



## **SFY 2021 UNIFIED PLANNING WORK PROGRAM**

**Beginning July 1, 2020 – Ending June 30, 2021**

**Prepared By:**

**Erie Regional Planning Commission  
2900 Columbus Avenue  
Sandusky, Ohio 44870**

The preparation of this document was financed in part by the Ohio Department of Transportation (ODOT), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA), in cooperation with local units of government. The contents of this report reflect the views of the Erie Regional Planning Commission (ERPC) who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official view and policies of the State and/or United States (US) Department of Transportation. This report does not constitute a standard specification or regulation.

## **RESOLUTION NUMBER 2020-03**

### **OF THE METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE OF THE CONTINUING COMPREHENSIVE LAND-USE AND TRANSPORTATION PROGRAM FOR ERIE COUNTY, OHIO.**

#### **A RESOLUTION OF SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS**

**WHEREAS**, the Policy Committee of the Continuing Comprehensive Land-Use and Transportation Program of the Erie County Regional Planning Commission (ERPC) who is designated as the Metropolitan Planning Organization (MPO) for the Sandusky urbanized area by the Governor acting through the Ohio Department of Transportation in cooperation with locally elected officials of Erie County and as evidenced in the Agreement of Cooperation Number 15402 between the Ohio Department Of Transportation, Board of County Commissioners of Erie County, Ohio and the Erie Regional Planning Commission; and

**WHEREAS**, the federal regulations published as 23 CFR 450 require that the metropolitan transportation planning process shall include activities to support the development and implementation of a Regional Transportation Plan and a Transportation Improvement Program and subsequent transportation planning activities to the degree appropriate for the area; and

**WHEREAS**, the federal regulations published as 23 CFR 450 requires ERPC as the MPO for the Sandusky Urbanized area, to annually self certify through its Policy Committee that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with the following applicable requirements.

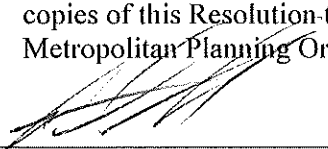
- a. That the planning process shall be consistent with Sections 8(e) and 3(e) of the Federal Transit Act concerning the involvement of the appropriate public and private transportation providers (49 USC 1607 and 1602 (e));
- b. That the planning process shall be consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 USC 344 and 29 USC 794;
- c. That the planning process shall be consistent with Section 105(f) of the Surface Transportation Assistance Act of 1982 regarding the involvement of minority business enterprises in FHWA and FTA funded projects (Public Law 97-424, Section 105(f) and 49 CFR Part 23);
- d. That the planning process shall be consistent with Section 16 of the Federal Transit Act (49 USC 1612), Section 165 (b) of the Federal-Aid Highway Act of 1973, as amended, and 49 CFR 27 which call for special efforts to plan public mass transportation facilities and services that can effectively be used by elderly and disabled persons
- e. That the planning process shall be in conformance with the applicable requirements of Sections 174 and 176(c) and (d) of the Clean Air Act (42 USC 7504, 7506 (c) and

**WHEREAS**, the federal regulations published as 23 CFR 450 further require that the State and the Metropolitan Planning Organization shall certify that the planning process is being carried out in conformance with all the applicable requirements of 23 USC 134 and 49 USC 1607, which indicate ". . .the Secretary (of the United States Department of Transportation) shall cooperate with the State and local officials in the development of transportation plans and programs which are formulated on the basis of transportation needs with due consideration to comprehensive long-range land use plans, development objectives, and overall social, economic, environmental, system performance, and energy conservation goals and objectives, and with the consideration to their probable effect on the future development of urban areas of more than 50,000 population. The planning process shall include an analysis of alternative transportation system management and investment strategies to make more efficient use of existing transportation facilities and development of long-term financial plans for regional urban mass transit improvements and the revenue available from current and potential sources to implement such improvements. The process shall consider all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate based on the complexity of the transportation problems," and

**WHEREAS**, *Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* requires that recipients of Federal funds make a meaningful effort to involve low-income and minority groups in the process to make decisions regarding the use of federal funds; and also requires that they attempt to identify and address any disproportionately high and adverse human health and environmental effects on minority and low-income groups, which may result from the implementation of their plans and programs, and

**NOW THEREFORE BE IT RESOLVED:**

- 1) That this Committee certifies that the Metropolitan Planning Organization's metropolitan transportation planning process complies with the metropolitan planning requirements as set forth above.
- 2) That this Committee authorizes Erie Regional Planning Commission staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

  
Patrick Shenigo, 2020 Chairperson  
Metropolitan Planning Organization Policy Committee  
Erie Regional Planning Commission

April 23, 2020

## **RESOLUTION NUMBER 2020-04**

### **A RESOLUTION OF THE METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE OF THE ERIE REGIONAL PLANNING COMMISSION APPROVING THE STATE FISCAL YEAR 2021 UNIFIED PLANNING WORK PROGRAM.**

**WHEREAS**, the Erie Regional Planning Commission is designated as the Metropolitan Planning Organization by the Governor, acting through the Ohio Department of Transportation in cooperation with local officials in Erie and a portion of Lorain Counties; and

**WHEREAS**, the Metropolitan Planning Organization refers to a forum for cooperative transportation decision making for the metropolitan planning area; and

**WHEREAS**, Erie Regional Planning in conjunction with the local and state representation has prepared The State Fiscal Year 2021 Unified Planning Work Program as part of the transportation planning process; and

**WHEREAS**, Erie Regional Planning has outlined and detailed a number of different transportation work products contained in Category 600's to be completed between July 1, 2020 and June 30, 2021 also known as State Fiscal Year 2021; and

**WHEREAS**, The planning products and programs in the State Fiscal Year 2018 Unified Planning Work Program are all fiscally constrained within the budget constraints of the approved Ohio Department Of Transportation Consolidated Planning Grant; and

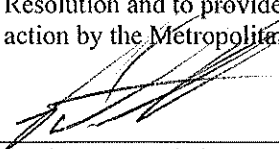
**WHEREAS**, All Work Plan products and programs are compatible and further the goals of the 2040 Long Range Transportation Plan; and

**WHEREAS**, This Committee is the Metropolitan Planning Organization for Erie County; and

**WHEREAS**, the State Fiscal Year 2021 Unified Planning Work Program has been submitted to and reviewed by the Technical Advisory Committee and the Policy Committee:

#### **NOW THEREFORE BE IT RESOLVED:**

- 1) That this Policy Committee hereby approves the State Fiscal Year 2021 Unified Work Plan and submittal of the plan to the appropriate agencies; and
- 2) That this Committee authorizes the Erie Regional Planning Commission Director and staff to take any and all actions that in their judgment are necessary to carry out the purposes of this Resolution and to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

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Patrick Shenigo, 2020 Chairperson  
Metropolitan Planning Organization Policy Committee  
Erie Regional Planning Commission

April 23, 2020

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## INTRODUCTION

The Erie Regional Planning Commission (ERPC) was established pursuant to Section 713.21 of the Ohio Revised Code (ORC) and a Resolution of Cooperation between various political subdivisions located within Erie County, Ohio. The ERPC was formed on March 6, 1962 and since that date has been responsible for the planning of land use, transportation, housing, recreation, and community facilities in Erie County. As several agencies may participate in various planning programs, the coordination of efforts of such participating agencies is necessary. The role of the Regional Planning Commission is to facilitate continuing, cooperative and comprehensive amongst the political subdivisions and agencies throughout Erie County.

Through participation of member political subdivisions (county, townships, cities and villages) and representatives from various State and County departments and agencies, the Erie Regional Planning Commission determines planning priorities and policies for the region and directs staff in undertaking the planning work. Among the many duties of the staff is the preparation of reports for use by state and local governments, engineers, developers and the public to assist in planning of coordinated development in the Erie County region. ERPC completes short and long range transportation planning documents that are designed to align with its planning partners' short and long range plans. For example, the ERPC 2045 Long Range Transportation Plan that ERPC is currently developing will align themes, strategies, and actions as identified in statewide long range transportation plan *Access Ohio 2045*.

### Rationale

This document is being presented as the State Fiscal Year (SFY) 2021 Unified Planning Work Program (UPWP) of the ERPC. The UPWP documents the agency's comprehensive planning program over the course of the next fiscal year calendar and corresponds to the July 1st, 2020 through June 30th, 2021 calendar year period.

The UPWP is required to be compiled and submitted to state and federal agencies as the basis for receiving federal and state transportation funding assistance. The document serves as a blueprint detailing information specific to the cooperative, continuing, and comprehensive planning process that will be undertaken by the ERPC staff over the course of the SFY 2021 period. Moreover, it acts as a management tool to assess the progress of the ERPC on specific projects as well as its commitment to local issues.

### Overview

The UPWP is comprised of several distinct sections beginning with a prospectus followed by an introduction detailing the history, roles, organizational structure and the membership of the ERPC. After the prospectus, the transportation planning process that the ERPC utilizes is presented which includes an overview of the Fixing America's Surface Transportation (FAST) Act. The document also presents ERPC planning activities by respective funding source and work element category. Work elements are arranged with regard to their respective category as follows: Local Government Services, Environmental Protection, Community Development, Developmental

Controls and Transportation Planning. The document concludes with various informational tables outlining the rationale for funding, indirect cost rate/pools and a summary of project budgets.

## **PROSPECTUS**

The ERPC was established in March of 1962. The formation of the Regional Planning Commission was accomplished in conformance with Section 713.21 of the Ohio Revised Code (ORC) where the planning commission of any municipal corporation or group of municipal corporations, any board of township trustees, and the board of county commissioners of any county in which such municipal corporation or group of municipal corporation is located, may cooperate in the creation of a regional planning commission.

By virtue of the adoption of a Resolution of Cooperation by the Board of County Commissioners and the other political subdivisions within Erie County, the ERPC was created and vested with powers and duties given to regional planning commissions under the laws of the State of Ohio.

### **Mission Statement - MPO**

The Policy Committee (PC) of the ERPC is an organization of local and state officials responsible for conducting the urban transportation planning process for the Sandusky Urbanized Area. The Policy Committee is the designated Metropolitan Planning Organization (MPO) for the urbanized area, in accordance with federal and state regulations. The mission of the ERPC Policy Committee is to conduct a continuing, coordinated and comprehensive transportation planning process for the Sandusky Urbanized Area to facilitate the safe, efficient and economic movement of persons and goods throughout the region.

### **Federal Certification**

The ERPC achieved Ohio Department of Transportation (ODOT) and Federal Highway Administration (FHWA) certification for transportation planning in 2003. The ERPC implemented Federal Emergency Management Agency (FEMA) Floodplain Management Regulations in the 1970's. The Commission is reviewed for concurrence on an annual basis in accordance with FEMA regulations.

### **Participants and Their Role**

The ERPC operates by agreement of participating units of government and a variety of public agencies. These units of government, in addition to the citizens representing varied sectors and interests, participate in the local planning process. As such, ERPC must negotiate agreements between a wide variety of participants in the planning process. The major participants of the agency are the Ohio Department of Transportation (ODOT), Federal Highway (FHWA), Federal Transit Administration (FTA), Ohio Development Services Agency (ODSA) Federal Emergency Management Agency (FEMA) and other units of local government. The agencies' primary responsibilities are described below.



ODOT and FHWA oversee the transportation planning and programming activities of the commission to ensure compliance with applicable state and federal regulations. ODOT maintains a continuous liaison with the Commission's MPO Policy Committee (PC) and ERPC staff and they provide technical assistance such as travel demand modeling processes and traffic assignments for highways. The FHWA, through ODOT, monitors compliance of planning activities with applicable federal regulations.

ERPC administers the transportation program and acting as the "Handling Agency" for all MPO activities. Local governments participate by submitting transportation projects to the MPO to develop the Transportation Improvement Program (TIP) and other issues associated with transportation. Local governments participate in project selection, construction and implementation of capital improvements as well as the required local match for funding the transportation planning projects. Communication between representatives of these local jurisdictions with ODOT and FHWA is facilitated by ERPC through the PC. The local jurisdictions receive Federal-Aid Surface Transportation Program (STP) Funds through the Commission's MPO PC.

The City of Sandusky is the local agency responsible for providing effective public transportation services within the Sandusky region through the Sandusky Transit System (STS) program; the program is designated as a rural transit program, as authorized by the Federal Transit Administration, 49 USC Section 5311.

FEMA and the Ohio Department of Natural Resources (ODNR) oversee ERPC environmental planning actions with respect to Floodplain Management Regulations in order to ensure compliance with State and Federal regulatory requirements.

## **Organizational Structure**

The governing body of the ERPC is its Board of Directors known as the Regional Planning Commission. The Board reviews and takes action on recommendations made by its staff and committees. Representation on the Board is achieved by the appointment of delegates. Such appointment is made by the participating jurisdictions (county, municipalities, townships and villages). The delegates are appointed for one-year terms starting in January of every year. The Regional Planning Commission is composed of representatives of the various participating political subdivisions.

## **Participating Jurisdictions:**

- City of Huron
- City of Sandusky
- City of Vermilion
- Village of Kelleys Island
- Village of Bay View
- Village of Berlin Heights
- Village of Milan
- Village of Castalia
- Berlin Township
- Vermilion Township
- Margaretta Township
- Perkins Township
- Huron Township
- Milan Township
- Oxford Township
- Groton Township
- Florence Township

The various political subdivisions are represented on the Regional Planning Commission in the following manner:

### **County Commissioners**

The members of the Board of Erie County Commissioners, each of who serves during his/her tenure of office.

### **Municipal Members**

A representative of each of the municipal corporations cooperating in the maintenance of the Commission, which representative shall be designated by the Planning Commission or legislative body of said municipal corporation, for such terms as such Planning Commission or legislative body may elect; except that cooperating cities of over 15,000 population according to the latest Federal Census shall be entitled to a representative for each 15,000 population or part thereof. No cooperating municipal members shall be entitled to more than three (3) representatives. Each cooperating municipal corporation must also designate an alternate for each municipal representative.

### **Township Members**

A representative of each of the townships cooperating in the maintenance of the Commission shall be designated by the Trustees of said cooperating township for such term as the Trustees may elect. Each cooperating township shall also designate an alternative for each township member.

### **Village Membership**

A representative of each of the villages cooperating in the maintenance of the Commission shall be designated by the Council of each cooperating Village for such term as Council may elect. Each cooperating village shall designate an alternate for each village member.

### **Non-Voting Members**

The other members of the ERPC are non-voting members and are part of the Technical Advisory Committee (TAC). These members represent the following areas:

- Soil and Water
- County Health Department
- Public Utilities
- County Engineer
- County Sanitary Engineer

## Erie Regional Planning Commission Members 2021

The organizational structure of the ERPC utilizes the following committees:

The Executive Committee of ERPC is comprised of the President, Vice-President and a County Commissioner. A township member, village member and a municipal member are appointed by the President. The Executive Committee is charged with providing leadership and direction to the ERPC and its staff. The Committee monitors and evaluates the needs of the community and establishes the priorities of the agency based, in part, upon local demands. The Committee makes such final determinations, decisions, findings and recommendations as may be necessary between meetings of the Commission and carries out other duties and responsibilities as may be assigned to it by the Commission.

ERPCMEMBER AT LARGE	DAVID FOSTER (PRESIDENT)
VILLAGE OF BAY VIEW	LARRY GWINNER
BAY VIEW ALTERNATE	MATTHEW AICHHOLZ
BERLIN TOWNSHIP	TADD SMITH
BERLIN TWP ALTERNATE	JEFF FINNEN
VILLAGE OF BERLIN HEIGHTS	MAYOR CONNIE WARD
BERLIN HEIGHTS ALTERNATE	MARSHALL CADE
VILLAGE OF CASTALIA	RANDY WHYDE
CASTALIA ALTERNATE	KENT MILLER
FLORENCE TOWNSHIP	ORVILLE SAYLER
FLORENCE TWP ALTERNATE	JOHN KRUMWIEDE
GROTON TOWNSHIP	RON BROWN
GROTON TWP ALTERNATE	ROGER ROWLAND
CITY OF HURON	SAM ATINO
HURON ALTERNATE	
HURON TOWNSHIP	EDWARD ENDERLE (VP)
HURON TWP ALTERNATE	GORDON HAHN
KELLEYS ISLAND	JACQUELINE KRANYAK
KELLEYS ISLAND ALTERNATE	JOHN KILKO
MARGARETTA TOWNSHIP	KENT MILLER
MARGARETTA TWP ALTERNATE	MIKE KUNS
MILAN TOWNSHIP	DAN FREDERICK
MILAN TWP ALTERNATE	JERRY NICKOLI
VILLAGE OF MILAN	CARLA ROSPERT
VILLAGE OF MILAN ALTERNATE	MAYOR BEN SMITH
OXFORD TOWNSHIP	MICHAEL PARKER
OXFORD TWP ALTERNATE	SCOTT LEBER
PERKINS TOWNSHIP	JIM LANG
PERKINS TWP ALTERNATE	TO BE DETERMINED
CITY OF SANDUSKY	DAVID MILLER
SANDUSKY ALTERNATE	TBD
VERMILION TOWNSHIP	CHARLES TRINTER
VERMILION TWP ALTERNATE	RON DICKEL
CITY OF VERMILION	MAYOR FORTHOFER
VERMILION CITY ALTERNATE	TO BE DETERMINED

## Other Committees

### MPO Policy Committee

The ERPC MPO Policy Committee (PC) is designated by the State of Ohio as the MPO for the Sandusky Urbanized Area. The Committee is responsible for all area-wide transportation planning, the review, and approval of the transportation portion of the annual Unified Planning Work Program (UPWP), the review and maintenance of the TIP and the adoption of an updated Long Range Transportation Plan (LRTP). The Committee makes such policies, final determinations, findings, recommendations and resolutions as may be necessary to carry out a continuing, cooperative and comprehensive urban transportation planning process. The composition of the Committee includes the following members and or appointed designees:

- FHWA Representative (non-voting)–  
Carmen Stemen
- Ohio Department of Transportation  
(ODOT), Central Office  
Representative (non-voting) –  
Andrew Shepler
- Ohio Department of Transportation  
(ODOT), District Three Representative  
- Mike Schafrath
- Sandusky Transit System (STS)  
Administrator– Nicole DeFreitas
- City of Sandusky, Chief Engineer -  
Aaron Klein
- City of Sandusky, Chief Planner –  
Angela Byington
- City of Sandusky, City Manager- Eric  
Wobser
- City of Sandusky, Ex-Officio Mayor–  
Dennis Murray
- Erie County Commissioner–Patrick  
Shenigo
- Erie County Engineer-Jack Farschman
- City of Huron Mayor–Sam Artino
- City of Vermilion Mayor – Jim  
Forthofer
- Perkins Township Trustee –Tim  
Coleman
- Erie County Sheriff-Paul Sigsworth

### Technical Advisory Committee

The Technical Advisory Committee (TAC) advises the MPO PC on all matters relating to the Work Program (WP), plans, policies and programs, coordination and technical and financial progress. Members of the TAC are appointed by the MPO PC. The membership consists of the following people or appointed designees:

- FHWA Representative (non-voting)–  
Carmen Stemen
- City of Sandusky Engineer – Aaron  
Klein

- Erie County Highway Engineer- Jack Farschman
- Erie County Department of Environmental Services Representative – Dave Moyer
- City of Huron Representative-Andrew White
- City of Vermilion Representative– Tony Valerius
- Sandusky Transit System Administrator–Nicole DeFreitas
- ODOT D3 Representative-Mike Schafrath
- Erie Regional Planning Commission Chairperson (non-voting)–Dave Foster
- Erie County Soil and Water Conservation District Representative - Eric Dodrill
- Erie County Economic Development Corporation (ECEDC) Executive Director–Abbey Bemis
- Utility Industry Representative-Nick Katsaros
- Perkins Township Trustee –Tim Coleman
- Erie County Health Department Representative –Robert England
- Erie Metro Parks Representative–Amy Bowman-Moore
- Any Affected Township Trustee (for ERPC Agenda Items)

\* One representative from each of the organizations unless otherwise noted.

### **Other Committees**

- Bicycle and Pedestrian Advisory Committee
- MPO Citizen Advisory Committee
- MPO Safety Committee

### **Citizens Advisory and Safety Committees**

The Citizens Advisory Committee (CAC) and Safety Committee involves the public in transportation decision-making. The Committee both encourages and facilitates community involvement and advises the PC on transportation planning matters. The purpose of the CAC/Safety Committee is as follows:

- To implement that part of the Public Involvement Process (PIP) relating to public participation.

- To serve as the primary body representing public opinion on the goals, objectives, policies, system plans/programs or individual project plans/programs relating to improvement in transportation.
- To permit continuous interaction and two-way communication between participants and staff about the planning process from problem identification through all developmental phases to resolution.
- To ensure that all plans and programs give adequate consideration to possible social, economic, energy and environmental issues.
- To ensure appropriate and timely advice to the PC as defined in the PIP.
- The CAC/Safety Committee also advises the ERPC staff.

The duties of the CAC/Safety Committee include the following

- Hold regular meetings with ERPC staff to become familiar with the planning process, priorities, funding requirements, state and federal guidelines and requirements, long-and short-range plans, land use and transportation issues.
- Work with the planning staff during preparation of long- and short-range plans and familiarize itself with planning terminology and procedures.
- Review the various phases of the regional land use and transportation planning process, methodology, projections, assumptions, analysis and recommended plans and programs before submission to the PC.
- Establish special sub-committees as may be required to provide supplemental advice necessary to facilitate review and consensus.
- Communicate information to the public within geographic districts and act as a liaison between public and staff.
- Implement and promote public participation at area meetings.
- Communicate public reaction and desires to staff, elected officials and the MPO PC of the ERPC.

The CAC/Safety Committee will consist of interested citizens and safety professionals in the Erie County region; one member appointed by each PC member and voluntary members representing themselves, their area, or groups within the Erie County region.

## **Bicycle and Pedestrian Advisory Committee (BPAC)**

The BPAC was formed in 2015 as a response to a recommendation in the 2014 Bicycle and Pedestrian Plan. This committee meets quarterly and works towards implementing goals from the Erie County Bicycle and Pedestrian Plan.

## **MPO's Transportation Study Area**

The Transportation Study Area/MPO Boundary of the ERPC embraces the County of Erie and the Lorain County portion of the City of Vermilion. The population of the study area is approximately 81,979<sup>1</sup>. The planning area covers approximately 255 sq. miles.

## **The Study Area's Transportation Network**

The streets and highways of Erie County not only move people and goods throughout the region but also affect the community's social and economic environments. Specifically, the roadways are a vital link to the area's continuously growing tourist venues. Seasonal economic attractions such as Cedar Point Amusement Park, the Lake Erie Shores and Islands, and boating activities which bring nearly ten (10) million visitors to the County annually<sup>2</sup>. This creates special concerns in providing residents of the community with safe, reliable and efficient thoroughfares. The transportation network consists of approximately 580 road miles, two (2) deep water shipping ports, a shared international airport with Ottawa County (located in Port Clinton, Ohio), and approximately 85 miles of rail line which make the County accessible to the interstate, national and international markets.<sup>3</sup>

Although Erie County's transportation system is heavily dependent on roads for movement, there are other modes of transportation at work. An extensive rail system of the Norfolk Southern (NS) Corporation railroad ships much of the larger commodities from the County and into one of two of the local shipping ports. Those ports are located in the cities of Huron and Sandusky. The ports are used to ship agricultural products, crushed stone products and coal throughout the Great Lakes water system.

The Sandusky Transit System (STS) is currently the only means of public transport in the County. Regional airports include Kelleys Island, Ortnor Airport and Huron Airport which all serve as the small air systems in the County. Griffing Airport in Sandusky has closed, but still continues services at the Erie-Ottawa International Airport. Erie-Ottawa International Airport is located in Ottawa County, but is partially funded through and serves Erie County.

## **Key Transportation Issues**

Regional key transportation planning issues were identified as part of the MPO 2040 LRTP. Each recommended project was rated based on its ability to fulfill the LRTP's stated goals and objectives. The evaluation included nine categories based on the goals and objectives developed

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<sup>1</sup> 2018 American Community Survey (5 year Estimate) Table B01001

<sup>2</sup> 2016 Lake Erie Shores and Islands Facts & Figures

<sup>3</sup> 2040 LRTP

for the LRTP. Projects were scored for each category based on a 5 point system as follows: Very Good = 5 points, Good = 4 points, Fair = 3 points, Poor = 2 points, Very Poor = 1 point. Projects were then ranked according to their totals and current project status is reported to show project's advancement. ERPC's next LRTP update is due July 23, 2020. The LRTP update will be aligned with Ohio's Statewide Transportation Plan (*Access Ohio 2045*), ERPC's Transportation Improvement Program (TIP), and other related transportation documents to promote consistency between transportation improvements and state/local planned growth and economic development patterns.

## **AGREEMENTS**

Coordination among agencies is vital to transportation planning. Agreements with agencies on the coordination of transportation planning are presented in this chapter. A section on each type of agreement is presented. All agreements referred to are then listed at the end of the chapter.

### **Biennial Agreement**

This Agreement is between the ODOT, Erie County and the ERPC to fulfill the requirements for a cooperative, continuing and comprehensive urban transportation planning process. In this agreement, Erie County, as agent for all the municipalities and townships, sponsors the process and provides the mechanism for fiscal control. Erie County also agrees to secure agreements with other counties and municipalities for carrying out the planning process. ODOT approves financial participation in the ERPC Annual Work Program for the FHWA, FTA and ODOT.

The ERPC PC is delegated the authority for the direction, coordination and administration of the urban transportation planning process under the Three-Party Agreement. Staff services are performed by the Erie County Department of Planning and Development (ECDPD), as assigned by the ERPC PC. Under the Biennial Agreement, ERPC must complete:

1. A PROSPECTUS describing the AGENCY's organizational structure, committee bylaws, and the work to be performed in the conduct of the PROCESS. The PROSPECTUS shall document the interagency agreements and describe the respective agency roles and responsibilities for conducting the PROCESS and transportation related air quality planning.
2. A performance based planning process, coordinated with ODOT, inclusive of performance measures, performance targets, performance based programming, and reporting.
3. A Transportation Plan, with a 20 year planning horizon, resulting from the PROCESS.
4. A Transportation Improvement Program, with a 4 year regional project listing, resulting from the PROCESS.
5. A Participation Plan that provides reasonable opportunities for interested public and private parties to participate in the PROCESS.



6. A Congestion Management Process in Transportation Management Areas (urbanized areas exceeding 200,000 in population).
7. A periodic reporting of events, developments, and accomplishments resulting from the PROCESS.

Continuous coordination is maintained during the design, preparation, review, and delivery of these documents. Coordination between ERPC and ODOT is accomplished through a partnership and continuing communication between ERPC, ODOT District 3 (D3) and ODOT Central Office.

## **TRANSPORTATION PLANNING PROCESS**

### **FEDERAL LEGISLATION**

On December 4th, 2015, the President Obama signed into law the Fixing America's Surface Transportation (FAST) Act. This act funds transportation programs and builds on previous initiatives established in the previous transportation bill, MAP-21. FAST is five-year legislation to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and rail transportation network. The bill reforms and strengthens transportation programs, refocuses on national priorities, provides long-term certainty and more flexibility for states and local governments, streamlines project approval processes, and maintains a strong commitment to safety. The FAST Act authorizes a total of \$305 billion in spending from The Highway Trust Fund over FY 16 – FY 20 for highway and transit programs (an average of \$61 billion per year).<sup>4</sup> Under FAST the Surface Transportation Program is renamed the Surface Transportation Block Grant Program (STBGP) and includes Transportation Alternative (now STP set asides) funds instead of separating the two. Details of how the law will be carried out are still being finalized and the MPO is waiting for further instruction from ODOT regarding performance measures and target setting.

### **PUBLIC INVOLVEMENT PROCESS (PIP) POLICY**

Consistent with the current legislation it is the policy of the MPO PC to aggressively support proactive public involvement at all stages of project planning and development. The performance standards for these proactive public involvement processes include early/continuous involvement, reasonable public availability of technical information, collaborative input on alternatives, evaluation criteria, mitigation needs, open public meetings (where matters related to Federal-Aid Highway and transit programs are being considered) and open access to the decision-making process prior to closure. To achieve these objectives, the MPO PC commits to:

- Promoting an active role for the public in the development of transportation plans, programs and projects from the early stages of the planning process through detailed project development

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<sup>4</sup> <https://www.fhwa.dot.gov/fastact/summary.cfm>

- Promoting the shared obligation of the public and decision-makers to define goals and objectives for the transportation system, to identify transportation and related problems, to develop alternatives to address the problems and to evaluate the alternatives on the basis of collaboratively identified criteria
- Ensuring that the public is actively involved in the development of PIP themselves in ways that go beyond commenting on drafts
- Strongly encouraging the transportation providers to aggressively seek to identify and involve the affected/interested public, including those traditionally under-served by existing transportation systems and facilities
- Carefully evaluating the PIP and procedures to assess their success at meeting the performance requirements specified in the appropriate regulations during development of the TIP

Central to the success of the transportation planning process is the early involvement of local public officials, private citizens and interested agencies that represent a wide range of disciplines, areas of expertise and specific concerns. Federal legislation requires that MPOs shall consult "as appropriate" with State and local agencies responsible for land use management, natural resources, environmental protection, conservations and historic preservation. Public involvement is required to ensure that the social, economic and environmental effects of projects are identified early on in the planning process and especially during project selection.

In order to comply with the federal legislation locally, specific project proposals are publicized through the early coordination and review of the Intergovernmental Review Process. Affected segments of the community are identified and potential issues are identified. These issues are continuously refined as project development continues to progress. Citizen input is solicited on any proposed project and/or changes in services or service levels through public meetings, website postings, or public notices advertising the availability of draft documents pertaining to such issues.

The development of the transportation planning process requires cooperation and coordination amongst all levels of local governments, as well as citizen input. Transportation projects, programs and activities need to be included in the MPO documents whether highway or transit oriented and reviewed by various committees prior to being recommended by the MPO.

## **UNIFIED PLANNING WORK PROGRAM**

### **CATEGORY 100 ERIE REGIONAL PLANNING COMMISSION GOVERNMENT SERVICES**

#### ***Subcategory 101 General Administration***

Purpose: The use of staff resources to complete and administer support activities relative to the operation of ERPC and MPO.

Methodology:	Prepare departmental budgets, attend staff/management meetings, prepare newsletters, quarterly and annual reports, as well as present departmental updates to the ERPC and the County Commissioners. Staff will enhance the technical capabilities of the ERPC by collecting, conducting needed research and providing pertinent data, information necessary to further the agency's roles, responsibilities. Staff will continue to maintain its designations as a local census affiliate and to work with the Bureau of the Census in local review programs. Staff will continue to work with the County Auditor to develop the GIS system.
Product(s):	Budgets, newsletters, annual reports prepared in a timely manner: Continual Maintenance of census information: Continual Information services: Continual Completion of income and housing surveys: As needed

***Subcategory 102 Long Range Planning (LRP)***

Objective:	To update the Erie County Comprehensive Development Plan and to provide an integrated framework to prepare detailed secondary plans as part of a coordinated comprehensive regional plan.
Purpose:	The Erie County Comprehensive Plan serves as the board document from which the county and townships provide orderly, balanced growth to the community. Because of its nature, the plan cannot specifically address all concerns throughout the planning area. This function is performed at the more localized level through the development of secondary plans. The secondary plans guide the community and act as a blueprint in its attempt to balance the consequences of future growth.
Previous Work:	In conjunction with local political subdivisions, secondary plans have been completed for the Vermilion, Perkins Township, Huron and Vermilion Townships.
Methodology:	The comprehensive planning process used in developing the plans begins with the formation of a Steering Committee (SC). The committee is comprised of local citizens and political leaders and its role is to assist in development of the plan. The focus of the plan process is to use a variety of methods to gather public comment to ensure the citizens of each jurisdiction are able to offer comments and direction on all aspects of the plan. The SC continues to gather information by inviting representatives from the business/real estate, economic development, government and transportation industries to speak to the committee. All of the speakers share information, as well as insight and guidance relative to their fields and thoughts on future development covering the following categories: Land Use, Housing, Economic Development, Utilities, Community Facilities and Services, Parks and Recreation and Transportation.

Once the information is gathered, the results are compiled and put into a report with issues and action steps. Accumulated information will be reviewed and integrated into a final draft of the plan, which will ultimately be submitted to each jurisdiction for their review and recommendations and presented to the public for the same.

Product(s): Continue review process to update the Comprehensive Plan

### ***Subcategory 103 Zoning Assistance***

Objective: To provide technical assistance to local political subdivisions in the preparation, interpretation and enactment of local zoning regulations.

Purpose: The ERPC will assist member political subdivisions in the review, development and revision of zoning regulations in order to ensure that development occurs in an orderly and measured manner.

Previous Work: Since its inception, the ERPC has provided technical assistance in the preparation, interpretation and enactment of zoning resolutions and codes to the members of Regional Planning. Planning staff continues to assist the City of Sandusky planning staff with review/updates of the city's zoning code and provides legal counsel review as needed through Regional Planning attorney. Staff works with all of the political subdivisions to provide zoning information/mapping relative to current/future land use.

Methodology: The ERPC will review development plans to determine whether such development is compatible with local zoning regulations and the county's comprehensive plan. The commission will assist member political subdivisions in the preparation of zoning resolutions/ordinances and interpretation of regulatory compliance with respect to proposed development activities. The ERPC will also continue to cooperate with the zoning commissions and planning commissions of member political subdivisions, as well as in the amendment of such resolutions, both text and maps.

Product(s): Maintenance of ERPC member zoning maps: Continual  
Conversion of AutoCAD zoning maps to ArcView GIS shapefiles: Continual  
Work with County GIS Coordinator to place new county-wide zoning shapefiles on County Auditor mapping system: Continual  
Maintenance of ERPC member documents: Continual  
Technical assistance and information: Continual

### ***Subcategory 104 Subdivision Regulations and Land Transfers***

Objective: To administer, process, review and approve proposed subdivisions/land transfers pursuant to Chapters 711/713 of the ORC and the Subdivision Regulations of Erie County, Ohio.

