

# 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, 2026** 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

# ERPC - TA Project Selection Scoring Sheet

#	Question	Answers	Points	Score	Max Points
1	Is the project included in an adopted local transportation or community plan, including Safe Routes to Schools?	Yes	3		3
		No	0		
2	Does the project improve active transportation systems by either creating new, upgrading, or replacing existing facilities?	New Sidewalk or Sidepath including bike lanes	10		10
		Over 75% increase in size of existing pedestrian and bicycle infrastructure or new facilities including public transit stops.	6		
		75% to 26% growth of existing pedestrian and bicycle facilities	4		
		Replacement of existing infrastructure to original standards	2		
3	Does the project have a positive impact in an Demographics Analysis Target Area (ex: low income, minority, etc., see maps)?	3+ Groups	4		4
		2 Groups	3		
		1 Group	2		
		No Groups	0		
4	Will the public be given a chance to provide input regarding the project (commensurate with level of project complexity)?	Yes	3		3
		No	0		
5	Has the project sponsor attended ODOT LPA Project Meetings in the last calendar year? (if first time applicant or sponsor had no projects then 'No Projects' should be selected).	Attended All	5		5
		Missed One	3		
		Missed 2 or More	-2		
		No Projects	5		
6	What percentage of MPO projects has the project sponsor completed on time over the last three calendar years? (if first time applicant or sponsor had no projects then 'No Projects' should be selected)	67%-100%	10		10
		34%-66%	5		
		1%-33%	1		
		No Projects	10		
7	Does the project involve other regional partners (MPO area jurisdictions, private groups, and/or other governmental agencies)?	Yes	5		5
		No	0		
8	What percentage of the costs is project sponsor requesting MPO funding for?	1%-25%	10		10
		26%-50%	7		
		51%-70%	4		
		71%-80%	1		
9	Does the project meet a 'transportation' need (benefits other than recreational)?	Yes	5		5
		No	0		
10	Is a maintenance plan identified for the project?	Yes	5		5
		No	0		
11	Does the project extend a planned pathway serving to create a regional trail network?	Yes	5		5
		No	0		
12	Does the project close existing gaps on existing municipal active transportation network, including new sidewalks, sidepaths or bike lanes?	Yes	5		5
		No	0		

13	Does the project connect to logical or jurisdictional termini?	Close the gap or jurisdictional boundary	5		5
		One connection not closing the gap	3		
		No	0		
14	Does the project serve a community trip generators adjacent the proposed facility: <i>Residences</i> <i>Schools (Including Universities)</i> <i>Businesses/Employers</i> <i>Stores</i> <i>Restaurants/Hotels</i> <i>Parks</i> <i>Libraries</i> <i>Medical Facilities</i>	Five or More	6		6
		Three to Four	4		
		One to Two	2		
		None	0		
15	Does the project address an existing safety issue for bicyclists and/or pedestrians (as documented in application)?	New or upgraded infrastructure design to address safety concerns	5		5
		Repair or replacements of dilapidated facilities to correct safety concerns	3		
		Replacement or upgraded to similar standards	0		
16	Project serves to protect and enhance the historical or regional significance of properties with frontage along the project location.	Yes	3		3
		No	0		
17	Project promotes planned development patterns based on revitalization and reinvestment land uses.	Yes	3		3
		No	0		
18	Does this project have a positive impact on the environmental protections of the site?	Yes	5		5
		No	0		
19	Does the project design enhances the visual aesthetic of the site area through aesthetically pleasing design?	Yes	3		3
		No	0		
			<b>Total:</b>		<b>/100</b>



## **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



## ERP C 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, the eastern portion of Ottawa 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 three types of funding programs in place; the Surface Transportation Block Grant (STBG), the Transportation Alternative Program (TA), and the Carbon Reduction Program (CRP). 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.

**Carbon Reduction Program (CRP)** funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to– [except as noted, § 11403; 23 U.S.C. 175(c)(1)]

- 1. a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- 2. a public transportation project eligible under 23 U.S.C. 142;
- 3. a transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;

4. a project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
5. deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;
6. a project to replace street lighting and traffic control devices with energy-efficient alternatives;
7. development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d);
8. a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
9. efforts to reduce the environmental and community impacts of freight movement;
10. a project that supports deployment of alternative fuel vehicles, including—
  - a. acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
  - b. purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
11. a project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
12. certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)]
13. a project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and
14. any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. (Note: FHWA will issue guidance on how the Secretary will make such certifications.) [§ 11403; 23 U.S.C. 133(b) and 175(c)(2)]

Note that these lists of qualifying STBG, TA, and CRP 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, TA, and CRP 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.

