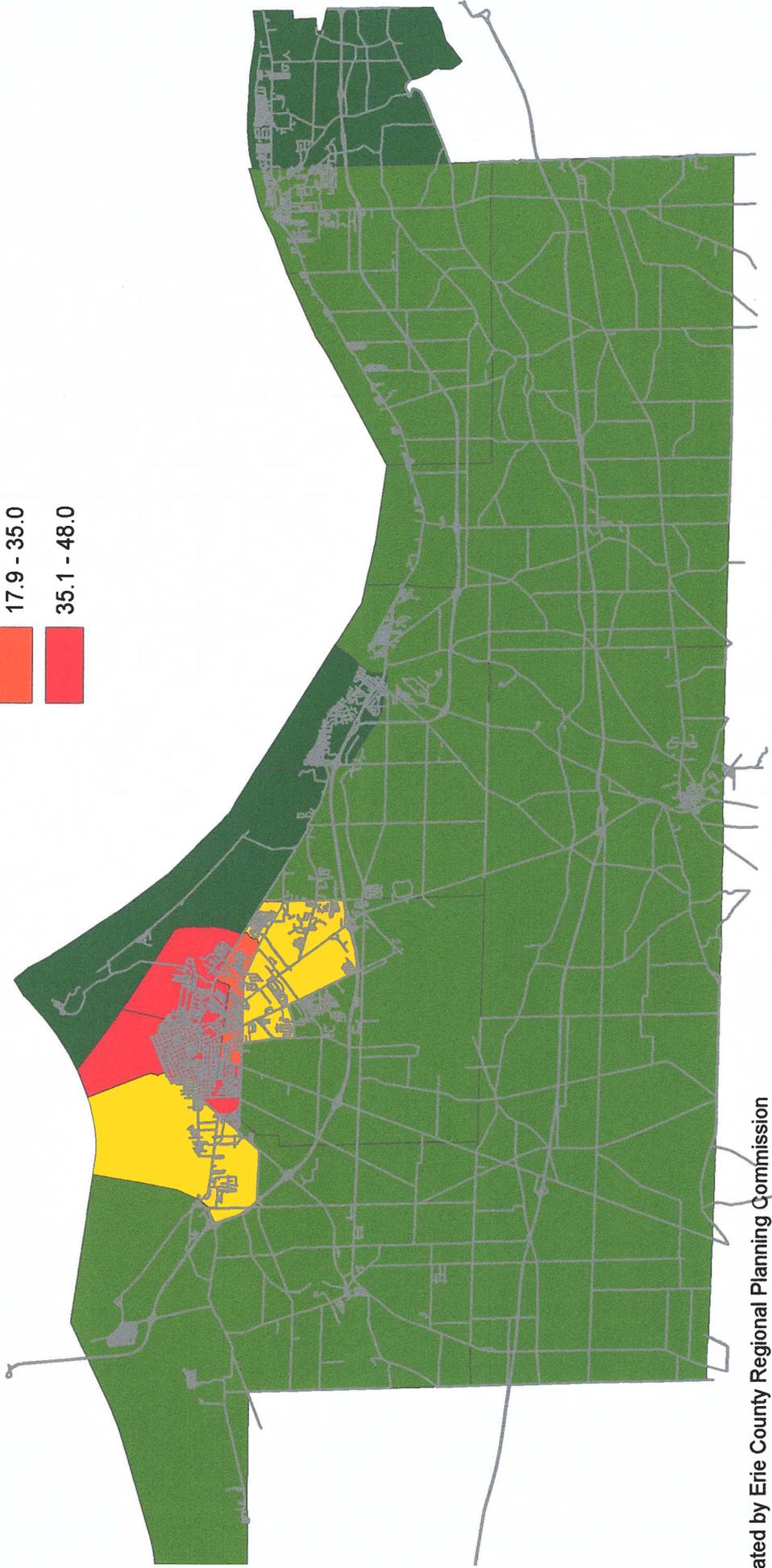
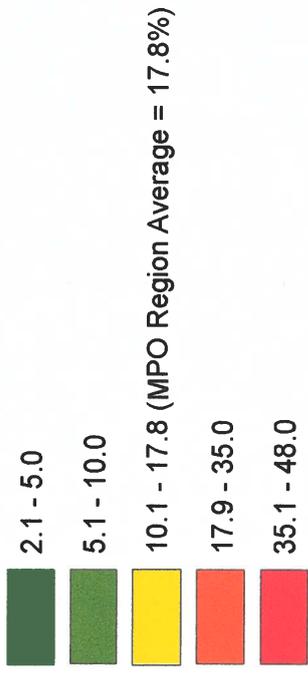
## Legend