Purpose:	The purpose of these regulations is to regulate and control the subdivision of land within the unincorporated areas of the county. These regulations are intended to promote the proper arrangement of streets and lots to provide for safe and convenient vehicular travel and pedestrian circulation while providing for adequate access for service and emergency vehicles. The regulations must also ensure the adequate provision for water, drainage, roads and sanitary sewer facilities.
Methodology:	The ERPC will continue to administer the review and processing of all subdivision applications and the transference of land subject to the provisions and territorial limitations of the Erie County Subdivision Regulations and Chapters 711/713 of the ORC. Senate Bill (SB) 115 makes a variety of changes to ORC Chapter 711 pertaining to platting and subdivision regulations. The Subdivision Committee is reviewing these changes and will make a recommendation to ERPC as to how the Erie County Subdivision Regulations should be amended.
Product(s):	Technical assistance and public information: Continual Processing of subdivision applications through ERPC: Continual Processing of lot split applications: Continual

### ***Subcategory 105 Information Services***

Purpose:	To provide cooperation and technical assistance to agencies and political subdivisions as requested. Also to network with local agencies to enhance planning capabilities throughout Erie County. The annual Land Use Debate (LUD) is designed to challenge students in the eighth grade to propose and develop a given piece of property.
Methodology:	Staff will continue to serve on boards and committees. Staff presently serves on the following committees and boards as listed below.

#### **Committees**

- MPO Policy Committee
- MPO TAC
- ERPC TAC
- ERPC Policy Committee
- Bicycle and Pedestrian Advisory Committee
- MPO Citizen Advisory and Safety Committee
- Ohio Association of Regional Councils
- Erie County Safety Committee
- Erie County Cost Containment Committee
- Erie Ottawa International Airport Board
- Erie County Coordinated Transportation Plan Update Committee
- Erie County GIS Advisory Board
- Erie County Safe Communities
- Firelands Partnership Steering Committee
- City of Sandusky Neighborhood Revitalization Steering Committee
- Ohio Public Works Commission District 5 Liaison

- Lake Erie Coastal Trail Scenic Byway Steering Committee
- Land Use Debate
- Vermilion SRTS Committee
- Perkins SRTS Committee
- Milan SRTS Committee
- Sandusky SRTS Committee
- Bayfront Corridor Committee
- Visitor and Convention Bureau Board of Directors
- Community Council

## **CATEGORY 200 CDBG**

### **Subcategory 202 CDBG Program (Formula 18)**

- Objective:** The primary statutory objective of the CDBG program is to develop viable communities by providing decent housing and a suitable living environment and by expanding economic opportunities, principally for persons of low and moderate income. The county must ensure that at least 51% of its CDBG grant funds are used for activities that benefit low to moderate-income persons. This general objective is achieved by granting maximum feasible priority to activities, which benefit low to moderate-income families or aid in the prevention or elimination of slums or blight. Under unique circumstances, the county may also use their funds to meet urgent community development needs.
- Purpose:** Planning staff is responsible for the administration of the county's CDBG Small Cities Formula Grant Program. The county received \$196,000 in CD for Program Year (PY) 2018 with 20% going to the County for administration and Fair Housing activities. These funds will be expended during CY 2019/2020. These funds can be utilized for CDBG eligible projects, which either eliminate slum and blight conditions or benefit low to moderate-income persons.
- Methodology:** Administration of the grant program involves several public hearings, the preparation of the grant application, the preparation of bid documents for approved construction projects, the monitoring of project progress, and the drawdown of grant funds from the Ohio Development Services Agency, Office of Community Development (OCD).
- Product(s):** -The following CDBG projects were approved for Federal SFY 2018 and will be completed during CY 2019/2020:

<b><u>Applicant</u></b>	<b><u>Project</u></b>	<b><u>Cost of Project</u></b>
VOA Sandusky	Operating Expenses	\$40,000
Milan Township	ADA Improvements	\$35,000
Berlin Heights	Street Improvements	\$81,800
Administration/Fair Housing		\$39,200
TOTAL		\$196,000

### ***Subcategory 205 Fair Housing***

- Purpose:** To assist Erie County residents by providing housing information and by educating individuals regarding their housing rights and responsibilities.
- Previous Work:** ERPC staff conducted training and outreach seminars throughout Erie County. Staff also distributed fair housing information at public events to agencies and organizations in Erie County. Both telephone numbers and the office address are printed on all informational and marketing materials. The fair housing office and the fair housing hotline give residents direct access to information on fair housing law, filing complaints, tenant/landlord issues and other resources available within the local jurisdiction.
- Methodology:** Planning staff will continue the training and outreach program that is in place. Staff will also continue to provide county residents with access to information on relevant housing issues.
- Product(s):** -Continue fair housing program: Continual

## **CATEGORY 300 HOUSING**

### ***Subcategory 301 Community Housing Impact & Preservation Program (CHIP)***

- Purpose:** To support and strengthen local housing initiatives, as well as to promote a better understanding of the local housing climate with regard to policies/activities which further reinvestment, revitalization, and affordability as well as barriers to improving existing conditions.
- The county has 31% of its population LMI and 38% of homes built prior to 1960 demonstrates a great need in the county for housing activities. Analysis indicates that regardless of income levels, 55% of owner-occupied, and 54% of all renter-occupied housing units contained lead based paint. The fact that the county's housing needs far exceed available resources makes it even more important that limited resources to aid residents must be spent on activities that will have the greatest impact. The entire Erie County housing market has been reviewed but issue where public intervention is warranted was the focus.
- Previous Work:** In May of CY 2019 the most recent CHIP application was submitted and approved. The 2019 CHIP application will partner Erie County with the cities of Sandusky, Huron and Vermilion and total \$1.25 million. The grant funding will benefit persons that qualify financially and who needed assistance with housing repairs or homeownership. Applicants could receive several forms of assistance including the following:

### ***Home/Building Repair:***

Those that qualified for the funds could receive up to \$8,000 to fix a problem that pose an immediate threat to the health and safety of the occupants. This form of assistance allowed for administrative flexibility because the grant did not require the repairs to be bid out in a formal bidding process; therefore, once identification of a problem was made, staff can hire contractors immediately.

### ***Private Rehabilitation Program:***

The funds from this portion of the CHIP grant were used for non-emergency types of home repairs. In the past, CHIP home rehabilitation funds have been used to fix crumbling foundations, entire roof replacements or the siding of a whole house with a larger amounts of funds allotted for each project.

### ***Tenant Based Rental Assistance:***

The purpose of the Tenant-Based Rental Assistance (TBRA) activity is to provide affordable monthly rental payments for tenant households with income levels at or below 60 percent of Area Median Income. To ensure that the rental units are decent, safe and sanitary, TBRA-subsidized units must meet the U.S. Department of Housing and Urban Development's Housing Quality Standards. Through this activity, grantees provide limited financial assistance to property owners to subsidize their income-eligible tenant's monthly rental payments.

Methodology: Staff will continue to address the housing priorities as identified during the Housing Advisory Committee meetings. Priorities include:

- Continue to implement a single family, owner occupied housing rehabilitation program for low- and moderate- income homeowners in targeted revitalization areas
- Continue to make infrastructure improvements in targeted revitalization areas to improve the quality of life and spur further efforts of redevelopment
- Provide an emergency home repair program on a county wide basis for single family owner occupied units that contain a health or safety situation
- Demolition of vacant deteriorated housing units
- Provision of homeownership opportunities and support housing services for the elderly and disabled
- Lead based paint interim controls



Product(s): -Administer CHIP funding for private owner rehabilitations and home repair assistance.  
-File CHIP application on a biennial basis: Continual

### ***Subcategory 303 Housing Revolving Loan Fund (RLF)***

Objective: To provide housing related assistance to individuals who financially qualify.

Purpose: As CHIP liens are repaid to Erie County those funds are deposited in a Housing Revolving Loan Fund (HRLF) and then loaned to other qualifying applicants.

Methodology: The Erie CHIP funds are federal CDBG funds distributed by the State of Ohio. These funds are targeted towards low-/moderate-income homeowners and first time homebuyers. Homes are rehabilitated to meet the State of Ohio's rehabilitation standards. A portion of the total amount invested in the rehabilitation is placed on the subject home as a lien. As the home is sold, a portion of that lien is repaid to Erie County and deposited in the Housing Revolving Loan Fund (HRLF). These funds then, in turn, are loaned to other homeowners and first time homebuyers, thus creating a revolving loan fund.

Product(s): -Recapture a portion of housing rehabilitation liens to fund other rehabilitation opportunities for Erie County residents: Continual

### ***Subcategory 304 Lead Paint Removal Program (LHC)***

Objective: To remove toxic lead paint from low and moderate-income homes.

Purpose: Erie County's housing stock is generally older than both that of the state of Ohio and the US and the incidence of lead paint in homes is higher. Lead paint was outlawed in 1976 to help eliminate the negative physical effects this paint can have, especially in children. If ingested, inhaled, or absorbed through the skin, lead can kill the electrical connection in a child's brain forever. Therefore, it is significant that Erie County also has some of the highest levels of lead blood poisoning in children under the age of six. Abatement of a lead problem in a home must be done through encapsulation or removal.

Methodology: The Erie County General Health District, City of Sandusky, and the ERPC worked collectively to secure the grant from the Department of Housing and Urban Development (HUD) to remove toxic lead paint from low- and moderate-income houses. The program is administered through the Erie County General Health District and possibly through the Huron County General Health District future grant cycles.

Product(s): -Continue to partner the Erie/Huron County Commissioners and the Erie/Huron County General Health District to reapply to HUD and preform environmental reviews as requested: Continual

## CATEGORY 400 ECONOMIC DEVELOPMENT

### ***Subcategory 401 Economic Development***

- Objective:** To provide technical and planning assistance necessary to improve the economic vitality of Erie County.
- Purpose:** Economic development has become an increasingly important function of the ERPC staff. The planning staff has worked closely with political subdivisions in Erie County, local school districts, EHOVE vocational school, local developers, and businesses, Erie County Economic Development Corporation (ECEDC) and the State of Ohio Office of Housing and Community Partnerships to encourage businesses to locate, expand, and stay in Erie County. The focus of the county's economic development program is job creation and job retention. It is important to remember that government cannot create private sector jobs but can only foster an atmosphere that attracts and retains companies as well as encourages them to expand in our area.
- Previous Work:** The planning staff has implemented a number of state economic development programs to support economic development in Erie County. These include the CDBG Economic Development (ED) Program, which provides low interest loans to Erie County businesses. The repayment of those loans established the funding for a Revolving Loan Fund (RLF). The RLF has provided low interest loans to a number of Erie County businesses and at times funding to different organizations to complete studies on economic development issues and possible future economic development activities.
- The County has also established an Enterprise Zone (EZ) administered by planning staff. The county has entered into twenty-four EZ agreements that foster additional job creation and investment for existing manufacturing, industrial, and commercial businesses in Erie County. Recent EZ deals have included an expansion of approximately \$50 million at CertainTeed and a \$12 million new facility for Lake Erie Arms. Both businesses are located in Milan Township.
- Staff continues to work with ECEDC, local school boards and local political subdivisions to establish Community Reinvestment Areas (CRA) and Tax Increment Financing (TIF) Districts to further encourage economic growth and job creation. The TIF was used in the past to aid in the development of a business park in Margarettta and in the development of the Kalahari Resort on US Route 250, Lakecrest Town Center and the Northern Ohio Medical Specialist (NOMS) located at SR 4 and Strub Road. In addition, TIF funding was used to improve the Strub Road portion of the SR 4/Strub Road intersection and to assist in the construction of a Kroger store located on Perkins Avenue. Along with the TIF funding, Ohio Department of Transportation Safety Funding was used to complete intersection improvements on the SR 4 portion of the intersection. Erie County also approved the US Route 250 CRA, which covers the Kalahari Resort and Convention Center. The CRA allowed them to complete a major expansion of their conference facilities and to add additional rooms. Staff also

continues to provide ongoing support in efforts to develop the NASA Glenn Research Center's long-range plan.

- Methodology:** ERPC will continue to meet with developers, businesses, ECEDC and local communities to utilize local and state economic development programs to support local governments to increase economic opportunities for individuals and businesses through a comprehensive economic development program. In addition, the staff will also assist smaller commercial businesses to remain viable and encourage, where feasible, the business to expand. ERPC will continue to collaborate with ECEDC, Team Northeast Ohio (NEO), Firelands Partnership and the ODSA to foster economic development through regional partnerships and assist economic development throughout Erie County.
- Product(s):**
- Support ECEDC and the political subdivisions in Erie County through the use of state programs and participate in ECEDC strategic planning process: Continual
  - Work with Firelands Partnership: Continual
  - Continue to support NASA Glenn Research Center's plan initiatives through the Friends of NASA Plum Brook and to foster economic development on a regional basis: Continual
  - Continue to provide Technical Assistance and Public Information: Continual

#### ***Subcategory 402 Revolving Loan Fund (RLF)***

- Purpose:** Retention and creation of jobs and support efforts of ECEDC and members of Regional Planning.
- Methodology:** Monies for the County's Revolving Loan Fund (RLF) are generated by repayments from businesses for CDBG ED project. The Revolving Loan Fund Committee provides oversight and review for RLF projects. County staff evaluates and make recommendations regarding loan proposals to the RLF Committee.
- Product(s):** -Loans to Business: Continual

#### ***Subcategory 403 Tax Increment Financing (TIF)***

- Purpose:** Tax Increment Financing (TIF) is an economic development bond financing mechanism used by local governments to finance various public improvements. TIF funds may be used for public infrastructure (roads, water, sewer lines, streetscape improvements etc.), land acquisition, demolition, environmental cleanup and public parking.
- Previous Work:** In 2015 the County Commissioners approved a new TIF agreement that aided developers in the construction of a new Kroger Marketplace. This agreement has allowed Kroger to build a larger facility and offer more diverse product lines. The TIF also spurred development in Perkins Plaza, bringing renewed life to the shopping center.

**Methodology:** Legislation is enacted creating a TIF district and declaring that all or a portion of the value of future property improvements (the incremental value) within the TIF district are exempt from taxation for a specified time period. The baseline value of the property as it existed before the establishment of the TIF district is never exempt from taxation. The real estate taxes on all or a portion of the incremental value are exempted from taxation, the property owner continues to make payments to the taxing district in an amount equal to the real property tax liability that otherwise would have been due had the property not been exempted. In this regard, TIFs differ from an Enterprise Zone (ETZ) with a portion or all of the improvements are exempt from taxation with the real estate taxes reduced accordingly. The payments made by the property owner under the TIF are called “payments in lieu of taxes” (PILOTS), or service payments. These payments are collected by the county auditor in the same manner as real property taxes and deposited into a separate account to service the debt on the outstanding TIF bonds. Should the TIF generate more revenue than anticipated the TIF bonds will be retired early and taxes on the incremental value will be collected as for any other real property improvement and distributed accordingly.

**Products:** -Continue to review and analyze any additional projects for viability through the TIF Program: Continual

#### **Subcategory 404 Enterprise Zone Program (EZ)**

**Purpose:** Retention and creation of jobs and support efforts of ECEDC and members of ERPC. Monitor agreements to ensure contract conditions are being met.

**Previous Work:** The EZ program is a tax exemption program that provides for abatement of real and tangible personal property taxes, for new improvements, land/structures, and new machinery and equipment. It is noted that the tax reform plan for the State of Ohio mandated the elimination of the tangible personal property tax after the taxpayer’s tax year 2008. All EZ exemptions are granted on a project specific basis and agreements are negotiated between the EZ Negotiating Committee and the business. The State of Ohio has approved the expansion of the Erie County zone to include Florence Township. It is hoped that the EZ program could help Florence Township businesses expand and create additional jobs in Erie County. The last EZ agreements approved in 2018 included the expansion of CertainTeed as well as a new facility for Lake Erie Arms both located in Milan Township. Presently twenty-four EZ agreements have been approved. The ERPC is in the process of reviewing an EZ request from Firelands Hospital in Perkins Township that should be decided on during the SFY 2021 reporting period.

**Methodology:** The County’s EZ tax abatement program provides for the abatement of real and tangible personal property taxes for new, appraisable improvements to land (buildings and infrastructure). The ODSA has designated all of Erie County except Bay View as an EZ. The EZ program has traditionally been limited to industrial projects with all abatements granted on a project specific basis. Agreements are negotiated between a city or county and the business via an EZ Negotiating Committee. The committee is

comprised of city and/or county officials, the county auditor and school district officials. All EZ agreements spell out the exemption percentages, time limits and other requirements dealing with job creation, job retention and minimum investment amounts.

Product(s): -Partner/negotiate EZ agreements with approved businesses: Continual  
-Monitor EZ agreement to ensure compliance with contracted conditions: Continual

#### ***Subcategory 405 Community Reinvestment Areas (CRA)***

Purpose: The Ohio CRA program is an economic development tool administered by municipal and county governments that provides real property tax exemptions to business making investments in Ohio.

Previous Work: Staff has worked with the City of Huron to promote growth in their Industrial Park and Corporate Park CRA's. In addition, staff also worked to get approval for a CRA to allow Kalahari Resorts to expand their business to include a Convention Center at their facility in Perkins and Huron Townships.

Methodology: In order to use the CRA program a city, village or county petitions to the ODOD for confirmation of a geographical area in which investment has traditionally been discouraged. Part of the petition reviewed by the ODOD is a survey performed by the respective political subdivision. Once an area is confirmed, communities may offer real property tax exemptions to taxpayers that invest in the area.

Product(s): -Work with businesses in Erie County for CRA approval where warranted: Continual

### **CATEGORY 500 ENVIRONMENTAL**

#### ***Subcategory 501 Floodplain Services***

Objective: To provide technical assistance and oversight for the Floodplain Management Regulations which govern development related activities within the flood hazard areas of the unincorporated portions of Erie County, Ohio.

Purpose: The commission will review, develop, implement regulatory controls and procedures to minimize the potential loss of life, health, safety hazards, disruption of commerce, governmental services, extraordinary public expenditures for flood protection and relief and impairment of the tax base due to flood conditions.

Previous Work: The commission has provided stewardship for the Erie County Floodplain Management Regulations for the unincorporated areas of the county since 1978. Periodically, as federal and state regulations have evolved, the commission has had to revisit the Floodplain Management Regulations in order to bring the document into minimal compliance with the changing regulatory requirements of the Federal Emergency Management Agency (FEMA). In CY 2007, the Department of Homeland Security's Federal Emergency Management Agency (FEMA) initiated a multi-hazard

flood map modernization effort that resulted in the improved accuracy and expanded utility of the nation's current flood map resources. Through FEMA's multi-year map modernization project, all of the nation's flood maps were converted to a digital format, incorporating the best available flood risk data for use with the National Flood Insurance Program. The flood map modernization project was a joint effort between FEMA, the Ohio Department of Natural Resources (ODNR) and Erie County in cooperation with association and private sector partners. Additionally, during SFY 2013, FEMA began an effort to study Zone A flood plains to update and develop approximate base flood elevations. This effort was ongoing throughout SFY 2014 and was completed in SFY 2015. Most recently, in SFY 2016 FEMA initiated a Great Lakes Coastal Flood Study. ERPC staff has attended various meetings with FEMA and ODNR to provide input on the study relative to the Erie County, Ohio region. FEMA has released preliminary floodplain maps which ERPC has reviewed for the unincorporated areas of the county. Additionally, ERPC has lent staff support to a mitigation study completed for Pipe Creek which is located in Perkins Township. The study was overseen by the Erie County Emergency Management Agency (EMA) and is wholly funded through an Ohio Emergency Management Agency Hazard Mitigation Assistance Grant. Beginning in late 2019, the county's EMA also began the process of updating their Hazard Mitigation Plan and ERPC serves a member on the Plan's stakeholder committee.

**Methodology:** Staff continues to provide support to the FEMA Great Lakes Coastal Flood Study that was initiated in SFY 2016. Staff has reviewed draft preliminary FEMA maps and Summary of Map Actions for the Erie County unincorporated areas. Staff anticipates its floodplain regulations will need updated during 2020, once the preliminary FEMA maps become final. As such, staff will work with FEMA and Ohio Department of Natural Resources staffs to ensure local regulations are updated to meet required standards. Staff will continue to provide public information and technical support to area realtors, developers, property owners, government representatives, and the floodplain related information as provided by FEMA. Staff will continue to review all development plans to determine whether such development occurs within the high hazard flood areas. Staff will ensure that all preliminary federal, state, and/or local permitting requirements have been met. Staff will continue to monitor federal requirements to ensure that the county's regulations maintain compliance. Staff will continue to coordinate with the Ohio Department of Natural Resources Floodplain Division as well as with the staff of the Erie County Department of Soil and Water Conservation District.

**Product(s):**

- Technical assistance and public information: Continual
- Flood Plain Roundtable Discussion with Erie County Soil and Water Conservation District: As needed
- Development permits: Continual
- Update of Flood Plain Regulations: Fall 2020 (estimated)

***Subcategory 502 Conservation Development***

**Purpose:** The objectives of conservation development are to promote the health and safety of the community:

- Through the application of flexible land development techniques in the arrangement and construction of buildings and roads
- To ensure that policies and regulations are developed to protect the water quality and the eco-systems of Lake Erie
- To identify and promote strategies to preserve farmland in Erie County

**Methodology:** As a member of the Blue Ribbon Task Force, staff will also continue an educational program for members of Regional Planning to encourage the use of conservation development practices. ERPC staff will continue to support ODNR in the implementation of the Ohio Coastal Management Program (OCMP) and to serve as a member of the District 5 Natural Resources Assistance Council. Staff will also work with the coastal communities to upgrade their existing zoning ordinances to aid communication in protecting water quality.

In late CY 2002, ERPC staff and the Erie County Engineers office staff teamed up to develop a Storm Water Management Plan for Erie County. In 2007, the Erie County Soil and Water Conservation District and Erie County Engineers Office assumed the lead in monitoring and updating the Storm Water Management Plan. As requested, staff will continue to support the Soil and Water District and County Engineer in their administration of the plan. Planning staff will continue to work with the Farmland Preservation Committee to promote strategies to preserve farmland in Erie County.

**Product(s):** -Work through Regional Planning to include conservation development model zoning in future development: Continual  
 -Farmland Preservation strategy: Continual  
 -Work with ODNR on the implementation of the OCMP: Continual

### ***Subcategory 503 Environmental Review***

**Purpose:** Section 104(g) of Title I of the Housing and Community Development Act (HCDA) of 1974, as amended by Section 103(g) of the Housing and Community Development Amendments of 1979, requires all recipients of CDBG funds to assume responsibility for completing an environmental review of proposed project activities in accordance with the National Environmental Policy Act of 1969 and other provisions of law which further its purposes, prior to committing any funds to the project.

**Methodology:** Erie County must maintain a written record of all documentation chronicling actions taken during the environmental review process. This record is known as the Environmental Review Record (ERR). No funds for project costs may be released until the environmental review process is completed and the ERR is reviewed by the ODD.

**Product(s):** -Accomplish environmental review work for all federally funded projects: Continual and as requested

## **CATEGORY 600 METROPOLITAN PLANNING ORGANIZATION**

### ***Subcategory 601 Short Range Planning***

**Objective:** To identify and analyze short-term transportation needs and develop appropriate actions to meet such needs.

#### ***Element 601.1 Safety Review and Improvement Program***

**Purpose:** To conduct a review of high crash locations for consideration and inclusion within the MPO's Transportation Improvement Program (TIP) and assist ODOT with safety and congestion initiatives.

**Methodology:** Based on crash records, traffic counts and other information generated under Subcategory 605 Transportation Surveillance System, the MPO will select high crash location sites, evaluate their existing conditions, and recommend alternatives to ameliorate traffic flow and reduce motor vehicle crashes. Also, Highway Safety Improvement Program locations identified by ODOT's D3 Safety Review Team that lie within the ERPC MPO region shall be added to the annual work plan. The MPO will focus on safety conscious planning to identify strategies and solutions to improve safety. A regional safety plan was completed during SFY 2020 by WSP Consultants through ODOT's Local Safety Assistance Program. The plan provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on all local roads. Staff will continue efforts to implement recommendations from this plan and will also promote participation, coordination and cooperation with development of the safety initiative.

**Product(s):**

- Spot Safety Improvement Program Summary Report: June 2021
- Attend/Participate in ODOT D3 Safety Review Team Meetings: Quarterly and on as-needed basis
- Coordinate with ODOT and locals to focus on safety conscious planning: Ongoing
- Participate in Safe Communities Program: Quarterly fatal crash review committee

#### ***Element 601.2 Transportation Planning Services***

**Purpose:** To allow member political subdivisions and local community group's access to technical planning assistance in traffic/transportation related services and issues associated with transportation planning.

**Methodology:** The MPO will provide technical planning assistance to local member political subdivisions on a requested basis, which also includes assisting with transportation planning portion of local jurisdiction's comprehensive plans as needed. During SFY 2021, it is anticipated that staff will continue to assist local jurisdictions with Safe Routes to School (SRTS) Program planning initiatives and activities as needed. Additionally, staff continues to sit on various regional safe routes steering committees such as Vermilion, Perkins, Milan, Huron and Sandusky and assists with Safe Routes



planning initiatives and applications as requested. Staff also is working with the Safe Communities Coordinator at the Health Department.

Staff will continue to utilize its experience with established organizations to preserve or improve the operation of the Sandusky Urbanized Area transportation network. As a portion of the City of Vermilion lies in Lorain County, staff will coordinate relative to air quality activities with NOACA and AMATS and has executed a memorandum of understanding with the neighboring MPO. The MPO will continue to build upon existing relationships with the freight community in efforts to increase their participation in planning processes and continue to explore ways to further implement freight as one of the priorities in transportation planning.

During SFY 2018, staff reviewed and provided recommendations for adjustments required to the functional classification network and federal aid adjusted boundaries. In 2021 staff will continue with work activities associated with the 2020 US Census results by assisting with review and recommendations as needed.

Product: -Assist local jurisdictions with comprehensive and transportation planning: As needed  
 -Assist with Safe Communities programs: As needed  
 -Assist with SRTS programs planning initiatives: Ongoing  
 -Work activities associated with the 2020 US Census: Ongoing

### ***Element 601.3 Environmental Justice and Public Involvement Policy***

Purpose: To adequately address and institute the planning requirements of Executive Order 12898 and DOT Order 5610.2 pursuant to Environmental Justice and Title VI.

Methodology: The basis for Environmental Justice is Executive Order 12898 and is defined as to “identify and address disproportionately high and adverse human health or environmental effects on minority and low-income populations”. The MPO staff will work to address these primary principles as part of its transportation planning process including:

- Ensure public involvement of low-income and minority groups in decision-making
- Prevent disproportionately high and adverse impacts of decisions on low-income and minority groups
- Ensure low-income and minority groups receive a proportionate share of benefits
- Continue to work to identify deficiencies in the existing PIP and modify the process to facilitate greater public involvement and to include those local agencies responsible for land use management, natural resources,

environmental protection, conservation and historic preservation. Various socio-economic data sets will be incorporated to complete the required analysis

The current Title VI and Public Involvement plan updates were officially approved in 2019. To gather public input during the update process, draft documents were posted on the ERPC website, a link to the document was posted on the ERPC MPO Facebook page, and hard copies of the draft plan were made available in the ERPC office. The plan was also presented to the various MPO committees for their review and comment. The completed documents are currently available on the MPO website as well as made available in the ERPC office. Staff was notified that a Limited English Proficiency Plan as an improvement opportunity. Staff will work on the plan as staffing resources allows.

- Product:
- Conduct an environmental justice analysis targeting the agency's TIP and Long Range Transportation Plan (LRTP) projects: Annually
  - Updates to the 2019 Public Involvement Policy: As needed
  - Updates to the 2019 Title VI Plan: As needed
  - Create a Limited English Proficiency Plan: As needed

#### **Element 601.4      *Active Transportation Program***

Purpose: To support and promote active transportation (walking, biking and other non-motorized methods), the MPO will administer an active transportation program.

Previous work: In CY 2014 a Bicycle and Pedestrian Plan Update was completed for the region. As a result of the plan, in CY 2015, an ERPC MPO subcommittee was established. The ERPC MPO Bicycle and Pedestrian Committee was created to assist with the implementation of the plan's goals and recommendations. The committee has met quarterly since its establishment and has served as the Bicycle and Pedestrian Plan's steering committee. During 2019 the committee assisted in updating the Bicycle and Pedestrian Plan. It is anticipated that the committee will continue to assist staff with implementing the goals and recommendations listed within the updated plan.

Other previous staff work activities have included coordinating with ODOT's LTAP program to provide two training courses, *Road Safety for Everyone* and *Safety in Active Transportation Planning and Incorporating SRTS in Planning and Policy*. In 2016, through the *Yay Bikes!* Program, staff also hosted a hands on bicycling training.

Staff continues to attend active transportation trainings and workshops. Staff also partakes in speaking engagements about active transportation (AT), creating AT educational displays and attending numerous events to promote AT locally. Other past efforts have ranged from hosting an Elder College course to presenting safety material to preschoolers. Several times each year staff coordinated with local J-1 host employers and discusses bicycle and pedestrian safety with foreign exchange students that are in the ERPC MPO region to work during the busy summer tourist season.

In 2015, staff obtained a grant from the Ohio Pediatric Association for approximately 200 bicycle helmets. In 2016, ERPC staff obtained another grant to conduct a bicycle rodeo. The rodeo consisted of a collaborative effort between surrounding jurisdictions and agencies. It was held in May during ERPC's Active Transportation Month (ATM). From that event, staff was able to create a bicycle rodeo kit which is available for loan to other local agencies upon request. The kit contains items that can be used for conducting a rodeo including a guidebook. Both the Village of Milan and Perkins Township have utilized the kit. In 2017 staff utilized the remaining grant funds from the Bike Rodeo to purchase active transportation related items that were passed out at numerous community events. In 2018 staff worked with local jurisdictions and agencies to obtain funding from a local grant for safety vests. Staff was successful in obtaining funding for 500 vests which have been distributed throughout the community.

In 2016-2017 staff expanded the ERPC MPO website to include a section on AT. During 2018, an entire new website design was launched by Erie County. As a result of the new website, staff has been able to post additional bicycling and pedestrian related information, photos, activities and resource links. The website is also utilized to promote Active Transportation Month. In 2019, the Erie County Health Department was awarded a grant, Creating Healthy Communities, to work with ERPC on active transportation planning. Staff will work with the Erie County Health Department staff on implementing various active transportation planning components throughout the life of the grant.

Methodology:

The MPO staff will:

- Compile and share data and information on active transportation
- Hold public outreach sessions to share information and encourage active transportation
- Work with other interested parties to advance and improve the program
- Update the Bicycle and Pedestrian Plan
- Apply for local grants or programs at the request of local jurisdictions or other agencies that involve active transportation
- Meet quarterly with the Bicycle and Pedestrian Advisory Committee
- Work with the Health Department staff through the Creating Healthy Communities grant program

Product(s):

- 2020 Erie County Bicycle and Pedestrian Plan Update: 2025
- ERPC Active Transportation Month: May 2020
- Meet with the Bicycle and Pedestrian Advisory Committee: quarterly, or as needed
- Provide related resources/programs to the public/committees: Ongoing

- Attend and host trainings related to active transportation: Ongoing
- Apply for grants and participate in other supporting programs as requested: Ongoing
- Inform the public about active transportation activities and data through the MPO: Ongoing
- Website and other social media outlets: Ongoing
- Continue exploring a complete street policy for the MPO: Ongoing

***Subcategory 602: Transportation Improvement Program (TIP)***

- Objective:** To establish and monitor local transportation projects that are eligible for federal financial assistance within a multi-year program.
- Purpose:** To develop and maintain a list of local transportation projects in accordance with the LRTP and in response to Short Range Planning activities. The TIP identifies and prioritizes projects that address short-term transportation needs that will utilize federal financial assistance.
- Methodology:** The MPO will effectively monitor and manage the LPA projects for federal and state compliance. The MPO will assess fiscal controls and balance the financial demands of local projects with available federal funding. The MPO will establish annual programs of Surface Transportation and Transportation Alternative projects within available federal funding amounts. The MPO is committed to an open-ended and evolving public involvement process. As such, the MPO's Public Involvement Plan provides reasonable opportunities for interested parties to comment on the content of the TIP. The plan was developed in consultation with interested parties to allow those who participate in the MPO planning process a specific opportunity to comment on the TIP prior to its approval. As part of TIP development the MPO will also employ visualization techniques and will continue to publish the TIP on its website to allow for public review and comment. Also, staff will ensure coordination with the MPO's Long Range Transportation Plan and related resource agencies for their review and comment on the TIP. Special emphasis will be placed upon the monitoring and refining the TIP Financial Plan based in part on a four-year project priority list and an approved annual element.
- The MPO will work with ODOT to effectively monitor the Local Public Agency projects for federal and state compliance. Staff will also coordinate with ODOT and the local jurisdictions to participate in quarterly project monitoring meetings at the ODOT District Office. Meetings will focus on ensuring projects funded with MPO surface transportation and alternative allocations are on target for their scheduled fiscal year. Federal and State-aid programs for transportation improvements will be analyzed in conjunction with the development of the SFY 2021-2024 TIP. The MPO will continue to support and cooperate with ODOT District Three and ODOT Office of Planning in delivering the program of projects for all highway, transit, pedestrian projects programmed over the SFY 2021-2024 period. The MPO will develop the TIP Financial Plan based on a four-year project priority list and approved annual element.

Also, as required under the FAST Act, performance measures must be integrated into transportation improvement program processes. ERPC will continue its coordination with ODOT and the regional public transit provider (Sandusky Transit System) to develop a system performance reporting process that evaluates the condition and performance of the transportation system with respect to the federally required performance areas.

In order to assess progress achieved toward performance measures, both states and MPOs are required to set targets. In SFY 2019, the ERPC PC choose to support the State's established targets for the following: bridge condition, pavement condition, system reliability, and freight movement. Also, ERPC is required to establish CMAQ emissions targets (one per standard/precursor) since its MPA boundary extends into Lorain County, which is non-attainment for PM 2.5 (2012) and Ozone (2008) and maintenance for PM2.5 (2006), even though the MPO does not receive or spend CMAQ funds in the area. As such, the PC approved to establish 2-year and 4-year targets for on road mobile source emissions at current 5-year statewide averages. In SFY 2020, the ERPC PC also choose to support the State's established targets for safety and transit asset management (TAM). The Sandusky Transit System is a Tier II transit provider and as such, is integrated into the State's TAM.

