

**APPLICATION PACKET
FOR OKI-ALLOCATED FEDERAL
TRANSPORTATION
ALTERNATIVE FUNDS
OHIO PROJECTS**



January 2016

*For more information, contact:
Summer Jones, sjones@oki.org*

Table of Contents

Introduction.....	1
Prioritization Process	2
Ohio Project Conditions	3
Goals and Objectives.....	5
Instructions for Applicants	9
OKI Transportation Alternatives Project Ranking	
Planning Factors for All Projects	
Transportation Factors for TA – SRTS Projects	
Transportation Factors for TA Infrastructure Projects	
Process for Reviewing and Ranking all Projects	18
Planning Factors for All Projects	24
Factors for TA Safe Routes to School Projects	
Factors for TA Infrastructure Projects	
Application Form	26

Introduction

The purpose of this document is to provide information about the process used by the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) to prioritize and award OKI-allocated federal transportation funds from the State Department of Transportation in Ohio to projects with merit that further the goals of the continuing, coordinated and comprehensive nature of transportation planning towards implementation. This process discusses only awards over which OKI has direct ability and duty to make including, federal Transportation Alternative (TA) funds) in Ohio. This packet also includes the application and guidance for applicants.

This document is divided into four sections:

Prioritization Process – the formal description of the OKI Board-adopted procedure

Goals and Objectives – as stated in OKI’s Long Range Plan

Guidance for Applicants – explanation of overall process details and description of factors and measures used in project scoring

Project Scoring Process – the listing of factors, measures and points

The Application Form, to be used by the applicant in providing pertinent information on the project, is attached at the end of this document.

Prioritization Process

OKI receives a sub-allocation of federal Surface Transportation Program (STP) and Transportation Alternatives (TA) funds that include a proportional sub-allocation (ceiling) of the State Departments of Transportations' authority in Ohio to obligate these funds. The OKI Board of Directors has established the following process for soliciting, reviewing and ranking roadway, transit, bike/ped and non-roadway freight projects funded with OKI-allocated STP funds. Transportation Alternatives applications in Ohio follow a separate procedure developed for these projects. The Prioritization Subcommittee, a subcommittee of the OKI Intermodal Coordinating Committee (ICC), reviews and revises the scoring process for STP applications on an "as needed" basis.

1. **Establish a project solicitation period** based on a TIP/STIP development schedule responsive to the needs of the state transportation agencies.
2. **Advertise the project solicitation period** via the OKI website, flyers, etc.
3. **Hold a workshop** for prospective applicants to inform them of the application process, deadlines and scoring procedures developed by the OKI Prioritization Subcommittee.
4. **Accept completed applications until the advertised deadline.** At this point, the project request is fixed—no changes in cost, scope or other aspect will be allowed. The only exception to this requirement will be if non-OKI funding becomes unavailable to the applicant and the project cost must be reduced.
5. **Hold Priority Subcommittee Review Meetings.** These meetings allow for discussion of individual highway and transit projects by the subcommittee and the eventual ranking of projects funded with OKI-allocated funds. The ranking of projects is based on the ICC adopted scoring process shown later in this document.

Ohio Project Conditions

The following funding limitations will be applied to each project requesting OKI-allocated TA funding.

1. Maximum funding will be awarded at the amount shown on each application or as determined by the OKI Board of Directors. Applicants should make sure their request is sufficient to cover the cost of the activities shown in their application. However, given that unforeseen circumstances may occur, a one-time allowance of twenty (20) percent above the funding amount may be granted if OKI has sufficient funds to cover the additional amount needed. Applicants should contact OKI as soon as the additional funding is needed as this twenty percent “cushion” is not guaranteed.
2. Preliminary Engineering--Right-of-Way Services (PE-RWS), Right-of-Way (ROW) and Construction (CON) phases are eligible for funding. Preliminary engineering (not associated with PE-RWS), environmental and contract plans are the responsibility of the applicant.
3. Applicants who receive funding through OKI should begin the Preliminary Engineering (PE) phase immediately (if not already completed) so that ROW and CON phases are ready in their targeted year. In special situations where PE cannot begin immediately (i.e. completion of an MIS) other arrangements may be made through discussion with OKI. PE-RWS funds may be used for limited right-of-way services (such as title searches, appraisals and appraisal reviews) prior to approval of the environmental document.
4. The standard local match requirement for OKI allocated federal funds is 20%. Applicants may commit a higher percentage to gain additional scoring as shown in the Planning Factors section of the adopted scoring process.
5. Applicants must provide a certified or otherwise official cost estimate for each project request.
6. The following scope limitations will apply to each project request:
 - Each applicant is limited to a total of two project applications requesting TA funds. If an applicant is making an application on behalf of another entity, that application will not count towards the total number of applications allowed. For example, if a county makes an application on behalf of a township, which is ineligible to apply directly to ODOT, that application will not count towards the county’s total applications allowed.
 - Total funding request per application cannot exceed \$750,000 for TA federal funds (the cap). Once a project has been funded by OKI, the applicant may not request funds for the same project in excess of the cap in the future. In addition, if a project slips from its original programmed year, the project may not request additional funds for the same project. Larger projects may initially be broken into different segments for funding purposes; if one segment slips past its originally programmed year, that segment may not request additional funds. However, if another segment of the project is on schedule, that segment may request additional

funds up to the cap. The total project funding for a single application is capped at the approved amount of the application, plus 20 percent contingency which may not always be available (see item #1 above).

