

# Moving the Community Forward

## FY18 PLANNING GRANT



2018 Planning Grant Contact  
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## Title VI/Non-Discrimination Policy

It is Eastgate'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 Eastgate's programs, policies, or activities.

# EASTGATE REGIONAL COUNCIL OF GOVERNMENTS

*Serving Northeast Ohio since 1973*

The Eastgate Regional Council of Governments is a multipurpose Regional Council of Governments for Ashtabula, Mahoning and Trumbull Counties, as established by Section 167.01 of the Ohio Revised Code. Eastgate is the agency designated or recognized to perform the following functions:

- Serve as the Metropolitan Planning Organization (MPO) in Mahoning and Trumbull counties, with responsibility for the comprehensive, coordinated, and continuous planning for highways, public transit, and other transportation modes, as defined in Fixing America's Surface Transportation Act (FAST Act) legislation.
- Perform continuous water quality planning functions in cooperation with Ohio and U.S. EPA.
- Administration of the Clean Ohio Conservation Funds.
- Provide planning to meet air quality requirements under FAST Act and the Clean Air Act Amendments of 1990.
- Administration of the Economic Development District Program of the Economic Development Administration.
- Administration of the Local Development District of the Appalachian Regional Commission.
- Administration of the State Capital Improvement Program for the District 6 Public Works Integrating Committee.
- Administer the area clearinghouse function, which includes providing local government with the opportunity to review a wide variety of local or state applications for federal funds.
- Administration of the regional Rideshare Program for Ashtabula, Mahoning, and Trumbull counties.
- Conduct demographic, economic, and land use research.
- With General Policy Board direction, provide planning assistance to local governments that comprise the Eastgate planning area.

## GENERAL POLICY BOARD (2017)

Chairman – Casey Kozlowski, Ashtabula County

Vice Chairman – Pat Ginnetti, Mahoning County

Mayor Eric Augustein, Village of Beloit  
Mayor Ruth Bennett, Village of Orangeville  
Mauro Cantalamessa, Trumbull County Commissioner  
Mayor John Darko, City of Hubbard  
David Ditzler, Mahoning County Commissioner  
J.P. Ducro, IV, Ashtabula County Commissioner  
James Ferraro, Director, Western Reserve Transit Authority  
Mayor Douglas Franklin, City of Warren  
Frank Fuda, Trumbull County Commissioner  
Fred Hanley, Hubbard Township  
Mark Hess, Trumbull County Transit  
Mayor Arno Hill, Village of Lordstown  
Mayor, Village of McDonald  
Mayor James Iudiciani, Village of Lowellville  
Mayor, Village of Washingtonville  
Mayor Harry Kale, Village of New Middletown  
Mayor Bernie Kosar, Sr., City of Canfield  
Paul Makosky, City of Warren  
Mayor Shirley McIntosh, Village of West Farmington  
Mayor John McNally, City of Youngstown  
Mayor James Melfi, City of Girard  
John Moliterno, Western Reserve Port Authority

Mayor Nick Phillips, City of Campbell  
Mayor J. Michael Pinkerton, Village of Sebring  
James J. Pirko, Citizens Advisory Board Representative, Trumbull County  
Daniel Polivka, Trumbull County Commissioner  
Kurt Prinic, OEPA NE District Chief  
Carol Rimedio-Righetti, Mahoning County Commissioner  
Randy Samulka, Citizens Advisory Board Representative, Mahoning County  
Mayor Thomas Scarnecchia, City of Niles  
Mayor Timothy Sicafuse, Village of Poland  
Randy Smith, Trumbull County Engineer  
Mayor Dave Spencer, Village of Craig Beach  
Mayor Terry Stocker, City of Struthers  
Zachary Svette, Trumbull County Metro Parks  
Anthony Traficanti, Mahoning County Commissioner  
Anthony Urankar, District Deputy Director, ODOT District 4  
Mayor Lyle A. Waddell, Village of Newton Falls  
Joe Warino, City of Canfield  
Kathryn Whittington, Ashtabula County Commissioner  
Mark Winchell, Ashtabula County  
Joanne Wollet, Poland Township Trustee  
Mayor James Wooffer, City of Cortland  
Aaron Young, Mill Creek Metro Parks