ERPC, ODOT, and the Sandusky Transit System, will continue in carrying out the transportation planning process including coordination on data collection, data analysis, data sharing, target setting, and target achievement reporting. ERPC will continue to compile and review its regional data in order to determine if target adjustments need made as prescribed in federal legislation. ERPC will ensure that TIP amendments or updates will include to the extent practicable, a description of the anticipated effect of the TIP toward achieving performance targets in order to demonstrate how investment priorities are linked to meeting performance measure targets.

Finally, during SFY 2020 the MPO made revisions to its Surface Transportation Program project selection process. Review of the Transportation Alternative Program project selection process began in late SFY 2020 and will continue during SFY 2021 with the hopes of requesting PC approval of any revisions by the end of CY 2021.

**Products:**

- Facilitation of projects through the TIP process: Continual
- Re-establish targets for safety performance measures: February 27, 2021
- Update of the SFY 2021-2024 TIP: Continual May 2020
- Attend MPO Project Meetings at ODOT D3: Quarterly
- Integration of visualization techniques throughout TIP development: Continual
- Weekly reviews of the ODOT/MPO sub-allocated funds report
- Annual Listing of Obligated Projects for SFY 2020: September 2021
- Review and update of Transportation Alternative Program project selection process: December 2021

### ***Subcategory 605    Transportation Surveillance System***

**Objective:** To maintain and release basic transportation-related data required for input within the continuing transportation planning process.

#### ***Element 605.1       Surveillance: Crash Records***

**Purpose:** To maintain a computerized database of vehicular crash listings for future use in the preparation of Safety Improvement Studies and High Crash Location Maps.

**Methodology:** The MPO will continue to maintain a computerized crash records file through information gathered from the Ohio Department of Public Safety (ODPS), ODOT and local engineering staffs. In addition, a Crash Summary Report and High Crash Location Map will be produced. The MPO staff continues to work with the county's GIS Advisory Committee. The committee oversees efforts and projects, such as the Location Based Response System, that has enhanced locating crashes accurately within a GIS framework.

**Product(s):**

- Crash Data File: June 2021
- Crash Summary Report: June 2021
- Member on the County Wide GIS Advisory Board: Meets bi-annually
- Participate on GIS Advisory Board Subcommittees: as needed
- Traffic and high crash location Maps: June 2021

#### ***Element 605.2       Surveillance: Local Traffic Counts***

**Purpose:** To select, monitor and assess traffic count data to maintain traffic count files in cooperation with ODOT and officials of the various local political subdivisions as well as City and County Engineers. The Traffic Count Program will focus on the Functional Classification System, localized areas of concern and travel demand modeling needs of ODOT/MPO.

**Methodology:** An ongoing effort of maintaining computerized traffic counts obtained from ODOT, engineering officials and MPO obtained counts continues. The Traffic Count Program focuses on the Functional Classification System, localized areas of concern, federal aid routes and travel demand-modeling needs of ODOT/MPO. The traffic count data is housed on ODOT's Traffic Monitoring Management System (TMMS). TMMS is a user friendly program accessible via the ODOT Technical Services website and allows end users to search for available traffic counts across the MPO planning region (and state of Ohio). The site includes a map of locations and where counts are available. The traffic count program typically runs spring through fall. In SFY 2020, ERPC conducted counts on an as needed basis. Two count location requests were received from the City of Sandusky in SFY 2019 and five from Perkins Township during the first half SFY 2020. During the latter part of SFY 2020 and early SFY 2021, ERPC used consultants to complete counts at fifty locations to bolster the count program and assist local jurisdictions with their traffic count needs; the traffic count results are uploaded to the ODOT TMMS system.

Product(s):            -Traffic Counts Database: Updated as counts are taken  
                              -Traffic Counts Maps-Updated as counts

***Subcategory 610 Long Range Transportation Plan (LRTP)***

Objective:            Complete the LRTP five year update by assessing the adequacy of the existing network and the ongoing long-range transportation planning process as required by the FAST Act.

***Element 610.1      Review, appraisal, maintain and monitor an independent variables file and land use maps for the members of the ERPC***

Purpose:                To provide a database of information for use by the MPO and the ODOT Office of Statewide Planning and Research in the calibrating of the traffic forecast model for the Sandusky Urbanized Area. The MPO's current LRTP has a horizon of 2040 and was adopted by the MPO policy committee on July 23<sup>rd</sup>, 2015. The plan update will have a horizon year of 2045 and required to be adopted by July 23<sup>rd</sup>, 2020.

Methodology:        During SFY 2021, staff will continue to compile, maintain and monitor independent variables files based on socio-demographic information, including housing and labor enrollment, to be utilized in the update to the LRTP and travel demand model.

Additionally, staff will continue to compile traffic count information from its database and forward to ODOT Central Office for input into the travel demand model. Staff will also continue with updating its land use databases and maps with any new information obtained in order to continue to gather information for the update to the plan and related ODOT modeling exercises. The MPO will continue to coordinate with ODOT relative to new information that will affect modeling and analysis of existing conditions, analysis of demographic/travel trends and provide data that may be used to further update the MPO's travel demand model and future update of the LRTP. Staff continues to attend the Ohio Modal Users Group (OTMUG) meetings where modeling information from other MPOs and ODOT are shared to enhance attendee's knowledge base of modeling.

Product(s):            -Update and maintain an independent variables file: Continual  
                              -Update land use maps: Continual  
                              -Coordinate with ODOT Central Office on modeling for ERPC region: Continual  
                              -Attend OTMUG meetings-Quarterly

***Element 610.2      Review and Update of the LRTP***

Purpose(s):            Update the 2040 LRTP using the planning process as required under current federal legislation.

Previous Work:        The updated and fiscally constrained 2040 LRTP was adopted by the MPO's Policy Board in the July of 2015. The next LRTP plan update will be due in July 23, 2020. A

Participation Plan was developed and provides reasonable opportunities for interested parties and those who participate in the MPO planning process.

**Methodology:**

The MPO will continue to work on ascertaining information and data to aid in the required five-year update of the LRTP. As staff works on comprehensive planning for the local jurisdictions information gathered during these processes will be incorporated in the five-year update. Staff will also continue to ensure the TIP is compatible with LRTP to promote consistency between transportation improvements and state/local planned growth and economic development patterns. Additionally, staff will review other related transportation documents for inclusion into the 2045 Long Range Plan Update.

Staff will also ensure that the Citizen's Advisory Committee (CAC) as well as, the TAC and PC are involved in information sharing and gathering that will aid in the periodic updates of the plan. As required under federal legislation, the plan will include performance targets that address performance standards and incorporate a performance-driven, outcome-based approach to planning. Visualization techniques will also be employed in addition to continuing to publish the plan through its update cycle on the MPO's website for continuing public comment.

The MPO will continue efforts to gather information and data for the plan update in regards to transportation system security with hopes to identify transportation routes that may serve as evacuation routes or identify those routes considered vulnerable to a hazardous material accident. The MPO will continue efforts to consult with local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation. Additionally, the MPO will collect data in order to prepare discussion in the plan on the types of potential mitigation activities to be developed.

During SFY 2018, ODOT and ERPC executed a memorandum of understanding that details performance measures and documents the agencies responsibilities in carrying out the transportation planning process. ERPC will continue its coordination with ODOT and the Sandusky Transit System to incorporate into its Long Range Plan a system performance reporting process that evaluates the condition and performance of the transportation system with respect to the federally required performance areas.

During SFY 2021, staff will also be partnering with ODOT on efforts related to implementation of themes, strategies, and actions identified in Ohio's Statewide Transportation Plan, Access Ohio 2045 (AO45). The AO45 plan was completed in spring of 2020 and work efforts will consist of alignment of AO 45 strategies with MPO Transportation Plan development, statewide safety initiatives collaboration, and establishment of new and expanding existing transportation partnerships, data sharing, and multi-modal corridor studies collaboration.

**Product(s):**

- Ascertain data and information gathered from public resources and committees to aid in the five-year update of the LRTP: Continual
- Annual target setting for safety Performance Measure 1: February 27, 2021



- MPO target adjustment review for Performance Measure 2 and 3: November 2021
- Work with ODOT and STS to develop system performance report for inclusion in the - 2045 Long Range Transportation Plan Update: Ongoing
- Five-year Long Range Transportation Plan Update: July 23<sup>rd</sup>, 2020
- Partner with ODOT on implementing AO2045 themes, strategies, and actions: Ongoing

**Subcategory 665: Special Studies**

Objective: Includes efforts and activities which do not meet the qualifications to be categorized elsewhere.

**Element 665.1 National Scenic Byway Program – Lake Erie Coastal Ohio Trail**

Purpose: To promote, conserve and protect the Lake Erie Coastal Ohio Scenic Byway Trail and ensure it maintains its national designation as an All-American Road as designated by the U.S. Secretary of Transportation.

Methodology: The Lake Erie Coastal Ohio Trail is a 293 mile route that runs along the Ohio coast of Lake Erie from Toledo to Conneaut. The Trail is one of 150 roads that are designated as an America's Byway by the U.S. Secretary of Transportation. This designation means that they possess unique and distinct features that cannot be found anywhere else in the United States and that the route itself can be considered a tourist destination. To achieve this national status the route must meet one or more of six intrinsic qualities: archeological, cultural, historic, natural, recreational and scenic, which are documented in a Corridor Management Plan (CMP). The CMP is a required component of the national scenic byway program which also provides strategies for implementation that will preserve, enhance and promote the route. The Lake Erie Coastal Ohio Trail's CMP was last updated and submitted to the Ohio Department of Transportation in March 2016. Although the plan is required to be updated every five years with the next update due in 2021; during SFY 2020 ODOT Central Office hired a consultant to assist byways with updating their plans. ERPC coordinated with NOACA and the hired consultant on the plan update.

Staff also completes an annual survey for the byway as requested by ODOT each year. Staff participates in conferences, meetings, and phone calls as required by the Ohio Statewide Scenic Byway Program and coordinates with ODOT on as needed basis for other activities related to the program, including scenic byway segmentation requests.

In SFY 2016 ERPC oversaw \$25,000 in National Scenic Byway Program funding that was granted for the implementation of strategies as identified in the 2015 CMP. Typically, a local match of 20% is required for the grant, but Toll Revenue Credits were utilized, so no local funds were required. The project was assigned ODOT Project Identification Number (PID) 101475 and listed as a Statewide Line Item in Ohio's SFY 2016-2019 Statewide Transportation Improvement Program (STIP). ERPC was the project sponsor on record for the project. The project included development of

a mobile application for the Coastal Trail and was completed in SFY 2017. Main implementation strategies focus on marketing and outreach to visitors, resource site managers, and stakeholders. Additionally, as the trail traverses through other Ohio MPO regions (TMACOG, NOACA and Eastgate), staff coordinated with these agencies (and other interested parties) for their input on implementation of the strategies throughout the project development process.

During November 2017, ERPC and NOACA staff hosted an informational meeting for interested stakeholders along the LECT to gauge support of developing a steering committee (as recommended from the LECT Corridor Management Plan). The meeting was attended by approximately 25 people representing various agencies such as the National Park Service, TMACOG, Visitors and Convention Bureaus, Ohio Department of Natural Resources, and others. From this meeting, a list of those agencies interested in serving on an at-large members committee was created. As such, the identified agencies were contacted and requested if they would be willing to serve on the newly forming LECT at-large member committee. ERPC meets with the at-large member committee annually and administers the meeting with assistance from the Cleveland MPO NOACA. At the October 2019 annual meeting discussion to develop an executive committee was discussed. Per the recommended CMP strategy, an executive committee is to be responsible for the review of the CMP to ensure that it effectively outlines the Byway's intrinsic qualities, effective marketing and public awareness strategies, and opportunities for coordination with stakeholders. ERPC and NOACA staff is overseeing the development of this newly created committee. During SFY 2021 it is anticipated that the committee will be established. ERPC also serves on the LECT's transportation subcommittee which meets three times a year to discuss and implement strategies relative to transportation items along the LECT.

- Product(s):
- Complete Byway Annual Survey Form: April 2021
  - Serve on LECT At-large Member Committee and LECT Transportation Subcommittee: Continual
  - Ascertain data and information gathered from public resources and LECT steering committee to aid in keeping CMP current: Continual
  - Participate in Statewide Scenic Byway Program meetings and phone conference calls: Continual
  - Assist with development of print materials which includes integrated messaging, brochures, articles, maps, and guides: Continual

***Subcategory 674: Public Transportation-Sandusky Transit System***

- Objective:
- To promote and provide for the delivery of safe, secure, efficient, reliable, and cost effective public transportation of services. To meet the transportation needs of the community and introduce changes to better serve the public. It is to be noted that ERPC only receives funds through the Consolidated Planning Grant (CPG) and does not receive additional funding for transit such as 5310 or 5311 funds. ERPC acts as a conduit for funding and does not directly administer the program.

### ***Element 674.1 Transit Planning Services***

Purpose:	To meet the transportation needs of the community and introduce changes to better serve the public.
Previous Work:	The Sandusky Transit System (STS) began operation in 1992 and has operated as a Section 5307 urban transit system providing demand responsive, curb-to-curb advance reservation, and shared ride transportation service. As a result of the 2000 Census, the City of Sandusky, and contiguous surrounding areas met the federal threshold and became an urbanized area. However, the program was reverted back to a rural designation as a result of the 2010 Census. The Sandusky Urbanized Area population fell just slightly below the 50,000 population threshold and the STS was converted to a 5311 rural transit system. It should also be noted that ERPC staff completed the three-year update of the Coordinated Transportation Plan in SFY 2017 and the annual review in 2018 and 2019.
Methodology:	<p>STS reviews its ability to render quality service and on-time performance. Information is gathered through route surveillance, operator input and consumer contact in order to assess service levels, the need for specialized services, special contingency plans and capital needs. STS will document its current scope of services, assess the adequacy of such services and propose alternatives if required. Special emphasis will be placed on data collection activities that will support capital planning and management efficiency in order to provide a detailed rationale for capital, operating assistance requests and the ability to provide adequate levels of service as specified under current State and Federal legislation. STS will continue to participate in the coordination of service across various planning levels with the local government agencies and social service stakeholders.</p> <p>Staff will assist STS with marketing efforts such as aiding in preparation/display of transit brochures, announcements, newsletters and research as requested. STS will receive technical and support services from MPO staff in the implementation of its update the Coordinated Transportation Plan (CTP). The CTP is required to be updated every three years and is a requirement for those seeking to apply for 5310 and 5311 funds through ODOT. In 2018, ERPC met with staff from Great Lakes Community Action Partnership. They informed ERPC that they had applied and been awarded grant funding for a mobility manager for multiple counties including Erie County. Staff has been actively involved with the mobility manager. Staff has assisted in hosting quarterly and other related transportation meetings.</p>
Product(s):	<ul style="list-style-type: none"> <li>-Marketing Efforts: As requested by STS</li> <li>-Serve on Transit Technical Advisory Committee: As requested</li> <li>-Continue monitoring and updating of the Coordinated Transportation Plan (CTP): 2021</li> <li>-Coordinated Plan Review: Annually</li> <li>-Participate in Mobility Management Meetings: Quarterly, or as requested</li> <li>-Support efforts to maintain a mobility manager: Continual</li> </ul>

### ***Element 674.2 Capital Planning***

- Purpose:** To assess future demands based on current resources and commit the necessary capital for the potential acquisition and replacement of equipment/other materials needed to provide adequate levels of service as specified in State and Federal regulations including but not limited to, the Americans with Disabilities Act (ADA) of 1990, the Clean Air Act (CAA) and the NEPA.
- Previous Work:** Capital and Operations Plan: 2019
- Methodology:** STS will continue compiling and assessing the capital needs of the transit system pursuant to the Coordinated Transportation Plan and accessibility standards of the ADA as requested. STS will continue assessing the adequacy of its service provision through third party service provider and other transportation scenarios. STS will continue to monitor its third party service provider to ensure it meets the demands of FAST. STS also has received additional grant funding from an increase in the Ohio Gas Tax for 2020. Funds from the tax will be utilized towards operations and capital investments.
- Product:** -Capital and Operations Plan: 2020, City of Sandusky staff

### ***Element 674.3 Specialized Transportation Program***

- Purpose:** To facilitate the provision of the specialized transportation services for senior citizens and disabled individuals where existing transportation services are unavailable, inappropriate or insufficient.
- Previous Work:** MPO staff has assisted ODOT in the past with the Specialized Transportation Program by reviewing and assisting applicants during the application process and completing required vehicle inspections when requested. Serving Our Seniors, the Lucy Idol Center and Ability Works have received 5310 funding for vehicles.
- Methodology:** The MPO will participate with representatives of public, private/non-profit transportation and human services providers in the maintenance and update of the Coordinated Transportation Plan. The MPO will facilitate and provide technical assistance to those non-profit agencies that may need assistance in applying for the Specialized Transportation Programs.
- Product(s):**
- Technical Planning Assistance: Continual
  - Support efforts to maintain a mobility manager: Continual
  - Coordinated Plan Review with Coordinated Transportation Plan Steering Committee: Quarterly, or as requested
  - Update of Coordinated Transportation Plan: Annually, or as requested

#### **Element 674.4      *Transit System Efficiency***

- Purpose:** To develop a fiscally sound public transit system in order to continue to meet the needs of the community and increase ridership levels and local revenues.
- Previous Work:** The agency's participation with the MPO in the Transit Development Plan (TDP) planning process has provided insights into capital improvement planning and subsequently improved system efficiency.
- Methodology:** STS will continue preparing service area and financial information and submit the National Transit Database Report pursuant to FTA criteria and guidelines. Service area information will be comprised of the total service area, service supplied, and the number of vehicles operated in maximum service by vehicle type. Financial information will include the sources of operating funds, summary of operating expenses, sources of capital funds expended and uses of capital funds. The collection of such information will allow State, Federal and local agencies the opportunity to assess service efficiency, cost effectiveness and service effectiveness. All work in Element 674.4 will be completed by STS and paid for by the City of Sandusky General Fund dollars and FTA 5311 Program Planning Funds on a 50/50 basis for operating costs. Costs will be accounted for and documented through the City of Sandusky payroll system.
- Products:**
- Public Transportation Management System Report update: Ongoing by STS staff
  - Certification of Data: Ongoing by STS staff
  - National Transit Database Report: Ongoing by STS staff
  - Support efforts to work with a mobility manager: Continual

#### **Subcategory: 697   *Annual Reporting – Transportation***

- Objective:** To communicate and document the work of the MPO.

#### **Element 697.1      *Newsletter***

- Purpose:** To inform local governmental agencies and the general public on a quarterly basis throughout the year of updates related to transportation planning and results of the work performed by the MPO and ERPC.
- Methodology:** Two editions of ERPC's newsletter, *The Planning Press*, are released during the calendar year (summer and winter). The goal of the newsletter is to bring readers into the planning process by providing updates as to activities and issues confronting the community with respect to traffic, transit, paratransit and the overall urban long and short range transportation planning processes. *The Planning Press* is circulated among MPO committees, presented to County Commissioners and placed on ERPC's website for public viewing.
- Product(s):** -*The Planning Press* Newsletter: June 2020 (summer) and December 2020 (winter)

**Element 697.2      *Annual Report (AR)***

- Purpose:** To inform local governmental agencies and the general public on an annual basis of the results of the work performed by the MPO and ERPC.
- Methodology:** The AR will necessarily document the activities/issues confronting the community with respect to traffic, transit, paratransit and the overall urban transportation planning process. The AR will describe transportation planning activities undertaken by the ERPC including the area's current short and long-range Transportation Plans and an indication of recent plan changes and progress made toward plan implementation. In addition to the Commission's accomplishments, its internal organization function and responsibilities will be outlined in the report. Issues and activities reflective of current transit and specialized transportation services will also receive the report's attention. The report is to be circulated among MPO committees, presented to the County Commissioners and placed on ERPC's website for public view.
- Product(s):** -2020 AR: June 2020

**Element 697.3      *Work Plan (WP)***

- Purpose:** To outline and document the activities that will be performed throughout the upcoming fiscal year.
- Methodology:** The WP of the MPO will document staff activities to be performed during the upcoming state fiscal year. The WP lists activities by sub-categories and lists specific products that will be generated by staff; budgetary summary and Title VI program review are also included in the WP. The first draft of the document is due to ODOT Central Office by the first Friday in March. The final draft is due to ODOT Central Office in early May. The final WP document must be approved by the MPO PC. In addition, a progress report is required to be submitted to document the progress and work completed by staff for each sub-category and products listed. The progress reports are completed once per state fiscal year. This report is submitted to ODOT and FHWA for their review and comment.
- Products:** -SFY 2020 Annual Progress Report: September 2020  
-SFY 2022 WP Document: May 2021

**SFY 2021**



**Indirect Cost Rate Proposal**

## **ERIE REGIONAL PLANNING COMMISSION**

### **Introduction**

The Erie Regional Planning Commission (ERPC) was established pursuant to Section 713.21 of the Ohio Revised Code (ORC) and a Resolution of Cooperation between various political subdivisions located within Erie County. The ERPC has been responsible for the planning of land use, transportation and community development since 1962.

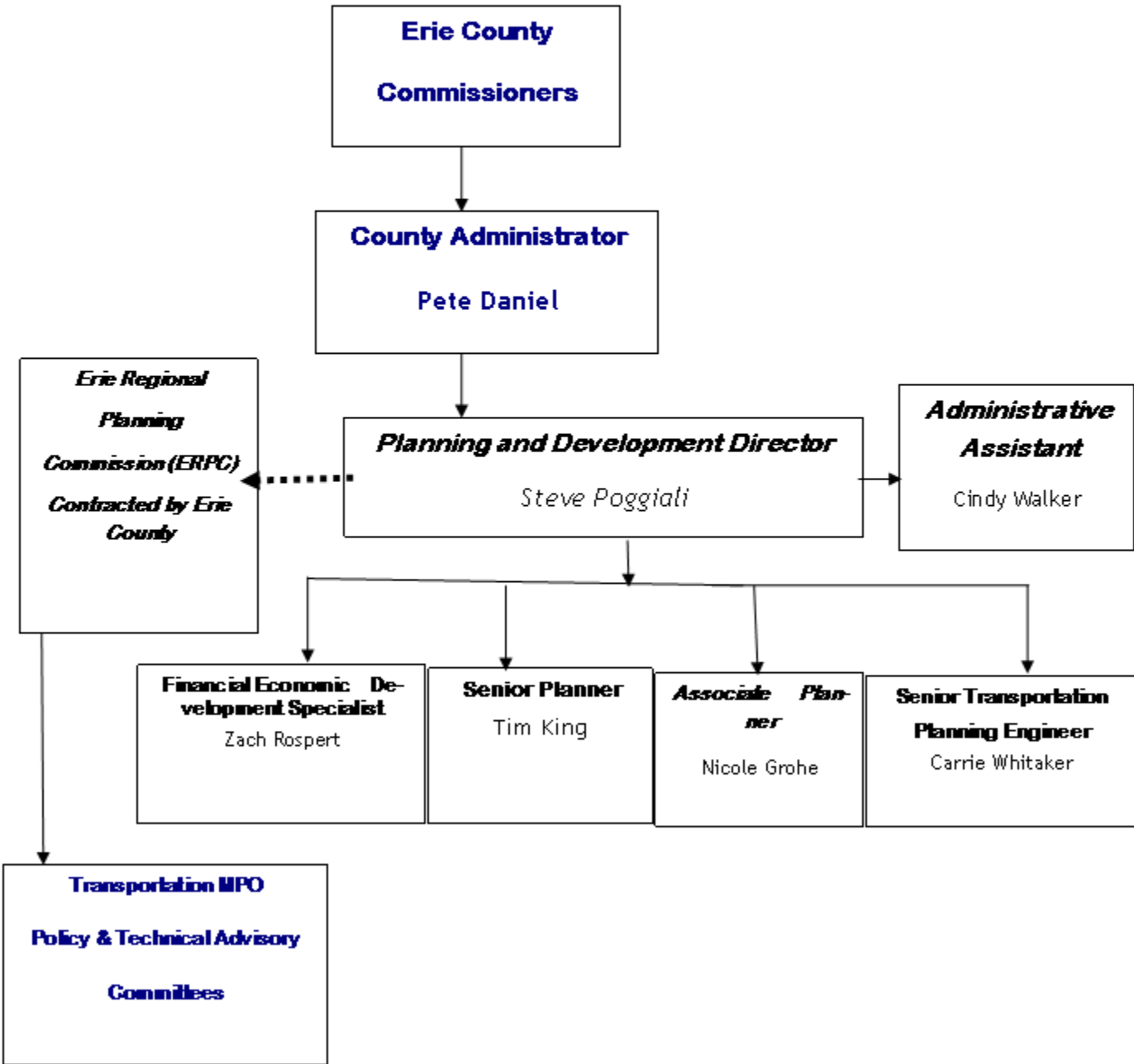
Through participation of member political subdivisions (county, townships, cities and villages), the ERPC determines planning, community development and transportation priorities.

The department is comprised of two divisions, Planning and Development and the Metropolitan Planning Organization (MPO). The Planning and Development division deals with such issues as long-range plans, zoning, subdivisions, community development and economic development. The MPO addresses short and long-term transportation issues.

This ERPC indirect cost rate proposal is to substantiate the request for a provisional method cost rate for the ERPC.



# Flowchart of Erie County Regional Planning



## ERIE COUNTY, OHIO

### CERTIFICATE OF COUNTY-WIDE COST ALLOCATION PLAN

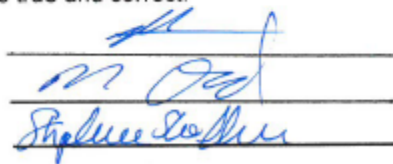
This is to certify that I have reviewed the cost allocation plan prepared by **MAXIMUS Inc.** and submitted herewith and to the best of my knowledge and belief:

All costs included in this proposal based on FY 2018 actual costs to establish cost allocations or billings for FY 2020 are allowable in accordance with the requirements of 2 CFR 200, (*Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*), and the Federal award(s) to which they apply. Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.

All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the awards to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently. Acceptance of this Cost Plan is contingent upon no material inaccuracies subsequently being found.

I declare that the foregoing is true and correct.

**Signature**



**Print Name**

Patrick J. Shenigo, Mathew R. Old, and Stephen L. Shoffner

**Title**

Erie County Commissioners

**Date of Execution**

June 13, 2019



*Erie Regional Planning Commission  
and  
Metropolitan Planning Organization*

2900 Columbus Avenue  
Sandusky, Ohio 44870-5554  
Phone: 419-627-7792 Fax: 419-627-6670

*Director: Steve Poggiali*

*Planning for the future of Erie County*

**Attachment 2.1  
CERTIFICATE OF INDIRECT COSTS**

This is to certify that I have reviewed the indirect cost rate proposal submitted herewith and to the best of my knowledge and belief:

- 1) All costs included in this proposal September 30, 2019 to establish billing or final indirect costs rates for January 1, 2020 through December 31, 2020 are allowable in accordance with the requirements of the Federal award(s) to which they apply and the provisions of Subpart E—Cost Principles of Part 200. Unallowable costs have been adjusted for in allocating costs as indicated in the indirect cost proposal
- 2) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently and the Federal government will be notified of any accounting changes that would affect the predetermined rate.

I declare that the foregoing is true and correct.

Governmental Unit: Erie County

Signature: 

Name of Official: Steve Poggiali

Title: Director

Date of Execution: September 30, 2019

<b>SFY 2021 COST ALLOCATION PLAN/PROPOSAL</b>	
---	--

<b>DIRECT LABOR (LABOR ONLY) - NO FRINGE</b>
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POSITION-EMPLOYEE	MPO	PLANNING/ERP C	CDBG	OTHER-HUD LEAD & NEIG STAB	ECO DEV	TOTAL
Director - Poggiali	\$44,490.00	\$20,158.00	\$695.00	\$1,390.00	\$2,780.00	\$69,513.00
Senior Planner – King	\$11,223.00	\$34,154.00	\$2,440.00	\$976.00	\$0.00	\$ 48,793
Finance/Economic Dev Specialist – Rospert	\$9,477.00	\$14,893.00	\$ -	\$580.00	\$193.00	\$25,143.00
Associate Planner – Grohe	\$29,659.00	\$3,576.00	\$0.00	\$2,501.00	\$0.00	\$35,736.00
MPO Senior Trans Planner -Whitaker	\$48,899.00	\$2,574.00	\$0.00	\$0.00	\$0.00	\$51,473.00
Admin. Asst. – Rogers	\$4,769.00	\$24,478.00	\$0.00	\$954.00	\$0.00	\$30,201.00
<b>SUBTOTAL</b>	<b>\$148,517.00</b>	<b>\$99,833.00</b>	<b>\$3,135.00</b>	<b>\$6,401.00</b>	<b>\$2,973.00</b>	<b>\$260,859.00</b>
OTHER DIRECT COSTS	\$13,539	\$50,343	\$0	\$0	\$2,000	\$65,882
FRINGE BENEFITS	\$97,795	\$65,737	\$2,064	\$4,215	\$1,958	\$171,769
INDIRECT COSTS	\$54,510	\$36,642	\$1,151	\$2,349	\$1,091	\$95,743
<b>SUBTOTAL</b>	<b>\$165,844</b>	<b>\$152,722</b>	<b>\$3,215</b>	<b>\$6,564</b>	<b>\$5,049</b>	<b>\$333,394</b>
<b>TOTALS</b>	<b>\$314,361</b>	<b>\$252,555</b>	<b>\$6,350</b>	<b>\$12,965</b>	<b>\$8,022</b>	<b>\$594,253</b>

WAGE FRINGE BENEFITS		Director - Poggiali	Admin. Asst. - Rogers	MPO Senior Trans Planner - Whitaker	Associate Planner - Grohe	Senior Planner - King	Finance/Economic Dev Specialist - Ruspert	TOTALS
	HOURS							
								<b>\$12,169.00</b>
HOLIDAY	88	\$3,577.00	\$1,636.00	\$2,588.00	\$1,797.00	\$2,571.00	\$0.00	
								<b>\$4,425.00</b>
PERSONAL	32	\$1,301.00	\$595.00	\$941.00	\$653.00	\$935.00	\$0.00	
								<b>\$14,749.00</b>
SICK	90	\$3,659.00	\$1,673.00	\$2,647.00	\$1,838.00	\$2,630.00	\$2,302.00	
								<b>\$21,302.00</b>
VACATION	(80-160 hrs)	\$6,504.00	\$2,975.00	\$3,529.00	\$2,450.00	\$5,844.00	\$0.00	
VAC. WKS.		4	4	3	3	5	0	
	<b>SUBTOTALS</b>	\$15,041.00	\$6,879.00	\$9,705.00	\$6,738.00	\$11,980.00	\$2,302.00	<b>\$52,645.00</b>
	<b>OPERS</b>	<b>MEDICARE</b>	<b>W/C</b>	<b>HEALTH</b>	<b>LIFE</b>			
	14.00%	1.45%	1.30%		\$9.38 month			
Director Poggiali	\$ 11,838.00	\$ 1,226.00	\$ 1,099.00	\$21,898.80	\$112.56			<b>\$36,174.00</b>
Administrative Assistant Rogers	\$ 5,191.00	\$ 538.00	\$ 503.00	\$7,865.88	\$112.56			<b>\$14,210.00</b>
Associate Planner Grohe	\$ 5,946.00	\$ 616.00	\$ 552.00	\$8,205.28	\$112.56			<b>\$15,432.00</b>
MPO Sr Transportation Planner Whitaker	\$ 8,565.00	\$ 887.00	\$ 795.00	\$21,898.80	\$112.56			<b>\$32,258.00</b>
Finance/Economic Dev/MPO Planner Ruspert	\$ 3,842.00	\$ 398.00	\$ 432.00	\$0.00	\$0.00			<b>\$4,672.00</b>
Senior Planner King	\$ 8,508.00	\$ 881.00	\$ 790.00	\$10,949.40	\$112.56			<b>\$21,241.00</b>
<b>SUBTOTAL</b>								
	\$ 43,890.00	\$ 4,546.00	\$ 4,171.00	\$ 70,818.00	\$ 563.00			\$123,987.00
					<b>TOTAL WAGE</b>			<b>\$176,632.00</b>
						as A% of Direct Labor		<b>67.71%</b>

### SFY 2021 Estimated Other Direct Cost Pool

[illegible]

**Erie County Regional Planning Commission SFY 2021 Staff Profile  
and Estimated Percentages, wages, and hours of time allocation**

		MPO											
		Short Range 571000					TIP 571000	Transportation Surveillance 571000			Long Range 571000		
		TOTAL	601.1	601.2	601.3	601.4	01	TOTAL	605.1	605.2	TOTAL	610.1	610.2
		8601					8602	8605	8605		8610	8610	
POGGIALI	BDG HRS	342	86	86	86	86	274	86	51	34	239	120	120
POGGIALI	%	20%	5%	5%	5%	5%	16%	5%	3%	2%	14%	7%	7%
POGGIALI	WAGES	\$ 13,903					\$ 11,122	\$ 3,476			\$ 9,732		
POGGIALI													
KING	BDG HRS	84	33	17	17	17	84	134	67	67	84	50	33
KING	%	5%	2%	1%	1%	1%	5%	8%	4%	4%	5%	3%	2%
KING	WAGES	\$ 2,440	\$ -	\$ -	\$ -	\$ -	\$ 2,440	\$ 3,903	\$ -	\$ -	\$ 2,440	\$ -	\$ -
KING													
GROHE	BDG HRS	438	88	88	88	88	263	88	35	53	420	210	210
GROHE	%	25%	5%	5%	5%	5%	15%	5%	2%	3%	24%	12%	12%
GROHE	WAGES	\$ 8,934	\$ -	\$ -	\$ -	\$ -	\$ 5,360	\$ 1,787	\$ -	\$ -	\$ 8,576	\$ -	\$ -
GROHE											2432.5	2030	1942.5
WHITAKER	BDG HRS	385	88	105	105	88	263	263	140	123	560	350	210
WHITAKER	%	22%	5%	6%	6%	5%	15%	15%	8%	7%	32%	20%	12%
WHITAKER	WAGES	\$ 11,324	\$ -	\$ -	\$ -	\$ -	\$ 7,721	\$ 7,721	\$ -	\$ -	\$ 16,471	\$ -	\$ -
WHITAKER											2975	2485	2380
ROGERS	BDG HRS	257	68	68	68	51	-	-	-	-	-	-	-
ROGERS	%	15%	4%	4%	4%	3%	0%	0%	0%	0%	0%	0%	0%
ROGERS	WAGES	\$ 4,769	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROGERS													
Rospert	BDG HRS	206	36	36	61	73	61	61	24	36	145	73	73
Rospert	%	17%	3%	3%	5%	6%	5%	5%	2%	3%	12%	6%	6%
Rospert	WAGES	\$ 3,288	\$ -	\$ -	\$ -	\$ -	\$ 967	\$ 967	\$ -	\$ -	\$ 2,321		
Rospert													
TOTALS	BDG HRS	1,454	330	331	355	350	943	630	317	312	1,448	802	646
TOTALS	%												
TOTALS	WAGES	\$ 44,658					\$ 27,610	\$ 17,854			\$ 39,540		
65.85%	IB Cst Rat	\$ 29,406					\$ 18,180	\$ 11,756			\$ 26,036		
36.70%	nd Cost R	\$ 16,391					\$ 10,134	\$ 6,553			\$ 14,512		