Goals and Objectives

Since the Transportation Improvement Program (TIP) is the “short-range planning element” of the Metropolitan Transportation Plan (MTP), each highway and transit project contained within the OKI TIP must demonstrate that it conforms to the goals and objectives listed in the OKI MTP. This conformity is achieved through the adopted scoring process that has taken these goals and objectives into consideration. The following narrative, including the list of goals and objectives, is taken from the *OKI 2040 Regional Transportation Plan* (the MTP for the region) that was adopted by the OKI Board of Directors on June 21, 2012.

Transportation has long been a major contributor to the region’s prosperity and quality of life. For individuals and businesses, the efficiency of the transportation system in moving people and goods has a direct financial impact. From a broader perspective, the transportation system’s efficiency has repercussions for the entire economy.

In the year 2012 and beyond, the transportation system’s efficiency will become increasingly important as prosperity becomes more dependent on regional performance in a global economy. If steps are not taken to improve the region’s transportation system, it will become less efficient as evidenced by more congestion, reduced opportunity for travel by different modes, and poorer connections among modes. Transportation system inefficiencies could impede economic growth and lower the region’s competitive edge by adding to transportation costs and delays and reducing travel and transport opportunities.

In addition to its economic impacts, transportation also plays an important role in the quality of life. The interstate system, for example, has improved mobility at the same time that it has promoted a population and job shift from core areas to suburbs with significant social, environmental, and economic consequences. Transportation improvements will continue to affect development and travel patterns and opportunities.

The following goals serve to define how to meet this region’s transportation needs both now and in the future. Each goal represents a key issue addressed in this metropolitan transportation plan. Objectives clarify how to achieve the goals.

OKI 2040 Regional Transportation Goals

Goal: Economic Vitality

The transportation network can support the economic vitality of the region by enabling global competitiveness, productivity and efficiency as shown through the plan’s emphasis on ideas that address this issue.

Objectives:

- Implement techniques that improve traffic operations and mobility so that travel times are reliable and the cost of doing business in the OKI region is competitive and predictable
- Increase the coverage area and effectiveness of ARTIMIS so that traveler information is readily available and the impacts of incidents can be minimized
- Increase security for travel by transit and non-motorized modes

Goal: Safety

The transportation system should provide for reducing the risk of crashes that cause death or injuries.

Objectives:

- Reduce the number and severity of traffic crashes
- Expand the deployment of ITS to reduce crashes and improve incident response time
- Reduce crashes occurring during transfers between transit and pedestrian facilities
- Facilitate use of improved design of shared roadways to increase safety for motorists, cyclists and pedestrians

Goal: Security

A regional security strategy relates to sustainable prevention, detection, response and recovery efforts to protect regional transportation systems' critical infrastructure from terrorism and natural disasters.

Objectives:

- Facilitate implementation of homeland security measures to protect key regional infrastructure assets
- Incorporate the transit providers' system security program plans into this plan and other regional transportation planning efforts
- Collaborate with agencies throughout the region to assist in developing security goals and appropriate strategies
- Utilize the most current technology and guiding principles in helping to minimize risks to regional security

Goal: Accessibility and Mobility Options

To enable people and commodities to have greater accessibility and to be moved with greater speed and safety, major investments are needed to improve the transportation system and reduce congestion. Improvements are needed both for expanding the present system and improving its efficiency. Improvements should be sensitive to differences in development patterns and community needs with special consideration given to safe use of the transportation system by the region's older population.

Objectives:

- Improve the operating efficiency of existing infrastructure
- Expand transportation infrastructure to provide additional access and capacity for moving people and goods
- Reduce congestion by expanding alternatives to SOV travel and reducing peak hour travel
- Expand the implementation of Intelligent Transportation System (ITS) projects in order to improve operational efficiency.

- Acknowledge and incorporate the use of non-motorized travel (walking and biking) into the planning process as an alternative mode of travel and means of connecting modal options
- Facilitate efficient intermodal transfers for both passengers and freight

Goal: Environmental Protection, Energy Conservation and Sustainable Development

Air quality is a major environmental issue in the OKI region. Much progress has been made in reducing mobile source emissions but the impact of travel growth on total emissions could threaten the region’s ability to maintain federal clean air standards. Emission reductions are needed to protect air quality. Strategies that promote the effective and efficient use of natural resources would reduce mobile source emissions and would also have a beneficial effect on other environmental issues and quality of life.

Objectives:

- Reduce SOV travel
- Facilitate greater use of non-motorized modes (walking, biking)
- Promote strategies that reduce motorized vehicular travel
- Reduce mobile source emissions
- Encourage use of alternative fuels by both individuals, public transportation providers and private freight fleets
- Encourage measures that reduce the impact transportation has on water quality and noise levels
- Implement the recommendations of the SRPP
- improve consistency between local land use planning and regional transportation planning
- Consider local planning recommendations as part of transportation studies, transportation improvements and funding prioritization
- Promote regional and local land development techniques and policies that create transportation choices and that ensure coordination between the provision of public facilities and services and land development and redevelopment

Goal: System Integration and Connectivity

A functional transportation system is one that allows people and goods to travel efficiently between their desired destinations.

Objectives:

- Plan in such a way that the functional design of a roadway is consistent with the intended use of the roadway
- Optimize the surface transportation facilities access to airports, transit facilities, park and ride lots and freight intermodal facilities

Goal: Efficient System Management and Operations

The Congestion Management Program (CMP) is a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs.

Objectives:

- Implement techniques that improve traffic operations including access management techniques that improve mobility and safety
- Identify and prioritize locations that require system enhancement and/or expansion
- Advance the coverage area of intelligent transportation systems
- Identify new or expanded transit services

Goal: Preservation of the Existing System

Financial resources are needed to maintain the region’s transportation system and address its deficiencies. In light of limited federal and state resources, there is a real need to generate funds from within the region for transportation improvements. New funding sources are needed, particularly for capital formation, and strategies to use funds prudently.

