

# ERPC MPO Preliminary Project Application Form

**Instructions:** Complete and submit the project application form with any attachments by 4:00 P.M. on **April 30th, 2025** 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:** \_\_\_\_\_  
 (If multiple project partners, specify lead agency and attach cooperation agreement)

**2.) Project Title:** \_\_\_\_\_

**3.) Contact Person (include phone, fax, and e-mail if available):** \_\_\_\_\_

**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 Block Grant (STBG)	Transportation Alternative (TA)			
Preliminary Engineering (PE)		\$	\$	%	\$	%
Right-of-Way (RW)		\$	\$	%	\$	%
Utilities		\$	\$	%	\$	%
Detailed Design (DD)		\$	\$	%	\$	%
Construction (CO)		\$	\$	%	\$	%
Construction Engineering (CE)		\$	\$	%	\$	%
<b>Total</b>		\$	\$	%	\$	%

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

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

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

**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 \_\_\_\_\_

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

Year Completed \_\_\_\_\_

Location: \_\_\_\_\_

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

**10.) Located in a High Crash Rate Area? (Yes/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):**

**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? Check all that apply.**

Bicycle/Pedestrian Facilities \_\_\_\_\_ Congestion \_\_\_\_\_ Character of the Area \_\_\_\_\_

User Fees \_\_\_\_\_ Public Use \_\_\_\_\_ Environmental Justice Populations \_\_\_\_\_

ITS Components \_\_\_\_\_ Access Management \_\_\_\_\_ Local Economics \_\_\_\_\_

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

Multi-Modal Transportation \_\_\_\_\_ Aesthetic \_\_\_\_\_ Commercial/Industrial Areas \_\_\_\_\_

**If “yes” to any of the above, please describe impacts. Attach additional documentation if necessary:**

**15a.) Will this be your first MPO funded project? (“yes” or “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.**

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

**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.)

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*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
- Project maintenance plan if Transportation Alternative application

# Self Score Evaluation

Please complete all the following scoring questions. Final scores may be revised based on Project Selection Committee Review

Question	Points	Max Points		
1. Mark the Functional Classification of the project.	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 for STBG Funds.		5	
	Principal Arterial			5 Points
	Minor Arterial			4 Points
	Major Collector			3 Points
	Urban Minor Collector			2 Points
2. Does the project create or upgrade dedicated facilities for bicyclists and pedestrians, and/or transit riders?	<p><b>Does not include curb ramps or incidentals. Project will expand on or upgrade multimodal options outside of vehicular options.</b></p> <p>Creates (5 Points) - The installation of new dedicated facilities that did not previously exist within the project location. Includes new pedestrian crossings, installation of sidewalk, multi-use paths, bike lanes, or new public transportation commodities.</p> <p>Upgrade (3 Points) - Expansion of existing facilities to service individuals at a greater capacity or measures to enhance safety without adding capacity. Examples include replacing an existing sidewalk with wider sidewalk or multi-use path, expanded pedestrian safety countermeasures, bike lane separations, upgraded public transit stop installations.</p> <p>Preserve (1 Point) - Maintenance and preservation of existing multi-modal options.</p> <p>No Dedicated Facilities (0 Points) - No multimodal efforts outside of the roadway project.</p>		5	
3. Does the project maintain, upgrade or create improved roadway systems?	<p>Expansion (14 Points) - Increases roadway efficiency to the existing roadway, including new lanes and turn lanes, major improvements in delays and level of service. signal replacement</p> <p>Upgrade (10 Points) - Project does not add capacity but upgrades existing system, including lane/shoulder widening, full-depth pavement replacement, increasing structural number from original design, minor improvements in delay and level of service.</p> <p>Preservation (4 Points) - Structural only treatments</p> <p>Maintenance (0 Points) - Non-structural surface treatments such as Chip seal, microsurfacing, crack sealing etc.</p>		14	

<p>4. Is the project addressing a high crash area?</p>	<p>Yes (5 Points) - The project is improving safety issues/concerns at an ODOT High Crash Area, including HSIP, SIP and CEAO intersections and segments.</p> <p>No (0 Points) - Project does not include an HSIP Priority Location or does not improve safety conditions at the HSIP Priority Locations with safety countermeasures.</p>		<p>5</p>												
<p>5. Does the project include any ITS Components?</p>	<p>Yes (3 Points) - The project includes message boards, camera crash notification system, real-time traffic information accessed by telephone using automated systems, etc.</p> <p>No (0 Points) - No ITS Components included in the roadway project.</p>		<p>3</p>												
<p>6. Project ADT</p>	<p>Please list the highest ADT available if multiple choices are available.</p> <table border="1" data-bbox="483 667 1300 884"> <thead> <tr> <th colspan="2" style="text-align: center;">ADT</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">8000+</td> <td style="text-align: center;">4 Points</td> </tr> <tr> <td style="text-align: center;">6000-7999</td> <td style="text-align: center;">3 Points</td> </tr> <tr> <td style="text-align: center;">4000-5999</td> <td style="text-align: center;">2 Points</td> </tr> <tr> <td style="text-align: center;">1000-3999</td> <td style="text-align: center;">1 Point</td> </tr> <tr> <td style="text-align: center;">0-999</td> <td style="text-align: center;">0 Point</td> </tr> </tbody> </table>	ADT		8000+	4 Points	6000-7999	3 Points	4000-5999	2 Points	1000-3999	1 Point	0-999	0 Point		<p>4</p>
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<p>7. Does the project incorporate systemic access management techniques?</p>	<p>Yes (3 Points) - Project effectively improves access conflict points, including limiting driveway spacing, adding safe turning lanes, roundabouts, median treatments, or any other technique to help regulate access for safer traffic flows.</p> <p>No (0 Points) - No access management techniques identified. Preservation of the base roadway remains.</p>		<p>3</p>												
<p>8. Is the majority of the project within an urbanized area?</p>	<p>Applicant should refer to Urbanized area map shared with project application.</p> <p>Yes (3 Points) - At least 51% of project within urbanized area.</p> <p>No (0 Points) - Project outside of urbanized area.</p>		<p>3</p>												
<p>9. Does the project have a positive impact on an Environmental Justice Area?</p>	<p>Utilizing the annual Environmental Justice Report maps included in the application packet, does the project have a positive impact on identified census tract groups.</p> <table border="1" data-bbox="483 1514 1300 1667"> <tbody> <tr> <td style="text-align: center;">3+ Groups</td> <td style="text-align: center;">4 Points</td> </tr> <tr> <td style="text-align: center;">2 Groups</td> <td style="text-align: center;">3 Points</td> </tr> <tr> <td style="text-align: center;">1 Group</td> <td style="text-align: center;">2 Points</td> </tr> <tr> <td style="text-align: center;">No Group</td> <td style="text-align: center;">0 Points</td> </tr> </tbody> </table>	3+ Groups	4 Points	2 Groups	3 Points	1 Group	2 Points	No Group	0 Points		<p>4</p>				
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<p>10. Is the project referenced in any adopted current land use/comprehensive plan, thoroughfare plan, related transportation or land use study other than the Long Range Transportation Plan?</p>	<p>Yes (3 Points) - Project included in plan(s) outside of the Long Range Transportation Plan.</p> <p>Ongoing Plan in Progress (1 Point) - Planning efforts currently being undertaken for the project, but not yet completed.</p> <p>No (0 Points) - Project not existing in any current plan.</p>			<p>3</p>										
<p>11. Does this project improve or enhance travel for Peak Hour Volumes? (ex. Streetscaping, wayfinding, decreasing travel time delays)</p>	<table border="1" style="width: 100%; text-align: center;"> <tr> <th colspan="2">Peak Hourly Volume (PHV)</th> </tr> <tr> <td>800+</td> <td>3 Points</td> </tr> <tr> <td>400-799</td> <td>2 Points</td> </tr> <tr> <td>100-399</td> <td>1 Point</td> </tr> <tr> <td>0-99</td> <td>0 Points</td> </tr> </table>		Peak Hourly Volume (PHV)		800+	3 Points	400-799	2 Points	100-399	1 Point	0-99	0 Points		<p>3</p>
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<p>12. What Percentage of Trucks are utilizing the roadway?</p>	<p>Please list the highest Percentage of Trucks available if multiple choices are available.</p> <table border="1" style="width: 100%; text-align: center;"> <tr> <td>8+%</td> <td>3 Points</td> </tr> <tr> <td>5% - 7.9%</td> <td>2 Points</td> </tr> <tr> <td>2% - 4.9%</td> <td>1 Point</td> </tr> <tr> <td>&lt;1.9%</td> <td>0 Points</td> </tr> </table>		8+%	3 Points	5% - 7.9%	2 Points	2% - 4.9%	1 Point	<1.9%	0 Points		<p>3</p>		
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5% - 7.9%	2 Points													
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<p>13. Does the project greatly improve air quality?</p>	<p>Yes (2 Points) - Project provides evidence of reducing vehicle emissions, decreasing fuel consumption, and improving overall air quality. Examples include accommodations for EV siting, upgrade or expansion of active transportation facilities, ITS to reduce idling and delays, accommodations for public transit and accessibility.</p> <p>No (0 Points) - Project provides no evidence or notable reduction in vehicle emissions or fuel consumption.</p>			<p>2</p>										
<p>14. What percentage of the project's total cost preserves natural habitats, decreases wildlife mortality, decreases water pollution, or specifically protects wetlands?</p>	<table border="1" style="width: 100%; text-align: center;"> <tr> <td>20%+</td> <td>4 Points</td> </tr> <tr> <td>10-19%</td> <td>3 Points</td> </tr> <tr> <td>5-9%</td> <td>2 Points</td> </tr> <tr> <td>1-5%</td> <td>1 Point</td> </tr> <tr> <td>0%</td> <td>0 Points</td> </tr> </table> <p>The project must include components whose specific purpose is to achieve the goals listed here. Project considerations can include, <b>but are not limited to</b>, bioswales, stormwater planters, pervious/permeable pavement options, wetland restoration and protection, sustainable drainage solutions, urban forestry efforts, lighting considerations for wildlife.</p>		20%+	4 Points	10-19%	3 Points	5-9%	2 Points	1-5%	1 Point	0%	0 Points		<p>4</p>
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STBG Scoring Sheets