*MPO breakdown continued on next page*

		MPO 73521											
		Special Studies 571000			Public Trans. 571000					Annual Report 571000			
		TOTAL	665.1	665.2	TOTAL	674.1	674.2	674.3	674.4	TOTAL	697.1	697.2	697.3
		8665	8665		8674	8674				8697	8697		
POGGIALI	BDG HRS		-	-	86	34	17	17	17	68	34	17	17
POGGIALI	%	0%	0%	0%	5%	2%	1%	1%	1%	4%	2%	1%	1%
POGGIALI	WAGES				\$ 3,476					\$ 2,781			
POGGIALI					1.08	72%	0.56	0.51	0.48	44490	30587	30587	19465
KING	BDG HRS		-	-	-	-	-	-	-	-	-	-	-
KING	%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
KING	WAGES				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
KING					0.41	0.31	0.26	0.18	0.14	11223	8783	8783	6343
GROHE	BDG HRS		-	-	123	35	35	18	35	123	35	53	35
GROHE	%	0%	0%	0%	7%	2%	2%	1%	2%	7%	2%	3%	2%
GROHE	WAGES		\$ -	\$ -	\$ 2,501	\$ -	\$ -	\$ -	\$ -	\$ 2,501	\$ -	\$ -	\$ -
GROHE					1.39	1.01	0.86	0.81	0.79	29659	20725	20725	15365
WHITAKER	BDG HRS	53	53	-	53	18	-	18	18	88	35	35	18
WHITAKER	%	3%	3%	0%	3%	1%	0%	1%	1%	5%	2%	2%	1%
WHITAKER	WAGES	\$ 1,544	\$ -	\$ -	\$ 1,544	\$ -	\$ -	\$ -	\$ -	\$ 2,574	\$ -	\$ -	\$ -
WHITAKER		1.62			1.7					\$ 48,899	37575	37575	29854
ROGERS	BDG HRS		-	-	-	-	-	-	-	-	-	-	-
ROGERS	%		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
ROGERS	WAGES		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROGERS					0.3	0	0	0	0	4769	0	0	0
Rospert	BDG HRS		-	-	61	12	12	24	12	61	24	12	24
Rospert	%		0%	0%	5%	1%	1%	2%	1%	5%	2%	1%	2%
Rospert	WAGES		\$ -	\$ -	\$ 967	\$ -	\$ -	\$ -	\$ -	\$ 967	\$ -	\$ -	\$ -
Rospert					0.88	0.59	0.54	0.49	0.47	9477	6189	6189	5222
TOTALS	BDG HRS		53	-	321	99	64	76	82	339	128	117	94
TOTALS	%												
TOTALS	WAGES	\$ 1,544			\$ 8,488					\$ 8,823			
65.85%	IB Cst Rat	\$ 1,017			\$ 5,589					\$ 5,810			
36.70%	nd Cost R	\$ 567			\$ 3,115					\$ 3,238			

ERPC breakdown continued on next page



STAFF	PLANNING	LEAD	IND LABOR	DEV	TOTAL
<b>PERCENTAGES</b>					
Poggiali	32%	2%	0%	2%	100%
King	70%	2.0%	0%	5%	100%
Rospert	17%	3%	30%	1%	100%
Grohe	10%	7%	0%	0%	100%
Whitaker	5%	0%	0%	0%	100%
Rogers	77%	3%	5%	0%	100%
<b>WAGES</b>					
Poggiali	\$ 22,243	\$ 1,390	\$ -	\$ 1,390	\$ 69,513
King	\$ 34,154	\$ 976	\$ -	\$ 2,440	\$ 48,793
Rospert	\$ 14,893	\$ 580	\$ 5,802	\$ 193	\$ 30,945
Grohe	\$ 3,574	\$ 2,501	\$ -	\$ -	\$ 35,734
Whitaker	\$ 2,573	\$ -	\$ -	\$ -	\$ 51,472
Rogers	\$ 24,478	\$ 954	\$ 1,590	\$ -	\$ 31,791
<b>TOTAL</b>	<b>\$101,915</b>	<b>\$ 6,401</b>	<b>\$ 7,392</b>	<b>\$ 4,023</b>	<b>\$ 268,248</b>
<b>HOURS</b>					
Poggiali	547	51	-	17	1,710
King	1,169	117	-	-	1,670
Rospert	206	36	363	12	1,210
Grohe	175	123	-	-	1,751
Whitaker	88	-	-	-	1,751
Rogers	1,317	51	86	-	1,712
<b>TOTAL</b>	<b>3,502</b>	<b>378</b>	<b>449</b>	<b>29</b>	<b>9,803</b>

## SFY2021 STAFF PROFILE AND ESTIMATED PERCENTAGE, WAGES and HOURS OF TIME ALLOCATION

FRINGE BENEFITS COST CENTER					
<b>Paid Leave</b>					
Acct. #	Acct. Name				
73511-8498-571100	HOLIDAY	\$12,047.00	\$11,585.84	\$461.16	\$12,169.00
73511-8498-571200	SICK LEAVE	\$14,602.00	\$4,269.61	\$10,332.39	\$14,749.00
73511-8498-571300	VACATION	\$21,443.00	\$22,450.88	(\$1,007.88)	\$21,302.00
73511-8498-571350	PERSONAL	\$4,379.00	\$4,828.55	(\$449.55)	\$4,425.00
73511-8498-571250	BEREAVEMENT	\$0.00	\$0.00	\$0.00	\$0.00
73511-8498-571500	CLOSINGS	\$0.00	\$0.00	\$0.00	\$0.00
73511-8498-571400	JURY DUTY	\$0.00	\$0.00	\$0.00	\$0.00
Subtotal - Paid Leave		\$52,471.00	\$43,134.88	\$9,336.12	\$52,645.00
<b>Other Fringe Benefits</b>					
Acct. #	Acct. Name				
73511-8498-571600	PERS	\$43,450.00	\$42,414.72	\$1,035.28	\$43,890.00
73511-8498-571610	HOSPITALIZATION	\$59,529.00	\$55,923.50	\$3,605.50	\$71,381.00
73511-8498-571620	MEDICARE	\$4,501.00	\$4,334.54	\$166.46	\$4,546.00
73511-8498-571630	WORKERS COMP	\$4,130.00	\$172.25	\$3,957.75	\$4,171.00
73511-8498-571610	LIFE	\$619.00	\$0.00	\$619.00	\$0.00
	Prior Year Rate Adjustment	\$0.00	\$0.00	\$0.00	\$0.00
Subtotal - Other Fringe		\$112,229.00	\$102,845.01	\$9,383.99	\$123,988.00
<b>TOTAL FRINGE BENEFITS</b>		<b>\$164,700.00</b>	<b>\$145,979.89</b>	<b>\$18,720.11</b>	<b>\$176,633.00</b>
FRINGE BENEFIT COST RATE CALCULATION					
TOTAL FRINGE BENEFITS		A	\$164,700	\$145,980	\$176,633
TOTAL EMPLOYEE WAGES		B	\$265,209	\$275,143	\$268,248
<b>FRINGE BENEFIT COST RATE</b>			<b>62.10%</b>	<b>53.06%</b>	<b>A ÷ B</b> 65.85%

INDIRECT COST CENTER - NON-LABOR						
Acct. #	Acct. Name					
0	0	\$0.00	\$0.00	\$0.00	\$0.00	
73511-8499-571800	CENTRAL SERVICES COST ALLOCATION*	\$32,082.00	\$32,082.00	\$0.00	\$41,015.00	
73511-8499-571801	OFFICE SUPPLIES	\$8,000.00	\$2,015.55	\$5,984.45	\$ 8,000	
73511-8499-571803	COPIER EXPENSES	\$12,000.00	\$9,939.56	\$2,060.44	\$12,000.00	
73511-8499-571806	DUES AND SUBSCRIPTIONS	\$3,100.00	\$772.00	\$2,328.00	\$3,100.00	
73511-8499-571807	VEHICLE OPERATING EXPENSES	\$2,000.00	\$1,269.87	\$730.13	\$2,000.00	
73511-8499-571805	OTHER MATERIALS AND SUPPLIES	\$2,500.00	\$1,430.88	\$1,069.12	\$2,500.00	
73511-8499-571826	LEGAL ADVISOR	\$8,000.00	\$500.00	\$7,500.00	\$8,000.00	
73511-8499-571800	RENT (NOW INCLUDED IN CENTRAL SERVICES)	\$0.00	\$0.00	\$0.00	\$0.00	
73511-8499-571809	TRAVEL	\$2,000.00	\$348.45	\$1,651.55	\$2,000.00	
73511-8499-579995	COPIER EXPENSES REVOCERED	\$0.00	(\$4,125.73)	\$4,125.73	\$0.00	
73511-8499-579996	FRINGE BENEFIT	\$2,214.00	\$4,482.81	(\$2,268.81)	\$4,867.40	
	Prior Year Rate Adjustment	\$0.00	\$0.00	\$0.00	\$0.00	
TOTAL INDIRECT COSTS - NON-LABOR		\$71,896.00	\$48,715.39	\$23,180.61	\$83,482.40	

EMPLOYEE WAGES						
Indirect Labor						
Acct. #	Acct. Name					
73511-8400-571001	INDIRECT LABOR	\$7,322.00	\$7,218.71	\$103.29	\$7,392.00	
Subtotal - Indirect Labor		\$7,322.00	\$7,218.71	\$103.29	\$7,392.00	
Direct Labor						
Acct. #	Acct. Name					
73511-8400-571000	ERPC DIRECT LABOR	\$107,130.00	\$108,979.14	(\$1,849.14)	\$98,361.00	
73511-8440-571000	ERPC ED RLF DL	\$3,818.00	\$0.00	\$3,818.00	\$1,777.00	
73511-8472-571000	ERPC TAX ABATEMENT DL	\$3,818.00	\$1,241.17	\$2,576.83	\$1,777.00	
73521-8601-571000	MPO SHORT RANGE DL	\$38,281.00	\$36,640.74	\$1,640.26	\$44,658.00	
73521-8602-571000	MPO TIP DL	\$34,025.00	\$34,651.03	(\$626.03)	\$27,610.00	
73521-8605-571000	MPO TRANS SURV DL	\$18,511.00	\$19,822.58	(\$1,311.58)	\$17,854.00	
73521-8610-571000	MPO LONG RANGE DL	\$25,600.00	\$25,332.75	\$267.25	\$39,540.00	
73521-8674-571000	MPO PUBLIC TRANS DL	\$9,193.00	\$4,015.37	\$5,177.63	\$1,544.00	
73521-8697-571000	MPO ANNUAL REPORT DL	\$10,006.00	\$6,277.26	\$3,728.74	\$8,488.00	
73521-8665-571000	MPO SPECIAL STUDIES	\$4,981.00	\$2,163.64	\$2,817.36	\$8,823.00	
22516-8410-571000	FORMULA 2016	\$0.00	\$8,265.51	(\$8,265.51)	\$3,135.00	
22540-8440-571000	ED RLF DL	\$1,645.00	\$12,142.79	(\$10,497.79)	\$0.00	
22720-8472-571000	TAX ABATEMENT DL	\$879.00	\$1,539.46	(\$660.46)	\$888.00	
22730-8473-571000	HOUSING REVOLVING LOAN	\$0.00	\$610.17	(\$610.17)	\$0.00	
22602-8451-571000	LEAD REMOVAL GRANT	\$0.00	\$3,688.38	(\$3,688.38)	\$0.00	
22533-8411-571000	CHIP 2017	\$0.00	\$2,554.20	(\$2,554.20)	\$0.00	
46101-7413-571000	BAYVIEW SEWER	\$0.00	\$0.00	\$0.00	\$6,401.00	
Subtotal - Direct Labor		\$257,887.00	\$267,924.19	(\$10,037.19)	\$260,856.00	
TOTAL EMPLOYEE WAGES		\$265,209.00	\$275,142.90	(\$9,933.90)	\$268,248.00	

<b>FRINGE BENEFIT COST RATE CALCULATION</b>					
TOTAL FRINGE BENEFITS	<b>A</b>	\$164,700	\$145,980		\$176,633
TOTAL EMPLOYEE WAGES	<b>B</b>	\$265,209	\$275,143		\$268,248
<b>FRINGE BENEFIT COST RATE</b>		<b>62.10%</b>	<b>53.06%</b>	<b>A ÷ B</b>	<b>65.85%</b>
<b>FRINGE BENEFIT COST RECOVERY COMPARISON</b>					
<b>FY 2018</b>					
Should have recovered in fiscal year	+		\$142,150	Actual DL * Actual Fringe Rate	
Amount actually recovered in fiscal year	-		\$166,386	Actual DL * Estimated Fringe Rate	
Prior Year Net (Over) / Under Recovery	+		\$0		
Prior Year (Over) / Under Recovery Posted to Cost Center	-		\$0		
(Over) / Under Recovery of Fringe Benefits	=		(\$24,236)		
<b>FRINGE BENEFITS COST DISTRIBUTION</b>					
INDIRECT LABOR FRINGE BENEFITS		\$4,547	\$3,830		\$4,867
DIRECT LABOR FRINGE BENEFITS		\$160,153	\$142,150		\$171,766
<b>TOTAL FRINGE BENEFITS</b>		<b>\$164,700</b>	<b>\$145,980</b>		<b>\$176,633</b>
<b>INDIRECT COST RATE CALCULATION</b>					
INDIRECT LABOR		\$7,322	\$7,219		\$7,392
INDIRECT FRINGE BENEFITS		\$4,547	\$3,830		\$4,867
OTHER INDIRECT COSTS		\$71,896	\$48,715		\$83,482
<b>TOTAL INDIRECT COSTS</b>	<b>A</b>	<b>\$83,765</b>	<b>\$59,764</b>		<b>\$95,742</b>
<b>TOTAL DIRECT LABOR COSTS</b>	<b>B</b>	<b>\$257,887</b>	<b>\$267,924</b>		<b>\$260,856</b>
<b>INDIRECT COST RATE</b>		<b>32.48%</b>	<b>22.31%</b>	<b>A ÷ B</b>	<b>36.70%</b>
<b>INDIRECT COST RECOVERY COMPARISON</b>					
<b>FY 2018</b>					
Should have recovered in fiscal year	+		\$59,764	Actual DL * Actual Indirect Rate	
Amount actually recovered in fiscal year	-		\$87,025	Actual DL * Estimated Indirect Rate	
Prior Year Net (Over) / Under Recovery	+		\$0		
Prior Year (Over) / Under Recovery Posted to Cost Center	-		\$0		
(Over) / Under Recovery of Indirect Costs	=		(\$27,261)		
<b>SUMMARY</b>					
		<b>ESTIMATED</b>	<b>ACTUAL</b>		<b>ESTIMATED</b>
		<b>FY 2018</b>	<b>FY 2018</b>		<b>FY 2020</b>
FRINGE BENEFIT COST RATE		<b>62.10%</b>	<b>53.06%</b>		<b>65.85%</b>
INDIRECT COST RATE		<b>32.48%</b>	<b>22.31%</b>		<b>36.70%</b>
<b>TOTAL OVERHEAD COST RATE</b>		<b>94.58%</b>	<b>75.36%</b>		<b>102.55%</b>

**SFY 2021**



## **BUDGET SUMMARY**

## ERIE COUNTY REGIONAL PLANNING SFY2021 BUDGET SUMMARY

CATEGORY	AMOUNT BUDGETED	LOCAL FUNDS	CDBG FUNDS	HUD FUNDS
<b>100 ERPC PLANNING SERVICES</b>				
Direct Labor	\$ 99,833	\$ 99,833		
Fringe Benefits	\$ 65,737	\$ 65,737		
Indirect Cost	\$ 36,642	\$36,642		
Other Cost	\$ 50,343	\$ 50,343		
<b>Total</b>	<b>\$ 252,555</b>	<b>\$ 252,555</b>	<b>\$ -</b>	<b>\$ -</b>
<b>200 CDBG PROGRAM</b>				
			CHIP & FORMULA #8411	
Direct Labor	\$ 3,135	\$ -	\$ 3,135	
Fringe Benefits	\$ 2,064	\$ -	\$ 2,064	
Indirect Cost	\$ 1,151	\$ -	\$ 1,151	
Other Cost	\$ -	\$ -	\$ -	
<b>Total</b>	<b>\$ 6,350</b>	<b>\$ -</b>	<b>\$ 6,350</b>	<b>\$ -</b>
<b>300 HOUSING PROGRAMS</b>				
				HUD
Direct Labor	\$ 6,401	\$ -		\$ 6,401
Fringe Benefits	\$ 4,215	\$ -		\$ 4,215
Indirect Cost	\$ 2,349	\$ -		\$ 2,349
Other Cost	\$ -	\$ -		\$ -
<b>Total</b>	<b>\$ 12,965</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 12,965</b>
<b>400 ECONOMIC DEVELOPMENT</b>				
Direct Labor	\$ 2,973	\$ 2,973		
Fringe Benefits	\$ 1,958	\$ 1,958		
Indirect Cost	\$ 1,091	\$ 1,091		
Other Cost	\$ 2,000	\$ 2,000		
<b>Total</b>	<b>\$ 8,022</b>	<b>\$ 8,022</b>	<b>\$ -</b>	<b>\$ -</b>
<b>500 ECONOMIC DEVELOPMENT</b>				
Direct Labor	\$ -	\$ -		
Fringe Benefits	\$ -	\$ -		
Indirect Cost	\$ -	\$ -		
Other Cost	\$ -	\$ -		
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>GRAND TOTAL</b>	<b>\$ 279,892</b>	<b>\$ 260,577</b>	<b>\$ 6,350</b>	<b>\$ 12,965</b>
<b>TOTAL</b>				
Direct Labor	\$ 112,342	\$ 102,806	\$ 3,135	\$ 6,401
Fringe Benefits	\$ 73,974	\$ 67,695	\$ 2,064	\$ 4,215
Indirect Cost	\$ 41,233	\$ 37,733	\$ 1,151	\$ 2,349
Other Direct	\$ 52,343	\$ 52,343	\$ -	\$ -
<b>GRAND TOTAL</b>	<b>\$ 279,892</b>	<b>\$ 260,577</b>	<b>\$ 6,350</b>	<b>\$ 12,965</b>

	AMOUNT BUDGETED	MPO CPG SHARE	ODOT SHARE	LOCAL SHARE
<b>601 SHORT RANGE</b>		<b>80%</b>	<b>10%</b>	<b>10%</b>
Direct Labor	\$ 44,658	\$ 35,726	\$ 4,466	\$ 4,466
Fringe Benefits	\$ 29,406	\$ 23,524	\$ 2,941	\$ 2,941
Indirect Cost	\$ 16,391	\$ 13,113	\$ 1,639	\$ 1,639
Other Cost	\$ 4,250	\$ 3,400	\$ 425	\$ 425
<b>Total</b>	<b>\$ 94,705</b>	<b>\$ 75,763</b>	<b>\$ 9,471</b>	<b>\$ 9,471</b>
<b>602 TRANSPORTATION IMPROVEMENT</b>				
Direct Labor	\$ 27,610	\$ 22,090	\$ 2,760	\$ 2,760
Fringe Benefits	\$ 18,180	\$ 14,544	\$ 1,818	\$ 1,818
Indirect Cost	\$ 10,134	\$ 8,108	\$ 1,013	\$ 1,013
Other Direct	\$ 4,854	\$ 3,884	\$ 485	\$ 485
<b>Total</b>	<b>\$ 60,778</b>	<b>\$ 48,626</b>	<b>\$ 6,076</b>	<b>\$ 6,076</b>
<b>605 TRANSPORTATION SURVEILLANCE</b>				
Direct Labor	\$ 17,854	\$ 14,284	\$ 1,785	\$ 1,785
Fringe Benefits	\$ 11,756	\$ 9,404	\$ 1,176	\$ 1,176
Indirect Cost	\$ 6,553	\$ 5,243	\$ 655	\$ 655
Other Direct	\$ 2,935	\$ 2,347	\$ 294	\$ 294
<b>Total</b>	<b>\$ 39,098</b>	<b>\$ 31,278</b>	<b>\$ 3,910</b>	<b>\$ 3,910</b>
<b>610 LONG RANGE TRANSPORTATION PLAN</b>				
Direct Labor	\$ 39,540	\$ 31,632	\$ 3,954	\$ 3,954
Fringe Benefits	\$ 26,036	\$ 20,828	\$ 2,604	\$ 2,604
Indirect Cost	\$ 14,512	\$ 11,610	\$ 1,451	\$ 1,451
Other Direct	\$ 1,100	\$ 880	\$ 110	\$ 110
<b>Total</b>	<b>\$ 81,188</b>	<b>\$ 64,950</b>	<b>\$ 8,119</b>	<b>\$ 8,119</b>
<b>665 SPECIAL STUDIES</b>				
Direct Labor	\$ 1,544	\$ 1,236	\$ 154	\$ 154
Fringe Benefits	\$ 1,017	\$ 813	\$ 102	\$ 102
Indirect Cost	\$ 567	\$ 453	\$ 57	\$ 57
Other Direct	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 3,128</b>	<b>\$ 2,502</b>	<b>\$ 313</b>	<b>\$ 313</b>

		AMOUNT BUDGETED	MPO CPG SHARE	ODOT SHARE	LOCAL SHARE
<b>674 PUBLIC TRANSIT</b>					
Direct Labor		\$ 8,488	\$ 6,790	\$ 849	\$ 849
Fringe Benefits		\$ 5,589	\$ 4,471	\$ 559	\$ 559
Indirect Cost		\$ 3,115	\$ 2,491	\$ 312	\$ 312
Other Direct		\$ 200	\$ 160	\$ 20	\$ 20
Total		\$ 17,392	\$ 13,912	\$ 1,740	\$ 1,740
<b>697 ANNUAL REPORT</b>					
Direct Labor		\$ 8,823	\$ 7,059	\$ 882	\$ 882
Fringe Benefits		\$ 5,810	\$ 4,648	\$ 581	\$ 581
Indirect Cost		\$ 3,238	\$ 2,590	\$ 324	\$ 324
Other Direct		\$ 200	\$ 160	\$ 20	\$ 20
Total		\$ 18,071	\$ 14,457	\$ 1,807	\$ 1,807
<b>TOTAL</b>					
Direct Labor		\$ 148,517	\$ 117,581	\$ 14,696	\$ 14,696
Fringe Benefits		\$ 97,794	\$ 77,419	\$ 9,679	\$ 9,679
Indirect Cost		\$ 54,510	\$ 43,155	\$ 5,394	\$ 5,394
Other Direct		\$ 13,539	\$ 10,831	\$ 1,354	\$ 1,354
GRAND TOTAL MPO		\$ 314,360	\$ 251,488	\$ 31,123	\$ 31,123
<b>GRAND TOTAL</b>					
Direct Labor		\$ 260,859			
Fringe Benefits		\$ 171,768			
Indirect Cost		\$ 95,743			
Other Direct		\$ 65,882			
GRAND TOTAL		\$ 594,252			
FRINGE BENEFIT RATE	65.85%				
INDIRECT RATE COST	36.70%				



## Rationale for Funding Split

#	Subcategory	Rationale for Funding	Funding
100	Planning Services		
101	Administration	Regional Planning Activity	Local
102	Long Range	Regional Planning Activity	Local
103	Zoning	Regional Planning Activity	Local
104	Subdivision Regulations	Regional Planning (will address transportation issues)	Local
105	Information Services	Regional Planning Activity	Local
#	Subcategory	Rationale for Funding	Funding
200	CDBG		
201	Formula 11	Regional Planning Activity	Local/ODOD
202	Formula 12	Regional Planning Activity	Local/ODOD
203	Formula 13	Regional Planning Activity	Local/ODOD
205	Fair Housing	Regional Planning Activity	Local/ODOD
#	Subcategory	Rationale for Funding	Funding
300	Housing		
302	CHIP	Regional Planning Activity	Local/ODOD
303	Housing RLF	Regional Planning Activity	Local/ODOD
304	Lead Paint Removal 2008-2010	Regional Planning Activity	Local/HUD
#	Subcategory	Rationale for Funding	Funding
400	Economic Development	Regional Planning Activity	Local/ODOD
401	ED Services	Regional Planning Activity	Local/ODOD
402	RLF	Regional Planning Activity	Local/ODOD
403	TIF	Regional Planning Activity	Local/ODOD
#	Subcategory	Rationale for Funding	Funding
500	Environmental	Regional Planning Activity	Local
501	Floodplain Services	Regional Planning Activity	Local
502	Conservation Development	Regional Planning Activity	Local
503	Environmental Review	Regional Planning Activity	Local
#	Subcategory	Rationale for Funding	Funding
600	Metropolitan Planning Organization	MPO Activity	ODOT/FHWA/Local
601	Short Range	MPO Activity	ODOT/FHWA/Local
602	Transportation Improvement Program (TIP)	MPO Activity	ODOT/FHWA/Local
605	Transportation Surveillance System	MPO Activity	ODOT/FHWA/Local
610	Long Range	MPO Activity	ODOT/FHWA/Local
665	Special Studies	MPO Activity	ODOT/FHWA/Local
674	Public Transportation	MPO Activity	ODOT/FHWA/Local
697	Annual Report	MPO Activity	ODOT/FHWA/Local

**ODOT Contract Audit Circular No. MPO-2 Attachment 2.3**  
**Ohio MPO SFY 2021 Overall Work Program**  
**by Funding Source and Cost Category**

	Transportation				Community Development		
	100% OF BUDGETED COSTS	80% FEDERAL SHARE	10% ODOT SHARE	10% LOCAL SHARE	HUD NSP		
Cost Category		FHWA/FTA			CDBG	Local	Total
		CPG	ODOT	LOCAL	Funds	Funds	Funds
Direct Labor	\$148,517.00	\$118,815.00	\$14,851.00	\$14,851.00	\$9,536.00	\$102,806.00	\$260,859.00
Fringe Benefits	\$97,795.00	\$78,237.00	\$9,779.00	\$9,779.00	\$6,564.00	\$67,410.00	\$171,769.00
Indirect Costs	\$54,510.00	\$43,608.00	\$5,451.00	\$5,451.00	\$6,279.00	\$34,954.00	\$95,743.00
Other Direct Costs	\$13,539.00	\$10,831.00	\$1,354.00	\$1,354.00	\$0.00	\$52,343.00	\$65,882.00
Total	\$314,361.00	\$251,491.00	\$31,435.00	\$31,435.00	\$22,379.00	\$257,513.00	\$594,253.00



## **Title VI Program Review**

## Metropolitan Planning Organizations (MPOs) & Regional Transportation Planning Organizations (RTPOs)

### General

1. Which office within your organization has lead responsibility for Title VI compliance?

The Erie County Regional Planning and the Erie County Finance Office is responsible.

2. Who is your designated Title VI Coordinator? Please provide the person's name, title and contact information.

The Title VI contact for the Erie County Regional Planning Commission is Nicole Grohe, Associate Planner. She can be reached at 419.627.7793 or by e-mail, [ngrohe@eriecounty.oh.gov](mailto:ngrohe@eriecounty.oh.gov)

3. Does your organization have a Title VI Program Plan? If so, please provide the website link or attach a copy.

Yes, it was written in 2019 and can be found on ERPC's website at:

<https://www.eriecounty.oh.gov/ErieRegionalPlanningCommission.aspx>

4. Does your organization have a Title VI policy? If so, please provide the website link or attach a copy.

Yes, the Title VI Policy was done in 2019 and is located on ERPC's website:

<https://www.eriecounty.oh.gov/Downloads/Public%20Notice%20Title%20VI.pdf>

5. Does your organization have written Title VI complaint procedures? If so, please provide the website link or attach a copy.

Yes, there is a written compliant procedure by request or at:

<https://www.eriecounty.oh.gov/ErieRegionalPlanningCommission.aspx>

6. Does your organization have a Title VI complaint form? If so, please provide the website link or attach a copy.

Yes, there is a compliant form located at: <https://www.eriecounty.oh.gov/ErieRegionalPlanningCommission.aspx>

Or by request.

7. Does your organization make the public aware of the right to file a complaint? If so, describe how this is accomplished.

Yes, please see questions 5 and 6.

8. In the past three years, has your organization been named in any Title VI and/or other discrimination complaints or lawsuits?

ERPC has not received any complaints or been involved in any lawsuits pertaining to discrimination in the past three years.

9. Has your organization provided written Title VI Assurances to ODOT? Is the Title VI Assurance included in the MPO self-certification resolution? If so, please provide a copy as an attachment.

Yes, an annual Title VI assurance is sent to ODOT. ERPC passed the last Title VI assurance in Resolution form in April of 2019. See Attachment B.

10. Does your contract language include Title VI and other non-discrimination assurances?

Staff has sent the County Finance Department information on what should be included in any future MPO contracts. See Attachment C. ERPC rarely handles contracts, but in the case it does Title VI and other non-discrimination assurances will be included.

11. Do you use any of the following methods to disseminate Title VI information to the public (select all that apply):

- i. Title VI posters in public buildings
- ii. Title VI brochures at public events-Title VI complaint forms in public buildings-Yes, located within ERPC upon request
- iii. Title VI complaint forms at public events
- iv. Title VI policy posted on your website-Yes
- v. Title VI Program Plan posted on your website-Yes
- vi. Other (Please explain)

## Public Involvement

12. Does your organization have a Public Participation Plan? If so, please provide the website link or attach a copy. When was the Public Participation Plan most recently updated?

Yes, it was updated in 2019. <https://www.eriecounty.oh.gov/DownloadableDocuments.aspx>

13. Please select which of the following outlets your organization uses to provide notices to different population groups (select all that apply):

- i. Neighborhood and community paper advertisements- Yes, see Section 2 of the PPP
- ii. Community radio station announcements
- iii. Church and community event outreach
- iv. Targeted fliers distributed in particular neighborhoods- Yes, see Section 2 of the PPP
- v. Other (Please explain)

14. Do you coordinate with local community groups to facilitate outreach to minorities and low-income populations? If so, please list groups.

ERPC has an active Citizen Advisory Group which consists of a variety of individuals that interact and/or represent minority and low-income populations.

15. Do you take the following into consideration when identifying a public meeting location (select all that apply):

- i. Parking- Yes, see Section 2 of the PPP
- ii. Accessibility by public transportation- Yes, see Section 2 of the PPP
- iii. Meeting times- Yes, see Section 2 of the PPP
- iv. Existence of ADA ramps- Yes, see Section 2 of the PPP
- v. Familiarity of community with meeting location- Yes, see Section 2 of the PPP

16. Have meeting participants requested special assistance (e.g., interpretation services) ahead of any public event in the past year? If so, describe how the request was addressed.

No, special assistance has been requested to date.

### Limited English Proficiency (LEP) and Language Assistance

17. Are you familiar with the LEP four-factor analysis methodology?

Yes

18. Are you familiar with the LEP language assistance Safe Harbor threshold?

Yes

19. Does your organization have an LEP Plan and/or a Language Assistance Plan (LAP)? If so, please provide the website link or attach a copy.

No, there is not an LEP plan in place yet. Staff is planning to work on a plan when time allows, as suggested by ODOT staff, earlier this year.

20. Has your organization identified vital documents that need to be made available in languages other than English? If so, describe how that need is being addressed.

Not at this time.

21. Do you have a list of staff who speak languages other than English?

Yes, a couple of staff members can speak limited Spanish. There is not an official list.

22. Do you provide free translation services in languages other than English to the public upon request?

Yes, ERPC's website has the ability to translate text in various languages through Google.

**23. How often do you receive requests for language assistance?**

ERPC has never received a language assistance request.

### Title VI Training

**24. Who provides Title VI training to your staff?**

- i. ODOT staff-yes
- ii. Title VI Coordinator
- iii. Other (Please explain)

**25. How often are Title VI trainings conducted?**

Staff attends trainings when they occur as cost, schedules and distance permits

**26. How many staff were trained on Title VI this year?**

Staff has not had additional training on Title VI since 2017.

### Transportation Planning Program - Data Collection and Analysis

**27. Does your agency maintain documentation describing its procedures for incorporating Title VI requirements into the region's transportation planning program?**

Yes, see Section 1.2 of the 2040 Long-Range Plan and the PIP-See Attachments D and F.

**28. Does your organization maintain socio-demographic data and mapping for the transportation planning region?**

Yes, an environmental justice report is conducted annually. Various techniques are used to provide data to minority group regarding proposed transportation projects. Please see the Attachment E.

**29. Does your organization use data to identify protected groups for consideration in the planning process?**

Yes, data is used to determine that a proposed transportation system will be capable of responding favorably to minority group(s) requirements by examining every project location in conjunction to environmental justice areas. See Attachment E. The MPO project scoring sheets also take environmental justice groups into consideration during the scoring process.



30. Does your organization conduct Transportation Plan and Transportation Improvement Program environmental justice analyses of the impacts that planned transportation system investments will have on both minority (including low-income status populations) and non-minority areas? Discuss the assessment methodology and resulting documentation.
- Yes, an environmental justice assessment is done annually in addition to considering environmental, justice factors during project scoring. Please see Attachment E.
31. Does your organization track demographic information of participants in its transportation planning program public involvement events?
- During the update of the 2018 Coordinated Transportation Plan ERPC did track certain demographic groups as required. This process is not normally followed when conducting outreach for other transportation planning programs. Attendance is taken at these meetings, but specific demographic information is not requested. Staff would be willing to collect additional information if it is needed.