Objectives:

- Insure adequate funding to preserve and maintain the integrity of the existing transportation infrastructure
- initiate efforts to establish a local revenue base to fund transportation system improvements

Instructions for Applicants

OKI Transportation Alternatives Project Ranking

The two year federal transportation act, Moving Ahead for Progress in the 21st Century, MAP-21, took effect October 1, 2012. In MAP-21, congress has revised program funding for the Transportation Enhancement (TE), Safe Routes to School (SRTS) and the Recreational Trails (RTP) programs from provisions under previous transportation acts. The primary change is the discontinuation of designated funding for the TE and SRTS programs and their combination under a Transportation Alternatives (TA) section of the act (Sec. 1122). The RTP will continue to have a specified portion of the respective state allocations. Most activities permitted under the SRTS and TE programs continue to be eligible activities for Surface Transportation Program and Congestion Mitigation and Air Quality programs.

The TE eligible program activities carried over include construction, planning and design of on-road and off-road facilities for bicyclists and pedestrians; transportation projects in compliance with the Americans with Disabilities Act; conversion of abandoned railroads for multi-use trail facilities; control of outdoor advertising; preservation of historic transportation buildings; and vegetation management. Beautification projects, such as landscaping, museums and welcome centers have been removed. Added under the TA activities are safe routes for non-drivers including children and older adults, environmental mitigation activities to address water pollution caused by highway construction and runoff, vehicle caused wildlife mortality treatments, and constructing boulevards on former interstate right of ways. TA definitions from MAP-21 are included in Figure 1.

Funding for TA, including the combined TE, SRTS and RTP programs, derived from 2% of the national highways program funding for FY 2013 and 2014, is approximately \$810 million per year. Each state allocation is split with one half being sub allocated to urban area Metropolitan Planning Organizations (i.e. OKI) and the other half for state department of transportation use for projects throughout the state. Minimum local match rates remain 20% for TA projects and change from 0% to 20% for SRTS projects under the TA funding program. TA projects are funded on a reimbursable basis where the expenses are paid by the applicant who is reimbursed upon appropriate documentation. Activities begun before the project is authorized by OKI or ODOT are not eligible for reimbursement.

Planning Factors for All Projects (55 points)

1. The **Environmental Justice** factor awards points to projects that will have an overall net benefit to minority and low-income population groups per Executive Order 12898 issued by President Clinton in February 1994. The basis for Environmental Justice is Title VI of the Civil Rights Act of 1964. The OKI Environmental Justice Advisory Committee, which reviews project applications for funding and awards points for this factor, also examines a project's impact on zero-car households, elderly persons and persons with disabilities. The overall net benefit in the scoring indicates a subjective consideration of both POSITIVE and NEGATIVE impacts. It is understood that when federal funds are involved there are federal guidelines that must be met to ensure that services and benefits are fairly distributed to all people, regardless of race, national origin or income, and that they have access to meaningful participation. Refer to Title 42 of the United States Code. A response to this section is required in order for the project to be funded even if the project is not located within one of the designated Environmental Justice (EJ) communities (See attached maps).
2. **Existing Employment within ½ mile:** The link between transportation and the benefits of commerce is well established. Applications will be scored from 0 to 5 points based on the number of existing jobs within ½ mile of the project area. OKI staff will perform the scoring of this element.
3. **Investment / Employment Bonus:** Applicants will also have the opportunity to earn up to 5 bonus points for documented job creation and/or real or capital investment within the transportation project area. The applicant will provide clear evidence of the relationship between the proposed transportation project and the (permanent) jobs and/or investment criteria to earn the bonus points. Jobs related to the construction itself is not included in the number of jobs created.
4. The **Air Quality/Energy** factor relates to continued efforts to improve the regional air quality and encourage investment in more environmentally friendly forms of fuel use. A reduction in VMT (vehicle miles of travel), VHT (vehicle hours of travel), or Emissions Reduced can be combined to receive a score of up to 10 points. If two of the three items are reduced, a score of from 6 to 10 points will be awarded. If only one item is reduced, a score of from 0 to 5 will be awarded. Examples of these measures include the use of diesel engine pollution control devices (emissions reduced), intersection signal improvements (VHT reduced), construction of a new roadway link reducing circuitous travel (VMT reduced), or a new compressed natural gas bus on a new route (all three).
5. The **Intermodal Elements** factor awards up to 5 points for projects that involve new interactions or improved connections between modes. Examples of this are such things as new or improved connections between barge and rail facilities, new roadway access to a port or new pedestrian accommodations to access transit. Replacement features are not awarded points under this element.
6. The **Replacement/Expansion** factor gives preference to projects that invest in replacement rather than new facilities, reflecting the expressed priority in OKI's long range plan to maintain what currently exists before investing in new infrastructure. The points associated with this criterion take into account that some expansion projects involve a certain amount of replacement; the points for this criterion are awarded based

on percentage of replacement versus percentage of expansion associated with the project.

7. The **Strategic Regional Policy Plan** (SRPP) Implementation factor examines the ability of the project to help implement the policies of OKI's Strategic Regional Policy Plan. The policies within the SRPP were envisioned by the Land Use Commission to be implemented concurrently by OKI, local governments and other organizations. Implementation of these policies will help bring about more consistency between local land use planning and regional transportation planning to create a more efficient and more accessible regional transportation network that serves the needs of individual communities. Up to 5 points will be awarded for this question.