<p>15. Does the project include any aesthetic improvement components/ streetscaping (improvements added in addition to (or in place of) the baseline treatment)?</p>	<p>Greatly (4 Points) - Installation of new components or facilities, or extensively upgraded facilities, including landscaping, lighting, street seating, and alternative considerations for aesthetic improvements</p> <p>Moderately (2 Points) - Aesthetic treatments, replacement or similar upgrades of existing components.</p> <p>None (0 Points) - Baseline treatments only</p>			4
<p>16. Has the project sponsor attended scheduled ODOT LPA Project Meetings in the last calendar year?</p>	<p>First time applicants or sponsors should select 'No Projects'</p> <p>Missed 2 or More -2 Points</p> <p>No Missed meetings or first time applicant 0 Points</p>			0
<p>17. What percentage of MPO projects has the project sponsor awarded on time over the last three calendar years?</p>	<p>First time applicants or sponsors should select 'No Projects'</p> <p>67% - 100% 7 Points</p> <p>34% - 66% 5 Points</p> <p>1% - 33% 1 Point</p> <p>No Projects 7 Points</p>			7
<p>18. Does the project involve other partners (MPO area jurisdictions and/or other governmental agencies)?</p>	<p>Yes (7 Points) - Project includes funding from one or more other separate legislative bodies participating in the project. Cooperative agreement for the project is required.</p> <p>No (0 Points) - Project sponsor is sole jurisdiction.</p>			7
<p>19. What percentage of the costs is the project sponsor requesting MPO funding for?</p>	<p>1%-25% 10 Points</p> <p>26%-50% 7 Points</p> <p>51%-70% 4 Points</p> <p>71%-80% 1 Point</p>			10
<p>20. When was the last time the lead project sponsor received funding?</p>	<p>Project award considerations are beginning in 2025 based on MPO expansion.</p> <p>Within 5 Years (0 Points) - Lead project sponsor has previously been awarded funding in last 5 years</p> <p>6 or more years (3 Points) - Lead project sponsor has not received funding in 6 or more years.</p>			1
<p style="text-align: right;">Total Points =</p>			<p style="text-align: right;">/ 90</p>	





## **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 Block Grant (STBG) and Transportation Alternative Program (TA).

Basic eligibility for STBGP and TA project funding requires the proposed project to be included in the MPO's Long Range Transportation Plan. STBG 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 cooperative 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 STBG 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.

## ERPC MPO Project Application Form Instructions

### Proposed Project Details

- 1.) Sponsoring Agency – Indicate the name of the entity applying for funds. Projects involving multiple MPO jurisdictional/governmental entities must select only one to serve as the lead. A cooperative agreement must be executed and attached.
- 2.) Project Title – Provide the name of the project being applied for. Please be descriptive and specific, e.g. Perkins Avenue Signalization Project, East Monroe Street Reconstruction Project.
- 3.) Contact Person (include phone, fax, and e-mail if available) – Enter the name of the contact person who can best answer or coordinate a response to questions regarding the application.
- 4.) Indicate State Fiscal Year, Amount and Percentage of Cost Being Requested from MPO – Indicate the dollar amount of MPO requested funds and what percentage this is of the project’s total costs for each phase of the project and include the proposed state fiscal year. Note – Preliminary Engineering includes work up through environmental clearance.
- 5.) Project Funding: Describe all sources of non-MPO funding for the proposed project.
- 6.) How does this project support the MPO’s Long Range Transportation Plan (LRTP)? Explain how the project is compatible with the LRTP.
- 7.) Other than the LRTP, is this project the result of or linked to a planning study or report? Identify the source and where a copy of the study or report may be found (e.g. on a website). Please be specific when referencing, e.g. ERPC MPO Bicycle and Pedestrian Plan, Chapter 4, Section 1 (p.56).
- 8.) Provide the most recent Average Daily Traffic counts for the proposed project.  
Counts may be found at:  
<https://odot.ms2soft.com/tcds/tsearch.asp?loc=Odot&mod=TCDShttp://erie.ms2soft.com/tcds/tsearch.asp?loc=Erie&mod=> .  
  