### Technical Assistance

32. Provide the name, title, and contact information for the person who completed this questionnaire and the date the questionnaire was completed. Is this the person who should be contacted with follow-up questions? If not, please provide the name, title, and contact information for that individual.
- Nicole Grohe conducted this assessment. Her contact information can be located in Question 2
33. Do you have any questions regarding this questionnaire? If so, please include them here along with your email address or telephone number and an ODOT representative will respond.
- No. If there is something else that ERPC should be doing that they are not Ms. Grohe should be notified.
34. Would your organization like Title VI training or other Civil Rights technical assistance from ODOT? If yes, please explain.
- Yes, training on exactly what MPO's need to be doing in regards to Title VI and Civil Rights requirements would be helpful. A condensed summary and checklist would be useful to make sure that ERPC is incorporating everything that needs to be done. A plan template for Public Involvement, Limited English Proficiency and Title VI Plans would be a great help.

Title VI Baseline Assessment, 2020

Attachment A: Title VI 2019 Plan

\*For supplemental Appendices please contact ERPC staff

# **Title VI Plan for Erie County Regional Planning Commission**

March 2019



## **Title VI/Non-Discrimination Policy**

It is the Erie County Regional Planning Commission's Policy that all recipients of federal funds that pass through this agency ensure that they are in full compliance with Title VI and all related regulations and directives in all programs and activities. No person shall, on the grounds of race, color, national origin, sex, age, disability, low-income status, or limited English proficiency be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of ERPC's programs, policies, or activities.

This report was prepared in cooperation with the United States Department of Transportation, Federal Highway Administration, Federal Transit Administration, the Ohio Department of Transportation and local units of government. The contents of this report reflect the view and opinions of the Erie County Regional Planning Commission which is responsible for the facts and accuracy of data presented herein. The contents of this report do not necessarily reflect the views or official policies of the United States Department of Transportation, Federal Highway Administration, Federal Transit Administration, or the Ohio Department of Transportation. This report does not constitute a standard, specification, or regulation.

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## **Section 1: Introduction and Support**

The Erie County Regional Planning Commission (hereafter referred to as the “Commission”) is the designated Handling Agency for the Metropolitan Planning Organization (MPO) for the Sandusky Urbanized Area. The MPO is charged with delivering a comprehensive, cooperative, and continuing planning process and serves as the forum for decision-making on transportation issues within the MPO planning area.

As a sub-recipient of federal funds, the Commission’s transportation planning program is required to comply with Title VI of the 1964 Civil Rights Act (Title VI), which prohibits discrimination on the basis of race, color, and national origin. In addition, protections are afforded under the following non-discrimination statutes: the Federal-Aid Highway Act of 1973, which prohibits discrimination on the basis of sex; the Age Discrimination Act of 1973, as amended, which prohibits discrimination on the basis of age; and, Section 504 of the Rehabilitation Act of 1973, as amended, and the Americans with Disabilities Act of 1990, as amended, which collectively prohibit discrimination based on disability.

In addition, there are certain Executive Orders and relevant guidance regarding federally assisted programs and activities to which compliance is required by recipients. Executive Order 12898, 3 CFR 859 (1995), entitled “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” emphasizes that Federal agencies should use existing laws to achieve Environmental Justice (EJ) , in particular Title VI, to ensure nondiscrimination against minority populations. Additionally, Executive Order 13166, 3 CFR 289 (2001) on Limited English Proficiency, according to the U.S. Department of Justice (USDJO) in its Policy Guidance Document dated August 16, 2006 (65 Fed. Reg. at 50123), clarifies the responsibilities associated with the “application of Title VI’s prohibition on national origin discrimination when information is provided only in English to persons with limited English proficiency.” Together these statutes ensure that no person will be denied the benefits of, or be excluded from participation in or be subjected to discrimination under any program, service, or activity on the basis of race, color, national origin, sex, age, disability, low-income status, or limited English proficiency.

The purpose of this Policy is to establish the Commission’s commitment to ensure that none of its programs, services or planning activities, directly or indirectly result in discrimination. To this end, the Commission established a Title VI and Nondiscrimination Plan that assigns responsibility and sets forth expectations and specific protocols to be followed.

It is the policy of the Erie County Regional Planning Commission MPO that no person shall on the grounds of race, color, national origin, sex, age disability, low income status or limited English proficiency be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any MPO-sponsored program or activity. The MPO Policy Committee reviewed this plan and it was approved by **Resolution 2019-TBD** which was signed by the board's chairperson. **See Appendix A.** Notice of ERPC's Title VI Policy is posted on the department's website and on the department's bulletin board.

## **Section 2: Standard Department of Transportation Assurances**

The Commission assures the planning process is carried out in accordance with Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21. The required standards have been signed by the MPO Policy Board which annually renews the assurances. See **Appendix B** for a copy of the Resolution.

<b>Year</b>	<b>Resolution Number</b>	<b>Date Signed</b>
2019	2019-TBD	TBD

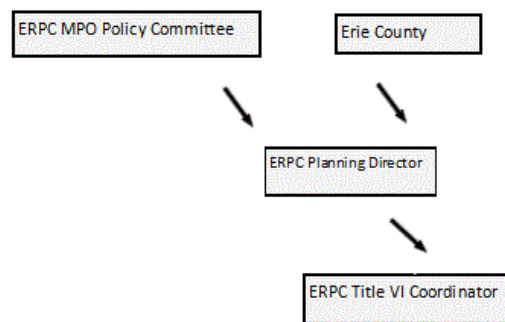
## **Section 3: Organization, Staffing, and Structure**

Regional Planning Commission staff are the designated handling agency and they perform the daily administrative functions. The Planning Director is the governing official of the staff and is authorized to ensure compliance with provisions of the MPO's policy of non-discrimination, including the requirements of Title 23 CFR 200 and Title 49 CFR 21. The Title VI Coordinator and contact person for the MPO is responsible for addressing Title VI-related concerns/complaints and is supervised by the Planning Director. As such the Coordinator will:

- Periodically review the MPO's Public Participation Plan to ensure the public full and fair participation by all potentially affected communities in the transportation decision-making process, and to develop strategies to ensure adequate participation of the transportation disadvantaged and protected classes.
- Prepare any required Title VI reports and updates.
- Communicate with the Erie County Finance Office staff to include Title VI language in contracts and Requests for Proposals (RFPs).
- Forward Title VI complaints received by the MPO to the Planning Director.

ERPC does not directly administer the Sandusky Transit System, but acts a conduit for funding through the writing and maintenance of the Coordinated Transportation Plan for Erie County. **See Appendix E.**

Below is an organizational flowchart that identifies the Title VI review unit and its place in the organization.



#### **Section 4/5: Program Review Procedures and Special Emphasis Areas**

The primary charge of the MPO is to ensure a continuing, cooperative and comprehensive transportation planning process necessary to support informed decision making. Throughout this process MPO staff works to ensure that proper program reviews and procedures are followed. The Key deliverables of the MPO's planning process include the following:

- The development of an annual work program to address the issues and concerns of local government, area industry, residents and interested stakeholders.
- The timely delivery and management of a fiscally constrained short range capital improvement plan known as the Transportation Improvement Program (TIP).
- Ongoing support of a Long Range Transportation Plan(LRTP) inclusive of policies, programs and projects that target strategic transportation system investments necessary to ensure a safe, efficient and effective transportation system into the future.

Environmental justice and Title VI are collectively addressed by the MPO throughout these documents by:

- Ensuring the LRTP and TIP comply with Title VI.
- Identifying residential, employment, and transportation patterns of low income and minority populations in order that their needs can identified and addressed.
- Assuring that the burdens and benefits of transportation investments can be fairly distributed.
- Conducting a public involvement process that engages minority and low income populations in transportation-decision making.

## **Section 6: Sub-Recipient Review Procedure**

### **A. Project Scoring**

When the ERPC MPO solicits for projects an announcement is made and posted publicly on the department's website, through e-mails and orally mentioned at committee meeting. Staff accepts any eligible applications submitted by local sponsors and presents them to the Project Selection Committee for consideration and scoring. The MPO does not directly engage in contracts with jurisdictions for transportation projects, but instead functions as a conduit to disperse state and federal transportation dollars to project sponsors. Although the MPO is not directly involved in the contract process it does encourage environmental justice and Title VI activities through the project scoring process and this plan. Project sponsors including these components in their application have the opportunity to gain additional points through the scoring process. **See Appendix C.**

### **B. Consultant Contracts:**

As noted earlier in the text, the MPO engages in very few project contracts because most of the funding is provided to local sponsors to complete funded projects. In the case of an ODOT managed project the local sponsor would be monitored for Title VI contractor compliance. If the project was a local bid project, the MPO staff would follow up to make sure all Title VI requirements were being met. However, if the MPO entered into a project/consultant contract, Title VI requirements would be overseen by the Finance Department and the MPO. This would include solicitations either by competitive bidding or negotiation made by the MPO for work to be performed under a contract including procurement of materials or equipment. In those cases each potential contractor or supplier will be notified of the obligation and regulation under an agreement relative to nondiscrimination that no person, on the grounds of race, color, national origin, age, marital status, disability, ancestry or sex be excluded from participation in, or denied the benefits of, or be subject to discrimination under any project, program or activity funded in whole or in part by the U.S. Department of Transportation.

The ERPC MPO may sub-contracts with professional consulting firms to conduct engineering studies, perform technical services and/or compile information. If a contract totals more than \$50,000, staff works with the County Finance Office and follows their procedure. If the contract totals less than \$50,000, then an internal approved county department process is followed. Staff undergoes a consultant selection process when there is more than one qualified applicant that submits an interest in a project. Each proposal is reviewed and scored individually by a selection committee and the top scoring consultants are then given the opportunity to orally present their proposal to the committee.



### **C. Capital Purchases:**

As stated above, the MPO under county policy may make purchases for amounts under \$50,000 using approved internal procurement procedures sanctioned by the Erie County Finance Office. Depending on the dollar amount, staff is encouraged to get at least three verbal quotes, written quotes or written bids. If the purchase is between \$1,500 to \$25,000 staff is encouraged to receive and document three verbal quotes. Purchases costing between \$25,000 to \$50,000 require staff to obtain three written quotes. Anything costing above \$50,000 has to go through a formal bidding process. For a final decision on purchasing staff is encouraged to use the lowest cost option with the best quality.

In regards to an equity analysis, the MPO has not constructed any facilities for storage, maintenance, operation etc.; therefore this type of analysis has not been conducted.

### **Section 7: Data Collection/Analysis**

The MPO routinely monitors demographic information of its planning area and the MPO works to identify socio-economic and demographic data across all census geographies. In addition, the MPO uses American Community Survey data to identify the Limited English Proficiency (LEP) populations/concentrations. The MPO tracks the number of LEP individuals with which the agency comes into contact each year and attempts to identify the non-language of the individual. To date there have been no LEP requests.

The MPO supports efforts to monitor and support sub recipient compliance by annually providing EJ information relative to each project/program and providing related contact information. Recognizing the demographics of the impacted population helps the Local Project Applicants and the MPO determine what special efforts, if any, need to be made to engage the and involve minority, low income, disabled and LEP stakeholders as outlined in the MPOs Public Participation Plan and Environmental Justice Plan. **See Appendices F and I.**

### **Section 8: Title VI Training**

The Title VI Coordinator attends trainings as they are available and as staff time allows. The Title VI Officer strongly encourages sub-recipients to attend any upcoming training events related to Title VI via verbal meeting announcements or e-mail communication.

## Section 9: Complaint Procedure

Anyone who believes they have been excluded from participation in, denied the benefits of, or otherwise subjected to discrimination under any MPO program or activity because of their race, color, national origin, age, sex, or disability may file a formal complaint with the Title VI Coordinator, Ohio Department of Transportation (ODOT) or the Federal Highway Administration (FHWA).

If a complaint is filed with ERPC the ERPC Title VI compliant form must be used. Complaints must be filed in writing within 180 days from the last date of the alleged discrimination per USDOT's 49 CFR §21.11(b). Reasonable efforts will be made to assist persons with disabilities, non-English speakers, and others unable to file a written complaint. Complaints may be submitted via mail, email, fax or in person to:

Erie County Regional Planning MPO  
2900 Columbus Ave. Sandusky, OH 44870

[Planning@Eriecounty.OH.Gov](mailto:Planning@Eriecounty.OH.Gov)  
419.627.6670(fax)

After the complaint is filed with the MPO it must be investigated within sixty days. MPO staff will also forward the complaint to Erie County's Human Resource Department for their review and comment. Investigating a complaint includes interviewing all parties involved and key witnesses. The investigator may also request relevant information such as books, records, electronic information, and other sources of information from all involved parties. The subcommittee of the compliant may make a request to exclude a particular individual or individuals who may have a conflict of interest. **See Appendix D for a copy of the compliant form.**

A compliant may also be filed with the Ohio Department of Transportation or the Federal Highway Administration. Please note that if a complaint is filed with either of these agencies for investigation they have their own procedures for reviewing complaints. Information regarding how to contact these agencies is listed below:

ODOT Office of Equal Opportunity  
1980 W. Broad Street | Mail Stop 4110  
Columbus, Ohio 43223  
Phone: (614) 466.3264

FHWA- Ohio Division  
200 North High Street Rm. 328  
Columbus, Ohio 43215  
Phone: 614.280.6896

### **A. Accepting Complaints in Alternative Forms**

Individuals with any type of disability may submit a complaint in an alternate format. Please contact the Title VI Coordinator for assistance. To date there have been no requests for alternative forms.

### **B. Record Keeping Requirement**

The Planning Director and Title VI Coordinator will ensure that all records relating to the MPO's Title VI Complaint Processes are maintained in department records and will be available for review upon request. To date there have been no complaints, investigations or lawsuits filed with the ERPC planning offices since 2003 when the MPO was created. Staff has also asked the Sandusky Transit System's Administrator to forward any Title VI complaints that they receive in the future. As of 2/19/19 the Transit Administrator has stated that there have been no complaints to her knowledge. **See Appendix G.**

## **Section 10: Dissemination of Title VI Information**

### **A. Notification of Rights**

The MPO uses its website to disseminate the Title VI Non-Discrimination Policy and Procedures as well as bulletin postings. The policy is also available in hard copy by request. To date, there have been no requests for copies.

### **B. Public Participation Process**

The MPO incorporates policies and procedures to ensure that no person is excluded from participation in the agency's transportation and community development planning activities, programs, operations, and/or services. The MPO takes positive steps to include all members of the community in the decision making process; to that end, the agency adopted an updated. ERPC maintains an easily accessible list of all committee members broken down by race. Committee recruitment for new members is ongoing and is undertaken by staff through verbal and written efforts. **See Appendix H.**

The ERPC MPO has a Public Participation Plan (PPP) which is currently being updated. The current PPP is posted on the department's website and available by request. Once the updated plan is completed it replace the current copy. Methods to engage minority and LEP populations have consisted of the public outreach methods listed in ERPC's public participation plan. In addition, ERPC has continued to host the Title VI document online and offer hard copies upon request. **See Appendix I.** To date, there have been no requests for copies for either document.

### **C. Outreach Efforts and Public Comment**

The MPO has established several venues for presenting/releasing public information. The MPO encourages the community to participate in the public review process and comment on proposed transportation services, programs, plans and activities. The MPO uses a mix of the following methods to forward information and solicit public participation and comment when feasible:

- Public meetings/open houses, announced through flyers, social media and/or legal notices in the newspaper
- Agency website releases
- Release of project, program, plan, and activity summary sheets
- Preparation of biennial newsletters
- Public Service Announcements (PSAs) via the radio/television

Public comments on projects are accepted in written format via US mail, email or via other forms at public events. All MPO meetings are scheduled in an ADA-accessible locations. Other arrangements can be made upon request. To date there have been no complaints relative to meeting accessibility or the ability to submit comments.

### **Section 11/12: Limited English Proficiency and Environmental Justice**

Annually, MPO staff examines the most recent census data (American Community Survey 2012-2016) to identify regionally significant population concentrations by race, disability status, age, low income status within its planning area. National origin and limited English proficiency will be included in all future environmental justice reports. Such transportationally disadvantaged groups are identified, quantified and mapped. The results of this study are made publicly available.

### **A. Evaluating Impacts on EJ Groups**

The MPO staff includes planners and data analysts who execute their analyses using accepted best practices. Staff works with ODOT by assisting with standard traffic modeling to predict impacts and forecast the effects of planned projects. On-going processes collect and monitor information about how transportation services/projects affect low-income and minority populations. The MPO staff collects and analyzes crash and safety data, commute time, congestion, access to public transit, employment and institutional services and any other relevant data to assess transportation impacts. Environmental impacts are established based on noise, air quality, rights-of-way takes, neighborhood accessibility/isolation factors, parks, schools, cultural facilities, historical sites and archeological sites are also woven into the planning process. Current available data is collected and analyzed for every new significant project or service.

ERPC MPO staff has completed the 2019 Environmental Justice Report which maps all the Transportation Improvement Projects for FY 2019-2022. Limited English Proficiency Populations have been identified in the central eastern portion of the City of Sandusky and within Perkins Township. Minority Populations were also mapped. The City of Sandusky was identified as having a higher percentage of minorities than other areas of the county. Project sponsors who have projects in this area are anticipated to work with ODOT to ensure that Title VI requirements are covered. ERPC staff has also conducted research of mobility needs for underserved groups through conducting outreach sessions. **See Appendices E and F.**

### **B. Assessment of Limited English Proficiency**

Recipients of federal funds are required to take reasonable steps to ensure meaningful access to their programs, services and activities by persons of limited English proficiency. The Four Factor Analysis is available at the end of this plan. As per 49 CFR part 21, FTA established a 4-factor process to assess the level of accommodation appropriate to LEP populations and recipients of federal funding including:

- The number or proportion of LEP persons eligible to be served or likely to be encountered by the program or grantee.
- The frequency with which LEP individuals come in contact with the program.
- The nature and importance of the program, activity or service provided by the program to people's lives.
- The resources available to the grantee/recipient and costs.

The Erie County MPO area has .3% of its households reported as being a LEP with the State of Ohio's being 3.1% according to the 2016 Census. Additionally, there have been no requests for translation services. Important MPO documents are available to any through public request in various forms including electronic. As a result of this and the results of the Four Factor Analysis the ERPC MPO has not conducted a language assistance plan. ERPC would gladly provide documents for translation if requested.

### **C. Addressing Limited English Proficiency**

Staff has reviewed the latest Census data per the four factor recommended by DOT's LEP standards and have discovered that a language assistance program is not required as there is little evidence of its need at this time.

### **Section 13: Review of Directives**

At the end of each fiscal year, Commission staff will review the Public Participation Program to determine if the objectives of the program were fulfilled.

**Section 14: Compliance and Enforcement Procedures**

The Committee signs Assurances with ODOT annually in a Resolution Format. The Committee's staff will continue to assist ODOT with ensuring Title VI compliance as requested. MPO staff will maintain the Title VI plan and update it as requested.

# Erie County Regional Planning Commission Urbanized Area 4-factor process 2018 as suggested by DOT's LEP recommended standards

## **Factor 1: The number or proportion of LEP persons eligible to be served or likely to be encountered by the program or grantee**

According to the 2016 American Community Survey (ACS), the numbers of persons who “speak a language other than English at home” reached 2,520 persons. The largest linguistic groups speaking a language other than English at home included Spanish (.46%) and Chinese (less than .01%). Data also suggests that 101 households suffered from LEP equating to just 0.1 percent of all households.

## **Factor 2: The frequency that LEP individuals come in contact with the program**

LEP persons may come into contact with Commission activities, services and personnel in a variety of locations. The most common areas where the LEP population would come in contact with the Commission programs, activities or services would include: public meetings, public events, thru local newspapers, and/or the Commission's website or office.

The Agency supports data analysis for those agencies providing public transportation services and will encounter the elderly, the disabled, persons of minority status and the poverty stricken when providing information or referral services. Of critical importance is that the Commission has not encountered non-English speaking individuals requesting services since its establishment in 2003.

## **Factor 3: The Nature and Importance of the Program, Activity, or Services Provided**

Establishing the level of the MPO's importance to the LEP population is difficult. The Commission's work program is designed primarily to work with transportation professionals, elected officials and community stakeholders. The limits of the Agency's involvement in any one area certainly could not be considered “serious or life threatening”; the Commission simply does not provide that level of service nor does it have the ability to deny critical services. The Commission's public participation process is however important to the protected classes. Public meetings are scheduled to collect input from the general public when transportation plans, programs or services are developed or if a major change in the transportation system is proposed. An ability to speak and understand English is needed to participate in these public meetings, but there are alternative ways to submit comments and suggestions including comment cards and e-mail. In addition, upon request, the Commission will retain an interpreter to translate these comments if needed.

Public outreach efforts to LEP persons are conducted by the Commission; however, as discussed, the LEP community is relatively small. The region does not have a recognized organization or advocacy group for non-English language individuals. Based on the multiplicity of different linguistic groups and the overall small population of LEP households, the Commission will not prepare planning documents in non-English languages. Documents may be translated into Braille or other language on request with advanced notice. Since 2003, there have been no requests for document translation.

At public meetings, information is displayed utilizing appropriate visualization techniques, with graphs, photographs, drawings, and/or maps that can be interpreted with minimal language skills. Public comments can be submitted in person, or by telephone, email, U. S. Postal Service, or from the floor at public meetings. All comments become part of the public record. All public information or requests for public input are prepared with the intent to communicate clearly with a minimum of jargon and with clear, simple language.

In addition, the county's and the commission's websites have the capability to translate languages for online users through Google online translation services. Based on current reporting within planning area the largest interpretive needs would be for Spanish speaking LEP individuals. While there are other language groups, Spanish is the most prevalent language among non-English speakers.

#### **Factor 4: The Resources Available to the Commission and Costs**

The Commission has not received any specific requests for translated materials to date and is reluctant to underwrite the costs of such activity if not needed /used. Title VI updates will be undertaken annually by the internal staff members as needed or requested.

#### **DEMOGRAPHIC OVERVIEW OF TITLE VI, EJ & LEP POPULATIONS**

The demographic characteristics of the Title VI, EJ and LEP populations within the planning area were established using (ACS) data. The overview below examines the protected classes at local and regional trends as well as current data.

**AGE** – The over 65 population is a protected class that is growing in proportion across the planning area.

**Table 1** reveals the current total population, population density, gender and elderly status by tract.

**Map 1** reveals the population density of each tract and Map 2 identifies areas in the planning area where the proportion of elderly is higher than the planning area average (20.4%). Elderly population is seen clustered in the urban areas including the Cities of Sandusky and Vermilion.



**MINORITY** – The minority population inside the county has grown steadily. **Table 2** provides data at the census tract level by major minority groups and identifies concentrations above the planning area average (14.7%). **Map 3** depicts the distribution of tracts with minority populations that account for a percentage above and below the planning area’s average. A large concentration of minority groups are located within the City of Sandusky and the City of Vermilion.

**POPULATION/HOUSEHOLD POVERTY** – **Table 3** identifies the 100 percent poverty level at the per capita, household and family income levels by census tract. **Maps 4 and 5** depict per capita and household poverty levels as they relate to the county averages, 13.7% for individuals and 12.4% for households respectively. Poverty is concentrated in the urban areas.

**DISABILITY** – The number of people with disabilities in the planning area has steadily grown over the last two decades. **Table 4** identifies the extent of individuals by disability type and by tract and **Map 6** depicts the percentage of disabled population by census tract compared to the planning area’s average of (14.7%). The eastern half of the planning area has a higher concentration of disabled populations with the exception of the City of Sandusky.

**LIMITED ENGLISH PROFICIENT HOUSEHOLDS** – Collectively, **Maps 7 & 8 and Tables 5 & 6** work to establish the range of LEP households and persons by census tract. **Table 5** identifies the number of LEP or Linguistically Isolated Households (“households in which no one 14 and over speaks English “very well”) by tract as well as the number of people living in these households. **Map 7** reflects the proportion of LEP Households and LEP Individuals across the planning area. As shown, roughly 0.21 percent of the population reside in linguistically isolated households. The majority of these households are located within the City of Sandusky and Perkins Township.

**LIMITED ENGLISH PROFICIENT POPULATION** – The 2016 ACS provided updated information on LEP persons. According to the most recent ACS estimates, languages with 100 plus individuals that speak English less than “very well” are limited to Spanish (14.3% of the total LEP population) and Chinese (0.16% of the total LEP population). **Table 6** identifies the distribution and primary language of LEP individuals, indicating tracts where more than 1 percent of the population is LEP in the same language. **Map 8** identifies the geographic locations and the percentages of that population throughout the planning area below and above the area average of 3.5%). The majority of these populations are located in the City of Sandusky in the rural areas directly south of the city.

**Minority:** The smaller part of a group. A group within a country or state that differs in race, religion or national origin from the dominant group. According to EEOC guidelines, minority is used to mean four particular groups who share a race, color or national origin. These groups are:

American Indian or Alaskan Native. A person having origins in any of the original peoples of North America, and who maintain their culture through a tribe or community.

Asian or Pacific Islander. A person having origins in any of the original people of the Far East, Southeast Asia, India, or the Pacific Islands. These areas include, for example, China, India, Korea, the Philippine Islands, and Samoa.

Black (except Hispanic). A person having origins in any of the black racial groups of Africa.

Hispanic. A person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.

The many peoples with origins in Europe, North Africa, or the Middle East make up the dominant white population. Of course, many more minority groups can be identified in the American population. However, they are not classified separately as minorities under EEO law. It should be noted that women are not classified as a minority. However, they have experienced the same kind of systematic exclusion from the economy as the various minorities. Thus, they are considered as having "minority status" as far as the law is concerned.

<https://www.archives.gov/eo/terminology.html>

**Member Selection Process:** The MPO Policy and Technical Advisory Committee members are chosen by the Bylaws of the MPO. Anyone is able to attend the meetings, but votes are limited to those listed in the bylaws. Committee members may select alternatives of their choice if they are unable to make a meeting. The MPO staff is not involved with choosing their alternative selection. As requested by ODOT committee member's minority statuses will be attached to this update.

Special committees such as the Bicycle and Pedestrian Advisory Committee and Citizen Advisory/Safety Committees are open to the public. The initial committee members are invited by staff if they are believed to have an interest in the committee's focus. Staff frequently asks members for recommendations for additional members. Public meetings are held often. The offer to join is also posted on ERPC's website under each committee's page.

### **Minutes from the MPO Policy Meeting Adopting the Title VI Update**

The Title VI Plan Update was presented at the TBD, 2019 MPO Policy Meeting. Formal minutes were taken at the meeting and presented to the committee for approval on TBD.

**TABLE 1: POPULATION CHARACTERISTICS BY CENSUS TRACT**

Census Tract	Total Population	Density		Male		Female		Elderly (65 years and older)	
		Area (sq mi)	Individuals/ sq mi	#	%	#	%	#	%
Ohio	11,586,941	44,825	258.5	5,673,893	49.0	5,913,048	0.5	1,796,337	15.5
Erie County, Ohio	75,808	252	301.4	37,092	48.9	38,716	51.1	14,858	19.6
401	5,857	3.72	1,574.5	3,103	53.0	2,754	47.0	1,236	21.1
402	3,646	18.10	201.4	1,846	50.6	1,800	49.4	824	22.6
403	6,292	56.59	111.2	3,100	49.3	3,192	50.7	1,290	20.5
404	5,381	19.48	276.2	2,480	46.1	2,901	53.9	1,754	32.6
405	4,965	2.06	2,410.2	2,284	46.0	2,681	54.0	740	14.9
406	820	7.36	111.4	401	48.0	419	51.1	308	37.6
407	3,888	1.62	2,400.0	1,904	49.0	1,984	51.1	575	14.8
408	4,169	0.89	4,684.3	1,908	45.8	2,261	54.2	675	16.2
409	3,382	2.99	1,131.1	1,746	51.6	1,636	48.4	717	21.2
410	3,482	0.83	4,195.2	1,758	50.5	1,724	49.5	568	16.3
411	3,565	0.48	7,427.1	1,702	47.7	1,863	52.3	417	11.7
412	2,239	0.69	3,244.9	1,019	45.5	1,220	54.5	430	19.2
413	3,857	1.18	3,268.6	1,758	45.6	2,099	54.4	590	15.3
414	2,655	1.65	1,609.1	1,419	53.4	1,236	46.6	470	17.7
415	3,430	3.44	997.1	1,634	47.6	1,796	52.4	882	25.7
416	5,601	20.41	274.4	2,840	50.7	2,761	49.3	947	16.9
417	6,473	32.52	199.0	3,157	48.8	3,316	51.2	1,282	19.8
418	6,106	77.48	78.8	3,033	49.7	3,073	50.3	1,185	19.4
Lorain County--Tract 301	6,445	1.23	5,021.0	3,095	48.0	3,350	52.0	1,579	24.5

Source: US Census Bureau, 2016 5-year American Community Survey Table B01001

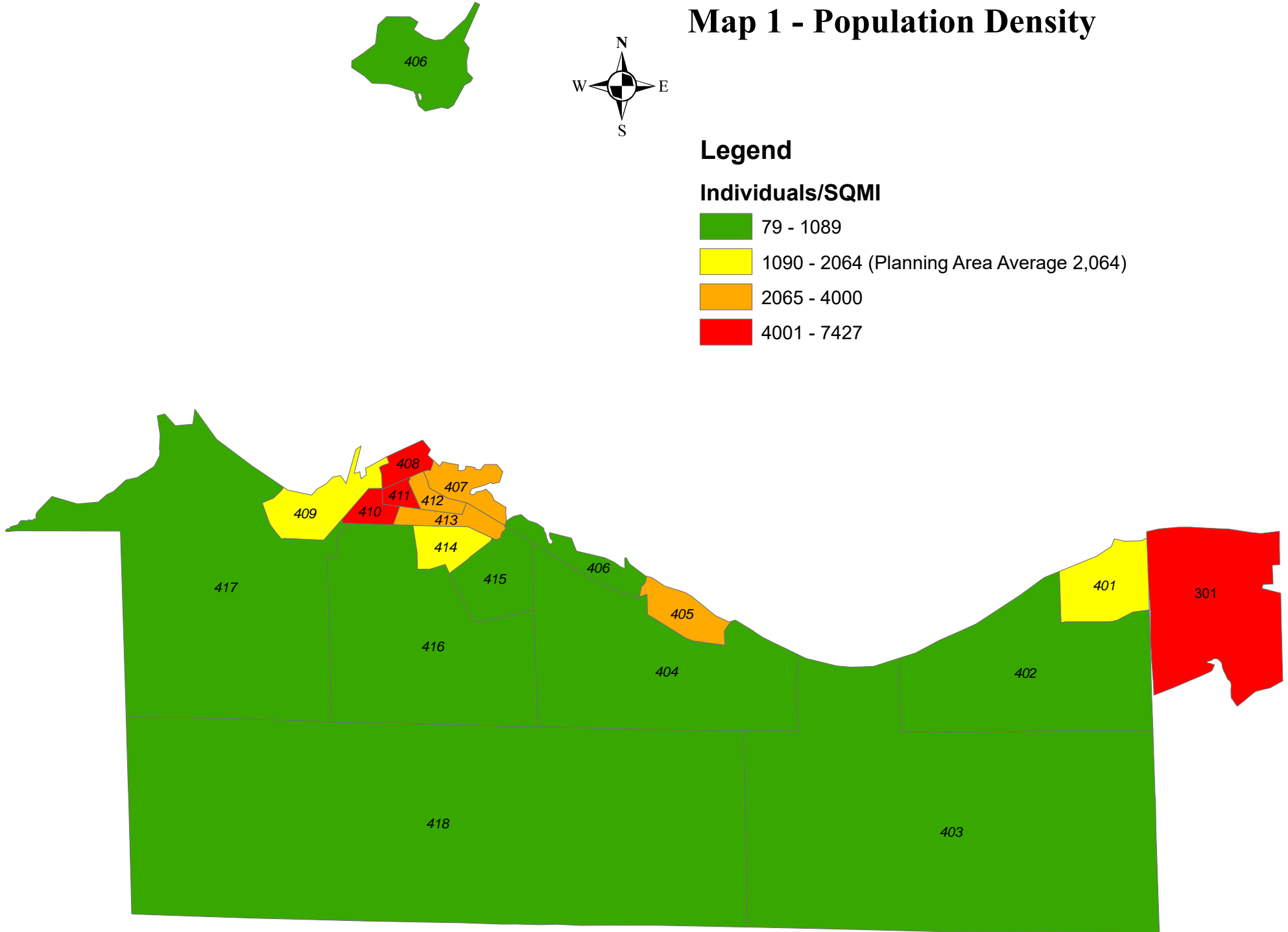
# Map 1 - Population Density



## Legend

### Individuals/SQMI

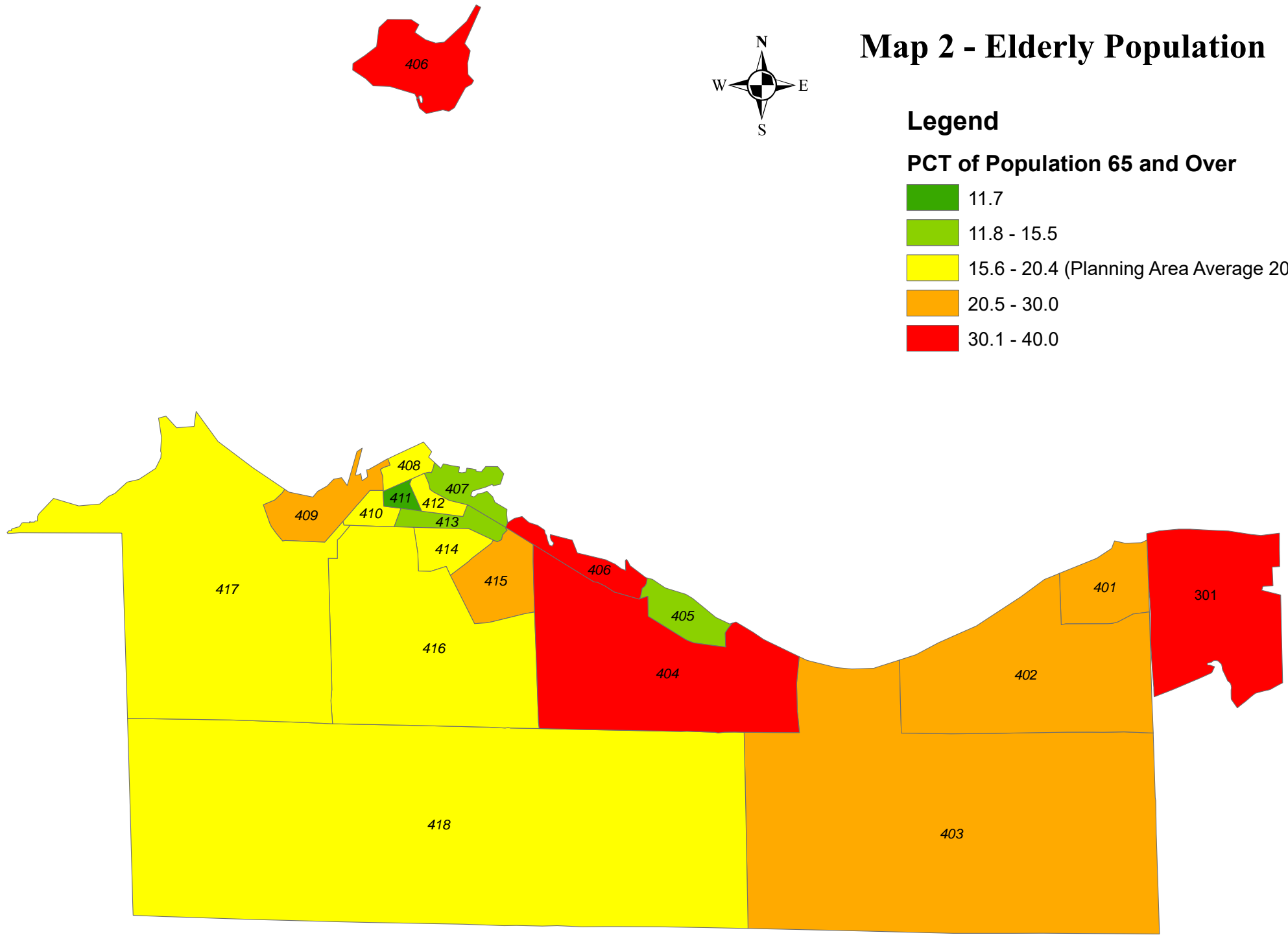
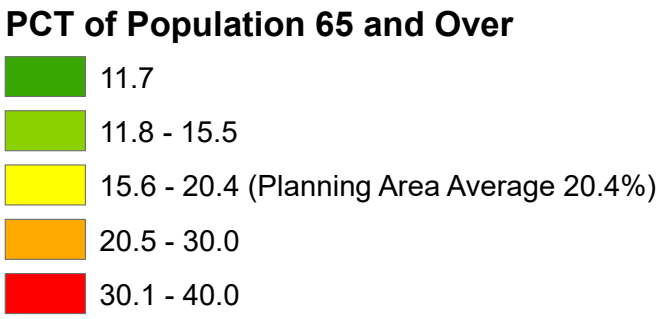
- 79 - 1089
- 1090 - 2064 (Planning Area Average 2,064)
- 2065 - 4000
- 4001 - 7427