8. The **Local Planning** factor awards up to 5 points and examines the degree to which a project helps to implement the Strategic Regional Policy Plan (SRPP) through effective local comprehensive planning. A central objective of OKI's SRPP is for each local government to have an up-to-date comprehensive plan that links transportation, land use, economic development, public facilities, housing, natural resources, recreation, intergovernmental coordination and capital improvements. The SRPP emphasizes complete and current local government comprehensive plans as a means to a more efficient multi-modal regional transportation system. The SRPP responds to the Land Use Commission's mission to bring more consistency between regional transportation planning and local land use planning. Since not all communities have complete and up-to-date comprehensive plans, OKI will again consider and award up to 5 points to proposed transportation projects that are consistent with a comprehensive plan **or** other discrete studies or plans such as thoroughfare plans, corridor studies, small area plans or other planning documents if the applicant can demonstrate that the plan meets similar analysis and content criteria.

9. The **Local Share** factor rewards applicants that increase their local share to "overmatch" the required rate for local participation. The standard match rate for OKI-allocated funds is 20 percent; however, the applicant can gain up to a maximum of 10 points through overmatching.

10. The **Applicant's Project Delivery History** takes into account whether an applicant has had projects slip from one fiscal year to a later year after the project has been programmed. While external factors can affect the delivery of a project, it is important for OKI to maintain a balanced budget of projects to be delivered each fiscal year. The potential for slippage needs to be addressed when a project is initially programmed. Based on projects originally programmed for fiscal year 2008 or later, an applicant who has had one project slip to a later year will be penalized -3 points; an applicant who has had two or more projects slip to a later year will be penalized -5 points until the project is sold/let or deleted.

11. **Applicants requesting additional funds** for a project that was previously funded with OKI-allocated federal dollars, may have negative points applied to the application. If a project requests up to 25% of the original funding awarded to the project, no points will be deducted. If the request is for 25% to up to 50% of the original funding awarded, the application will be penalized -1 point; an applicant requesting 50% or more of the original funding awarded will be penalized -2 points.

Transportation Factors for Transportation Alternatives Projects (45 points available)

The current federal transportation legislation, MAP-21, combines the previous Transportation Enhancement and Safe Routes to School (SRTS) programs into the Transportation Alternatives (TA) program with some project changes. The following factors retain separate criteria for SRTS and TA infrastructure project applications because of program differences carried over from SAFETEA-LU.

Safe Routes to School Projects

12. **School Travel Plan** (SchTP) - Applicants requesting funds for Safe Routes to School should have a school travel plan that documents the involvement of school staff, parents and community resources such as transportation and health departments, police, and local businesses. It includes student and parent surveys, the use of pedestrian and/or bicycling audits with mapped student residence locations and routes to school to document problems and needs. It lists needed facility (infrastructure) improvements and assures that related safety, education, and encouragement activities (non-infrastructure) are also planned to complement new facilities. The SchTP should follow the guidelines for the respective state school travel plan of the applicant.
13. **Education** remains an eligible activity under SRTS. It is aimed at child traffic safety for walking along streets with or without sidewalks, bicycling on sidewalks with pedestrians or in the streets with motor vehicles. Education may also be aimed at parents to use other modes than driving their children to school, developing carpools, or to train them to be student escorts (walking school buses).
14. **Encouragement** activities for SRTS programs are intended to increase children's physical activities by walking or biking to school. Applications will be awarded points that involve incentives such as competitions, rewards, recognition for the students and activities that encourage children to walk or bike.
15. **Enforcement** activities to address traffic issues are helpful when encouraging walking or biking to school. Police can have a valuable role in enforcing school zone speed restrictions; providing crossing guards; monitoring criminal activities; directing school bus, parent drop off and pedestrian traffic at schools; enforcing codes for dangerous structures, plant growth or loose dogs along walking routes. Points will be assigned according to enforcement activities proposed in the application.

16. **Project Type** includes physical facilities that improve safety and accessibility for children traveling to school. These are to be within a two mile radius of an elementary or middle school (grades K-8) and may be street improvements including bike lanes, sidewalks, crosswalks, traffic calming, or separating the modes within the school grounds (parent drop off, school bus drop off, walkers), or other similar type improvements.
17. **Connections** are valuable and this process awards points to projects making connections between streets and schools, between the ends of dead end streets, or connecting discontinuous sidewalks, or other connections such as facilitating access to school bus stops.
18. **Project Status** for Transportation Alternatives funds for SRTS infrastructure projects in Ohio are limited to right of way (ROW) acquisition, utility relocation, construction, or implementation phases of the project. OKI will not award funds for preparatory planning, design and engineering, or environmental reviews (NEPA, ADA). These assurances are expected to be with the application. All phases are funded in Kentucky and Indiana.

Infrastructure Projects

19. **Project type** the Transportation Alternatives program continues many of the activities previously funded as Transportation Enhancements. Construction of on-road and off-road bicycling and walking improvements, including rail to trail conversions, traffic calming and improvements for the Americans with Disabilities Act (ADA) are emphasized transportation projects. Eligible activities also include community improvement activities such as:

- Inventory, control or removal of outdoor advertising
- Preservation and rehabilitation of historic transportation facilities
- Vegetation management in rights-of-way for improving safety, invasive species prevention or erosion control
- Archaeological activity related to transportation project impact
- Infrastructure related improvements for non-drivers including children and older adults
- Environmental mitigation activities including pollution prevention, to address highway runoff impacts, reduce vehicle-caused wildlife mortality, or to restore and maintain habitat connectivity

20. **Safety** points may be awarded to projects shown to improve safety conditions in the project area. The existing safety problems must be documented along with plans for addressing these problems.