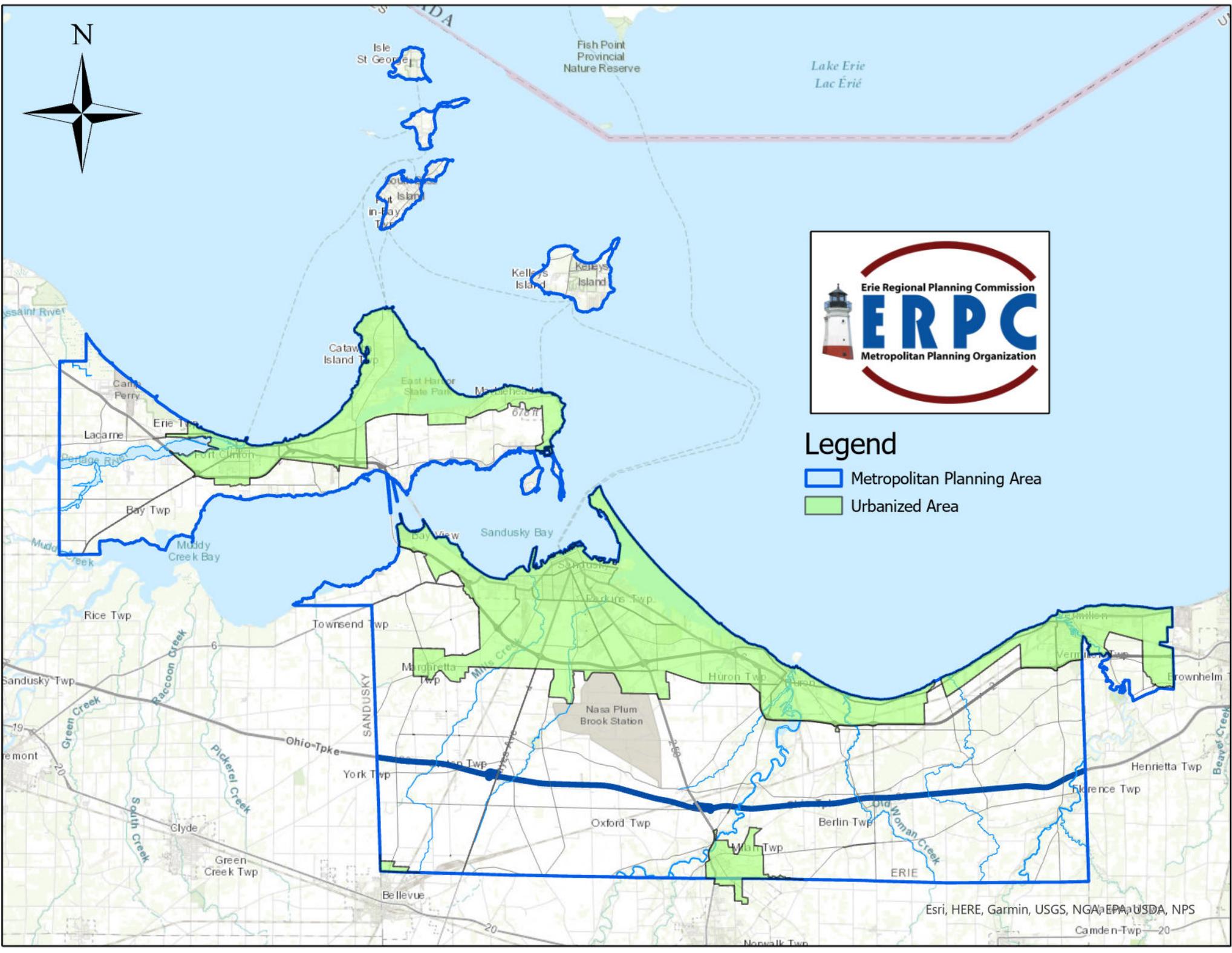
Upon the MPO Policy Committee's determination and recommendation, should a project have a major change in scope or not made satisfactory progress toward expending