# Map 2 - Elderly Population



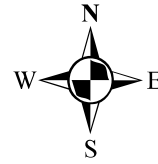
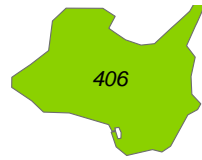
## Legend



**TABLE 2: MINORITY POPULATIONS BY CENSUS TRACT**

Census Tract	Total Minority Population		Black/African-American		Hispanic		American Indian		Asian		Some Other Race		Two or More Races	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Ohio	2,321,818	20.0	1,421,943	12.3	400,932	3.5	21,459	0.2	222,866	1.9	98,088	0.8	260,214	2.3
Erie County, Ohio	12,232	16.1	6,066	8.0	3,050	4.0	363	0.5	437	0.6	687	0.9	2,397	3.2
401	397	6.8	0	0.0	314	5.4	0	0.0	0	0	46	0.8	83	1.4
402	203	5.6	0	0.0	112	3.1	0	0.0	8	0.2	23	0.6	83	2.3
403	345	5.5	49	0.8	81	1.3	45	0.7	16	0.3	18	0.3	147	2.3
404	103	1.9	27	0.5	11	0.2	15	0.3	18	0.3	0	0.0	32	0.6
405	329	6.6	64	1.3	99	2.0	0	0.0	0	0	0	0.0	166	3.3
406	30	3.7	0	0.0	1	0.1	0	0.0	23	2.8	0	0.0	6	0.7
407	1,295	33.3	761	19.6	142	3.7	9	0.2	24	0.6	45	1.2	354	9.1
408	1,357	32.5	909	21.8	233	5.6	0	0.0	9	0.2	116	2.8	183	4.4
409	467	13.8	205	6.1	149	4.4	0	0.0	13	0.4	41	1.2	100	3.0
410	1,525	43.8	1,107	0.3	234	6.7	0	0.0	0	0	114	3.3	191	5.5
411	1,437	40.3	790	22.2	304	8.5	33	0.9	0	0	21	5.9	336	9.4
412	963	43.0	575	25.7	147	6.6	0	0.0	0	0	103	4.6	215	9.6
413	1,459	37.9	1,023	26.5	373	9.7	197	5.1	17	0.4	15	3.9	6	0.2
414	401	15.1	212	8.0	52	2.0	0	0.0	32	1.2	8	3.0	113	4.3
415	377	11.0	55	1.6	132	3.8	22	0.6	106	3.1	28	0.8	62	1.8
416	567	10.1	168	3.0	108	1.9	26	0.5	105	1.8	40	0.7	137	2.5
417	458	7.1	76	1.2	245	3.8	0	0.0	24	0.4	53	0.8	77	1.2
418	519	8.5	45	0.7	313	5.1	16	0.3	42	0.7	16	0.3	106	1.7
Lorain County--Tract 301	215	3.3	1	0.5	153	71.2	0	0.0	31	14.4	0	0.0	30	14.0

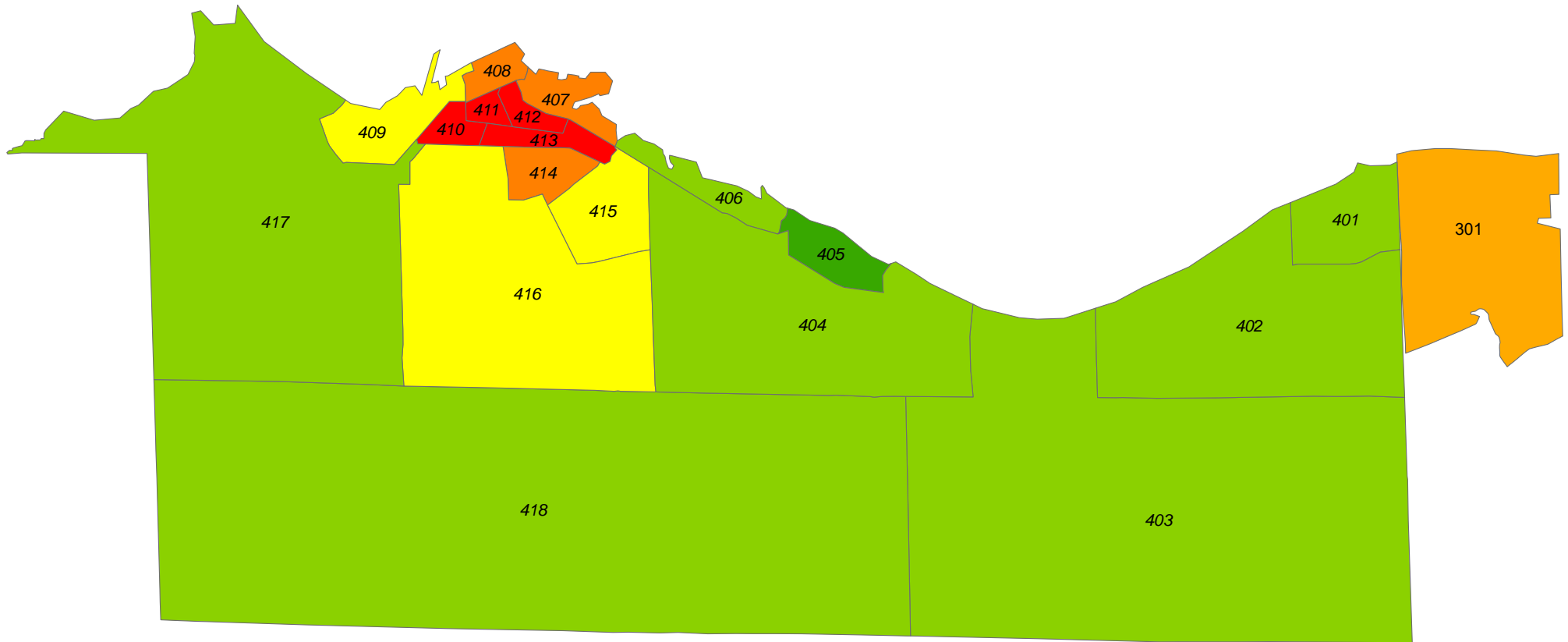
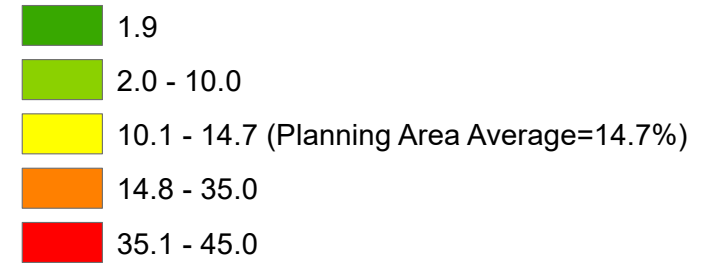
Source: US Census Bureau, 2016 5-year American Community Survey Table B03002



## Map 3 - Minority Population

### Legend

#### PCT Minority Population

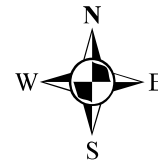


**TABLE 3: POVERTY STATUS OF INDIVIDUALS, HOUSEHOLDS &  
FAMILIES BY CENSUS TRACT**

Census Tract	Total Population	PCT of Population			Households Below Poverty Line		Families Below Poverty Line	
		<100%	100 - 200	>200%	#	%	#	%
Ohio	11,586,941	15.4	17.9	66.7	677194	17.7	330367	11.2
Erie County, Ohio	75,808	12.8	18.7	68.4	3748	11.8	1935	9.6
401	5,857	6.9	20.2	72.9	168	6.5	34	2.2
402	3,646	6.9	22.1	71.0	76	5.0	44	4.0
403	6,292	8.1	9.3	82.6	198	8.1	56	3.2
404	5,381	3.7	15.3	81.0	150	6.2	44	3.0
405	4,965	20.7	19	60.3	341	17.2	192	1.4
406	820	2.9	6	91.0	9	2.3	5	1.9
407	3,888	25.2	24.7	50.1	347	19.9	210	2.1
408	4,169	28.7	29.9	41.5	543	25.3	295	3.1
409	3,382	20.2	24.7	55.1	186	13.1	94	1.2
410	3,482	15.2	47.3	37.5	234	18.5	109	1.6
411	3,565	24.2	38.2	37.6	421	28.2	182	2.0
412	2,239	18.2	28.1	53.6	158	15.3	103	2.0
413	3,857	29	14.4	56.6	415	23.9	266	2.6
414	2,655	9.4	14.9	75.8	84	8.8	50	7.0
415	3,430	4.4	12.5	83.2	77	5.1	29	3.2
416	5,601	1.7	8.5	89.8	43	2.0	14	0.9
417	6,473	12.5	11.6	76.0	248	9.2	176	9.7
418	6,106	3.5	8.7	87.8	50	2.3	32	1.8
Lorain County--Tract 301	6,308	18.6	11.4	70.0	534	19.5	242	8.9

Source: US Census Bureau, 2016 5-year American Community Survey Tables C17002, B17017

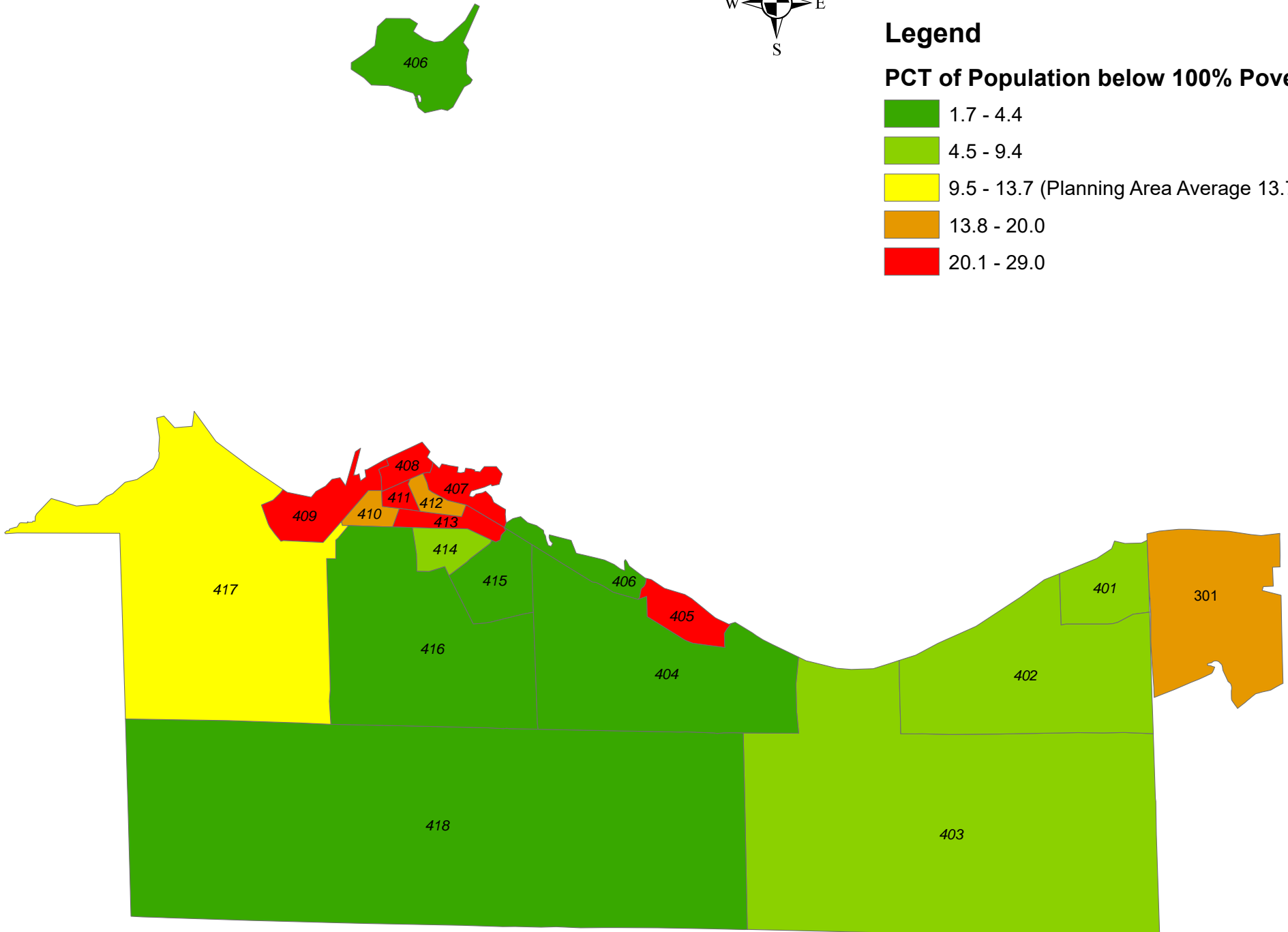
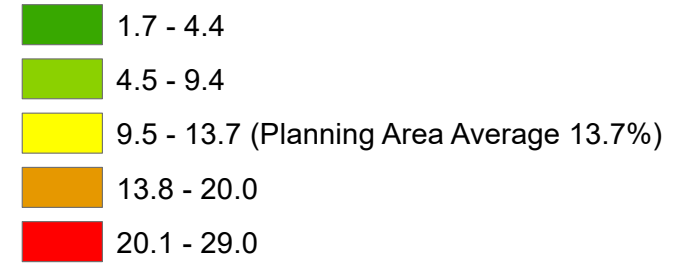




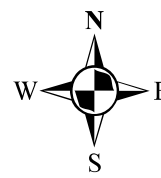
## Map 4 - Population in Poverty

### Legend

#### PCT of Population below 100% Poverty

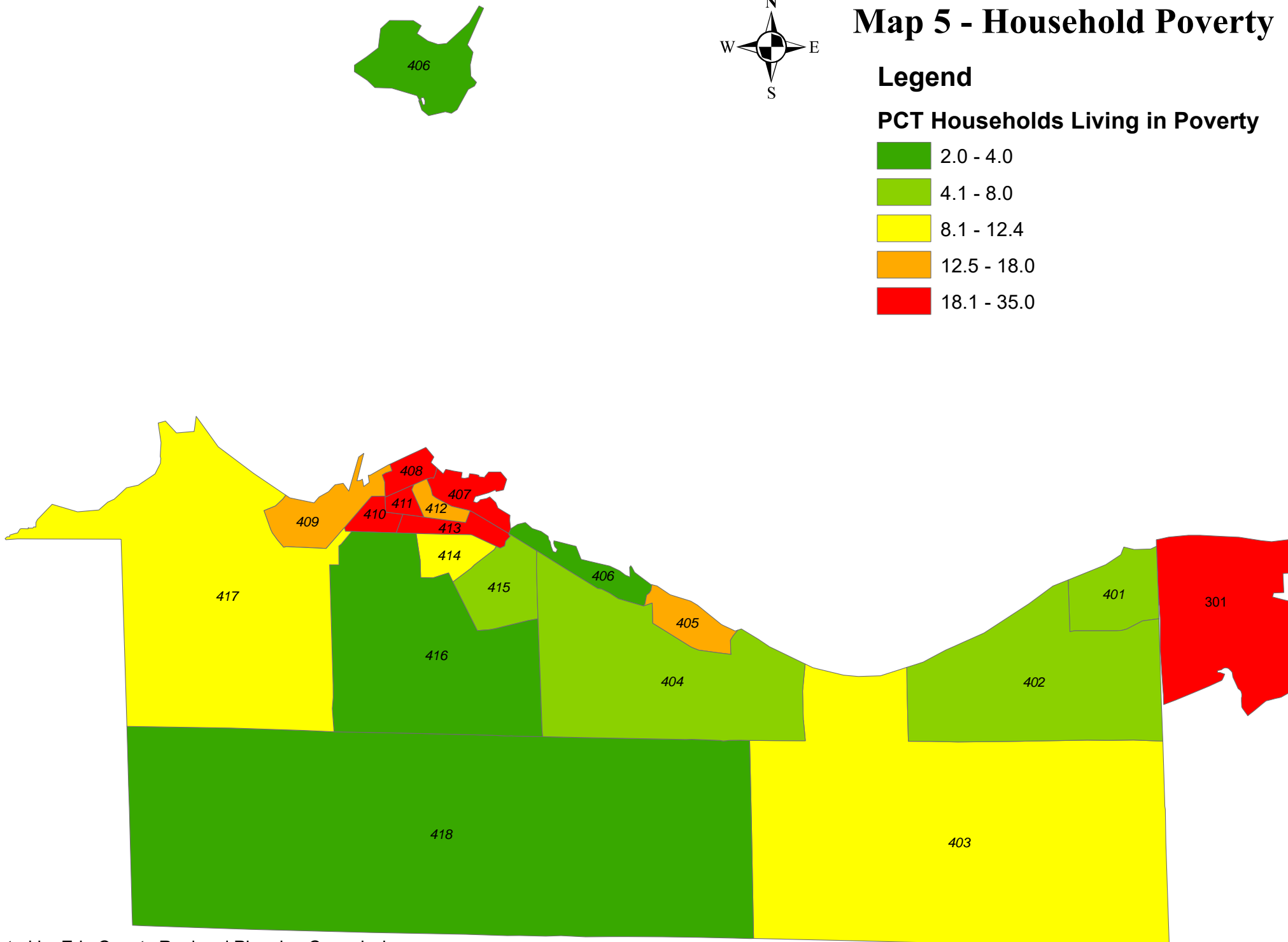


# Map 5 - Household Poverty



## Legend

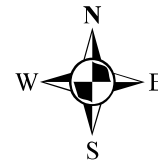
### PCT Households Living in Poverty



**TABLE 4: DISABILITY BY CENSUS TRACT**

Census Tract	Total Non-Inst. Population	Total Disabled	%	Type of Disability											
				Hearing	%	Vision	%	Cognitive	%	Ambulatory	%	Self-Care Difficulty	%	Ind. Living Difficulty	%
Ohio	11,413,979	1,571,654	13.8	423,901	3.7	263,923	2.3	612,755	5.7	816,211	7.6	303,239	2.8	552,041	6.3
Erie County, Ohio	74,861	10,546	14.1	2,921	3.9	1,588	2.1	3,329	4.7	5,849	8.3	1,734	2.4	3,455	5.9
401	5,831	676	11.6	265	4.5	84	1.4	165	3.0	323	5.9	75	1.4	242	5.1
402	3,639	568	15.6	205	5.6	53	1.5	185	5.2	225	6.3	67	1.9	162	5.3
403	6,292	1,062	16.9	413	6.6	175	2.8	266	4.4	583	9.6	194	3.2	318	6.4
404	5,270	627	11.9	197	3.7	87	1.7	129	2.5	340	6.6	92	1.8	205	4.8
405	4,880	488	10.0	158	3.2	110	2.3	141	3.2	209	4.7	63	1.4	130	3.6
406	820	83	10.1	37	4.5	14	1.7	13	1.6	42	5.2	7	0.9	24	3.3
407	3,888	727	18.7	182	4.7	136	3.5	276	7.5	318	8.7	97	2.6	174	5.9
408	4,169	780	18.7	110	2.6	162	3.9	305	7.7	470	11.9	132	3.3	231	6.6
409	3,295	628	19.1	127	3.9	83	2.5	220	7.2	398	13.0	83	2.7	259	10.1
410	3,300	475	14.4	116	3.5	56	1.7	165	5.5	297	9.8	94	3.1	224	9.3
411	3,565	572	16.0	88	2.5	63	1.8	243	7.4	349	10.6	93	2.8	171	6.5
412	2,239	386	17.2	103	4.6	54	2.4	151	7.1	237	11.2	57	2.7	166	9.1
413	3,821	627	16.4	108	2.8	82	2.1	234	6.4	294	8.1	70	1.9	177	6.2
414	2,483	360	14.5	92	3.7	86	3.5	90	3.8	212	8.9	79	3.3	117	6.2
415	3,333	457	13.7	118	3.5	88	2.6	110	3.5	226	7.1	40	1.3	120	4.5
416	5,557	475	8.5	152	2.7	41	0.7	147	2.8	296	5.6	94	1.8	99	2.3
417	6,473	896	13.8	246	3.8	89	1.4	354	5.7	662	10.7	207	3.3	364	6.9
418	6,006	659	11.0	204	3.4	125	2.1	135	2.4	368	6.6	190	3.4	272	5.9
Lorain County--Tract 301	6,331	1,399	22.1	549	8.1	318	5.0	444	7.4	718	12.0	274	4.6	464	9.0

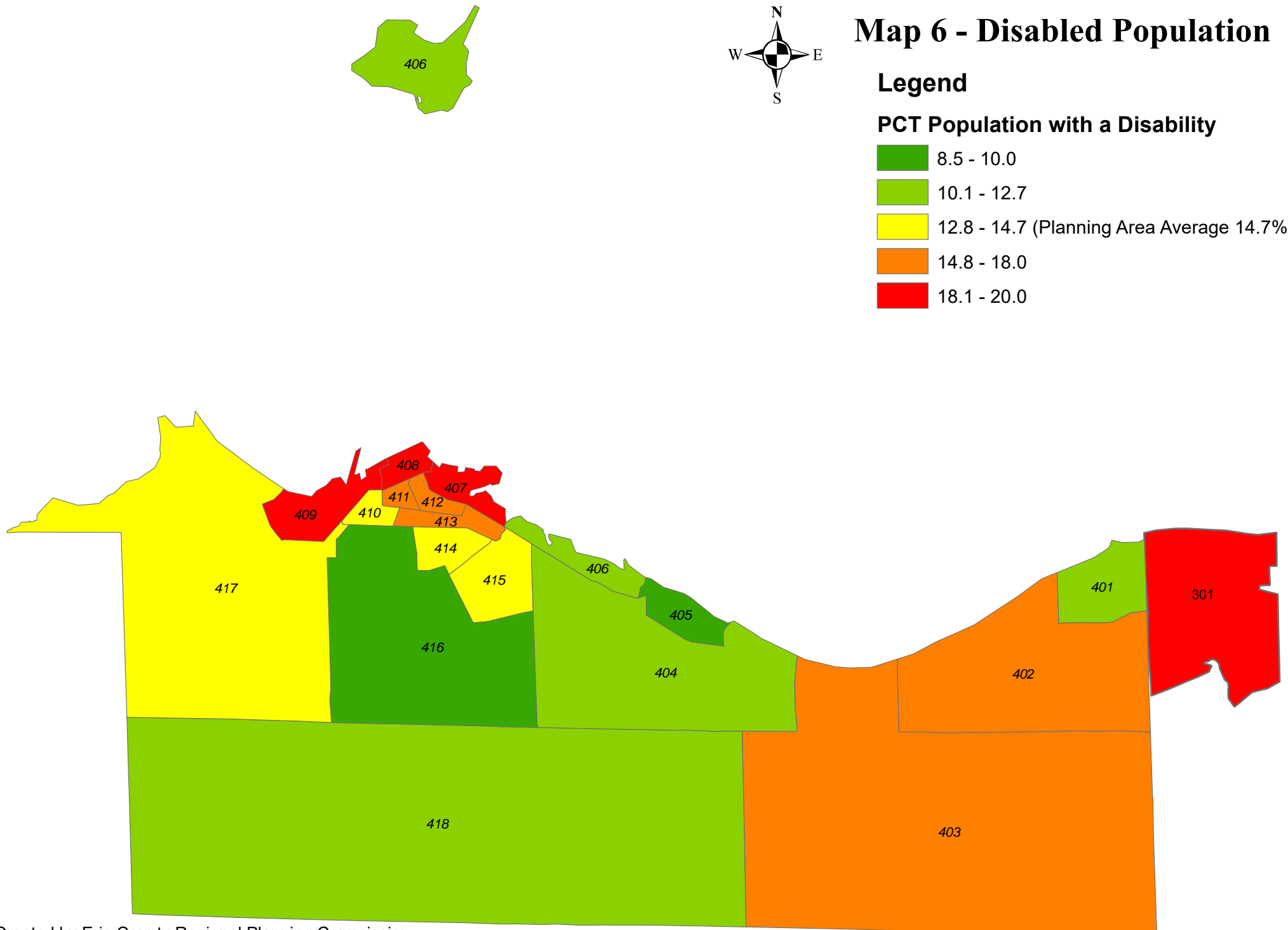
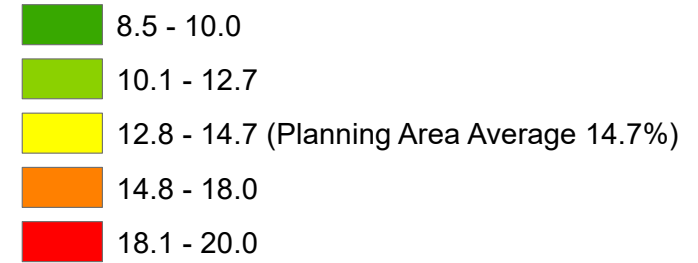
Source: US Census Bureau, 2016 5-year American Community Survey Table S1810



## Map 6 - Disabled Population

### Legend

#### PCT Population with a Disability

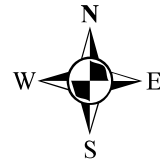
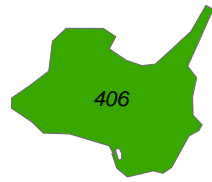


**TABLE 5: LIMITED ENGLISH PROFICIENCY HOUSEHOLDS BY CENSUS TRACTS**

Census Tract	Total Population	Total Households	LEP Households				Population in LEP Households			
			LEP Household	%	LEP Household - Spanish	%	Total Pop in LEP Household	%	Ages 5 - 17	Ages 18 and Over
Ohio	11,586,941	4,601,449	141,886	3.1	49,185	1.1	145,730	1.2	29,754	115,976
Erie County, Ohio	75,808	31,731	101	0.3	47	0.2	101	0.1	12	89
401	5,857	2,568	0	0.0	0	0.0	0	0.0	0	0
402	3,646	1,510	0	0.0	0	0.0	0	0.0	0	0
403	6,292	2,457	0	0.0	0	0.0	0	0.0	0	0
404	5,381	2,425	0	0.0	0	0.0	0	0.0	0	0
405	4,965	1,977	0	0.0	0	0.0	0	0.0	0	0
406	820	400	0	0.0	0	0.0	0	0.0	0	0
407	3,888	1,746	33	0.2	33	1.9	33	0.9	12	21
408	4,169	2,150	32	1.5	0	0.0	32	0.8	0	32
409	3,382	1,422	0	0.0	0	0.0	0	0.0	0	0
410	3,482	1,264	0	0.0	0	0.0	0	0.0	0	0
411	3,565	1,495	0	0.0	0	0.0	0	0.0	0	0
412	2,239	1,034	0	0.0	0	0.0	0	0.0	0	0
413	3,857	1,741	18	1.0	8	0.5	18	0.5	0	18
414	2,655	953	6	0.6	6	0.6	6	0.2	0	6
415	3,430	1,503	0	0.0	0	0.0	0	0.0	0	0
416	5,601	2,181	12	0.6	0	0.0	12	0.2	0	12
417	6,473	2,691	0	0.0	0	0.0	0	0.0	0	0
418	6,106	2,214	0	0.0	0	0.0	0	0.0	0	0
Lorain County--Tract 301	6,445	2,727	0	0.0	0	0.0	0	0.0	0	0

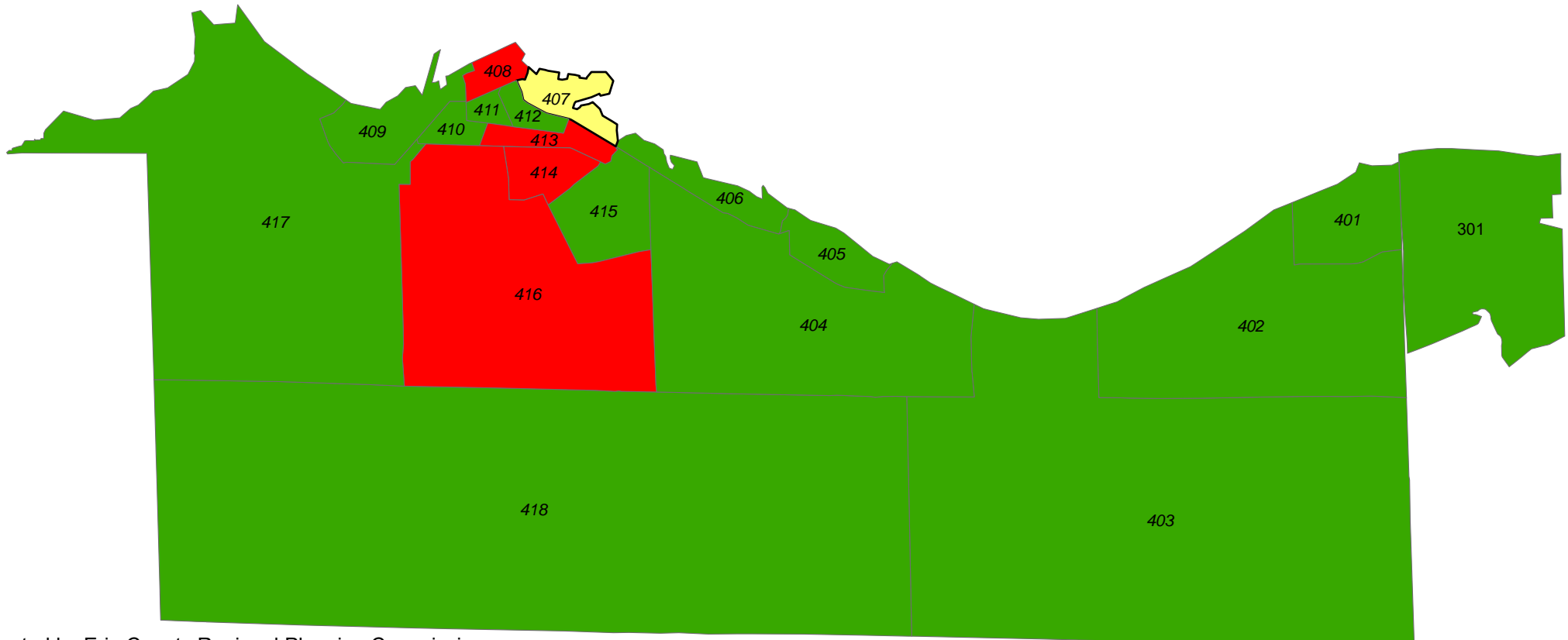
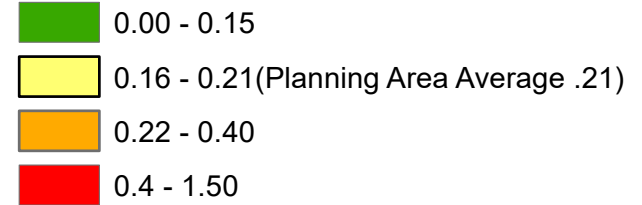
Source: US Census Bureau, 2016 5-year American Community Survey Table B16003