# Percent Minority Population

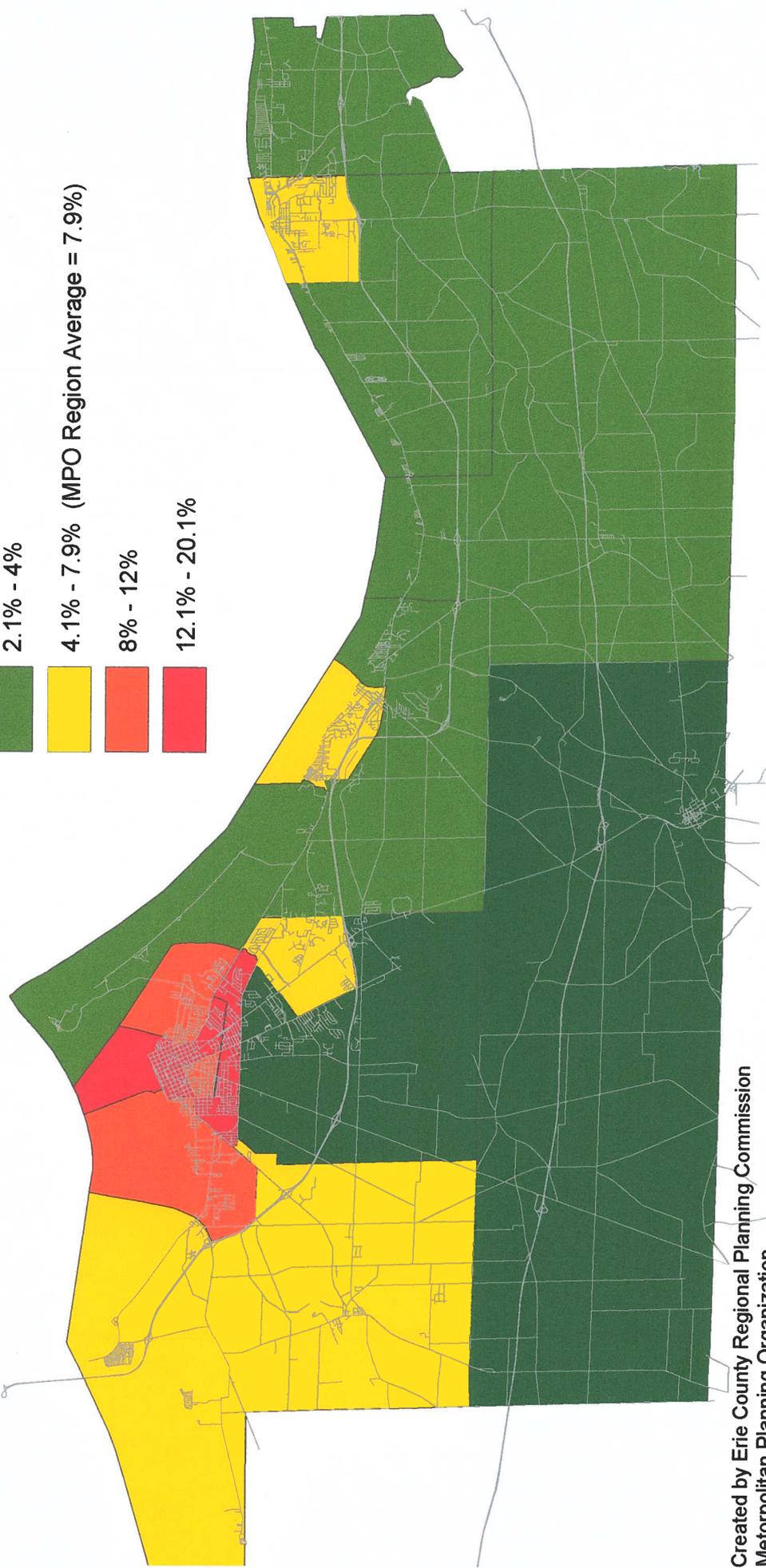
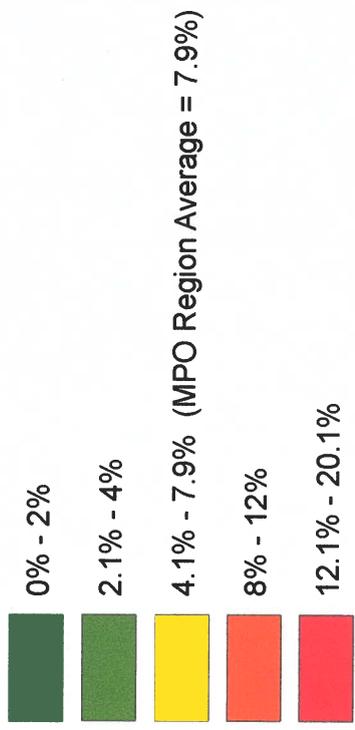
## Legend