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

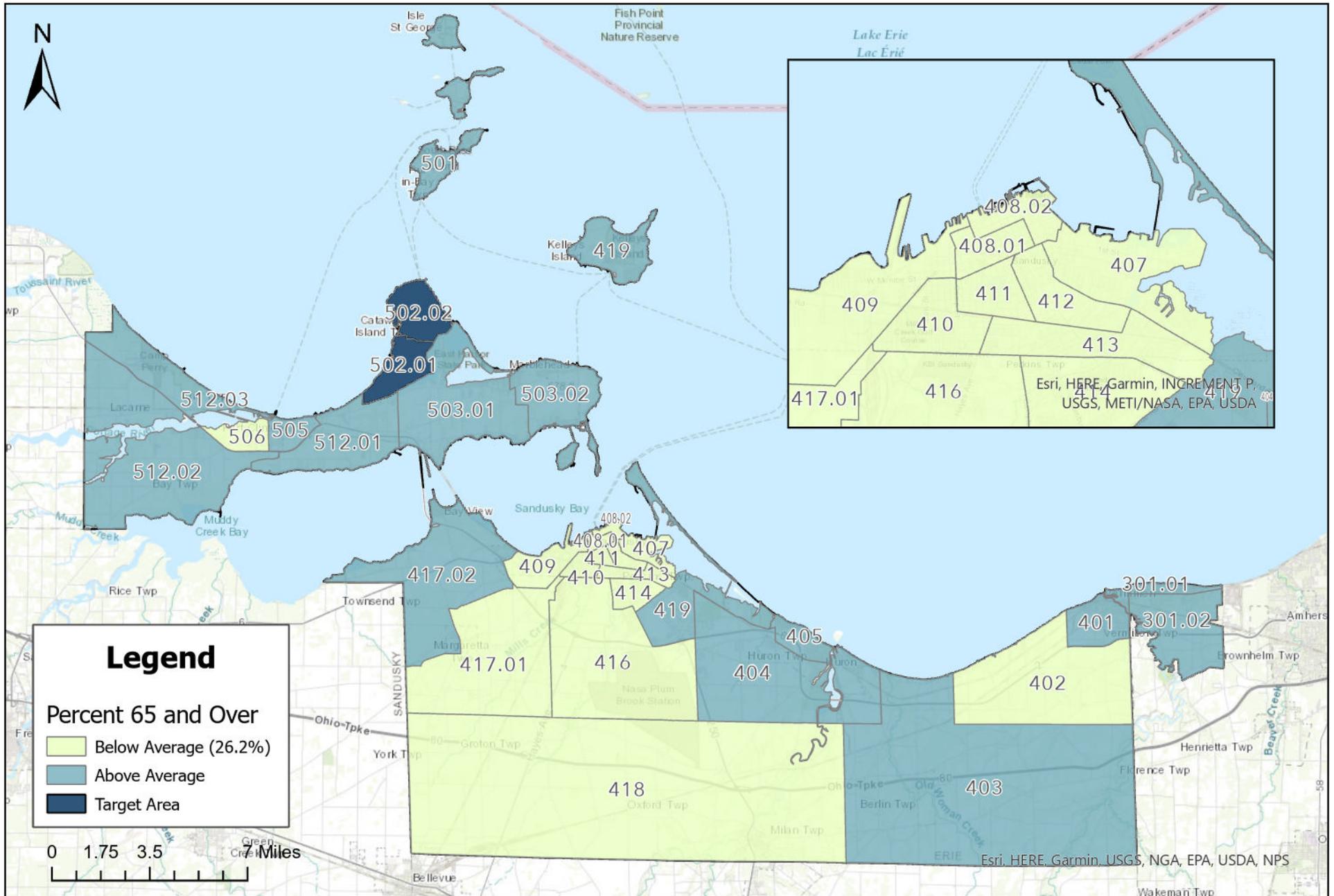


### Legend

-  Metropolitan Planning Area
-  Urbanized Area

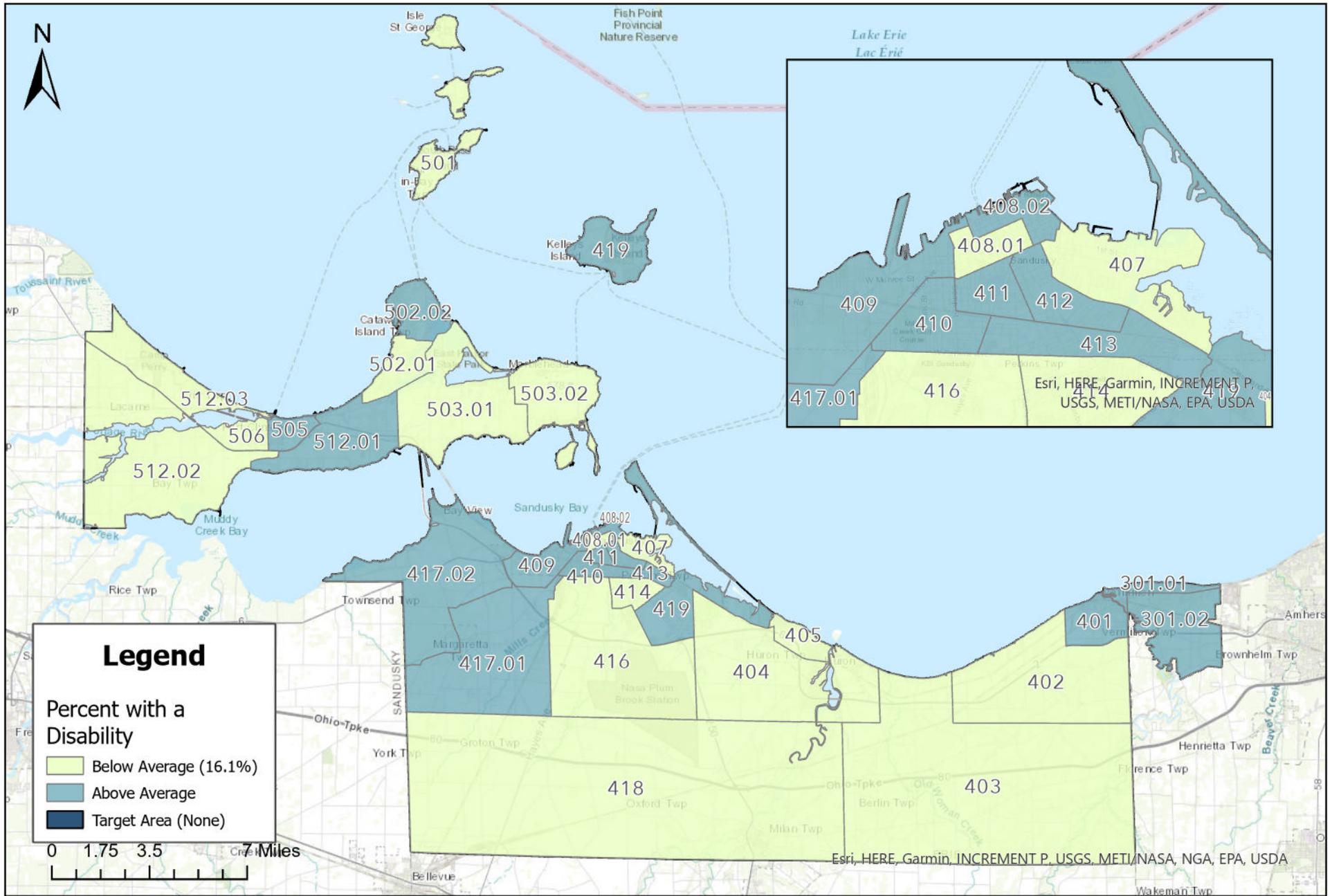
## Attachment C: Environmental Justice Areas