# Map 7 - Limited English Proficiency Households



## Legend

### PCT Limited English Households



**TABLE 6: LANGUAGE OF LIMITED ENGLISH BY CENSUS TRACT**

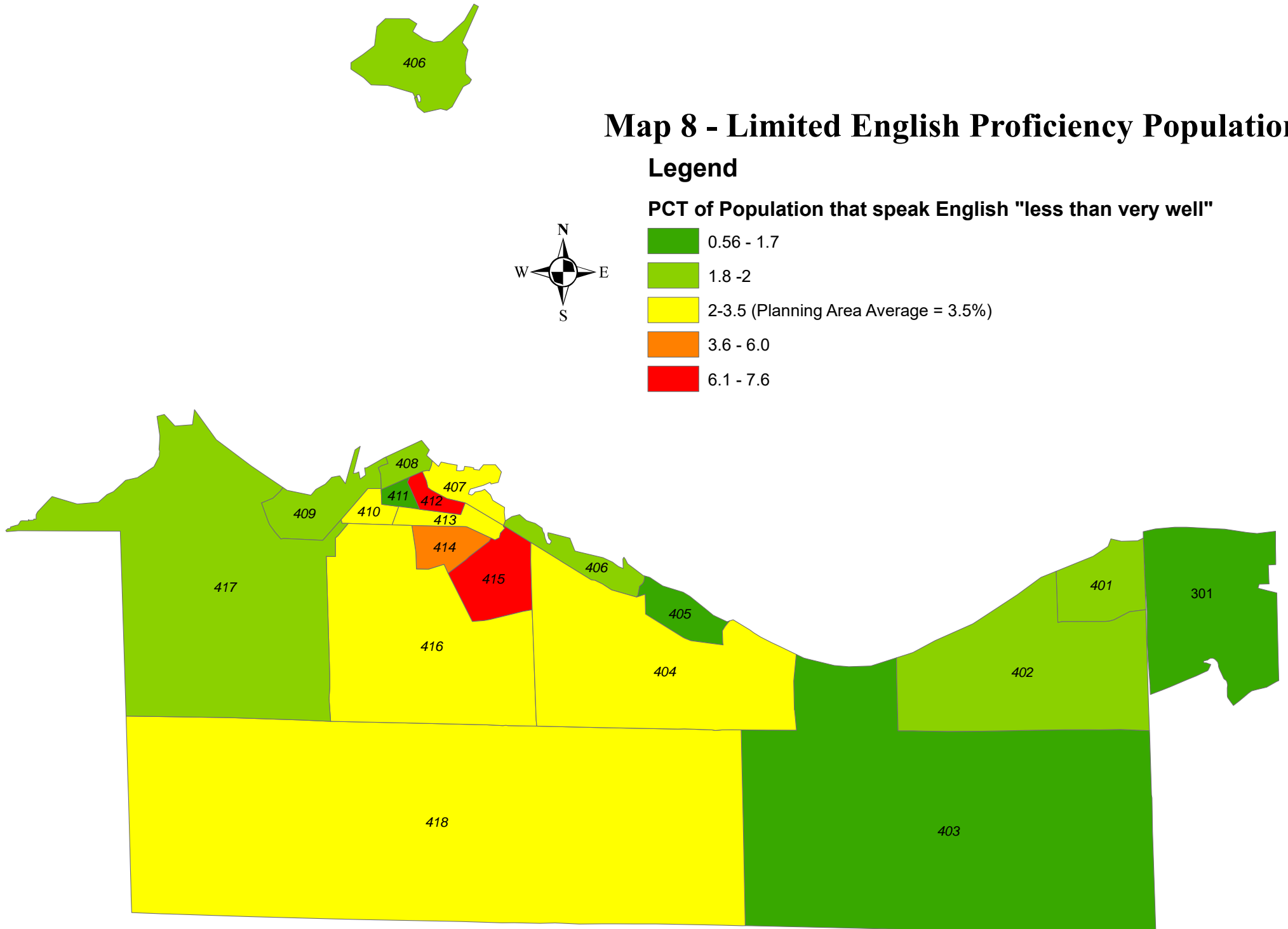
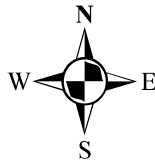
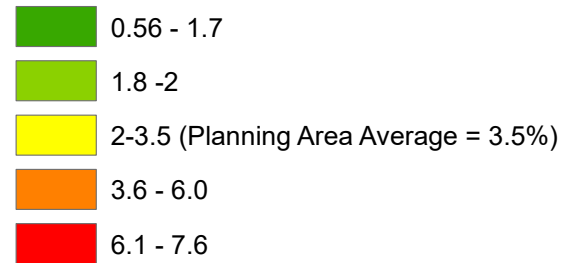
Census Tract	Total	English Proficient	Limited English Proficient		LEP - Spanish		LEP - Chinese	
			#	%	#	%	#	%
Ohio	10,891,177	10,158,601	732,576	6.7	86,634	0.80	29,830	0.27
Erie County, Ohio	71,828	69,414	2,414	3.4	357	0.50	4	0.01
401	5,546	5,427	119	2.2	38	0.69	0	0.00
402	3,582	3,483	99	2.8	0	0.00	0	0.00
403	6,094	5,989	105	1.7	18	0.30	0	0.00
404	5,238	5,048	190	3.6	11	0.21	0	0.00
405	4,535	4,498	37	0.8	4	0.09	0	0.00
406	814	792	22	2.7	0	0.00	0	0.00
407	3,672	3,531	141	3.8	42	0.01	0	0.00
408	3,961	3,837	124	3.1	0	0.00	0	0.00
409	3,142	3,036	106	3.3	66	0.02	0	0.00
410	3,201	3,077	124	3.9	38	0.01	0	0.00
411	3,284	3,255	29	0.9	13	0.40	0	0.00
412	2,116	1,956	160	7.6	26	0.01	0	0.00
413	3,665	3,482	183	5.0	8	0.22	0	0.00
414	2,545	2,411	134	5.3	14	0.55	0	0.00
415	3,263	3,043	220	6.7	13	0.40	0	0.00
416	5,285	5,082	203	3.8	19	0.36	0	0.00
417	6,191	5,978	213	3.4	41	0.66	2	0.03
418	5,694	5,489	205	3.6	6	0.11	2	0.04
Lorain County--Tract 301	6,107	6,001	106	1.7	4	0.07	0	0.00

Source: US Census Bureau, 2016 5-year American Community Survey Table C16001

# Map 8 - Limited English Proficiency Population

## Legend

PCT of Population that speak English "less than very well"





Title VI Baseline Assessment, 2020 Attachment

B: Annual Self-Assurance Resolution

## **RESOLUTION NUMBER 2019-03**

### **OF THE METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE OF THE CONTINUING COMPREHENSIVE LAND-USE AND TRANSPORTATION PROGRAM FOR ERIE COUNTY, OHIO.**

#### **A RESOLUTION OF SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS**

**WHEREAS**, the Policy Committee of the Continuing Comprehensive Land-Use and Transportation Program of the Erie County Regional Planning Commission (ERPC) who is designated as the Metropolitan Planning Organization (MPO) for the Sandusky urbanized area by the Governor acting through the Ohio Department of Transportation in cooperation with locally elected officials of Erie County and as evidenced in the Agreement of Cooperation Number 15402 between the Ohio Department Of Transportation, Board of County Commissioners of Erie County, Ohio and the Erie Regional Planning Commission; and

**WHEREAS**, the federal regulations published as 23 CFR 450 require that the metropolitan transportation planning process shall include activities to support the development and implementation of a Regional Transportation Plan and a Transportation Improvement Program and subsequent transportation planning activities to the degree appropriate for the area; and

**WHEREAS**, the federal regulations published as 23 CFR 450 requires ERPC as the MPO for the Sandusky Urbanized area, to annually self certify through its Policy Committee that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with the following applicable requirements.

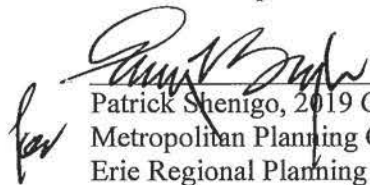
- a. That the planning process shall be consistent with Sections 8(e) and 3(e) of the Federal Transit Act concerning the involvement of the appropriate public and private transportation providers (49 USC 1607 and 1602 (e));
- b. That the planning process shall be consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 USC 344 and 29 USC 794;
- c. That the planning process shall be consistent with Section 105(f) of the Surface Transportation Assistance Act of 1982 regarding the involvement of minority business enterprises in FHWA and FTA funded projects (Public Law 97-424, Section 105(f) and 49 CFR Part 23);
- d. That the planning process shall be consistent with Section 16 of the Federal Transit Act (49 USC 1612), Section 165 (b) of the Federal-Aid Highway Act of 1973, as amended, and 49 CFR 27 which call for special efforts to plan public mass transportation facilities and services that can effectively be used by elderly and disabled persons
- e. That the planning process shall be in conformance with the applicable requirements of Sections 174 and 176(c) and (d) of the Clean Air Act (42 USC 7504, 7506 (c) and

**WHEREAS**, the federal regulations published as 23 CFR 450 further require that the State and the Metropolitan Planning Organization shall certify that the planning process is being carried out in conformance with all the applicable requirements of 23 USC 134 and 49 USC 1607, which indicate "...the Secretary (of the United States Department of Transportation) shall cooperate with the State and local officials in the development of transportation plans and programs which are formulated on the basis of transportation needs with due consideration to comprehensive long-range land use plans, development objectives, and overall social, economic, environmental, system performance, and energy conservation goals and objectives, and with the consideration to their probable effect on the future development of urban areas of more than 50,000 population. The planning process shall include an analysis of alternative transportation system management and investment strategies to make more efficient use of existing transportation facilities and development of long-term financial plans for regional urban mass transit improvements and the revenue available from current and potential sources to implement such improvements. The process shall consider all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate based on the complexity of the transportation problems," and

**WHEREAS**, *Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* requires that recipients of Federal funds make a meaningful effort to involve low-income and minority groups in the process to make decisions regarding the use of federal funds; and also requires that they attempt to identify and address any disproportionately high and adverse human health and environmental effects on minority and low-income groups, which may result from the implementation of their plans and programs, and

**NOW THEREFORE BE IT RESOLVED:**

- 1) That this Committee certifies that the Metropolitan Planning Organization's metropolitan transportation planning process complies with the metropolitan planning requirements as set forth above.
- 2) That this Committee authorizes Erie Regional Planning Commission staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.

  
Patrick Shenigo, 2019 Chairperson  
Metropolitan Planning Organization Policy Committee  
Erie Regional Planning Commission

April 25, 2019

Title VI Baseline Assessment, 2020

Attachment C: Finance Department and Recommended Contract Language

## Nicole Grohe

---

**From:** Nicole Grohe  
**Sent:** Monday, April 10, 2017 3:23 PM  
**To:** Leah Trumpower  
**Cc:** Steve Poggiali  
**Subject:** MPO contract language  
**Attachments:** Appendices A and E.PDF; DBE Assurance Language.pdf; FHWA Form 1273.pdf; 49 CFR 26.13b.pdf

Hi Leah,

Please include the following in MPO contracts and related items. Thanks!

ERPC has been in contact with the Ohio Department of Transportation's Opportunity, Diversity and Inclusion Office and has discussed with the staff that in the future if a project requires DBE goals Erie County will utilize DBE assurance language (49 CFR 26.13 (a) and (b)) for MPO related projects including financial agreements, contracts and sub-contracts that do not include FHWA-1273

ERPC has been in contact with the Ohio Department of Transportation's Opportunity, Diversity and Inclusion Office and has discussed with the staff that Erie County will include FHWA-1273 in all construction-based financial agreements, contracts and subcontracts related to the MPO if a project occurs.

ERPC has been in contact with the Ohio Department of Transportation's Opportunity, Diversity and Inclusion Office and has discussed with the staff that Title VI assurances and provisions will be included in all MPO related consultant contracts. These include Appendices A, E and 49 CFR 26.13b

Sincerely,

Nicole Grohe, AICP  
Associate Planner Erie County Regional Planning  
Metropolitan Planning Organization  
2900 Columbus Ave. Sandusky, OH 44870  
419.627.7793-Phone 419.627.6670 –Fax  
[ERPC's Website](#) [Friend us on Facebook](#)

## Nicole Grohe

---

**From:** Nicole Grohe  
**Sent:** Friday, March 24, 2017 2:36 PM  
**To:** Steve Poggiali; Carrie Whitaker; Zachary Rospert  
**Cc:** Cindy Walker  
**Subject:** Title VI procedures  
**Attachments:** Appendices A and E.DOCX; FHWA Form 1273.docx

As you may be aware ODOT has been very involved in Title VI policies recently. As a result of comments received on our work plan ERPC has been directed that any MPO related contracts/related work carried out from now on should follow the below format:

**For all bids and related work:** The Recipient will insert the following notification in all solicitations for bids, Requests for Proposals for work, or material regardless of funding source:

“The Recipient in accordance with Title VI of the Civil Rights Act of 1964 and the related nondiscrimination statutes, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, all bidders including disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, national origin, sex, age, disability, low-income status, or limited English proficiency in consideration for an award.”

**Contracts:** The Recipient will insert the clauses of **Appendix A and Appendix E** of the Standard Assurances in every contract regardless of funding source.

**For Construction related contracts-** insert **FHWA 1273**

Steve will be in contact with finance regarding this process for projects 50K or over.

Nicole

Title VI Baseline Assessment, 2020

Attachment D: 2019 Public Involvement Policy

\*For supplemental Appendices please contact staff



# Erie Regional Planning Commission Metropolitan Planning Organization

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## Public Involvement Policy

Updated: January 2019



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## **Preface**

### **A. Document Structure**

This document contains specific information on ERPC policies and procedures regarding public involvement, public information and public access. The document structure consists of four sections listed the following way:

- ★ Section I: Introduction
- ★ Section II: Public Involvement – Answers the questions: How does ERPC engage the public in metropolitan transportation planning? How can the public become involved?
- ★ Section III: Public Information –Answers the question: How does ERPC inform the public?
- ★ Section IV: Public Access –Answers the question: How does the public access ERPC information and services?

The appendices follow Section IV of this document

**RESOLUTION NUMBER 2019-05**

**OF THE METROPOLITAN PLANNING ORGANIZATION POLICY  
COMMITTEE OF THE ERIE REGIONAL PLANNING COMMISSION**

**APPROVING A RESOLUTION TO APPROVE THE ERIE REGIONAL  
PLANNING COMMISSION METROPOLITAN PLANNING ORGANIZATION  
REVISED PUBLIC INVOLVEMENT POLICY (PIP) AND TITLE VI PLANS.**

**WHEREAS**, this Committee is the Metropolitan Planning Organization (MPO) for Erie County; and

**WHEREAS**, it is the responsibility of this Committee to approve federally-funded transportation projects from Erie County which appear on the TIP as well as other planning documents related to the operation of the MPO; and

**WHEREAS**, the revised PIP and Title VI plans will ensure consistency with current federal public involvement regulations and interim guidance related to the Fixing America's Surface Transportation Act; and

**WHEREAS**, the PIP and Title VI plans includes changes to the policies in light of current public involvement practices as well as new plans and other procedures that have been developed since the adoption of the updated plans; and

**WHEREAS**, the PIP and Title VI plans guarantees continued compliance with state laws governing open meetings and public access to MPO documents; and

**WHEREAS**, the Technical Advisory Committee and the Policy Committee have analyzed this request and found it to be consistent with the long range plan of the Erie Regional Planning Commission; and

**NOW THEREFORE BE IT RESOLVED:**

- 1) That this Committee recognizes the importance of public involvement to the MPO process and does hereby approve the updated PIP and Title VI plans as important MPO documents.
- 2) That this Committee authorizes Erie Regional Planning Commission staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.



Patrick Shenigo, 2019 Chairperson  
Metropolitan Planning Organization Policy Committee  
Erie Regional Planning Commission

April 25<sup>th</sup>, 2019

## **I. Introduction**

### **A. About the Erie County Regional Planning Commission (ERPC) Metropolitan Planning Organization (MPO)**

The ERPC MPO was created in 2003 by Federal statute that states every urbanized area with a population of more than 50,000 must establish a MPO. The 2000 Census revealed the Sandusky Urbanized Area had a population of over 50,000 people and as a result the ERPC MPO was created. The Erie County Regional Planning Commission (ERPC) is the Handling Agency for the MPO.

ERPC is the federally designated agency responsible for directing the cooperative, continuous and comprehensive (or "3-C") transportation planning process in Erie County and Vermilion including a portion of Lorain County. The 3-C process focuses on developing regional transportation policies, plans and programs. The three major documents produced through this process are the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), a listing of federally funded transportation improvement projects over a four-year period, and an Annual Work Plan detailing deliverables the Handling Agency will complete over the next State Fiscal Year (SFY).

Under CFR 23 450.316 the MPO is required to have a documented participation plan. This document fulfills this requirement and is called the ERPC's Public Involvement Policy (PIP). This title was chosen because ERPC interacts daily with the public through direct contact (open meetings, correspondence and internet) and indirect contact (documents and publications). The PIP specifies the procedures ERPC will use when conducting its transportation planning process. The ERPC PIP contains policies related to public involvement, information and access. The PIP is essential to the management and development of the agency and its programs.

The PIP is reviewed periodically by the Ohio Department of Transportation, the Federal Highway Administration and the Federal Transit Administration to ensure that full and open access is provided by the MPO in the decision-making process. The PIP is also submitted to the Transportation Advisory Committee (TAC) and Policy Committee for consideration and approval. The PIP enhances the opportunity for public input and satisfies federal requirements for public participation.

### **B. Policy Statement**

ERPC's policy is to be proactive in reaching out to the regional community by informing the public and encouraging its participation. ERPC will work to foster a Public Involvement Policy (PIP) that is informative and easily understood. The PIP is intended to include all citizens including those who are traditionally underserved, relevant governmental agencies and transportation providers within the region.

## **II. Public Involvement**

### **A. Purpose**

The purpose of ERPC's Public Involvement Program (PIP) is to proactively engage the public in developing and updating major agency plans and studies. The goal is to provide early and continuous involvement with the public by providing helpful information, publishing timely public notices, encouraging public participation in key decisions and considering significant comments received throughout the planning process.

### **B. Public Involvement for All People**

ERPC's PIP is intended for everyone. This includes all citizens, affected public agencies, transportation and transit agency employees, environmental agency employees, community organizations and other interested parties. ERPC is committed to engaging the traditionally underserved, including but not limited to low-income and minority populations. ERPC will strive to hold all public meetings at accessible and convenient locations.

### **C. Public Information & Public Access**

ERPC operates a communications program that supports public involvement. More information on the program is found in Section III (Public Information). ERPC also works to ensure access to its offices, meetings and public records as consistent with Ohio's Open Meetings Act, the Public Records Act and CFR 23 450.316. More information on public access is contained in Section IV (Public Access).

### **D. Outreach Program**

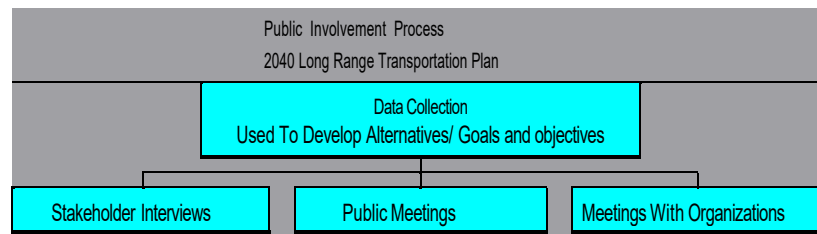
People who are willing to assist ERPC in obtaining information about community and county issues are sought by the agency to be liaisons. ERPC works to identify these liaisons with assistance from locally elected and appointed officials, civic and community organizations as well as business and professional groups.

Representatives of those traditionally underserved are strongly encouraged to participate in the planning process. ERPC maintains a list of these liaisons to assist in various outreach efforts.

### **E. Public Involvement for the Long Range Transportation Plan & the Transportation Improvement Program (TIP)**

The major documents of the ERPC MPO Policy Committee are the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP) and the Annual Work Plan. All future updates will adhere to a 45 day public review period before being adopted by the MPO Policy Committee regarding the public involvement process and 30 days for any other changes.

**Long Range Transportation Plan:** The current Transportation Plan is the 2040 LRTP which was completed in 2015. The next update will occur in 2020 and will follow the 45 day public comment model. The plan is updated every five years. The public involvement process for the 2040 plan was as follows:



The 2040 LRTP Participation Plan included reasonable opportunities for interested parties to comment on the plan prior to its approval. Multiple public meetings were held during the update process. Separate meetings for both the draft plan and final plan were held. These meetings were held at least 30 days prior to the adoption of the plan by the Policy Committee. Three (3) weeks prior to public meetings, a press release, web announcements, posters and letters were published. Additionally, press releases were published in regional and local newspapers. Written comments were also be accepted via email, by fax, mail or in person. Drafts and final copies were also circulated to all stakeholders, MPO committee members, interested parties and relevant governmental agencies for their review and comment. All comments received were summarized and presented to the Technical Advisory and Policy Committees and were published in the public participation section of the LRTP. The LRTP was adopted by the Policy Committee and is housed in ERPC's office and on ERPC's website. Copies are available upon request. Additional opportunities to comment on the plan will be made available if the plan is changed significantly from the version that was made available to the public.

**Transportation Improvement Program:** The Transportation Improvement Program (TIP) is the listing of all federal-aid transportation projects (roadway, transit, bikeway and alternative) expected to use federal funds within the next four (4) years. It is updated every two (2) years. The last TIP was approved in 2017 and covers the span of 2018-2022. The next TIP is slated to be updated in 2019. During the update process ERPC will develop a customized public involvement strategy. The strategy will allow for specific opportunities for the public to comment on the TIP prior to its approval. This process is also used by the Sandusky Transit System (STS) as transit programs and projects are also listed on the TIP.

ERPC will ensure that there will be opportunities for interested parties to comment on the plan prior to its approval. Public meetings will be held during the update of the TIP. Three (3) weeks prior to public meetings, a press release, web announcements, posters and letters will be published. Furthermore press releases will be published in local newspapers and may be advertised also on the radio as a public service announcement. Written comments will also be accepted via email, by fax, mail or in person. Additionally drafts and final copies will be circulated to all stakeholders, MPO committee members, interested parties, and relevant governmental agencies for their review and comment. All comments received will be summarized and presented (at least 45 days after a public review option has been offered) to the Technical Advisory and Policy Committees and will be published in the public participation section of the TIP. Once the TIP is adopted by the Policy Committee the final adopted copy of the document will be housed in ERPC's office and on ERPC's website. Copies will be available upon request.

Amendment(s): The TIP may be amended on a quarterly cycle. If a project or program is added to the TIP, it must be processed through the Project Planning Review Process (PPRP). The PPRP includes a review of the proposed amended project by ERPC staff and relevant committees. Staff will provide information on the proposed amendment(s) to the Technical Advisory Committee (TAC). The TAC then makes a recommendation to the MPO Policy Committee. The MPO Policy Committee considers the proposed amendment(s) and makes a motion to accept or decline the amendment(s). If the amendment is approved by the Policy Committee staff then forwards the amendment request to the appropriate government agency so that it may be added to the State Transportation Improvement Program (STIP).

## **F. Stakeholders**

Stakeholders are individuals and/or groups who have a direct interest, involvement, investment, or are generally affected by projects, programs, or plans. Identifying stakeholders outside of the formal organizational structure of ERPC is necessary to obtain valid and adequate public input. Stakeholders as related to ERPC projects commonly include but not limited to:

- ★ People who live in or traverse a project area
- ★ Affected public agencies
- ★ Representatives of public transportation employees
- ★ Providers of freight transportation services
- ★ Private providers of transportation services
- ★ Representatives of users of public transportation
- ★ Representatives of users of pedestrian walkways and bicycle transportation facilities
- ★ Representatives of the disabled
- ★ Other interested parties

ERPC strives to make a proactive effort to contact a variety of stakeholders in major plan or policy changes. ERPC maintains a list of stakeholders in the region.

## **G. Meeting Notices**

Information about upcoming meetings is available on the department's website at <https://www.eriecounty.oh.gov/ErieRegionalPlanningCommission.aspx>. ERPC also uses direct mailings to notify interested parties of upcoming committee meetings. Notices are also sometimes published in the print media, social media and sent electronically and through the US postal service via direct mailing.

## **H. Policies for Public Involvement at ERPC Meetings**

The public may make comments at all ERPC regular meetings. The policy and process for making public comments is as follows:

- ★ Public comments should be made on an agenda item prior to its presentation to enable the Planning Commission, MPO Policy Committee or other committees the opportunity to fully consider the comments.
- ★ All comments must be associated with an item on the agenda. If there is a question of applicability of a comment the chair or vice chairperson will determine if the comment may be made. The intent of this policy is not to discourage participation, but to focus instead on relevant items appropriate to the meeting.

- ★ Individuals wishing to comment at an ERPC meeting must sign in at least five (5) minutes before the published meeting start time.
- ★ Individuals are allowed two (2) minutes to speak at an ERPC meeting. The chair or vice chair has the right to ask individuals who talk beyond their allotted time to end their comments if appropriate.
- ★ Groups of individuals who wish to speak on the same topic may be asked to identify a spokesperson.
- ★ All ERPC meetings have a collective time limit of 30-minute for public comments.
- ★ Individuals wishing to distribute handouts (including petitions) at meetings must provide ERPC staff with copies of handouts at least three (3) business days before the meeting for review and approval. Individuals are not permitted to distribute handouts without receiving prior approval. ERPC reserves the right not to permit handout of inappropriate materials.
- ★ If requested, ERPC staff may copy approved handouts, given sufficient notice. The individual or group will be charged the current reproduction cost.
- ★ Individuals wishing to use ERPC's presentation software and equipment for their comment(s) must provide ERPC staff with electronic copies of their presentation at least three (3) business days before the meeting for review and approval. ERPC reserves the right not to permit use of its software and equipment for certain presentations.

## **I. Policies for Public Comment**

Public comments may be submitted by mail, fax or by e-mail. ERPC will strive to give due consideration to all comments received. Comments will be treated as follows:

- ★ If comments are related to a scheduled agenda item, they must be received at least three (3) business days before the meeting. ERPC reserves the right to copy and distribute the comments for the committee meeting. ERPC staff will provide the committee a listing of the comments received and may summarize comments for committee use.
- ★ If comments are not related to a scheduled agenda item they will be distributed to appropriate staff members for review.

## **J. Response to Public Involvement Comments**

Official meeting minutes (or meeting summaries) will include summaries of all comments received at meetings. More on this process can be found below in Section II. When there are significant written or oral comments received on a plan these will be included in the final document. Staff may provide a more detailed written or verbal response to public comments. Staff will utilize the acknowledgement of receipt procedure noted above in Section II. The goal of this process is to engage in a dialogue, to encourage participation, to learn from the public and to provide additional information when possible.

## **K. Meeting Minutes**

Minutes are taken at regular meetings, including but not limited to, those involving the Technical Advisory Committee, the MPO Policy Committee, and the Citizens Advisory and Safety Committee meetings. Copies of approved official minutes are available by contacting ERPC by any of the methods listed below in Section IV.B (Public Access-Contacting and Accessing ERPC).



#### **L. Title VI & Environmental Justice Complaint Process**

ERPC endeavors to administer a regional transportation planning process that meets all federal laws and requirements, including but not limited to Title VI and Executive Order 12898 (Environmental Justice). ERPC will work to resolve all issues/complaints received relative to these requirements. ERPC takes a proactive approach to Title VI and environmental justice. ERPC strives to remediate any Title VI and environmental justice related grievances in an expedient and appropriate manner.

Complainants that desire issues/complaints be handled formally must submit their complaint in writing to ERPC through the Title VI Compliant Process. See Appendix C.

#### **M. Evaluating the Public Involvement Policy (PIP)**

ERPC is committed to evaluating its public involvement efforts regularly. ERPC will assess and update the Public Involvement Policy (PIP) when feasible and appropriate. Procedures and strategies will be examined during the update process to ensure full and open participation.

### **III. Public Information**

#### **A. Purpose**

ERPC administers a comprehensive communications program. Its purpose is to provide helpful information to the public, relevant agencies and ERPC committees. Our goal is to clearly convey information and to provide an environment where feedback is encouraged and fairly considered.

#### **B. ERPC Publications**

As part of its overall planning effort, ERPC creates many publications in the form of technical memos, studies, plans and programs. While many of these publications are written in technical language, ERPC makes a concerted effort to improve their readability and to create publications that are clear, organized and informative. ERPC creates publications specifically for the public and elected officials. These include:

- ★ The Planning Press – a biannual newsletter about ERPC’s transportation and planning activities and studies.
- ★ Annual Report – a report on the status of the region’s infrastructure and transportation and environmental planning (published once a year).
- ★ Special information sheets and presentations for public meetings (as needed).

#### **C. Media**

In order to ensure that the public receives timely information about transportation issues and agency activity ERPC utilizes a variety of methods. These methods include communicating via: print media (newspapers and specialty publications), broadcast media (radio and television), the Internet/social media and direct contact methods (mailings, e-mailings, websites and faxes).

#### **D. Information & Service Requests**

ERPC often receives requests from the public for services and information. ERPC makes every effort to respond to requests for information in a timely manner. Simple requests may take up to three (3) business days, while complex requests may take much longer or be deferred until staff is available.

ERPC maintains a library of past and current transportation and planning studies and materials available for review during normal business hours. Copies of materials are available at reproduction and postage costs consistent with the State of Ohio’s Public Records Act. Copies of interim products, draft documents and final documents may also be available on the ERPC website. ERPC manages a records retention program that is consistent with the State of Ohio’s Public Records Act. Formal requests for public records must be in written form and sent via e-mail, fax or mail.

The public may stop by the ERPC Office to speak with an ERPC employee during office hours. Appointments are strongly encouraged. At times an employee may not be available due to prior commitments. If this occurs office staff will take a message with the client’s contact information and the employee will get to back to them within a reasonable timeframe. ERPC staff members are also available by appointment to present relevant presentations to the public. Attendance to an

event may be limited as a result of limited staffing or prior commitments. For this reason ERPC staff must be notified at least (14) days prior to the event. ERPC staff will respond to your request within five (5) business days stating if they can or can not attend. By prior arrangement, staff will meet with outside groups after normal business hours.

## **IV. Public Access**

### **A. Purpose**

The purpose of ERPC's public access policies is to ensure that ERPC meetings and public records consistent with Ohio's Open Meetings Act and Public Records Act and CFR 23 450.316.

### **B. Contacting & Accessing ERPC**

#### **Contact Information:**

Erie Regional Planning Commission  
2900 Columbus Avenue  
Sandusky, OH 44870

Ph: 419.627.7793 Fax: 419.627.6670 E-mail: [planning@eriecounty.oh.gov](mailto:planning@eriecounty.oh.gov)

Office hours are Monday-Friday 8:00 AM to 4:30 PM. ERPC is closed on all nationally recognized Federal holidays.

Website: <https://www.eriecounty.oh.gov/ErieRegionalPlanningCommission.aspx>

ADA Compliance: ERPC is an ADA accessible facility. It has full access for persons with handicaps with doors, ramps and elevators as well as space for wheelchairs in hallways and restrooms.

Public Transportation: The Sandusky Transit System (STS) is available for those who do not have access to transportation. STS services are available to the public from 6:00 AM-10:00 PM Monday through Saturday and Sundays on the blue line. STS can be reached by phone 419.627.0740. More information is available on STS's website:

[http://www.ci.sandusky.oh.us/residents/sandusky\\_transit\\_system/index.php](http://www.ci.sandusky.oh.us/residents/sandusky_transit_system/index.php)

### **C. Open Meetings**

All ERPC regular and committee meetings are open to the public. They are conducted in accordance with the State of Ohio's Open Meetings Act.

Special Needs: Individuals requiring an interpreter or other special assistance to participate at an ERPC meeting must contact ERPC at least three (3) business days before the meeting to make arrangements.

Title VI Baseline Assessment, 2020

Attachment E: Environmental Justice Report 2019

\*For Appendices please contact staff

# ERPC MPO ENVIRONMENTAL JUSTICE REPORT

SFY 2019  
October 2018



ERIE REGIONAL PLANNING COMMISSION  
2900 COLUMBUS AVE.  
SANDUSKY, OH. 44870  
419.627.7792



### INTRODUCTION

As a public agency receiving federal funds and making recommendations on federal expenditures, ERPC is affected by Environmental Justice requirements for ensuring that federal funds are used fairly and without discrimination. The basis for Environmental Justice is Executive Order 12898 and is defined as to “identify and address disproportionately high and adverse human health or environmental effects on minority and low-income populations.

Concern for environmental justice should be integrated into every transportation decision—from the first thought about a transportation plan to post-construction operations and maintenance. Properly implemented, environmental justice principles and procedures improve all levels of transportation decision-making. This approach will:

- Make better transportation decisions that meet the needs of all people.
- Design transportation facilities that fit more harmoniously into communities.
- Enhance the public-involvement process, strengthen community-based partnerships and provide minority and low-income populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives.
- Improve data collection, monitoring and analysis tools that assess the needs of, and analyze the potential impacts on minority and low-income populations.
- Partner with other public and private programs to leverage transportation agency resources to achieve a common vision for communities.
- Avoid disproportionately high and adverse impacts on minority and low-income populations.
- Minimize and/or mitigate unavoidable impacts by identifying concerns early in the planning phase and providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods.

The identification of targeted population areas was completed by assessing poverty, minority, 65 years and older, disability, limited English proficiency, and zero vehicle household levels in the county based on regional averages (12.8%, 16.1%, 19.6%, 14.1%, 3.4%, and 6.9% respectively). Demographic information was compiled from the 2016 Five Year American Community Survey Census data. To calculate levels with the available data, demographic data on a census tract level was utilized. The data was reviewed to identify areas where the targeted populations were significantly higher than the county average. These target areas have been mapped along with capacity expansion projects, maintenance projects, and transportation enhancement projects to aid in the impact analysis. Subjective analysis for each project includes completing an environmental justice analysis matrix considering potential impacts that a project could have on an identified environmental justice area.