21. **Consistency with OKI plan recommendations** seeks to support the implementation of projects included in or consistent with the *OKI 2040 Regional Transportation Plan*, the *OKI Regional Bicycle Plan*, and the *OKI Regional Pedestrian Plan*. Reference should also be made to the OKI Bike Route Guides which describe the level of suitability of a road for bicycling. The OKI guides are based on the knowledge of area cyclists and local cycling organizations familiar with the roads of the region. The rating can be determined from the OKI Bike Route Guide maps. Projects improving roads less suitable for cycling will receive a higher rating. Consistency with local plans is also considered and rated in the planning factors for all projects. Specific citation of page numbers from local plans is required.

22. **Connection** projects funded under the TA program are to be transportation related, which means they should connect two logical termini rather than a recreational loop trail within a park. They are not limited to the prescribed distances from schools as are SRTS applications. Projects that fill in the gaps between existing facilities of the same mode or connect to destinations are high priority. New or reconstructed sidewalks are eligible. Road construction projects should incorporate the appropriate elements of the OKI complete street approach for the respective funding source.

23. **Project Status** for Transportation Alternatives funds in Ohio are limited to right of way, utility relocation, construction, or implementation phases of the project. OKI will not award funds for preparatory planning and engineering, or environmental reviews (NEPA, ADA). These assurances are required to be included with the project's funding application. All phases are funded in Kentucky and Indiana.

Process for Reviewing and Ranking All Applications

All applications submitted to OKI for sub-allocated federal highway funding will be reviewed using the following procedure recommended by the Prioritization Subcommittee which was adopted by the OKI Intermodal Coordinating Committee (ICC) on April 6, 2004 and revised on January 10, 2006, October 6, 2009 and September 8, 2015.

1. Transit projects, roadway projects, bike/ped projects and non-roadway freight projects will be reviewed separately using their respective factors (transportation factors) as shown on the following pages. This will allow a determination of the relative strength of a roadway project compared to other roadway projects, transit projects compared to other transit projects and non-roadway projects compared to one another—an “apples to apples” methodology.
2. Each application will then be reviewed using the planning factors for all projects.
3. The Prioritization Subcommittee will develop a recommended ranking of all projects based on the review of transportation and planning factors and present this list to the ICC. The ICC will review the recommendations to determine that “Regional Priorities” are achieved through the suggested rankings.

After the ICC develops a final ranking of STP projects, this recommended list will be presented to the OKI Executive Committee or Board of Directors for concurrence.

Planning Factors for All Projects (55 points available)

<u>Factor</u>	<u>Measure</u>	<u>Points</u>
Environmental Justice	Overall net benefits (good to excellent)	4-5
	Overall net benefits (fair to good)	2-3
	Overall net benefits (none to fair)	0-1
Note: NET benefit for Environmental Justice indicates a subjective consideration of both POSITIVE and NEGATIVE impacts.		
Existing Employment	<u>Existing Employment</u> ¹	
	Existing employment within ½ mile of project 5000+	5
	Existing employment within ½ mile of project 2500 to 4999	4
	Existing employment within ½ mile of project 1000 to 2499	3
	Existing employment within ½ mile of project 750 to 999	2
	Existing employment within ½ mile of project 500 to 749	1
	Existing employment within ½ mile of project 0 to 499	0
<i>And</i>		
<u>Investment Bonus</u> ²		
	New Investment in the project area more than \$20M	5
	New Investment in the project area \$15M to \$20M	4
	New Investment in the project area \$10M to \$15M	3
	New Investment in the project area \$5M to \$10M	2
	New Investment in the project area \$1M to \$5M	1
	New Investment in the project area less than \$1M	0
<i>Or</i>		
<u>Employment Bonus</u> ³		
	New employment within ½ mile of project 200+	5
	New employment within ½ mile of project 100 to 200	4
	New employment within ½ mile of project 75 to 100	3
	New employment within ½ mile of project 50 to 75	2
	New employment within ½ mile of project 25 to 50	1
	New employment within ½ mile of project 0 to 25	0
Air Quality/Energy (VMT, VHT & Emission Reductions)	2 or more Reduced	6 to 10
	1 or more Reduced	0 to 5
Intermodal Elements	New interactions and/or connections of 3 or more modes	5
	New interactions and/or connections of 2 or more modes	3
	No new interactions or connections between modes	0

ROADWAY

Replacement/ Expansion	100% Replacement.....	5
	75% Replacement/25% Expansion	4
	50% Replacement/50% Expansion	3
	25% Replacement/75% Expansion	2
	100% Expansion.....	1
SRPP	Based on answers, up to 5 points	0 to 5
Local Planning	Consistent--comprehensive plan complete & current	5
	Consistent--comprehensive plan needs improvement	3
	Inconsistent--no comprehensive plan	0
Local Share	50% or above of estimate	10
	45% to 49% of estimate	8
	40% to 44% of estimate	6
	35% to 39% of estimate	4
	30% to 34% of estimate	2
	20% of project estimate (Required local amount)	0
History of Project Delivery	1 project slipped past programmed year.....	-3
	2 or more projects slipped past programmed year	-5
Applicants Requesting Additional Funds	up to 25% of original approved funding amount	0
	25% to up to 50% of original approved funding amount	-1
	50% or more of original approved funding amount	-2

- 1 *OKI staff can assist or provide this figure using GIS applications.*
- 2 *Applicant must provide evidence from a study using generally accepted principals of economic analysis. Higher significance will be placed on the percentage of employment with earnings above the state median income.*
- 3 *Applicant must provide evidence from a study using generally accepted principals of economic analysis. Employment should be new employment for the region (not a shift from elsewhere in the region)*