Environmental Justice Census Tracts - 2026																			
Geographic Area Name	Total Population 2026	Total Households 2026	65 And Over		Individuals with Disability		LEP Households		LEP Population		Minority Population		No Vehicle Households		Poverty Population		Poverty Households		Count of Qualifying EJ Areas
			Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
Census Tract 401; Erie County; Ohio	5345	2480	1465	27.4%	1023	19.1%	0	0.0%	18	0.3%	303	5.7%	119	4.8%	176	3.3%	128	5.2%	
Census Tract 402; Erie County; Ohio	4044	1758	916	22.7%	615	15.2%	0	0.0%	101	2.5%	277	6.8%	38	2.2%	237	5.9%	113	6.4%	1
Census Tract 403; Erie County; Ohio	6195	2653	1724	27.8%	812	13.1%	14	0.5%	32	0.5%	689	11.1%	62	2.3%	608	9.8%	294	11.1%	
Census Tract 404; Erie County; Ohio	5877	2652	2114	36.0%	785	13.4%	64	2.4%	136	2.3%	274	4.7%	92	3.5%	262	4.5%	228	8.6%	2
Census Tract 405; Erie County; Ohio	4189	1982	1214	29.0%	468	11.2%	0	0.0%	0	0.0%	868	20.7%	72	3.6%	189	4.5%	135	6.8%	
Census Tract 407; Erie County; Ohio	4311	1699	665	15.4%	624	14.5%	27	1.6%	328	7.6%	1934	44.9%	98	5.8%	1374	31.9%	367	21.6%	4
Census Tract 408.01; Erie County; Ohio	2169	1015	281	13.0%	189	8.7%	0	0.0%	0	0.0%	687	31.7%	176	17.3%	416	19.2%	244	24.0%	1
Census Tract 408.02; Erie County; Ohio	1613	1071	304	18.8%	366	22.7%	91	8.5%	118	7.3%	523	32.4%	303	28.3%	439	27.2%	383	35.8%	5
Census Tract 409; Erie County; Ohio	3384	1366	528	15.6%	590	17.4%	0	0.0%	5	0.1%	1342	39.7%	141	10.3%	818	24.2%	277	20.3%	1
Census Tract 410; Erie County; Ohio	3155	1232	517	16.4%	540	17.1%	0	0.0%	21	0.7%	1893	60.0%	152	12.3%	987	31.3%	228	18.5%	3
Census Tract 411; Erie County; Ohio	3646	1524	383	10.5%	606	16.6%	0	0.0%	0	0.0%	1285	35.2%	62	4.1%	902	24.7%	284	18.6%	2
Census Tract 412; Erie County; Ohio	2438	1200	280	11.5%	421	17.3%	0	0.0%	0	0.0%	1066	43.7%	209	17.4%	684	28.1%	347	28.9%	4
Census Tract 413; Erie County; Ohio	3185	1477	660	20.7%	642	20.2%	0	0.0%	81	2.5%	940	29.5%	163	11.0%	502	15.8%	280	19.0%	1
Census Tract 414; Erie County; Ohio	2996	1099	718	24.0%	433	14.5%	21	1.9%	50	1.7%	696	23.2%	179	16.3%	300	10.0%	131	11.9%	2
Census Tract 416; Erie County; Ohio	5709	2291	1239	21.7%	712	12.5%	0	0.0%	32	0.6%	429	7.5%	130	5.7%	124	2.2%	78	3.4%	
Census Tract 417.01; Erie County; Ohio	3211	1282	819	25.5%	653	20.3%	8	0.6%	32	1.0%	923	28.7%	28	2.2%	574	17.9%	210	16.4%	
Census Tract 417.02; Erie County; Ohio	2716	1313	803	29.6%	618	22.8%	7	0.5%	24	0.9%	227	8.4%	89	6.8%	278	10.2%	185	14.1%	
Census Tract 418; Erie County; Ohio	5763	2398	1493	25.9%	699	12.1%	0	0.0%	0	0.0%	181	3.1%	94	3.9%	396	6.9%	217	9.0%	
Census Tract 419; Erie County; Ohio	4635	1990	1560	33.7%	780	16.8%	24	1.2%	82	1.8%	695	15.0%	38	1.9%	228	4.9%	106	5.3%	
Census Tract 301.01; Lorain County; Ohio	2579	1378	756	29.3%	640	24.8%	10	0.7%	10	0.4%	185	7.2%	74	5.4%	389	15.1%	153	11.1%	
Census Tract 301.02; Lorain County; Ohio	4162	1668	1117	26.8%	849	20.4%	0	0.0%	0	0.0%	374	9.0%	27	1.6%	208	5.0%	148	8.9%	
Census Tract 501; Ottawa County; Ohio	727	295	215	29.6%	78	10.7%	0	0.0%	0	0.0%	172	23.7%	20	6.8%	148	20.4%	30	10.2%	
Census Tract 502.01; Ottawa County; Ohio	1884	1137	1001	53.1%	229	12.2%	0	0.0%	0	0.0%	95	5.0%	38	3.3%	108	5.7%	72	6.3%	1
Census Tract 502.02; Ottawa County; Ohio	1787	1050	1029	57.6%	344	19.3%	0	0.0%	2	0.1%	330	18.5%	23	2.2%	143	8.0%	89	8.5%	1
Census Tract 503.01; Ottawa County; Ohio	2736	1347	1023	37.4%	440	16.1%	15	1.1%	15	0.5%	106	3.9%	82	6.1%	193	7.1%	119	8.8%	
Census Tract 503.02; Ottawa County; Ohio	2158	1180	950	44.0%	320	14.8%	0	0.0%	15	0.7%	98	4.5%	42	3.6%	106	4.9%	86	7.3%	
Census Tract 505; Ottawa County; Ohio	3275	1396	972	29.7%	637	19.5%	0	0.0%	0	0.0%	583	17.8%	57	4.1%	608	18.6%	211	15.1%	
Census Tract 506; Ottawa County; Ohio	2893	1446	518	17.9%	456	15.8%	14	1.0%	14	0.5%	205	7.1%	62	4.3%	398	13.8%	256	17.7%	
Census Tract 512.01; Ottawa County; Ohio	1337	613	393	29.4%	269	20.1%	0	0.0%	7	0.5%	76	5.7%	0	0.0%	184	13.8%	74	12.1%	
Census Tract 512.02; Ottawa County; Ohio	1786	983	506	28.3%	235	13.2%	10	1.0%	10	0.6%	102	5.7%	9	0.9%	201	11.3%	176	17.9%	
Census Tract 512.03; Ottawa County; Ohio	584	295	197	33.7%	67	11.5%	0	0.0%	0	0.0%	9	1.5%	10	3.4%	67	11.5%	38	12.9%	
<b>Population in Target Area (TA)</b>	<b>100489</b>	<b>45270</b>	<b>26360</b>	<b>26.2%</b>	<b>16140</b>	<b>16.1%</b>	<b>305</b>	<b>0.7%</b>	<b>1133</b>	<b>1.1%</b>	<b>16583</b>	<b>16.5%</b>	<b>2689</b>	<b>5.9%</b>	<b>12247</b>	<b>12.2%</b>	<b>5687</b>	<b>12.6%</b>	
			<b>TA:</b>	<b>52.5%</b>	<b>TA:</b>	<b>32.1%</b>	<b>TA:</b>	<b>1.3%</b>	<b>TA:</b>	<b>2.3%</b>	<b>TA:</b>	<b>33.0%</b>	<b>TA:</b>	<b>11.9%</b>	<b>TA:</b>	<b>24.4%</b>	<b>TA:</b>	<b>25.1%</b>	