If multiple choices are available list the highest ADT. For proposed bicycle/pedestrian projects indicate the number, or projected number, of non-motorized users if available.
- 9.) Describe the proposed project, the problem that it is expected to resolve and any alternatives that may have been explored. The following questions can be used as guidance in completing this section: *What is the purpose of the project? Why is the project needed? What are its benefits? Are there any existing management systems that were used to develop the project? Were performance based measures used to quantify expected benefits? Are there other planned investments in the project area?*

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
- Self-scored project evaluation form
- Project priority listing if submitting more than one project application for MPO funding consideration
- Executed cooperative agreement if project involves multiple entities
- Project maintenance plan if Transportation Alternative (TA) application

## Attachment A: Program Policy and Procedures



## 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 Block Grant (STBG) 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, the Federal Highway Administration (FHWA), and the MPO Committee 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 STBG 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 Block Grant (STBG) 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 non-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 non-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, control of 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 STBG 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 STBG 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 STBG 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.

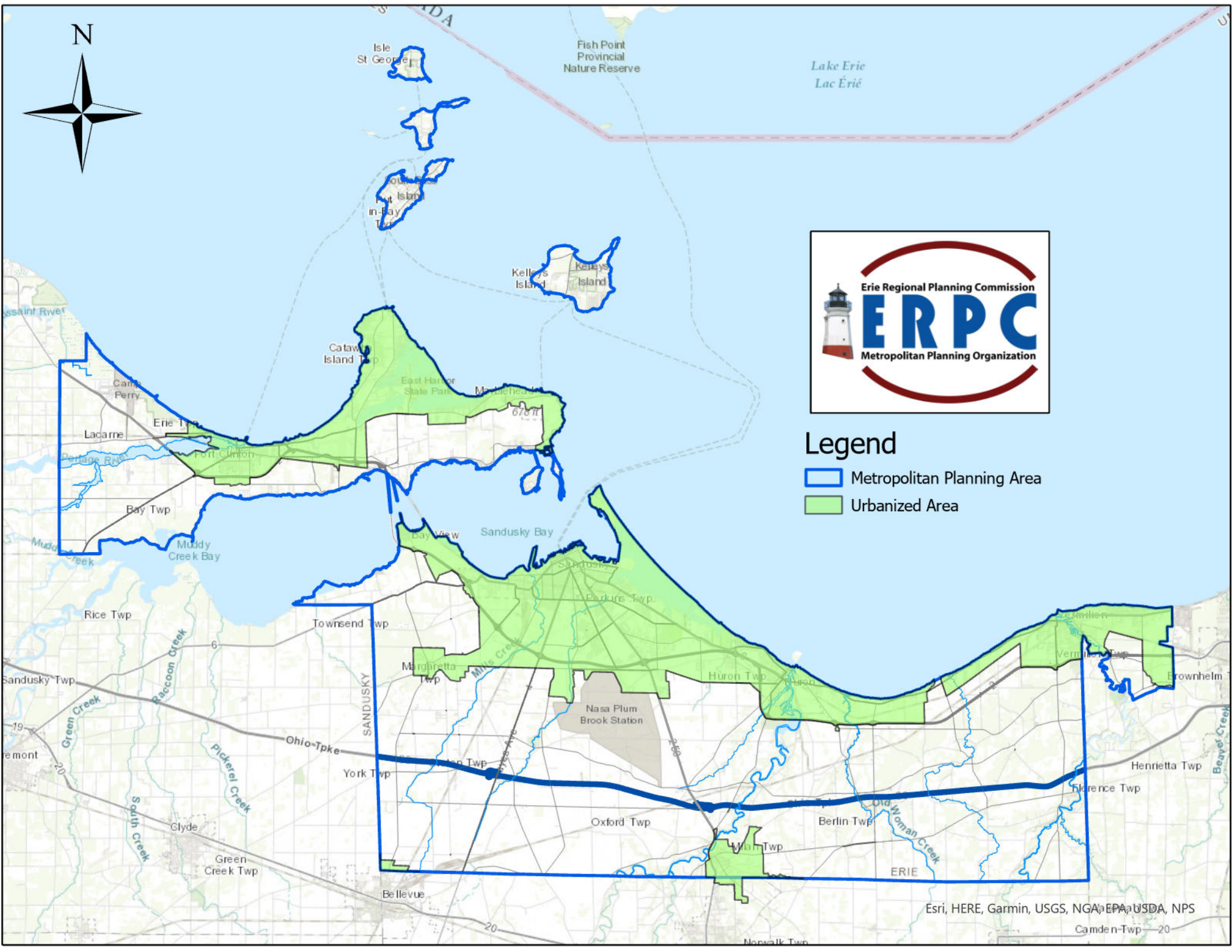
All cost estimates must be certified by a professional engineer, architect or appropriate professional discipline. The program requirements can be demanding and what is thought of a small, inexpensive project can spiral quickly into a complicated and expensive project with particular consideration given 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.

## Attachment B: Urbanized Area Map



### Legend

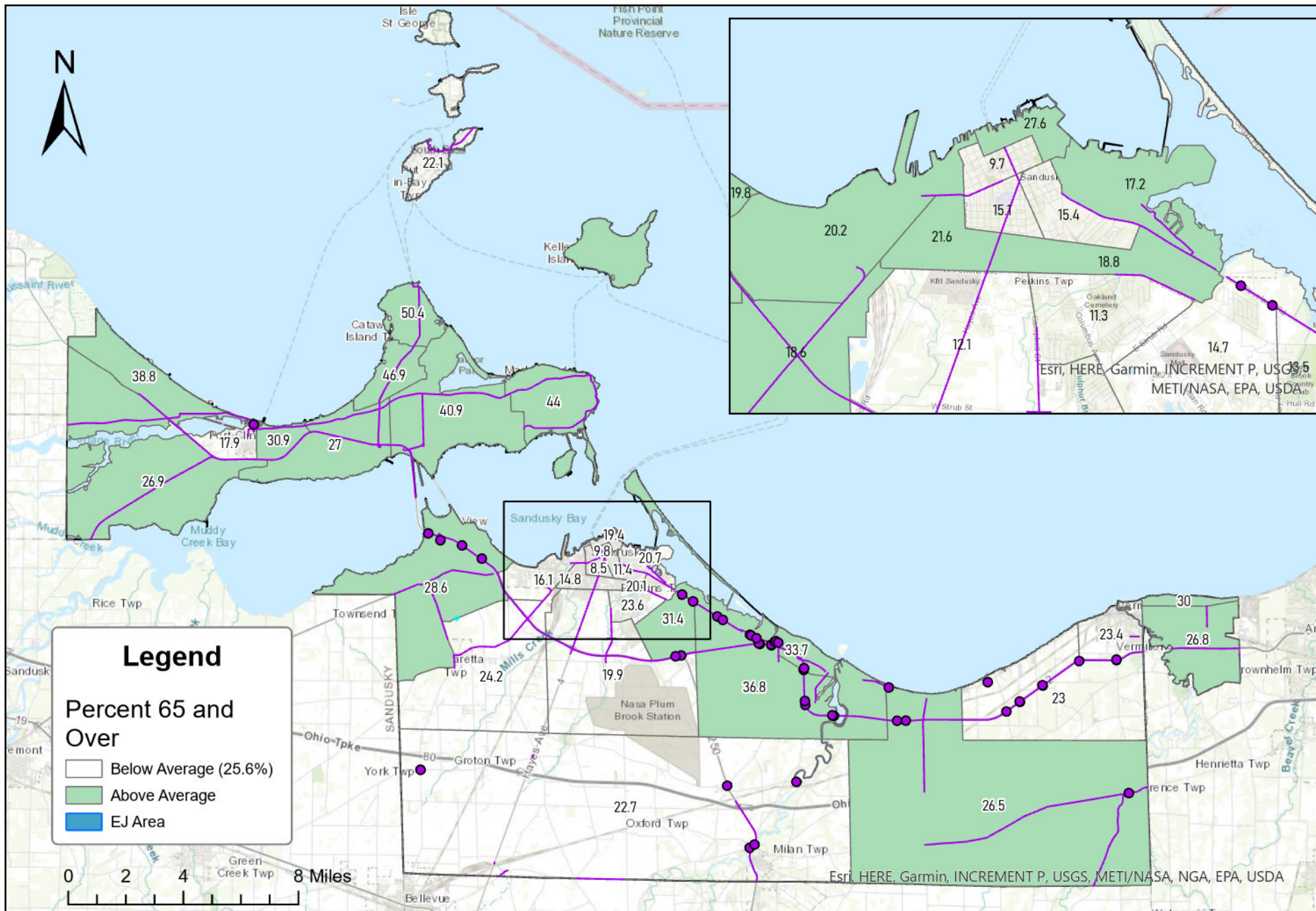
-  Metropolitan Planning Area
-  Urbanized Area