# Percent of Housing Units with No Vehicle Available

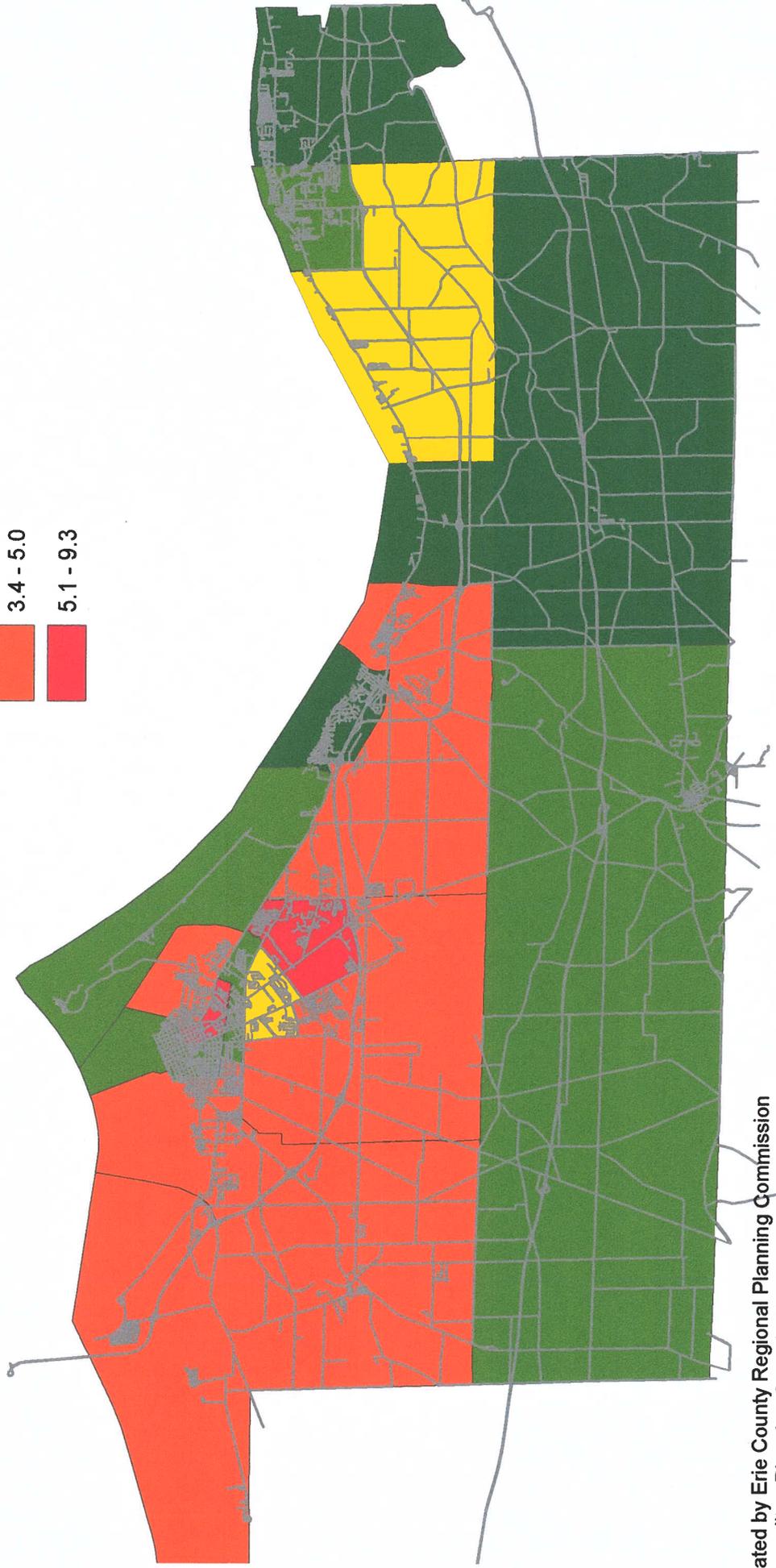
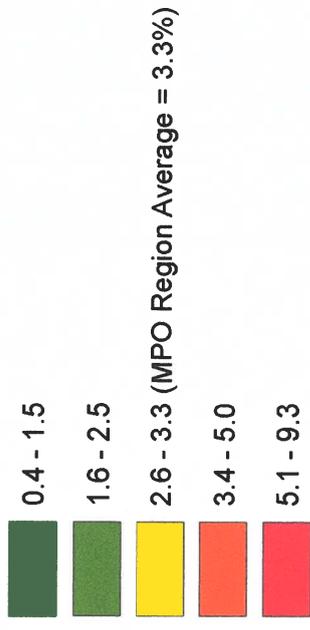
## Legend