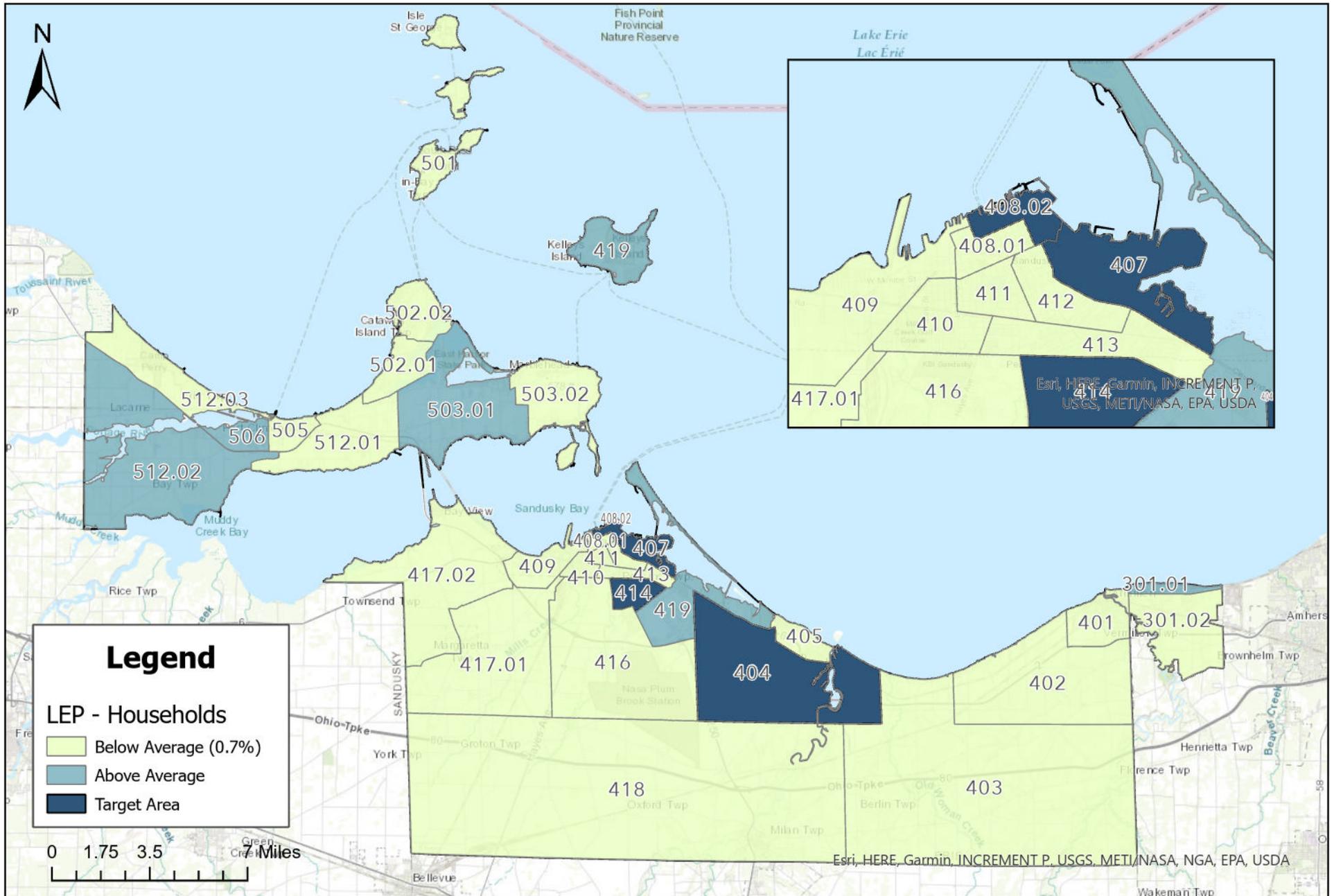
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 Erie Regional Planning Commission  
 Metropolitan Planning Organization  
 Source: 2024 US Census Bureau 5-Year ACS, ODOT TIMS  
 March, 2026