## TECHNICAL ADVISORY COMMITTEE (2017)

Chairman- Gary Shaffer Vice Chairman-Kristen Olmi

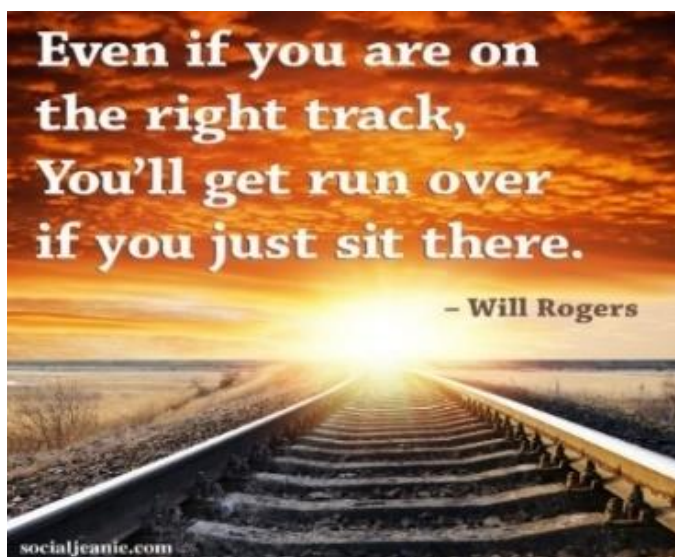
## CITIZENS ADVISORY BOARD (2017)

Chairman- James J. Pirko Vice Chairman- Randy Samulka

## MOVING THE COMMUNITY FORWARD

### 2018 Planning Grant Schedule

Dates	Milestone
December 8, 2017	Letter of Intent
December 18, 2017 - (week of)	Pre-application meeting
January 8, 2018 (week of)	Open applications for FY 2018 Planning Grant - Pre-meeting
January 24, 2018	Application due to Eastgate by EOB
January 29, 2018 - February 5, 2018	Eastgate staff review and evaluation, comment and revisions
February 19, 2018 - (week of)	Interviews with Planning Grant Committee
February 26, 2018 - March 23, 2018	Planning Grant Committee review, scoring
March 26, 2018 (week of)	Planning Grant Committee meet to determine recommendations
April 5, 2018	Recommendations to TAC & CAB for approval
April 30, 2018	General Policy Board approval



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### PLANNING

- The process of deciding in detail how to do something before starting to do it.
- An act of formulating a program for a definite course of action.
- Provides direction.
- Reduces overlapping and wasteful activities.
- Promotes innovative ideas
- Facilitates decision making.
- Facilitates proper coordination.

Eastgate is providing a total of \$30,000 for planning. This funding is coming from our Consolidated Planning Grant (CPG) funds, therefore a minimum of 10% match will be required from the successful applicant.

Sample planning process:



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### PURPOSE

Eastgate Regional Council of Governments offers a Planning Grant to assist municipalities with planning efforts that:

- Define the transportation cohesiveness between multimodal transportation systems and local land use objectives that achieve the regional transportation goals
- Aid municipalities with the creation of planning documents that support improvements in traffic flow, safety, and overall efficiency of the transportation system
- Provide city governments with planning resources to achieve community visions as related to transportation and land use needs that promote future economic growth

The Planning Grant should further the following principals:

- Increase alternative transportation options to connect people and places
- Promote Complete Street principles to create vibrant and safe places for all users
- Leverage transportation projects to develop places which support alternative transportation and complete streets through land use and design
- Preserve existing infrastructure (Capital Improvement Plan)
- Support economic development
- Enhance quality of life in the Mahoning Valley

Eastgate's goal is to award planning grants to communities and implementing governmental agencies that have legal authority to sponsor federal-aid capital improvement projects. (see eligibility on page 7). Applicants may have more than one sponsor. No more than two grant applications per sponsor can be submitted

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in the same round. If submitting two applications the sponsor needs to prioritize the applications. Project submittals will be evaluated and prioritized by a Planning Grant Selection Committee. The selection committee will prepare a list of prioritized projects to be funded, with recommendations advanced to Eastgate's Technical Advisory Committee, Citizens Advisory Board, and General Policy Board for approval.



## PRINCIPALS

### ALTERNATIVE TRANSPORTATION

Alternative transportation refers to commuting in anyway other than driving alone. Examples include biking, walking, carpooling, and public transportation.

**Pedestrian infrastructure** promotes livable communities by increasing pedestrian safety, providing an alternative to driving, and encouraging community interaction and exercise. Pedestrian areas should be targeted where the land use is most conducive, such as higher density, mixed-use areas. Investments in pedestrian infrastructure include sidewalks, crosswalks, curb ramps, signs, street lighting, and benches.