# Percent of Population Limited English Proficiency

## Legend





## **ERPC Metropolitan Planning Organization**

### **Surface Transportation and Transportation Alternative Program Policies and Procedures**

The Metropolitan Planning Organization (MPO) is a transportation planning organization that includes all of Erie County and the Lorain County portion of the City of Vermilion. The MPO is responsible for dispersing federal funds to eligible transportation projects across the planning region. The MPO has two types of funding programs in place; the Surface Transportation Program (STP) and the Transportation Alternative Program (TA). These programs are not grant programs but rather a reimbursement program, meaning that FHWA reimburses the state for the funded share of the actual expenses it incurs on a project as the project proceeds. The state then reimburses the local project sponsor as the project proceeds. In no case will costs be eligible for reimbursement until ODOT and the Federal Highway Administration (FHWA), and the MPO Committee process approve the project for use of federal funds.

Those eligible to apply for MPO funding include:

- a local government
- a regional transportation authority
- a transit agency
- a natural resource or public land agency
- a school district, local education agency, or school
- a tribal government
- a nonprofit entity responsible for the administration of local transportation safety programs
- any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails (other than a metropolitan planning organization or a [State](#) agency) that the [State](#) determines to be eligible, consistent with the goals of this subsection.

Basic eligibility requirements for STP projects require the proposed project roadway meet a certain roadway Functional Classification. In designated Urbanized Areas, eligible roads must be above a Local classification and in designated Rural Areas eligible roads must be above a Minor Collector classification (Please refer to the attached maps for Road Classifications and designated Urbanized and Rural Areas).

**Eligible Surface Transportation Program (STP) activities must include one of the categories as listed below (as defined in 23 U.S.C. 133):**

- (1) Construction of—
- (A) highways, bridges, tunnels, including designated routes of the Appalachian development highway system and local access roads under section 14501 of title 40;
  - (B) ferry boats and terminal facilities eligible for funding under section 129(c);
  - (C) transit capital projects eligible for assistance under chapter 53 of title 49;
  - (D) infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;
  - (E) truck parking facilities eligible for funding under section 1401 of MAP-21 (23 U.S.C. 137 note); and
  - (F) border infrastructure projects eligible for funding under section 1303 of SAFETEA-LU (23 U.S.C. 101 note).
- (2) Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs.
- (3) Environmental measures eligible under sections 119(g), 328, and 329 and transportation control measures listed in section 108(f)(1)(A) (other than clause (xvi) of that section) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).
- (4) Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings.
- (5) Fringe and corridor parking facilities and programs in accordance with section 137 and carpool projects in accordance with section 146.
- (6) Recreational trails projects eligible for funding under section 206, pedestrian and bicycle projects in accordance with section 217(including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)), and the safe routes to school program under section 1404 of SAFETEA-LU (23 U.S.C. 402 note).
- (7) Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- (8) Development and implementation of a State asset management plan for the National Highway System and a performance-based management program for other public roads.
- (9) Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.
- (10) Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education under chapter 5 of this title.

- (11) Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.
- (12) [Projects](#) and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.
- (13) At the request of a [State](#), and upon Secretarial approval of credit assistance under chapter 6, subsidy and administrative costs necessary to provide an eligible entity Federal credit assistance under chapter 6 with respect to a [project](#) eligible for assistance under this section.
- (14) The creation and operation by a [State](#) of an office to assist in the design, implementation, and oversight of public-private partnerships eligible to receive funding under this title and chapter 53 of title 49, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.
- (15) Any type of [project](#) eligible under this section as in effect on the day before the date of enactment of the FAST Act, including [projects](#) described under [section 101\(a\)\(29\)](#) as in effect on such day.