## Target Area: Population 65 And Over



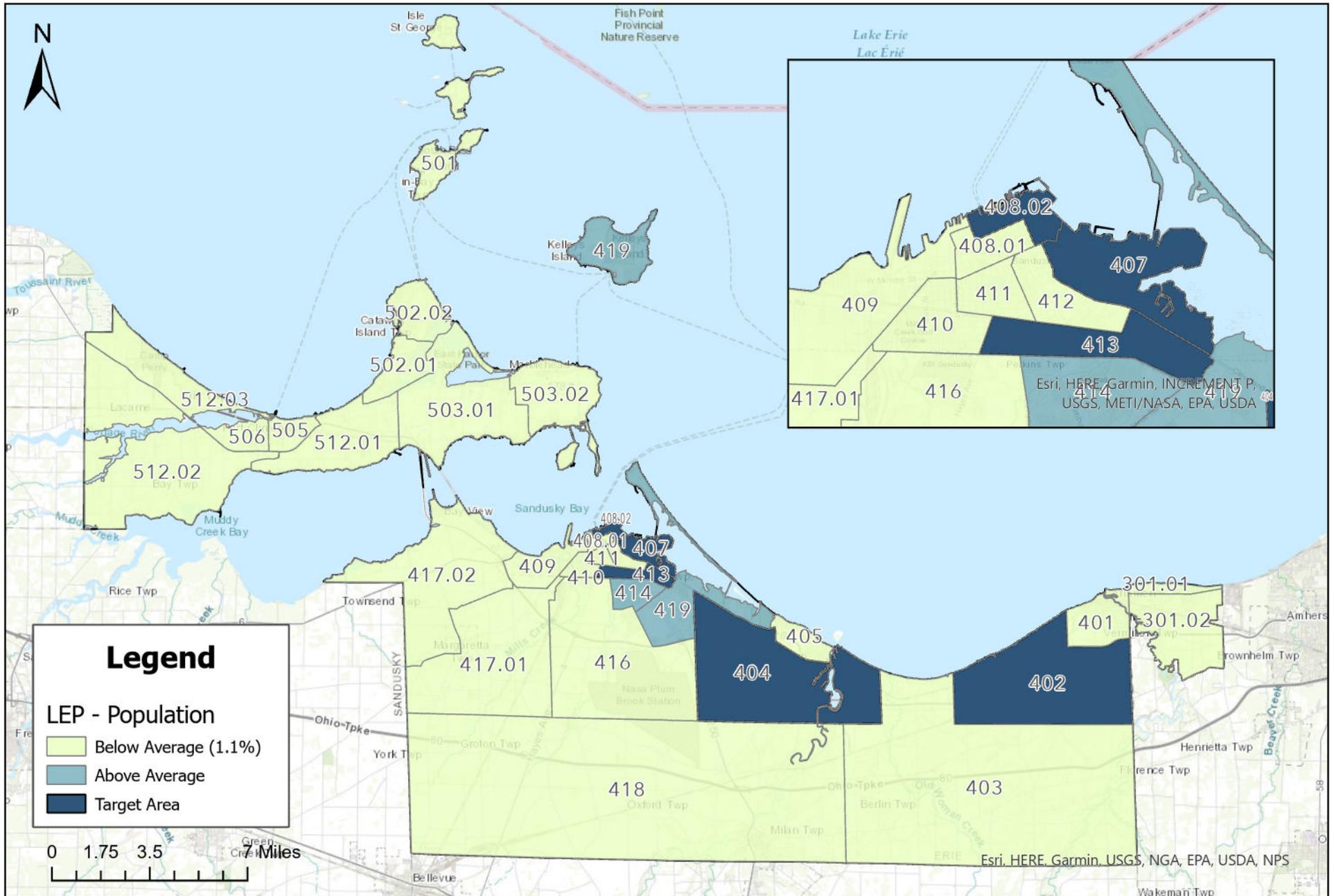
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 Source: 2024 US Census Bureau 5-Year ACS, ODOT TIMS  
 March, 2026

## Target Area: Disabled Populations



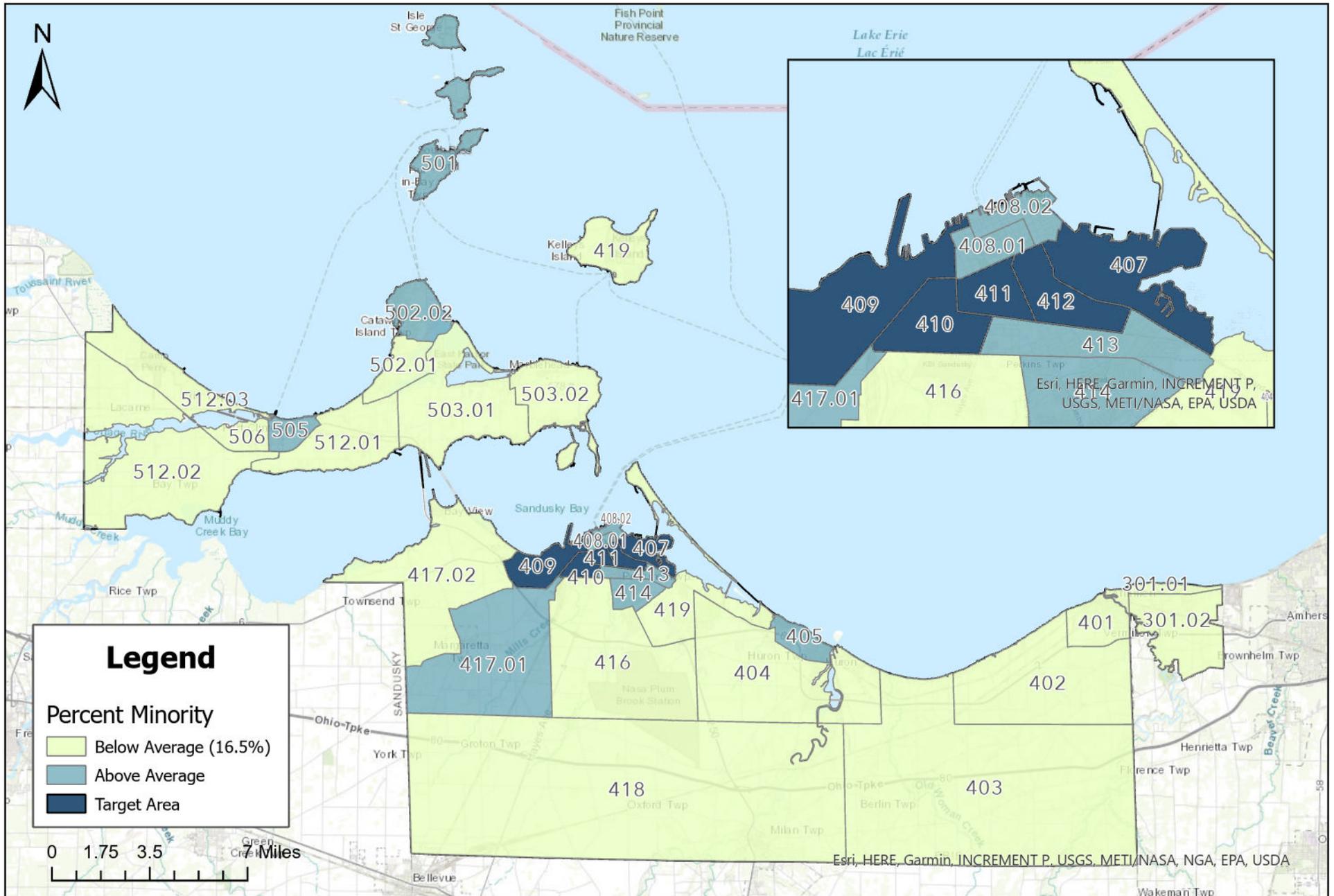
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## Target Area: Limited English Proficiency Households