## Attachment C: Environmental Justice Areas

Environmental Justice Census Tracts - 2025

Geographic Area Name	Total		65 And Over		Individuals with Disability		LEP Households		LEP Population		Minority Population		No Vehicle Households		Poverty Population		Poverty Households		Count of Qualifying EJ Areas
	Population	Households	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
Census Tract 401; Erie County; Ohio	5348	2326	1254	23.4	941	17.6%	0	0.0%	16	0.3%	349	6.5%	14	0.6%	201	3.8%	134	5.8%	
Census Tract 402; Erie County; Ohio	4086	1755	939	23	629	15.4%	0	0.0%	123	3.0%	252	6.2%	55	3.1%	146	3.6%	87	5.0%	1
Census Tract 403; Erie County; Ohio	6065	2524	1608	26.5	700	11.5%	15	0.6%	35	0.6%	631	10.4%	68	2.7%	661	10.9%	305	12.1%	
Census Tract 404; Erie County; Ohio	6044	2710	2225	36.8	813	13.5%	71	2.6%	154	2.5%	209	3.5%	67	2.5%	458	7.6%	238	8.8%	2
Census Tract 405; Erie County; Ohio	3968	1985	1336	33.7	571	14.4%	0	0.0%	0	0.0%	608	15.3%	126	6.3%	227	5.7%	153	7.7%	
Census Tract 407; Erie County; Ohio	3845	1599	797	20.7	660	17.2%	0	0.0%	70	1.8%	1457	37.9%	151	9.4%	779	20.3%	276	17.3%	2
Census Tract 408.01; Erie County; Ohio	1728	864	170	9.8	168	9.7%	10	1.2%	10	0.6%	394	22.8%	202	23.4%	494	28.6%	229	26.5%	4
Census Tract 408.02; Erie County; Ohio	1479	1042	287	19.4	408	27.6%	75	7.2%	75	5.1%	455	30.8%	343	32.9%	510	34.5%	408	39.2%	5
Census Tract 409; Erie County; Ohio	3476	1470	558	16.1	701	20.2%	0	0.0%	34	1.0%	1148	33.0%	113	7.7%	775	22.3%	279	19.0%	1
Census Tract 410; Erie County; Ohio	3291	1201	487	14.8	711	21.6%	0	0.0%	35	1.1%	1894	57.6%	186	15.5%	928	28.2%	263	21.9%	3
Census Tract 411; Erie County; Ohio	4223	1598	357	8.5	639	15.1%	0	0.0%	0	0.0%	1589	37.6%	68	4.3%	880	20.8%	253	15.8%	1
Census Tract 412; Erie County; Ohio	2511	1202	285	11.4	387	15.4%	0	0.0%	0	0.0%	1087	43.3%	179	14.9%	701	27.9%	372	30.9%	4
Census Tract 413; Erie County; Ohio	3512	1529	706	20.1	660	18.8%	0	0.0%	68	1.9%	1151	32.8%	166	10.9%	774	22.0%	354	23.2%	1
Census Tract 414; Erie County; Ohio	2871	1062	678	23.6	325	11.3%	22	2.1%	34	1.2%	570	19.9%	112	10.5%	212	7.4%	99	9.3%	1
Census Tract 416; Erie County; Ohio	5710	2129	1135	19.9	690	12.1%	0	0.0%	0	0.0%	355	6.2%	38	1.8%	79	1.4%	50	2.3%	
Census Tract 417.01; Erie County; Ohio	3266	1322	789	24.2	607	18.6%	8	0.6%	42	1.3%	898	27.5%	13	1.0%	602	18.4%	207	15.7%	
Census Tract 417.02; Erie County; Ohio	2711	1299	775	28.6	538	19.8%	10	0.8%	17	0.6%	233	8.6%	76	5.9%	242	8.9%	160	12.3%	
Census Tract 418; Erie County; Ohio	5901	2381	1340	22.7	644	10.9%	0	0.0%	0	0.0%	217	3.7%	97	4.1%	277	4.7%	182	7.6%	
Census Tract 419; Erie County; Ohio	4903	2124	1539	31.4	722	14.7%	29	1.4%	97	2.0%	886	18.1%	68	3.2%	282	5.8%	115	5.4%	2
Census Tract 301.01; Lorain County; OH	2669	1425	802	30	566	21.2%	10	0.7%	10	0.4%	166	6.2%	86	6.0%	316	11.8%	145	10.2%	
Census Tract 301.02; Lorain County; OH	4126	1655	1105	26.8	835	20.2%	0	0.0%	0	0.0%	360	8.7%	32	1.9%	178	4.3%	125	7.6%	
Census Tract 501; Ottawa County; Ohio	787	269	174	22.1	90	11.4%	0	0.0%	0	0.0%	186	23.6%	14	5.2%	201	25.5%	34	12.6%	1
Census Tract 502.01; Ottawa County; O	1892	1071	887	46.9	222	11.7%	0	0.0%	0	0.0%	103	5.4%	46	4.3%	132	7.0%	85	7.9%	
Census Tract 502.02; Ottawa County; O	1805	1007	910	50.4	337	18.7%	0	0.0%	1	0.1%	262	14.5%	15	1.5%	111	6.1%	69	6.9%	
Census Tract 503.01; Ottawa County; O	2695	1314	1101	40.9	440	16.3%	10	0.8%	10	0.4%	45	1.7%	48	3.7%	143	5.3%	75	5.7%	
Census Tract 503.02; Ottawa County; O	2214	1154	974	44	282	12.7%	0	0.0%	0	0.0%	142	6.4%	56	4.9%	52	2.3%	33	2.9%	
Census Tract 505; Ottawa County; Ohio	3327	1516	1028	30.9	626	18.8%	0	0.0%	0	0.0%	478	14.4%	39	2.6%	515	15.5%	183	12.1%	
Census Tract 506; Ottawa County; Ohio	2876	1374	514	17.9	410	14.3%	11	0.8%	11	0.4%	171	5.9%	68	4.9%	431	15.0%	213	15.5%	
Census Tract 512.01; Ottawa County; O	1042	463	281	27	218	20.9%	0	0.0%	0	0.0%	59	5.7%	0	0.0%	162	15.5%	69	14.9%	
Census Tract 512.02; Ottawa County; O	1867	986	503	26.9	268	14.4%	7	0.7%	7	0.4%	180	9.6%	33	3.3%	195	10.4%	157	15.9%	
Census Tract 512.03; Ottawa County; O	510	294	198	38.8	92	18.0%	0	0.0%	0	0.0%	48	9.4%	10	3.4%	75	14.7%	40	13.6%	
<b>Population in EJ Area</b>	<b>100748</b>	<b>44650</b>	<b>25742</b>	<b>25.6%</b>	<b>15900</b>	<b>15.8%</b>	<b>278</b>	<b>0.6%</b>	<b>849</b>	<b>0.8%</b>	<b>16583</b>	<b>16.5%</b>	<b>2589</b>	<b>5.8%</b>	<b>11739</b>	<b>11.7%</b>	<b>5392</b>	<b>12.1%</b>	
	42756		EJ Area	51.1%	EJ Area	31.6%	EJ Area	1.2%	EJ Area	1.7%	EJ Area	32.9%	EJ Area	11.6%	EJ Area	23.3%	EJ Area	24.2%	
	42.4%																		