**FACTORS FOR TA SAFE ROUTES TO SCHOOL PROJECTS
(45 points available)**

<u>Category/Factor</u>	<u>Measure</u>	<u>Points</u>
School Travel Plan (SchTP)	Application is consistent with the local SchTP	10
	Not consistent	0
Education Activities	Application includes SRTS eligible education activities ...	5
	Not included	0
Encouragement Activities	Application includes SRTS eligible encouragement activities.....	5
	Not included	0
Enforcement Activities	Application includes SRTS eligible enforcement activities	5
	Not included	0
Project Type (Maximum 5)	Sidewalks and/or crossing improvements	5
	School on-site travel improvements	3
	Lighting for safety and security	2
	Bike racks	1
Connections (Maximum 10)	Complete network gaps	10
	Between street and school	5
	No connections made	0
Project Status	Construction and/or ROW plans complete	5
	P/E and Environmental complete.....	4
	Initial request for construction funding only.....	2
	Initial request for construction and ROW funding.....	1

**FACTORS FOR TA INFRASTRUCTURE PROJECTS
(45 points available)**

<u>Factor</u>	<u>Measure</u>	<u>Points</u>
Project Type (maximum 10)	Sidewalks.....	10
	Bike/ped signals.....	10
	Safe routes for non-drivers	10
	Traffic calming	10
	Shared-use path facility	10
	Lighting to enhance safety	5
	On-road bicycle improvements	5
	Historic preservation/archeology	5
	Control or removal of outdoor advertising	1
	Environmental mitigation	1
	Turnouts, overlooks and viewing areas	1
	Vegetation management.....	1
Safety	High positive impact	5
	Medium positive impact	3
	Low positive impact.....	1
	No impact	0
Consistency with OKI Plan Recommendations	Identified as an OKI plan recommendation	10
	Consistent with an OKI plan recommendation	5
	Not consistent with an OKI plan recommendation	0
Connections	Complete network gaps	10
	New	6
	Replace	4
	No connections made	0
Project Status	Construction and/or ROW plans complete	10
	P/E and Environmental complete (NEPA, ADA)	8
	Categorically exempt for NEPA	7
	Initial request for construction funding only	5
	Initial request for construction and ROW funding	2

APPLICATION FORM
OKI SUB-ALLOCATED FEDERAL FUNDS
Ohio TA Funds - Revised January 2016

APPLICANT INFORMATION

Applicant: Pierce Township
Address: 950 Locust Corner Road Cincinnati, OH 45245
Contact Person/Title: Allen Freeman/Township Trustee
Telephone: 513-752-6262
E-mail: afreeman@piercetownship.org
Project Name: Pierce Township Park Renovation and Development Project

PROJECT INFORMATION

Describe the proposed project, including location, length of project, termini and scope. If this is a capacity adding project, it must be included in the OKI Metropolitan Transportation Plan (MTP). If the project meets the definition of an Intelligent Transportation System (ITS) project, it may be subject to the ODOT 23 CFR 940 compliance process. **New Requirement--Please provide a map of project area**
http://www.dot.state.oh.us/Divisions/Engineering/Roadway/DesignStandards/traffic/TEM/Documents/Part_13_Complete_011714Revision_011614_bookmarked.pdf

The project includes construction of a (1) historical section of trails and (2) safety improvements to existing multiuse path. These improvements will increase the park's safety and accessibility.

1. Construction of 1,800 linear feet of a multiuse path expanding the existing trails to the southwestern portion of the park along the cemetery that is currently maintained by park officials but sees limited use. The proposed path will be lined with historical trail markers.

2. The relocation of 400 linear feet of multiuse path along the south side of Locust Corner Road running from the adjacent baseball diamond to the parking lot. The path will be reconstructed away from a busy roadway with the addition of a raised berm to separate motorized and non-motorized traffic as an added safety feature.

COST ESTIMATE

Phase	Requested Funds	Local Match	Total Project Estimate
PE-RWS	_____	_____	_____
Right-of-Way	_____	_____	_____
Construction	<u>\$ 187,635.07</u>	<u>\$ 46,908.77</u>	<u>\$ 234,543.84</u>
TOTALS	<u>\$ 187,635.07</u>	<u>\$ 46,908.77</u>	<u>\$ 234,543.84</u>
Percentages	<u>80</u> %	<u>20</u> %	<u>100</u> %

Attach a certified cost estimate Engineer's Seal or other Generally Accepted Standard Fiscal Year (July 1 through June 30) for which funds are requested (by phase):

PE-RWS	FY _____
Right-of-Way	FY _____
Construction	FY <u>2020</u>

CURRENT STATUS OF PROJECT DEVELOPMENT:

The conceptual engineering and engineer's estimate has been completed.

DOES THE APPLICANT HAVE AN UPDATED ADA TRANSITION PLAN

Yes No if no, please explain:

RELATION TO OTHER FUNDING SOURCES:

List any other funding sources contemplated or committed

No other funding sources are being contemplated or committed at this time.

RELATION TO OTHER LOCAL/REGIONAL IMPROVEMENTS:

Is this project part of a larger project or plan or adopted in a local plan with a budget?

Pierce Township Park anchors a 6-8 mile network of walking and bike trails that connect 9 subdivisions (approximately 1,100 homes), Locust Corner Elementary School and a cemetery, The current trail system is about 85% complete, with planning underway to further extend this bike and pedestrian network. Over time, the desire is to expand the trail network to an even larger portion of the Township.