**Bicycling facilities** play an important role in the transportation system. They provide recreational opportunities and an alternative to automobile transportation. Bike facilities, including trails, bike lanes, wide shoulders, bike racks, pavement

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markings, and signs, provide a safe environment for people to bike and encourage biking for commuting, enjoyment, and exercise.

**Public transportation** is a critical part of the transportation system. It provides access to employment, schools, shopping, and residential neighborhoods. It also provides alternate modes of transportation and helps reduce congestion and pollution. Increasing transit usage and transit as a viable option is an important element of creating a balanced transportation network.

### COMPLETE STREETS

Complete Streets is a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets allow for safe travel by those walking, cycling, driving automobiles, riding public transportation, or delivering goods.

Complete streets are designed and operated to ensure safe access for all users, including pedestrians, bicyclists, transit riders, and motorists of all ages and abilities. Complete streets utilize the road and right-of-way to create a safe and comfortable environment for all, encouraging walking and bicycling for commuting and recreation. Elements of complete streets will vary depending on the neighborhood type and area, but may include sidewalks, bike lanes or wide shoulders, median islands, crosswalks, bus lanes and bicycle and pedestrian signals.

### LAND USE AND DESIGN

Land-use planning seeks to order and regulate land use in an efficient and ethical way, thus preventing land-use conflicts. Governments use land-use planning to manage the development of land within their jurisdictions. In doing so, the governmental unit can plan for the needs of the community while safeguarding natural resources. To this end, it is the systematic assessment of land and water potential, alternatives for land use, and economic and social conditions in order to select and adopt the best land-use options. Often one element of a comprehensive



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plan, a land-use plan provides a vision for the future possibilities of development in neighborhoods, districts, cities, or any defined planning area.

The purpose of the planning grant is to better understand the relationship between land use and transportation to encourage transportation projects which support vibrant, healthy and inclusive places where people of all ages, abilities and income have viable transportation choices to get to schools, jobs, shopping and recreation. Land use patterns, urban design, and density are vital aspects in effective alternative transportation and complete street projects. While they vary by community context, common elements include buildings up to the street, mixed-use development, walkable neighborhoods, public spaces and placemaking.

### **CAPITAL IMPROVEMENT PLAN (CIP)**

A Capital Improvement Plan (Program), or CIP, is a short-range plan, usually four to ten years, which identifies capital projects, provides a planning schedule and identifies options for financing the plan. Essentially, the plan provides a link between a municipality, school district, parks and recreation department and/or other local government entity and a comprehensive and strategic plan and the entity's annual budget.

The purpose of this plan is to forecast and match projected revenues and major capital needs over a specific period. The Capital Improvement Program is a flexible plan for long-range capital project scheduling and financial projections. Several benefits are derived from using this capital programming process:

- Coordination of multi-agency governmental and private improvement projects requiring adequate planning, design, land acquisition and construction.
- Reduces duplication of effort and expenses in planning and preliminary engineering.
- Published document provides policy direction of major public improvement projects.
- The public is informed on intentions.
- A systematic approach to project scheduling and capital financial planning which provides policy guidelines to assist in more efficient and effective management of available resources.

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### **ECONOMIC DEVELOPMENT**

Economic Development creates the conditions for economic growth and improved quality of life by expanding the capacity of individuals, firms, and communities to maximize the use of their talents and skills to support innovation, lower transaction costs, and responsibly produce and trade valuable goods and services.

Economic development is supported by coordinating land use and transportation. At minimum, the coordination of land use and transportation requires that those concerned with the well-being of a community assess and evaluate how land use decisions affect the transportation system, and can increase viable options for people to access opportunities, goods, services, and other resources to improve the quality of their lives. The transportation sector should be aware of the effects the existing and future transportation systems may have on land use development demand, choices, and patterns.

### **QUALITY OF LIFE**

Quality of life (QOL) is the general well-being of individuals and societies, outlining negative and positive features of life. It observes life satisfaction, including everything from physical health, family, education, employment, wealth, religious beliefs, finance and the environment.

The intent is to preserve and even enhance valued natural and cultural resources and facilitate healthy, sustainable communities and neighborhoods. Consider strategies that will protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development.

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### ELIGIBILITY

Only communities and implementing governmental agencies that have legal authority to sponsor a federal-aid capital improvement in Mahoning and Trumbull counties are eligible to apply.