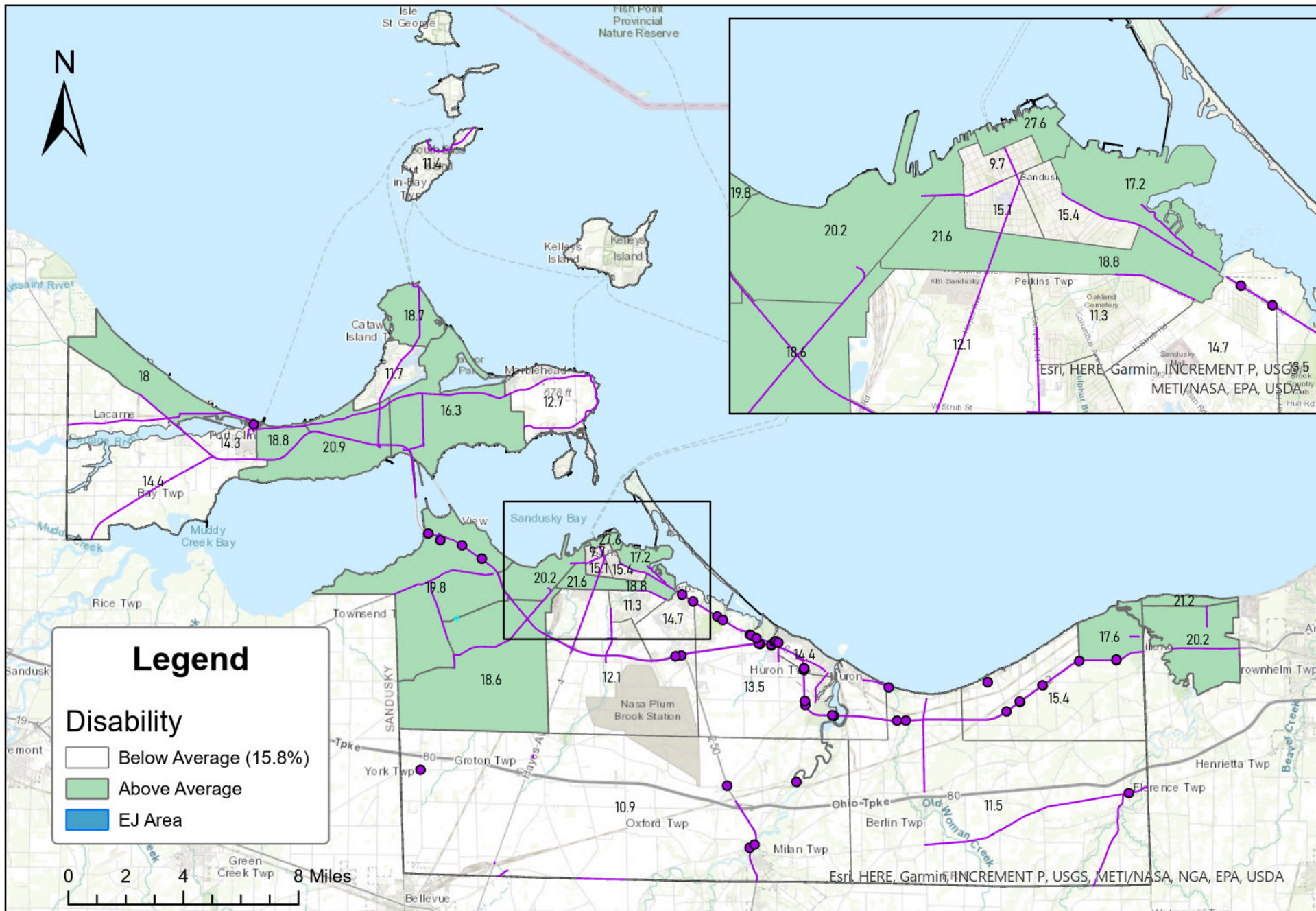
Darker shaded boxes detail Environmental Justice area.



Created By:  
 Erie Regional Planning Commission  
 Metropolitan Planning Organization  
 Source: 2023 US Census Bureau 5-Year ACS, ODOT TIMS  
 December, 2024