LOCAL/REGIONAL SUPPORT AND ENDORSEMENTS:

Document public support for the project, including Environmental Justice communities

Discussions are underway with Locust Corner Elementary to potentially use the park as an outdoor classroom and this project extends the trails toward the schools facility.

DESCRIBE HOW THE PROJECT MEETS THE GOALS AND OBJECTS OF THE Metropolitan Transportation Plan (Long Range Plan)

Refer to Goals and Objectives beginning on page 8

The proposed project will improve the park's safety and accessibility.

Safety - A portion of the current multiuse path runs parallel to Locust Run Road. While on this segment users are only feet away from a very busy roadway. The project proposes to relocate the trail and build a raised berm for additional protection.

Accessibility - The project builds upon a 6-8 mile network of walking and bike trails that connect 9 subdivisions (approximately 1,100 homes), Locust Corner Elementary School and a cemetery. The current trail system is about 85% complete, with planning underway to further extend this bike and pedestrian network. Over time, the desire is to expand the trail network to an even larger portion of the Township as well as potentially tie into neighboring networks and paths as they develop.

DESCRIBE HOW THE PROJECT MAY POTENTIALLY AFFECT STORMWATER RUNOFF IN THE AREA. (SEE US EPA NPDES PHASE II Final Rule, Dec 2005)

More than 1 acre of contiguous earth disturbed area is anticipated but less than 1 acre of additional impervious area outside of existing right-of-way is proposed. Therefore, storm water BMPs for quality are anticipated. Providing storm water treatment within the park will be used as an opportunity to weave facilities such as rain gardens into the outdoor classroom, teaching students about the importance of native vegetation and clean surface waters.

MAINTENANCE OF PROPOSED IMPROVEMENTS

What provisions and resources are committed to maintain the proposed improvements in a safe and sound condition?

Pierce Township already provides funding to maintain the existing park facilities. These improvements will not call for a significantly larger outlay of funds for maintenance.

*** Please sign below certifying that your jurisdiction has a Title VI Plan**

Signature of Applicant

Date

PLANNING FACTOR FOR ALL PROJECTS

1. Environmental Justice

a. Will your project have any impact(s) on any of the following OKI identified Environmental Justice groups? Check all that apply.



Minority Elderly Zero-car Household
 Low-income Disabled

*Please keep in mind that even if your project is not located in or adjacent to an identified Environmental Justice group, there still remains the possibility of impact on one of these groups. **All applicants must fill in all questions of the Environmental Justice section for their application to be considered.***

b. Describe any direct or indirect permanent benefits of your project on the identified EJ groups:

Increasing safety as well as adding to the network will make the park more attractive for all users in the area. Maintaining, enhancing and adding to this alternative, transportation network is particularly important to minority, low-income and zero-car households who do not utilize the typical, motorized transportation networks as much as other segments of the population.

c. During the implementation state, will the project have a negative impact or burden on any of the OKI identified EJ groups listed above? If so, please describe the temporary negative impact:

The proposed work can be completed without closing pedestrian or bike movement along the corridor and therefore no negative impacts or burdens are anticipated during implementation on the EJ groups listed above.

d. Will the completed project have a negative impact or burden on any of the OKI identified EJ groups? If so, please describe the permanent negative impact(s):

No negative impacts or burdens are anticipated on the EJ groups listed above after completion of the project.

e. Describe any plans to mitigate the temporary or permanent negative impacts or burdens associated with the project:

N/A

f. How are you planning to communicate with any of the OKI identified EJ groups about your project? (i.e. public meetings, bilingual information, develop community liaisons):

The individual components of this proposed project have been discussed in public meetings regarding the Pierce Township's Park & Nature Space Master Plan and will be further discussed more directly in regards to this funding application.

2&3. Employment, Employment Bonus and Investment Bonus: How does the project provide economic vitality in the project area?

OKI staff will estimate the number of existing jobs within ½ mile of the project area. Applicants will also have the opportunity to earn up to 5 bonus points for documented job creation and/or real or capital investment within the transportation project area. The applicant will provide clear evidence of the relationship between the proposed transportation project and the jobs and/or investment criteria to earn the bonus points.

<attach documentation >

No direct correlation with employment or investment has been identified with completion of the project.

4. Will the project reduce Vehicle Miles Traveled (VMT), Vehicle Hours Traveled (VHT) or both?

- VMT reduced
- VHT reduced
- Emissions reductions (transit or diesel retrofits)

Please explain:

The park anchors a 6-8 mile network of walking and bike trails that connect 9 subdivisions (approximately 1,100 homes), Locust Corner Elementary School and a cemetery. The improvements to the existing multiuse path make this mode of transportation more attractive to residents traveling to these locations. This enhanced transportation alternative has the potential to reduce the number of vehicles being driven to the elementary school on a regular basis and reduce traffic congestion in the area during large events.

5. Intermodal Connections

Does this project create new or enhance existing intermodal connections?

Yes No

If yes, please describe:

The project proposes to enhance a 400 foot section of multiuse path by relocating it away from a busy roadway and constructing a raised berm between the road and path for additional protection. The project also proposes constructing a new 1,800 ft section of multiuse path that provides access to the southwestern portion of the park.

6. What percentage of project is replacement and what percentage is expansion?

35.0 % replacement
65.0 % expansion

Please explain:

The project has an estimated approximately \$82,000 to relocate a portion of the existing path running parallel to Locust Corner Road. The remainder of the funds will be used to construct the proposed, new history portion of the trails.

7. Strategic Regional Policy Plan (SRPP)

a. Please indicate all that apply:

- Is the project located in a town/neighborhood center or downtown area?
- Is the project located in an area with a mix of uses with a central focus?

Is the project located along a functionally classified major collector or higher roadway with urban development characteristics?