## SFY 2019 ENVIRONMENTAL JUSTICE REPORT

The following impacts are considered in determining if projects significantly have negative impacts on the targeted populations:

- Bodily impairment, infirmity, illness, or death
- Air, noise, and water pollution and soil contamination
- Destruction or disruption of man-made or natural resources
- Destruction or diminution of aesthetic values
- Destruction or disruption of community cohesion
- Destruction or disruption of a community's economic vitality
- Destruction or disruption of the availability of public and private facilities and services
- Vibration
- Adverse employment effects
- Displacement of persons, businesses, farms, or nonprofit organizations
- Increased traffic congestion
- Isolation
- Exclusion or separation of minority or low-income individuals within a given community or from the broader community
- The denial of, reduction in, or significant delay in the receipt of, benefits of DOT programs, policies, or activities

In order to analyze EJ impacts for the projects in the ERPC MPO region, staff reviewed the projects using the long range travel demand model for the Sandusky Urbanized Area that was developed by the Modeling and Forecasting Section of ODOT's Office of Statewide Planning and Research. The model aided in quantitatively evaluating the effectiveness of the projects and their impact potential to the targeted populations. The MPO region was divided into over 400 traffic analysis zones (TAZs) based on the review of census data, residential patterns, employment, education, recreational locations, and travel characteristics. Travel times were used to analyze the results of project implementation in order to assess accessibility to the generator zones for both targeted and non-targeted populations. Travel times to identified destinations for eleven EJ traffic analysis zones (where poverty, minority, 65 years and older, limited English proficiency, disability, and households with no vehicles available were two times above the county averages) were compared against five non-EJ TAZs. Results show an average decrease in travel times (-0.2 minute) for EJ target zones as compared to average travel times for those non-EJ zones. Programmed projects improved travel times for those identified EJ target areas and did not negatively affect the target groups. The total average travel time difference for all EJ and non-EJ areas show an overall decrease of 18 seconds. 88% of projects in the TIP for FY 2019-2022 for the ERPC MPO region can be considered system preservation projects while the other 12% are projects that include sidewalk installations. Preservation type projects include resurfacing, culvert replacement, signal projects and overall general maintenance of the transportation system. These types of projects have little or no adverse impact on the population. The factors listed above were considered upon review of the projects to measure the impact upon the targeted areas.

Upon staff review, both quantitatively (as explained) and subjectively, it is believed that no disproportionately high and adverse effects on minority and low-income populations are encountered as a result of the proposed projects listed in this TIP. Additionally, the ERPC staff and its committees considers any adverse effects that a proposed project may have, to ensure that an adverse effect is not predominately borne by a minority population and/or low-income population, or will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect to be suffered by the non-minority population and/or non-low-income population.





## SFY 2019 ENVIRONMENTAL JUSTICE REPORT

Maps on the following pages show target areas within the MPO region and associated highway projects that have been identified in the MPO's TIP SFY 2019-2022. Additionally, tabulation of the proportion of all proposed project costs in target EJ areas against total investment was completed and is presented below.

Investment in Target Areas (*Total project costs for all mapped ERPC projects in the TIP)	% of Population	Dollars Programmed*	% of Program	# of Projects
Environmental Justice Area	35%	\$22,837,906	56%	20
Non-Environmental Justice Area	65%	\$17,858,212	44%	13

Additionally, staff also measures the amount of negative impact for those projects listed in the TIP by estimating the amount of real estate actions that may be imposed upon the identified target areas. It is estimated that approximately 5 projects (9% of total programmed dollars) may involve real estate actions; however, all of these identified projects are safety related where the majority of projects involve installation of new sidewalks to provide safer commutes for the non-motorist. After review of the projects, ERPC staff concludes no significant negative impact to occur to the identified target areas.

In summary, the MPO's various committees and staff are dedicated to identifying any adverse or negative impacts to a population as a result of a project, and will consider possible alternatives should disproportionately high and adverse human health or environmental effects be of concern. The committees and staff are dedicated to identifying any adverse or negative impacts to a population as a result of a project, and will consider possible alternatives should 'disproportionately high and adverse human health or environmental effects' be of concern.



## Appendices:

Appendix A.....SFY 2019—2022 Transportation Improvement Program Project Listing

Appendix B.....Map of SFY 2019—2022 TIP Projects and Minority Status

Appendix C.....Map of SFY 2019—2022 TIP Projects and Poverty Status

Appendix D.....Map of SFY 2019—2022 TIP Projects and 65 Years and Older Status

Appendix E.....Map of SFY 2019—2022 TIP Projects and Disability Status

Appendix F.....Map of SFY 2019—2022 TIP Projects and Limited English Proficiency Status

Appendix G.....Map of SFY 2019—2022 TIP Projects and Zero Vehicles Available Households



## Appendix A

# SFY 2019–2022 Transportation Improvement Program (TIP) Project Listing

**ERPC MPO SFY 2019 Environmental Justice Report**  
**Project Listing SFY 2019 - 2022**

PID NUMBER	ODOT DISTRICT	COUNTY NAME	PROJECT NAME	PRIMARY PROGRAM	PROJECT SPONSOR	PRIMARY WORK	FISCAL YEAR	ESTIMATED PROJECT TOTAL
90932	3	Lorain	D03 SRTS Vermilion Inf.	Safe Route to School	Vermilion, City of	Add Sidewalks	2020	\$505,414.25
92889	3	Erie	ERI US 0006 06.41	District Preservation (Pv & Br)	ODOT SPONSORING AGENCY	Resurfacing, Undivided System	2020	\$2,077,587.00
93567	3	Erie	ERI US 0006 17.70 Phase 1	MPOs - STP, CMAQ, Enh	Huron, City of	Bridge Repair	2020	\$193,846.48
94393	3	Erie	ERI SR 0113 06.84	District Preservation (Pv & Br)	ODOT SPONSORING AGENCY	Minor Rehabilitation - Pavement Gnrl Sys	2020	\$2,373,223.00
94444	3	District 3	D03 BH FY2019 (B)	District Preservation (Pv & Br)	ODOT SPONSORING AGENCY	Bridge Repair	2019	\$703,500.00
96331	3	Erie	ERI CR 0120 00.71 (Columbus)	MPOs - STP, CMAQ, Enh	ERIE COUNTY ENGINEER	Minor Rehabilitation - Pavement Prmy Sys	2020	\$1,409,018.76
98406	3	Erie	ERI SR 0101 03.87	District Preservation (Pv & Br)	ODOT SPONSORING AGENCY	Minor Rehabilitation - Pavement Gnrl Sys	2020	\$1,625,756.00
98466	3	Erie	ERI US 0006 00.00	District Preservation (Pv & Br)	ODOT SPONSORING AGENCY	Preventive Maintenance	2019	\$676,840.00
99654	3	District 3	D03 TSG FY2019	District Preservation (Pv & Br)	ODOT SPONSORING AGENCY	Signals	2019	\$447,000.00
100421	3	Erie	ERI US 0006 17.49	District Preservation (Pv & Br)	Huron, City of	Intersection Improvement	2020	\$1,373,219.00
100430	3	Lorain	LOR CR 0070 09.74	MPOs - STP, CMAQ, Enh	Vermilion, City of	Resurfacing, Undivided System	2019	\$828,514.00
100432	3	Lorain	LOR CR 0070 08.74	MPOs - STP, CMAQ, Enh	Vermilion, City of	Resurfacing, Undivided System	2020	\$764,880.00
100938	3	Erie	ERI SR 0002 20.02	District Preservation (Pv & Br)	ODOT SPONSORING AGENCY	Minor Rehabilitation - Pavement Prmy Sys	2022	\$6,553,138.00
101252	3	District 3	HUR SR 0269 05.49	District Preservation (Pv & Br)	ODOT SPONSORING AGENCY	Minor Rehabilitation - Pavement Gnrl Sys	2019	\$865,869.00
101429	3	District 3	D03 CHIP FY2021	District Preservation (Pv & Br)	ODOT SPONSORING AGENCY	Preventive Maintenance	2021	\$2,202,365.00
101431	3	District 3	D03 SMOOTH FY2021	District Preservation (Pv & Br)	ODOT SPONSORING AGENCY	Preventive Maintenance	2021	\$3,663,288.00
101445	3	Erie	ERI SR 0060 08.98	District Preservation (Pv & Br)	ODOT SPONSORING AGENCY	Resurfacing, Undivided System	2021	\$1,305,431.00
103704	3	Erie	ERI US 0006 03.64	District Preservation (Pv & Br)	ODOT SPONSORING AGENCY	Resurfacing, Undivided System	2021	\$577,647.00
103735	3	Lorain	D03 SRTS City of Huron inf	Safe Route to School	Huron, City of	Add Sidewalks	2020	\$448,164.10
103737	3	Erie	D03 SRTS City of Sandusky inf	Safe Route to School	Sandusky, City of	Add Sidewalks	2020	\$237,000.00
103921	3	Erie	ERI US 0006 13.19	District Preservation (Pv & Br)	ODOT SPONSORING AGENCY	Culvert Construction/Reconstr/Repair	2019	\$195,146.00
104261	3	District 3	D03 MOW FY2021-22 (C)	District Maintenance Contracts	ODOT SPONSORING AGENCY	Mowing	2021	\$410,000.00

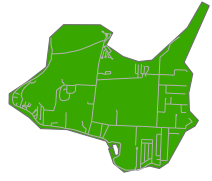
PID NUMBER	ODOT DISTRICT	COUNTY NAME	PROJECT NAME	PRIMARY PROGRAM	PROJECT SPONSOR	PRIMARY WORK	FISCAL YEAR	ESTIMATED PROJECT TOTAL
104278	3	District 3	D03 SMOOTH FY2022	District Preservation (Pv & Br)	ODOT SPONSORING AGENCY	Preventive Maintenance	2022	\$4,119,035.00
105030	3	Erie	ERI CR 5 3.19 (Perkins Ave)	MPOs - STP, CMAQ, Enh	ERIE COUNTY ENGINEER	Mill and Fill	2019	\$709,793.70
105033	3	Erie	ERI CR 0505 00.00 (Meigs St)	MPOs - STP, CMAQ, Enh	Sandusky, City of	Minor Rehabilitation - Pavement Gnrl Sys	2022	\$1,059,720.84
105034	3	Erie	ERI TR 007 03.75 (Strub sidewalk)	MPOs - STP, CMAQ, Enh	Perkins, Township of	Add Sidewalks	2022	\$382,140.00
105333	3	District 3	D03 LG FY2019(A)	District Maintenance Contracts	ODOT SPONSORING AGENCY	Lighting Maintenance	2019	\$150,000.00
105584	3	Erie	D03 BP ERI Paint	District Preservation (Pv & Br)	ODOT SPONSORING AGENCY	Bridge Repair	2022	\$1,200,000.00
105587	3	Erie	ERI Deck Overlay	District Preservation (Pv & Br)	ODOT SPONSORING AGENCY	Bridge Repair	2020	\$430,000.00
106342	3	Erie	D03 SRTS Edison Inf	Safe Route to School	Milan, Village of	Add Sidewalks	2021	\$333,600.00
106672	3	Erie	ERI AT Sandusky Inf	Safety HSIP Federal	Sandusky, City of	Bicycle and Pedestrian	2020	\$153,561.14
107223	3	Erie	ERI US 0006 16.07	MPOs - STP, CMAQ, Enh	Huron, City of	Resurfacing, Undivided System	2021	\$1,471,421.00
109054	3	District 3	D03 GR FY2020(A)	District Preservation (Pv & Br)	ODOT SPONSORING AGENCY	Guardrail Maintenance/Repair (NEW)	2020	\$1,250,000.00

Source: ODOT TIMs October 2018



## Appendix B

### Map of SFY 2019-2022 TIP Projects and Minority Status



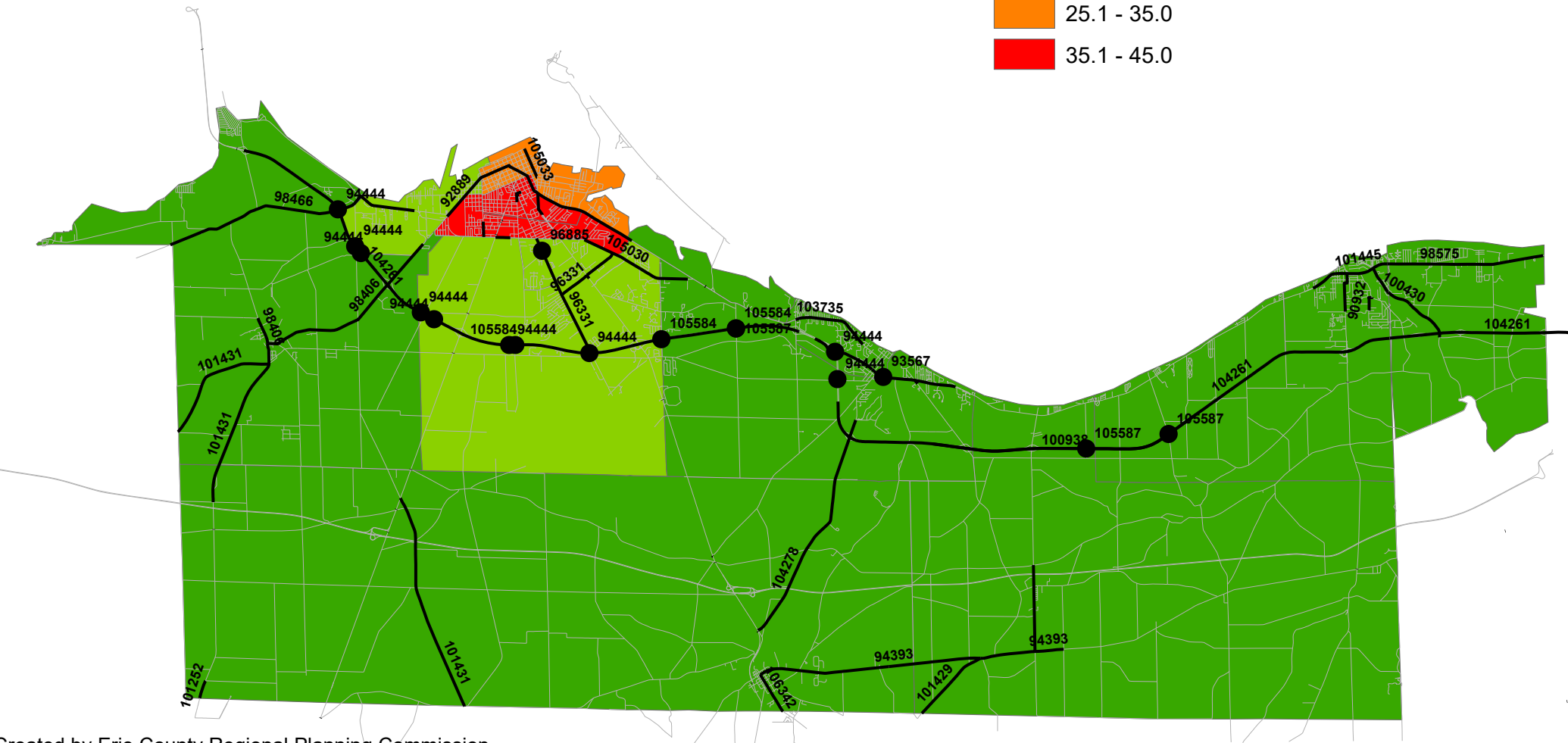
# ERPC MPO SFY 2019 - 2022 TIP Projects

## Minority Population

### Legend

#### PCT Minority Population

- 1.9 - 10.0
- 10.1 - 16.1 (Erie County Average = 16.1%)
- 16.2 - 25.0
- 25.1 - 35.0
- 35.1 - 45.0

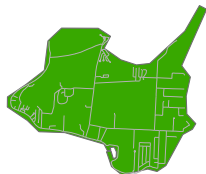




## Appendix C

### Map of SFY 2019-2022 TIP Projects and Poverty Status





## Legend

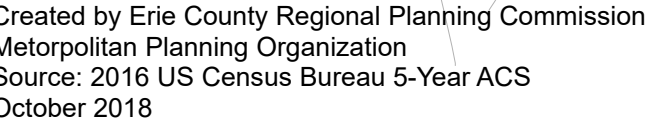
1.7 - 4.4

4.5 - 9.4

9.5 - 12.8 (Erie County Average = 12.8%)

12.9 - 20.7

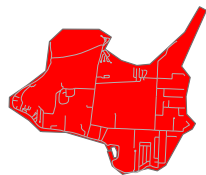
20.8 - 29.0










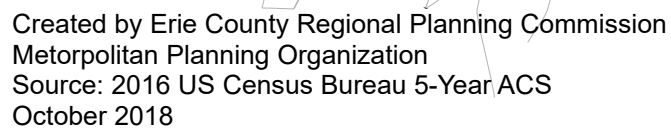
## Appendix D

### Map of SFY 2019—2022 TIP Projects and 65 Years and Older Status



## Legend

	11.7 - 15.0
	15.1 - 19.6 (Erie County Average = 19.6%)
	19.7 - 25.0
	25.1 - 30.0
	30.1 - 40.0





## Appendix E

### Map of SFY 2019—2022 TIP Projects and Disability Status

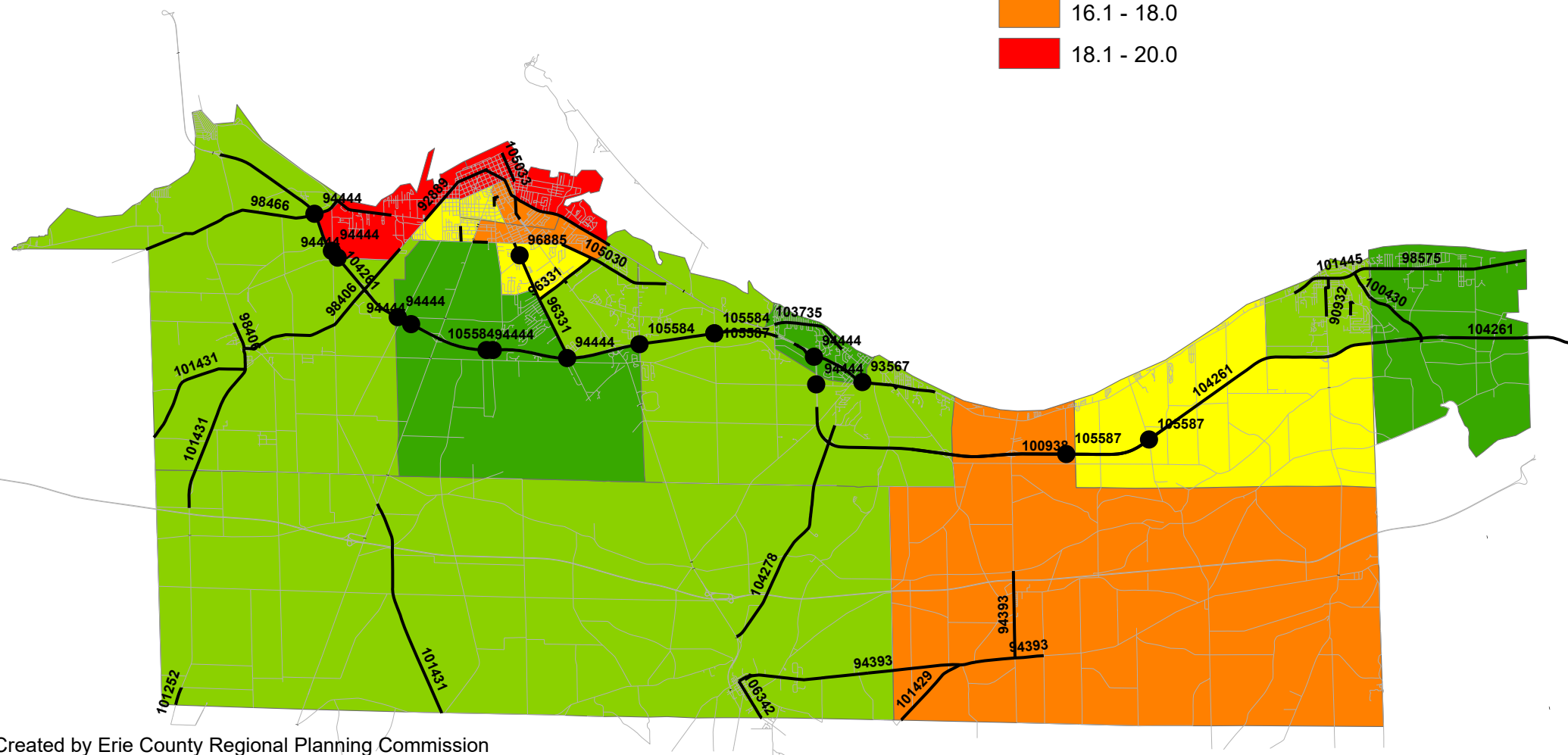
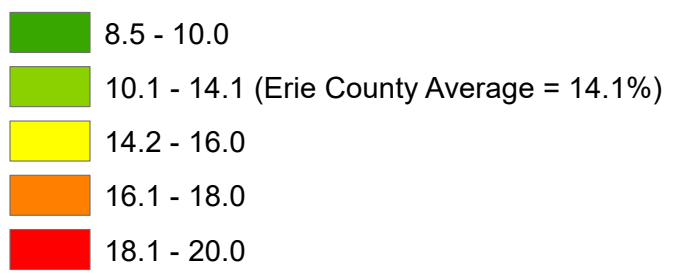


# ERPC MPO SFY 2019 - 2022 TIP Projects

## Disabled Population

### Legend

#### PCT Population with a Disability





## Appendix F

### Map of SFY 2019—2022 TIP Projects and Limited English Proficiency Status

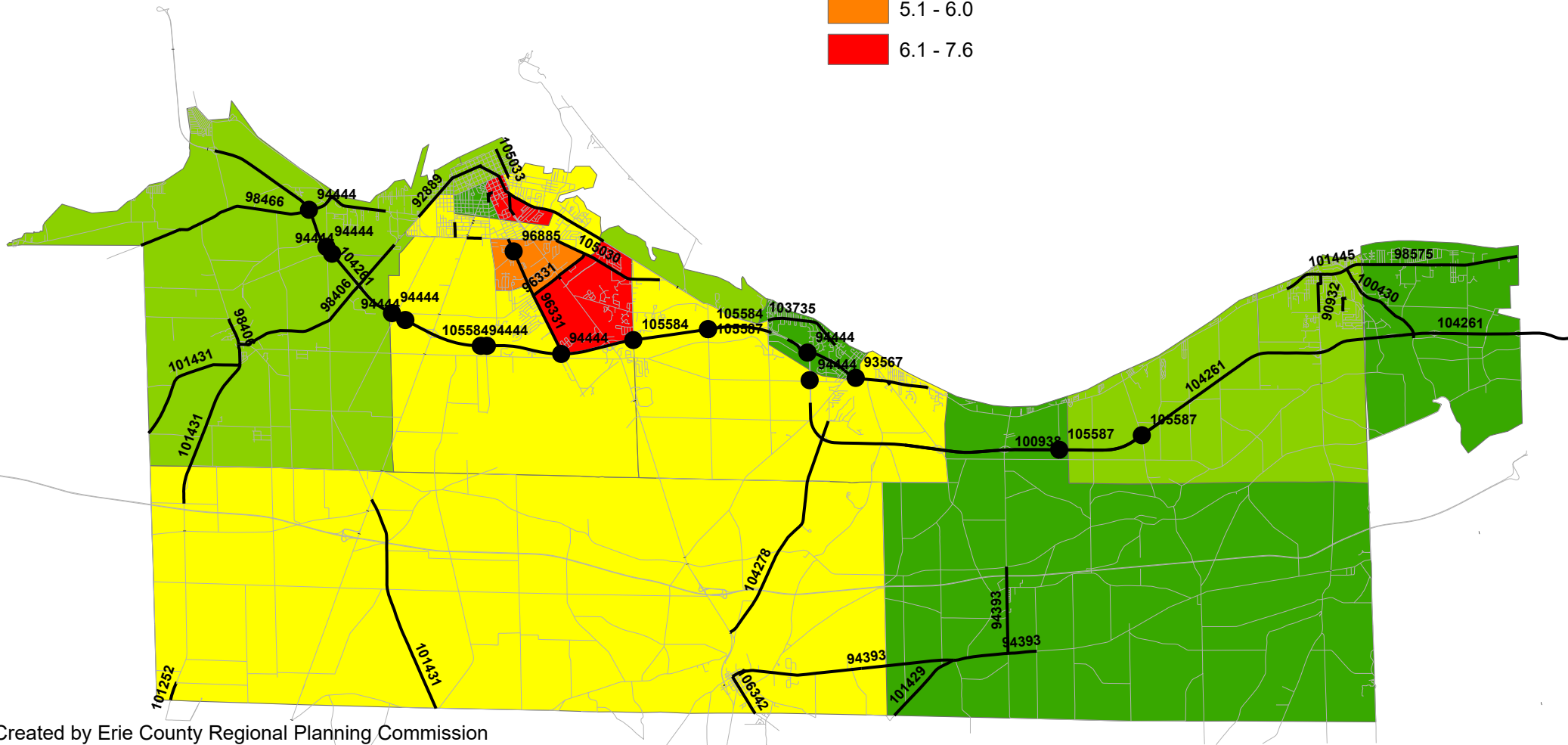
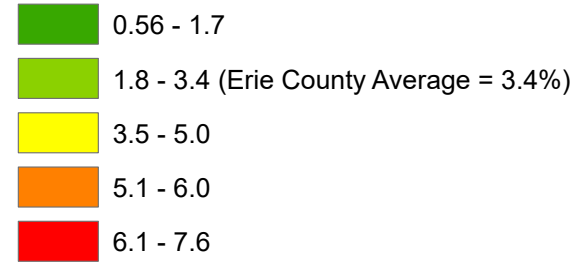


# ERPC MPO SFY 2019 - 2022 TIP Projects

## Limited English Proficiency Population

### Legend

PCT of Population that speak English "less than very well"

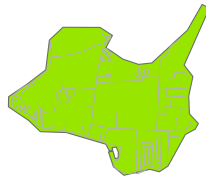









## Appendix G

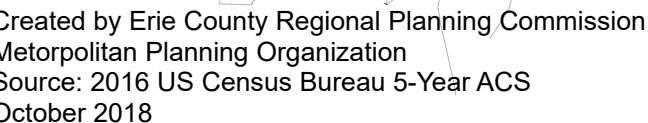
### Map of SFY 2019—2022 TIP Projects and Zero Vehicles Available Households





## Legend

	0.8% - 3%
	3.01% - 6.93% (Erie County Average = 6.93%)
	6.94% - 10%
	10.01% - 15%
	15.01% - 20.1%



Title VI Baseline Assessment, 2020

Attachment F: 2040 Long-Range Plan

\*For supplemental Appendices please contact staff

# 2040 Long Range Transportation Plan

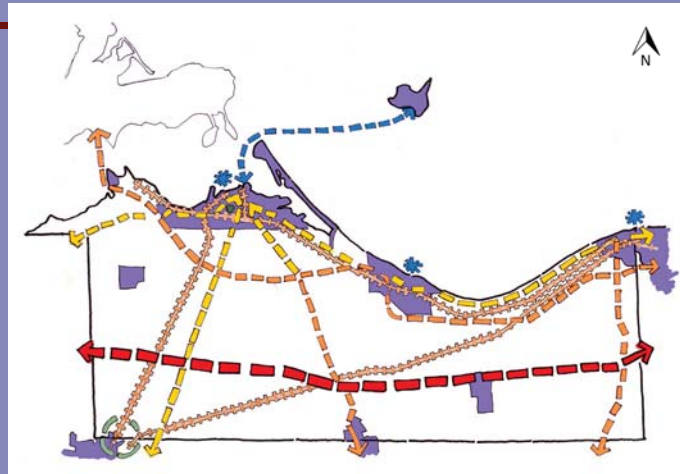


July 2015



ERIE COUNTY

METROPOLITAN PLANNING ORGANIZATION



## **CHAPTER 1. INTRODUCTION**

**1.1 Metropolitan Planning Organization History:** The Federal-Aid Highway Act of 1962 created the requirement for urban transportation planning, largely in response to the construction of the Interstate Highway System and the planning of routes through and around urban areas. This was the first legislative mandate requiring planning as a condition to receiving federal transportation funds. The Act required that transportation projects in urbanized areas of 50,000 or more in population be based on a continuing, comprehensive transportation planning process undertaken cooperatively by the states and local governments also known as the “3C” (continuing, comprehensive and cooperative) planning process.

Two features of the act were significant with respect to the development of Metropolitan Planning Organizations (MPOs). First, it called for a planning process in urban areas on a regional rather than a city level, and second it called for the process to be carried out cooperatively by the states and local communities. At the time, qualified planning agencies were lacking in many urban areas. Therefore, the Bureau of Public Roads (predecessor to the Federal Highway Administration) required the creation of entities that would be capable of carrying out the required transportation planning process. Hence MPOs quickly came into being due to the rapid growth of the highway system and the federal financing of the planning process.

Later transportation legislation, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and its successor, the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), strengthened the role of the MPOs, required stakeholder involvement, encouraged a multi-modal approach to transportation planning and identified specific “planning factors”. In 2005, the President signed into law the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) with guaranteed funding for highways, highway safety and public transportation representing the largest surface transportation investment in the Nation’s history at the time. SAFETEA-LU featured a strong fundamental core formula program with emphasis on targeted investment.

In 2012, the President signed a new transportation bill replacing SAFETEA-LU with Moving Ahead for Progress in the 21<sup>st</sup> Century, or MAP-21. Seven goals serve as the basis of the bill, these are shown in Figure 1-1 below. A new requirement of MAP-21 regarding MPOs is the creation of performance measures in its short range planning programs. MAP-21 also impacted the funding category of Transportation Enhancement converting it to Transportation Alternative dollars. Items that are covered under TA funding include: bicycle and pedestrian facilities, safe routes projects for non-drivers and the construction of turnouts, overlooks and viewing areas along with projects that fall under a list of community improvement activities.

All MPOs are required to produce a fiscally constrained Long Range Transportation Plan to address projects, programs and policies for a twenty year timeframe; to develop a four-year Transportation Improvement Program (TIP) to identify highway, transit, and non-motorized improvements (bike, pedestrian, historic, etc.) which receive federal funding and to adopt a comprehensive Unified Planning Work Program (UPWP) that determines the MPOs transportation planning activities for a one-year period.

**1.2 What is a Long Range Transportation Plan?** The LRTP was developed cooperatively by the Erie Regional Planning Commission (ERPC) along with local, state, federal and private stakeholders to identify short-, mid-, and long-range transportation goals. This list of projects can be found in Chapter Nine. Some of the identified projects have been designated for federal funding in the future, some projects are illustrative and have no cost or designated funding associated with them, and some projects simply list the type of funding they plan on pursuing to complete the project. The financial capacity analysis, found in Chapter Ten, is a tool used to illustrate jurisdictional ability to finance and comply with the federal LRTP mandate of fiscal constraint. Planning efforts are guided by federal requirements of the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), the Americans with Disabilities Act

of 1990 (ADA), the 1964 Title VI Civil Rights Act, the 1994 Environmental Justice Executive Order 12898, and the Clean Air Act Amendments of 1990 (CAAA).

The Erie County metropolitan area's Long Range Transportation Plan (LRTP) provides tools and strategies for the area's jurisdictions to work cooperatively to provide a well-maintained, integrated and accessible transportation system that efficiently moves people and goods (freight). ERPC's LRTP covers a 25-year timeframe and addresses all modes of transportation including air, bicycle, pedestrian, rail, road, transit and waterborne. The goal of the LRTP is to offer fiscally constrained planning initiatives and policy directives to preserve the infrastructure and improve the effectiveness of the Erie County metropolitan transportation system through the Year 2040.

**Figure 1-1: MAP-21 Goals <sup>1</sup>**

Goal area	National goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System
System reliability	To improve the efficiency of the surface transportation system
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced project delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

**1.3 Structure of the MPO:** The Erie Regional Planning Commission is the designated MPO for the Erie County urbanized area. As shown below, the MPO is comprised of all of Erie County as well as the incorporated areas of the City of Vermilion in Lorain County. The MPOs primary role is to provide guidance and leadership on transportation and land use planning issues in the Erie County metropolitan area. A key goal is to focus the area's limited transportation funding on projects that yield the greatest benefit and integrate with the existing transportation system. In addition, emphasis is placed on a regional approach to ensure all government entities in Erie County have equal access to federal surface transportation funding. To this end, the MPO conducts studies, develops plans/programs and submits projects for funding in the metropolitan area.

The ERPC MPO is comprised of a policy committee consisting of local officials, operators of major modes of transportation, and the Ohio Department of Transportation (ODOT). In addition, the Erie County Office of Regional Planning Development functions as a "handling agency", providing staff to conduct the area's urban transportation planning process with the direction and guidance of the policy committee. In 2003, ODOT sent the required correspondence to formally establish the MPO in Erie County. The correspondence designated the Policy Committee of the ERPC as the MPO with ERPC serving as the administrative handling agency by providing staff for the daily MPO operation.

Beginning in early 2003, ERPC reviewed and subsequently approved the agreement between the MPO and ODOT to administer federal transportation funds that flow through the MPO. At the same time, a structure was put in place to allow the MPO to function effectively. The structure of the organization was strengthened by the formation of a Technical Advisory Committee (TAC) to aid in the project review and selection process.

The Policy Committee worked to ensure greater public outreach and comment as a component of future MPO projects. They approved the Public Involvement Policy (PIP) and selected members for the Citizens Advisory

<sup>1</sup> <https://www.fhwa.dot.gov/map21/factsheets/pm.cfm>

Committee (CAC). The PIP, a key piece of the Public Outreach Program (POP), ensures greater public access and comment on future projects. The PIP also serves as a guideline to proactively engage the public in developing and updating major agency plans and studies. The ERPC public involvement program is intended to include all citizens, affected public agencies, transportation agency employees, community organizations and other interested parties. The CAC consists of interested citizens in the Erie County region and it functions by involving the public in the transportation decision-making process. Each Policy Committee member appoints one member with their role being to both encourage and facilitate community involvement and to advise the Policy Committee on transportation planning matters. Let it be noted that projects recommended for inclusion in between LRTP updates, should be amended to the plan through resolution by the MPO Policy Committee. Recently, during the 2010 Census the MPO area revealed a population of nearly 50,000 people in the Sandusky urbanized area. Due to the support on the local, state and federal levels ERPC maintains its designation as an MPO.

**Figure 1-2: MPO Committees**