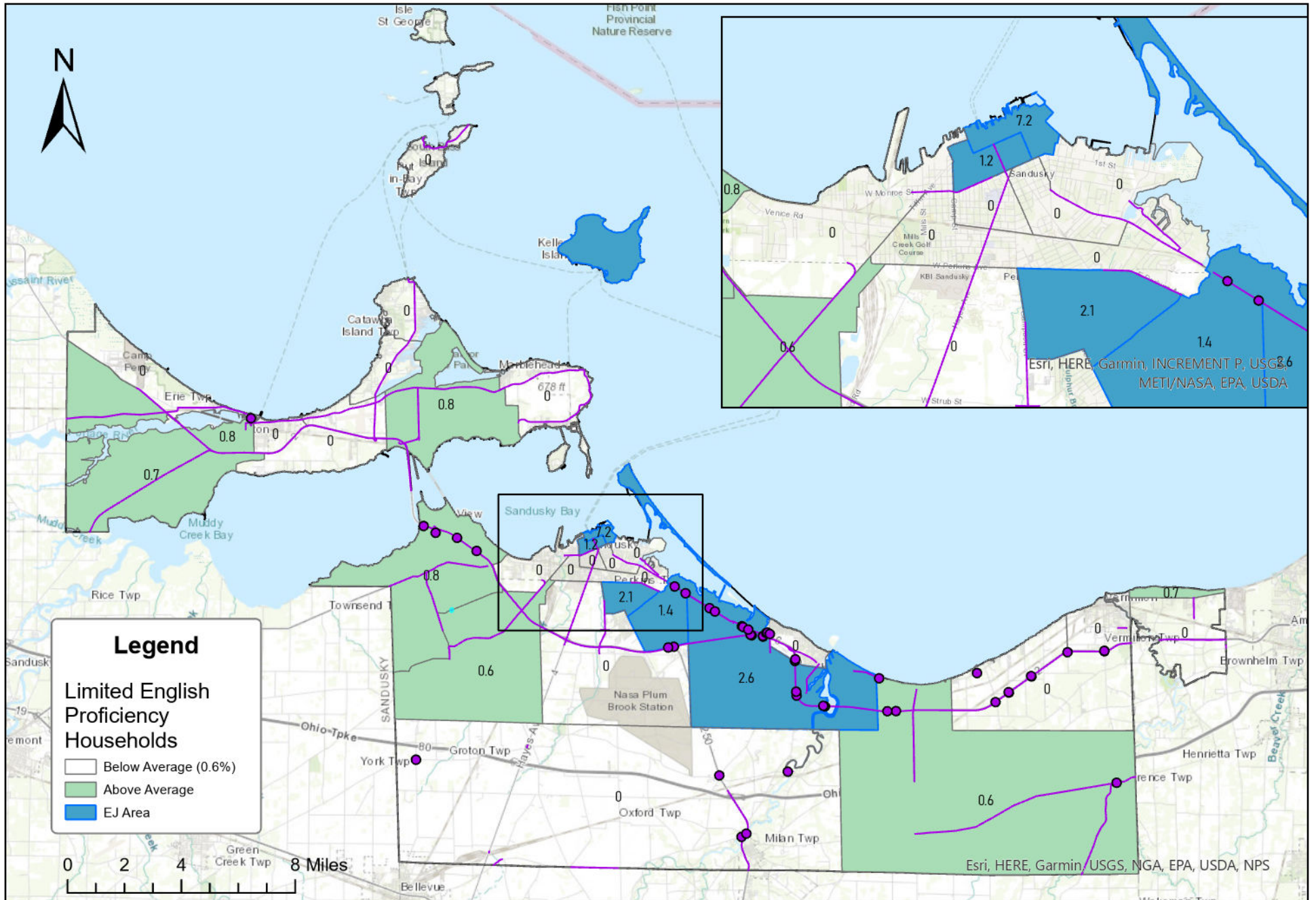
## EJ Area: Population 65 And Over





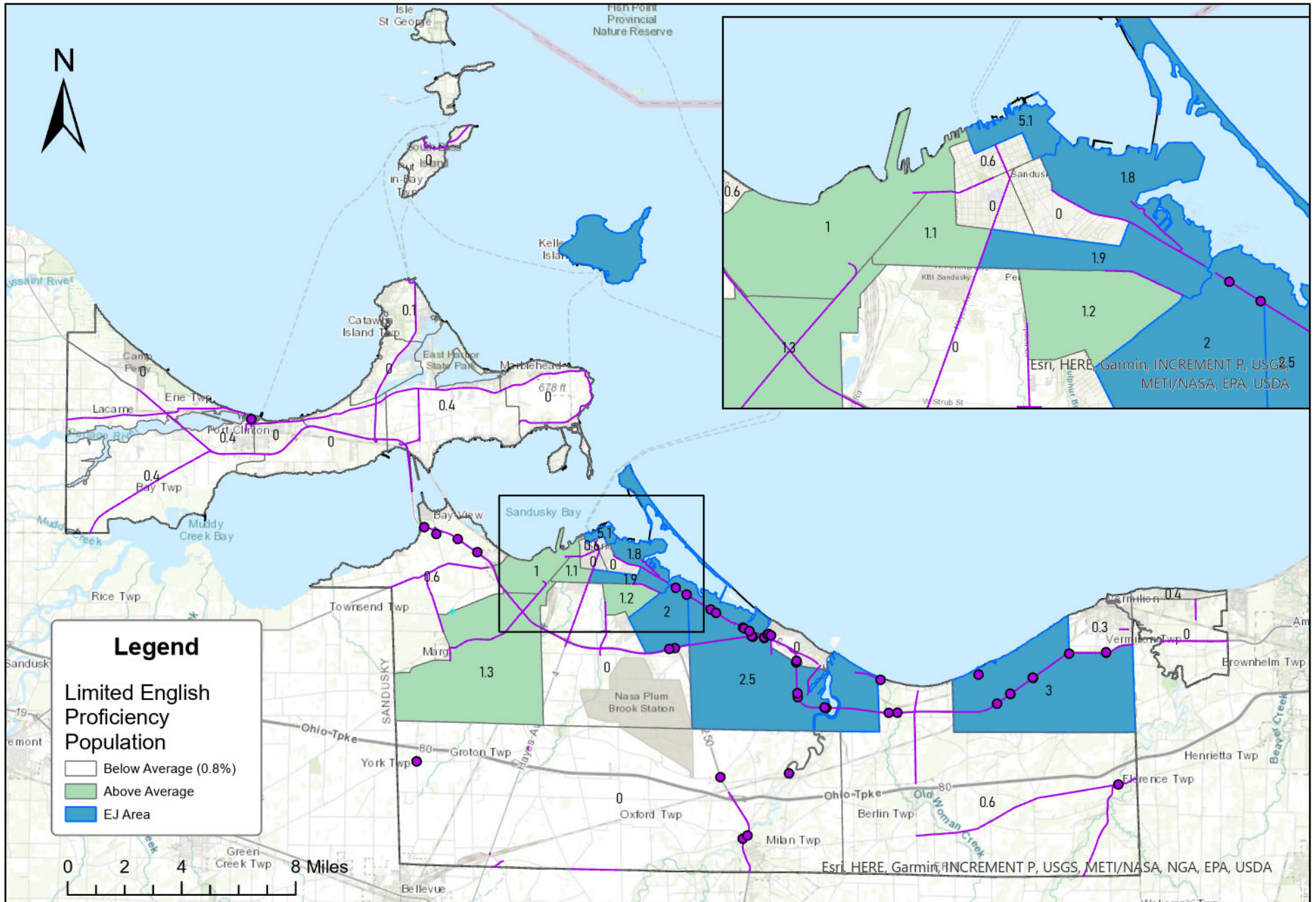
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# EJ Area: Population of Individuals with Disabilities