**Eligible Transportation Alternative (TA)** activities must include one of the categories as listed below (as defined in 23 U.S.C. 133 (h), 23 U.S.C. 101(a)(29) (MAP-21 1103)

1. Transportation Alternatives:

- A. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other no motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
- B. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- C. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other no motorized transportation users.
- D. Construction of turnouts, overlooks, and viewing areas.
- E. Community improvement activities, including-
  - i. inventory, control, or removal of outdoor advertising;
  - ii. historic preservation and rehabilitation of historic transportation facilities;
  - iii. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
  - iv. archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
- F. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to-

- i. address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
  - ii. reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
2. The recreational trails program under section 206 of title 23.
3. The safe routes to school program under section 1404 of the SAFETEA-LU.
  - A. Infrastructure-related projects.-planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
  - B. Noninfrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
  - C. Safe Routes to School coordinator.
4. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Note that these lists of qualifying STP and TA activities comes directly from the federal transportation legislation and is intended to be exclusive, not illustrative. Only those activities listed above are eligible for STP and TA activities. Eligible projects must also have a direct relationship to transportation and to the MPO's long range plan, such that they enhance a current or proposed transportation system.

#### **Project Solicitation Cycle and Project Selection Processes**

In January/February every other year (and depending on budgets available), ERPC staff will seek approval from the MPO's Policy Board to solicit for projects for a specified state fiscal year(s). Once approval is given for project solicitation ERPC staff will post the MPO Application Form and Application Instructions on its website and make hard copies available in their office. ERPC will accept completed applications starting March 1 through close of business April 30.

Once the application deadline closes, all accepted applications enter a two-step evaluation and ranking system. The first step, completed by staff, is an initial screening that includes determining if the proposed project meets eligibility for either the STP or TA programs. If the proposed project meets eligibility requirements, the project will advance to the second step.

The second step, completed by the Project Selection Committee typically in mid-May, involves completing ranking the projects using MPO defined criteria. Once the draft scores from the project evaluation system are compiled, staff will prepare a profile summarizing all applications that will be made available for public comments and Citizens Advisory Committee (CAC) review.

Staff will then develop a draft list of ranked projects with financial plan that will be forwarded with public and CAC comments to the MPO Technical Advisory Committee (TAC) and MPO Policy Committee for final approval at their June/July meeting. In order to assure timely obligation of funds, annual Transportation Improvement Plan (TIP) programming priority will be determined based upon funding rank, anticipated date of expenditure and funds availability.

The program will provide up to 80% (federal) of total project costs. The applicant is required to provide a minimum of 20% (non-federal) of total project costs. The amount of federal funds available for reimbursement for a project will be determined by the MPO Committee structure. All project phases (preliminary engineering, right of way, etc.) are eligible for consideration of funding.

Upon sponsor request and available funding, additional project funds will be considered for a cost increase up to \$20,000 or 10% of the original project estimate (whichever is greater). A sponsor must present the circumstances demonstrating the need for an increase in writing to MPO staff to begin the process. Staff will forward the request through the MPO Committee structure for consideration.

All cost estimates must be certified by a professional engineer, architect or appropriate professional discipline. The program requirements can be demanding and what is thought of a small, inexpensive project can spiral quickly into a complicated and expensive project with particular consideration given to possible inflation of cost of materials and right of way costs. Also, because of the use of federal funds, projects are subjected to many requirements, including NEPA, the Uniform Relocation Assistance and Real Property Acquisition Act, Americans with Disabilities Act (ADA), and other regulations and standards consistent with the Ohio Department of Transportation's practices and policies. Except for ADA, most locally planned and funded projects are not subject to these requirements and may often be developed more quickly and at less expense than those that are funded federally.

Upon the MPO Policy Committee's determination and recommendation, should a project have a major change in scope or not made satisfactory progress toward expending awarded MPO funds, the Project Selection Committee can meet and re-review the project. The Project Selection Committee will make a recommendation to both the TAC and Policy Committee and the recommendation can include up to withdrawal of MPO funding for the project as well as requiring the project sponsor to refund MPO funds that have already been expended on the project.

Finally, should any additional funding become available (ex. project cancelled/withdrawn, leftover funding from a solicitation cycle, project awarded under estimate, receipt of additional MPO funding), the funds may be utilized to program another project from the current solicitation cycle upon The MPO's Policy Board approval.

Should you require any additional information or have questions/comments, please contact the Erie County Department of Regional Planning at 419-627-7792.