Is the project located in an area that is experiencing strong growth pressures and expected and/or planned to develop into a mixed use/multi modal center?

Explain:

The park and school found adjacent to the project area is the focal point of the suburbs in the township and therefore experiences the greatest pressure due to the expanding residential sector of town.

b. Will this project serve brownfield or greyfield properties, or areas where infrastructure is underutilized?

Yes No

Explain:

N/A

c. Are efforts to avoid, minimize or offset/compensate for environmental impacts planned as part of this project (e.g. wetlands, forests, streams, noise)?

Yes No

Explain:

Storm water BMPs are anticipated to remediate any negative impacts to surface waters receiving storm water runoff.

d. Are green infrastructure strategies planned as part of this project (e.g. contiguous corridors to reduce habitat fragmentation, innovative stormwater runoff techniques)?

Yes No

Explain:

Rain gardens featuring native vegetation are being considered as the means of managing the storm water requirements and these facilities are being woven into the proposed, outside classroom tied to the project.

e. Does this project abut or directly impact any potentially sensitive environmental resources (as identified in state conservation plans, maps or inventories)?

Yes No

Explain:

No potentially sensitive environmental resources that would be directly impacted by the project have been identified.

8. Local Planning Factor: This factor will award up to five points to proposed transportation projects that are consistent with a comprehensive plan **or** other discrete studies or plans if the applicant can demonstrate that the plan meets similar analysis and content criteria. (Comprehensive plans typically do not address routine maintenance projects; however, routine maintenance is a key factor in preserving the region's existing transportation system. A project that is predominantly comprised of routine maintenance will receive 5

points regardless of the status of the jurisdiction's comprehensive plan because of its inherent system preservation function)

- a. **Comprehensive Plan (or other):** Is the project consistent with the jurisdiction's comprehensive plan? Yes No

Title of Plan: Pierce Township Park & Nature Spaces Master Plan

Date Adopted: 5-4-2016

Contact Person: Allen Freeman

Page Number(s) where project is identified and/or referenced: 7, 10, 14, 21 and 22

If the plan is not a Comprehensive Plan, please respond to the following:

- b. **Planning Area:** Please identify the planning area (location) in relation to the proposed transportation project.

N/A

- c. **Public Participation:** Generally describe the public participation process for the plan (Include page references to specific examples, where applicable).

N/A

- d. **Core Contents:** Generally describe the contents of the applicable plan related to the following elements: transportation, land use, economic development, public facilities, housing, natural resources, recreation, intergovernmental coordination and capital improvements. For example, are each of these elements included in the plan? Was appropriate inventory and analysis completed for these elements? Were goals objectives and policies set for these elements? If not, why not (e.g., resource limitations, characteristics of the jurisdictions)?

N/A

- e. **Land Use/Transportation Relationship:** Generally describe the relationship between land use and the proposed transportation project as set forth in the plan? For example, is new development in the area creating need for the project? Is new development planned for/expected that the project will serve? (Include page references to specific examples).

N/A

9. How much additional local match is being provided OVER the required match?

0 % **additional match over 20%** required match

(This figure should correspond with that shown on the first page of the application)

10. Project Delivery History

Has the applicant had any programmed projects miss their originally programmed date?

Yes No

Specify projects: *(see application instructions for negative points associated with this factor)*

11. Is the applicant requesting additional funds for a project previously funded with OKI allocated federal funds? Yes No

TRANSPORTATION FACTORS FOR TRANSPORTATION ALTERNATIVE PROJECTS –
SAFE ROUTES TO SCHOOL PROJECTS

12. School Travel Plan (SchTP): Has a school travel plan been prepared and is the project consistent with the jurisdiction's school travel plan? _____ Yes _____ No

Title of Plan: _____

Date Adopted: _____

Contact Person: _____

13. Education Activities: Are education activities or programs planned for this project? Please explain.

14. Encouragement Activities: Are encouragement activities or programs planned for this project? Please explain.

15. Enforcement Activities: Are enforcement activities or programs planned for this project? Please explain.

16. Project Type: _____ Sidewalks
_____ Crossing improvements
_____ School on-site travel
_____ Bike racks

17. Connections made _____ Between route segments (gaps)
_____ Between streets (cul-de-sacs)
_____ Between street and facility

18. Project Status _____ Construction and/or ROW plans complete
_____ P/E and Environmental complete
_____ Initial request for construction funding only
_____ Initial request for construction and ROW

TRANSPORTATION FACTORS FOR TRANSPORTATION ALTERNATIVE PROJECTS – INFRASTRUCTURE PROJECTS

19. Project Type
(select only one type)
- Sidewalks
 - Bike/ped signals
 - Safe routes for non-drivers
 - Traffic calming
 - Shared-use path facilities
 - Lighting to enhance safety
 - On-road bicycle improvements
 - Historic preservation/ archaeology
 - Control or removal of outdoor advertising
 - Environmental mitigation
 - Turnout overlooks and viewing areas
 - Vegetation management

20. Safety

Describe how the project will impact safety:

The project includes the relocation of 400 linear feet of multiuse path away from a busy roadway and construction of a raised berm to separate motorized and non-motorized traffic.

21. OKI Plans Recommendations

- Part of the OKI regional trails system
- Consistent with OKI plan general recommendations
- Not consistent with OKI Bike/Pedestrian plans

22. Connections

- Complete (fill in gaps)
- New
- Replace

23. Project Status

- Construction and/or ROW plans complete
- P/E and Environmental complete (NEPA, ADA)
- Categorically exempt for NEPA
- Initial request for construction funding only
- Initial request for construction and ROW