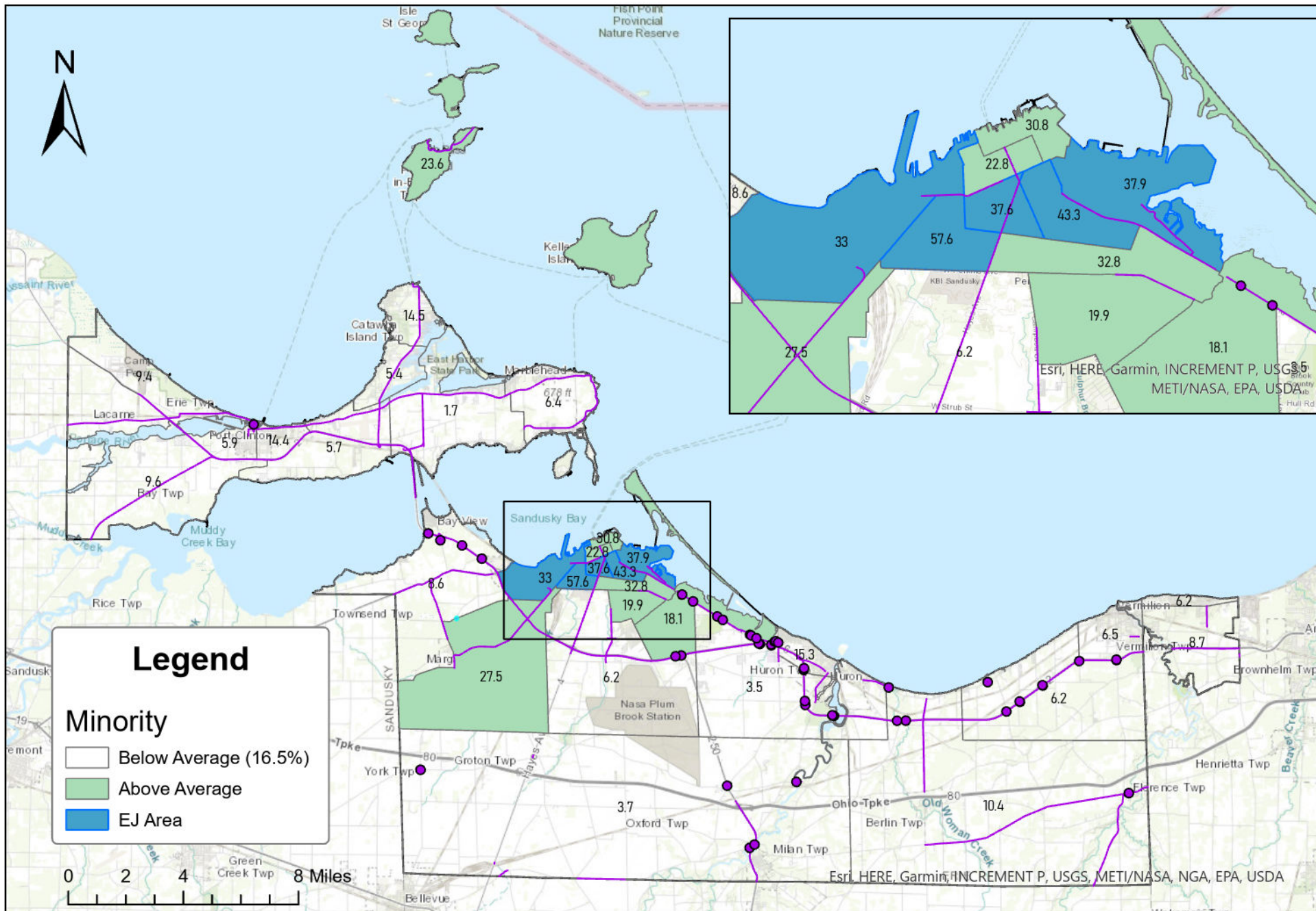
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## EJ Area: Limited English Proficiency Households



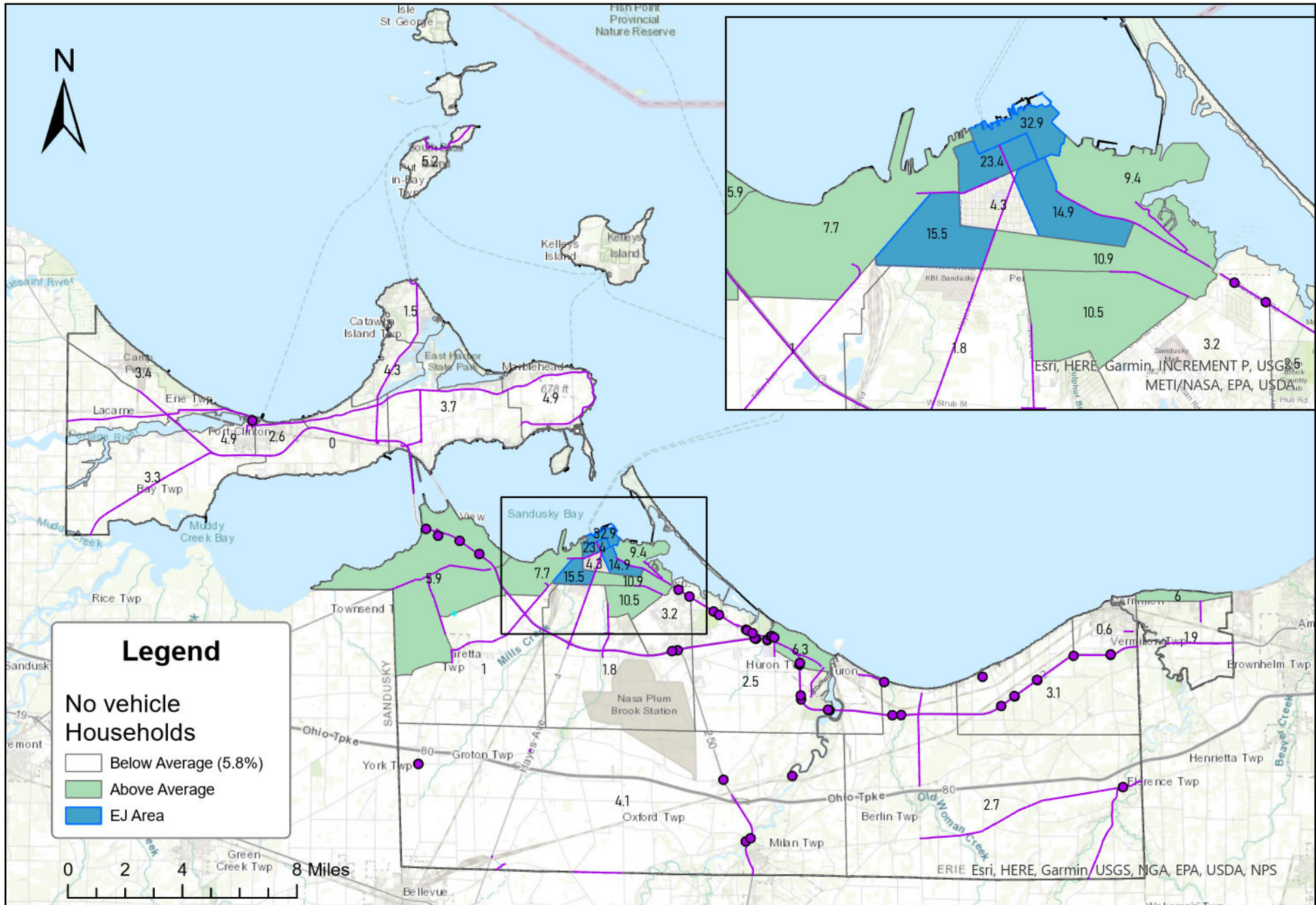
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## EJ Area: Limited English Proficiency Population