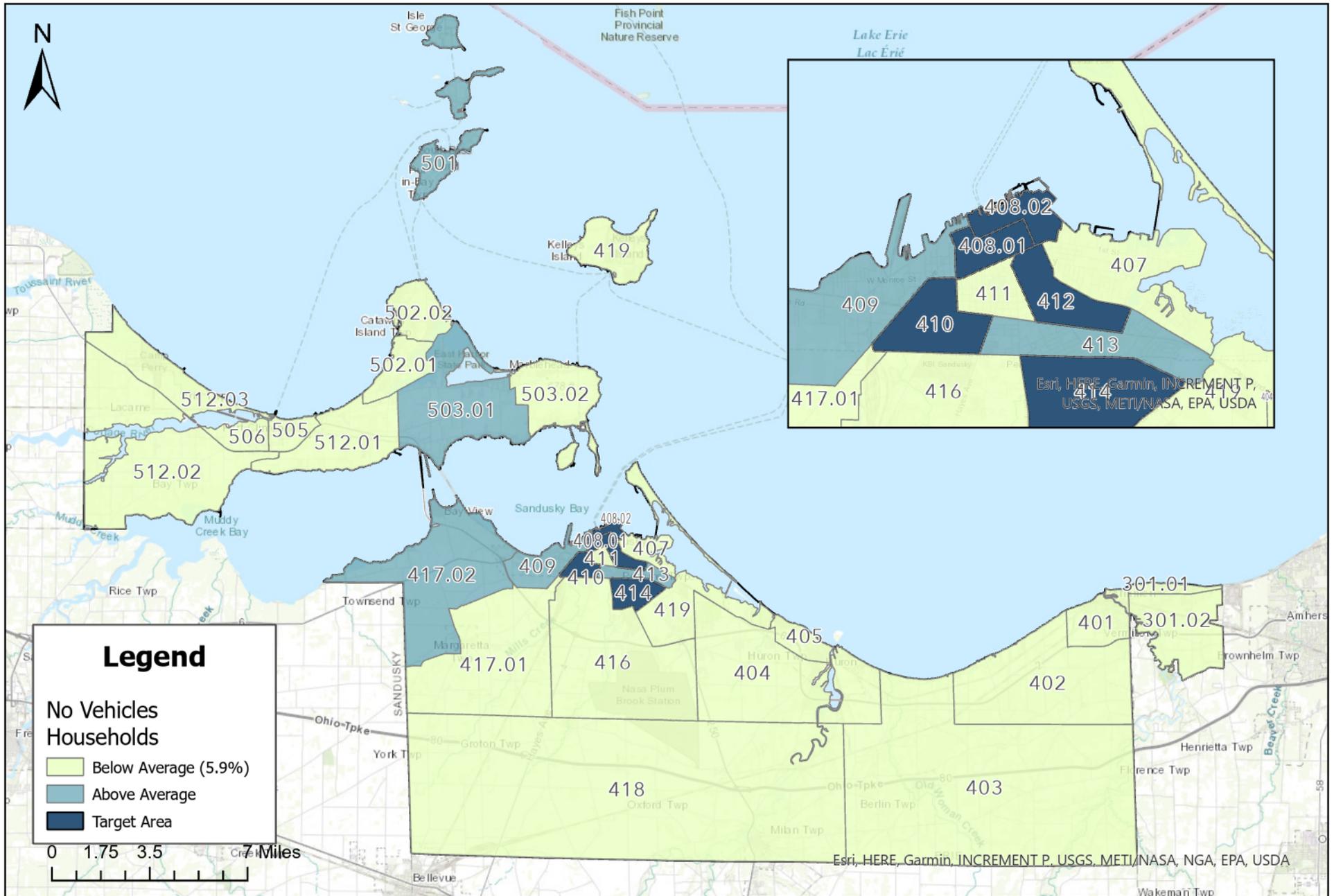
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## Target Area: Limited English Proficiency Populations