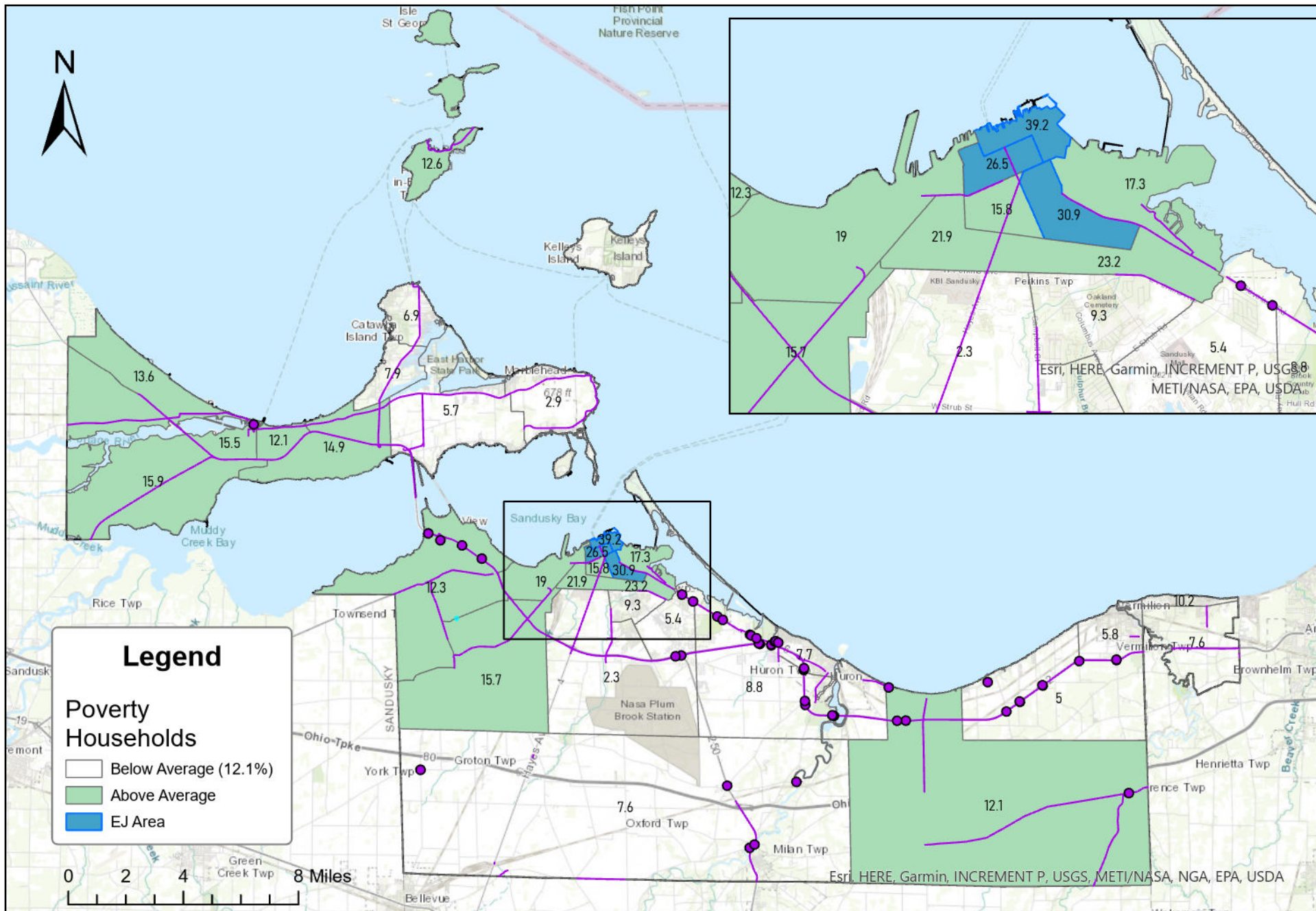
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# EJ Area: Minority Populations



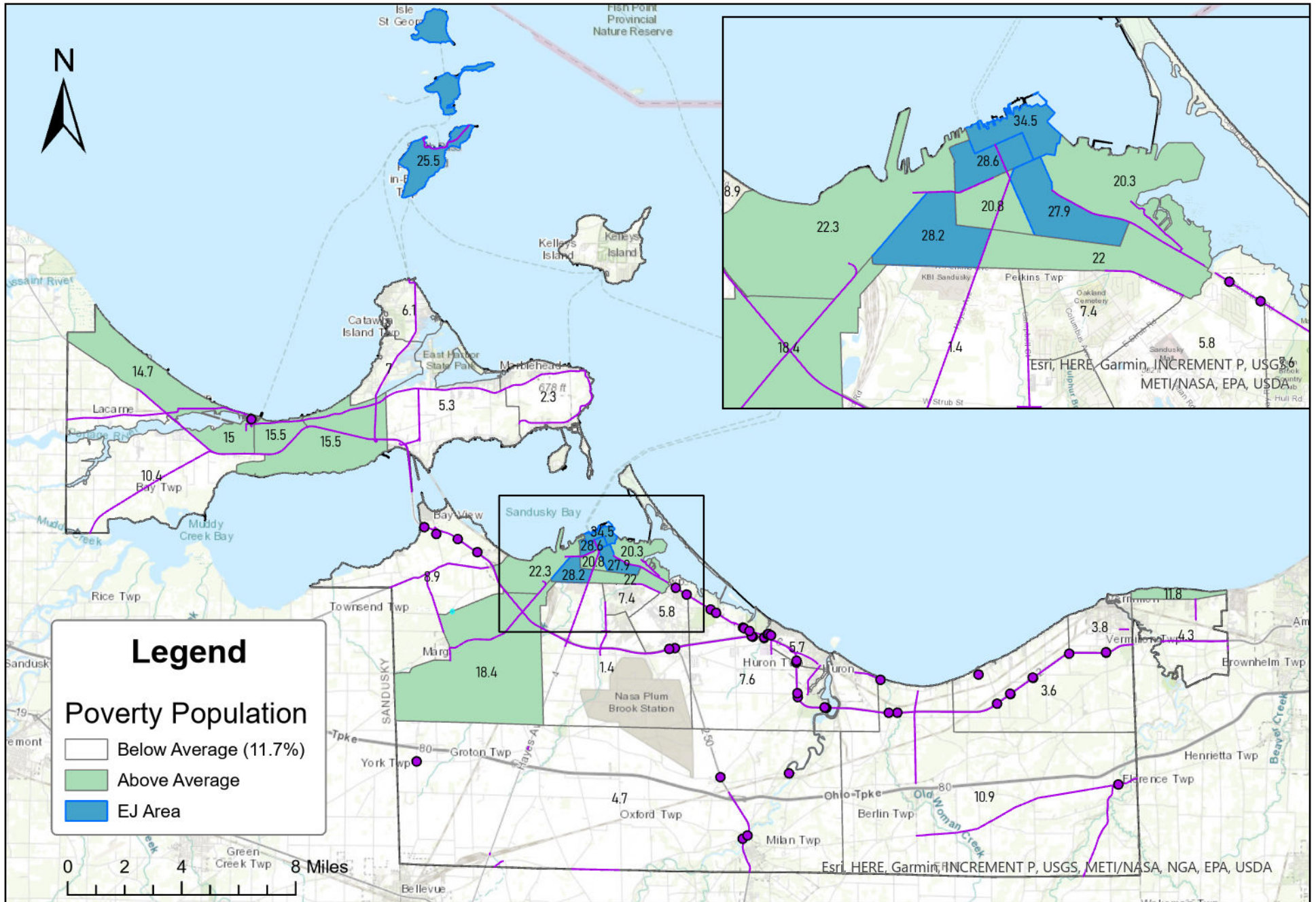
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## EJ Area: No Vehicle Households



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 December, 2024

## EJ Area: Poverty Households



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 Source: 2023 US Census Bureau 5-Year ACS, ODOT TIMS  
 December, 2024

## EJ Area: Poverty Population