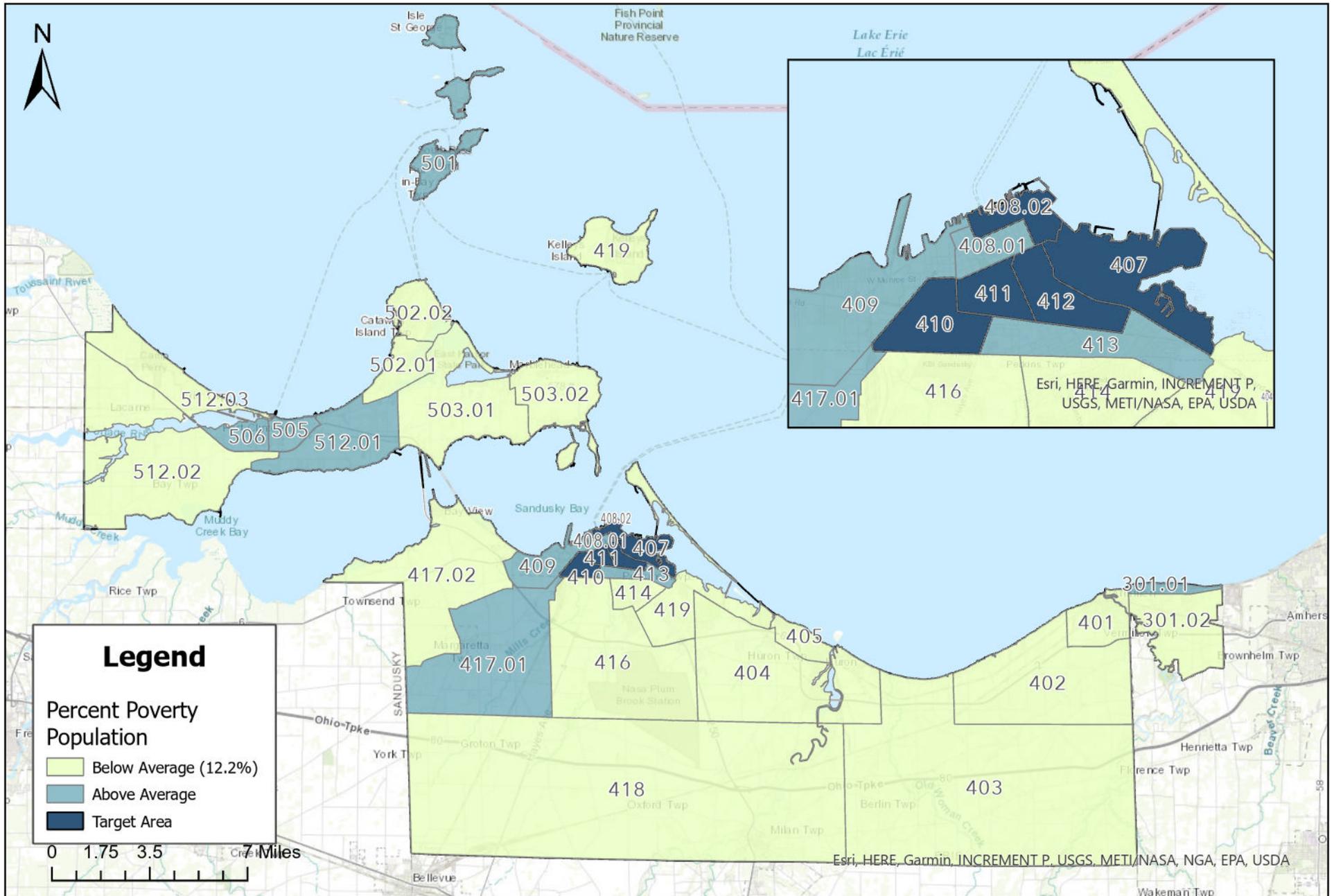
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## Target Area: Minority Populations



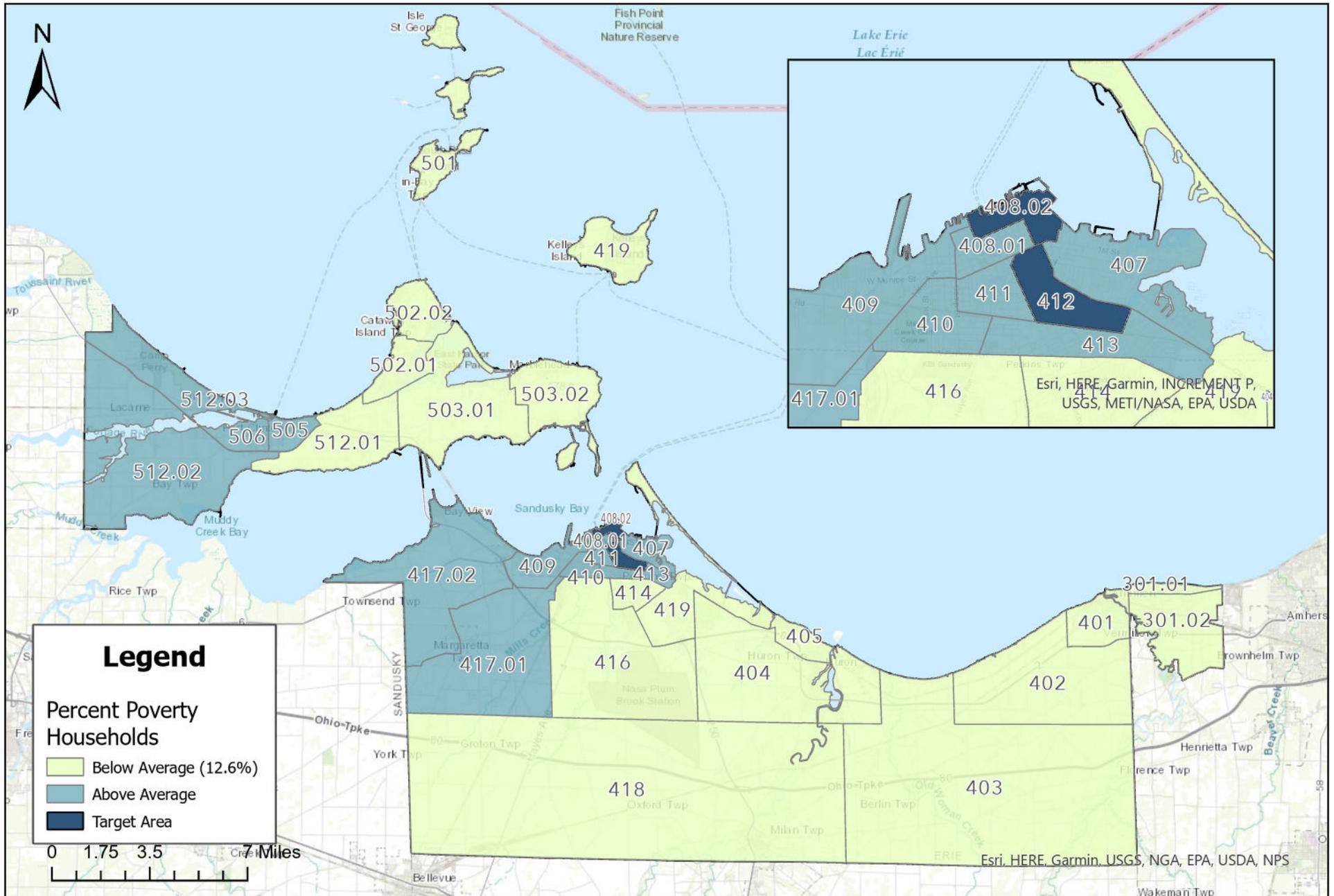
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## Target Area: No Vehicle Households



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 March, 2026

## Target Area: Poverty Populations



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 March, 2026

## Target Area: Poverty Households