Eligible applicants include: political subdivisions, other state agencies, boards, commissions, regional transit authorities, county transit boards, and port authorities. (Ohio Revised Code Chapter 5501.03, Paragraph D)

Non-implementing government agencies and non-government organizations must partner with an eligible government entity to co-sponsor a planning grant. Only eligible applicants can complete the application and assume responsibility for entering a funding agreement with Eastgate to carry out the planning project.

### **Planning Grant Activities:**

Only planning activities are eligible for the Eastgate Planning Grant. Planning activities must coordinate with partners and stakeholders and result in deliverables that recommend transportation infrastructure improvements.

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Activities that specifically facilitate and promote sustainable development, multimodal transportation, and complete and complete streets are strongly encouraged.

We are looking for planning projects that include:

- Transportation improvements
- Site specific recommendations
- Land Use considerations

### **INELIGIBLE ACTIVITES**

- Preliminary engineering
- Environmental documentation
- Final design
- Preparation of environmental document
- Right-of-way acquisition
- Preparation of bid documents
- Construction

Planning projects that encourage or reinforce single occupancy vehicle travel, or suburban/exurban sprawl are ineligible

## **EXPECTED OUTCOME**

### **IMPLEMENTATION PLAN**

An implementation plan is a required product for the Planning Grant. This plan will identify potential funding sources for each proposed item of work and what year it we be needed. The implementation plan will also identify how the proposed work can be broken into phases and how the phases will be prioritized.

### **PROCESS**

Once the planning grant has been awarded, Eastgate staff will meet with the sponsor for a kick-off meeting and to prepare a Request for Proposals to hire a consultant. Once the consultant is chosen, Eastgate will work with the consultant to

## MOVING THE COMMUNITY FORWARD

write a contract to perform the requested work. While the contract is being drafted, Eastgate staff will continue to work with the recipient to better identify the existing conditions and the desired outcomes of the study. Once the contract is signed by all parties, the consultant will then take the lead with the study, determining a schedule and pace to complete the project while working as a team with both the sponsor and Eastgate staff we will determine what portions of the study Eastgate staff can assist in, for example, maps.



## APPLICATION

**Local commitment, in the form of specific legislation, is required of sponsors and co-sponsors seeking planning grant funds at the application deadline.**

This ensures that Council and Boards recognize that the project is being submitted for federal funding. Legislation must include the following: project name, description, cost, and if providing a local match. All projects, regardless of a local

## ***MOVING THE COMMUNITY FORWARD***

match is provided, are required to include legislation. Failure to submit legislation by the established due date may result in cancellation of project application.

1. Applicant/Sponsor (Implementing Government Agency Only)
  - Community/Agency
  - Project Manager
  - Phone Number
  - Fax Number
  - Email Address
  - Mailing Address
  
2. Project Co-Sponsor (If applicable, please indicate which agency and project manager will be the lead)
  - Community/Agency
  - Project Manager
  - Phone Number
  - Fax Number
  - Email Address
  - Mailing Address
  
3. Planning Study Summary – List the planning study title and briefly describe the project. (150 words max.)
  
4. Study Area & Map – Please describe in detail the study area, including physical boundaries and limits. Include a map of the proposed planning area, with limits of the study clearly visible.

## ***MOVING THE COMMUNITY FORWARD***

Please answer the remaining questions. Answers should be no longer than 1 page per question and attached to this application. Please include any supporting documentation such as pedestrian counts, crash reports, or identification on Eastgate reports or other community plans.

### **1. Purpose & Need** (20 point)

What are the transportation issues facing the area?

How will this project address these needs to improve the community?

List any current projects that demonstrate prior commitment to addressing these issues.

### **2. Outcomes** (15 points)

The program is designed to provide communities with funding to develop transportation plans that will lead to projects eligible for Eastgate funds.

What are the expected outcomes?

What does success look like?

### **3. Moving the Community Forward** (25 points)

How does this project further the goals of Moving the Community Forward outlined below?

- Increase alternative transportation options to connect people and places
- Promote Complete Streets principles to create vibrant and safe places for all users
- Leverage transportation projects/funding to develop places which support alternative transportation and complete streets through land use and design

### **4. Level of Use** (20 points)

As a result of the project, what is the anticipated level of use/positive impact you expect to have? Please describe and include any data which supports how many people will be served by the project.

### **5. Project Cost** (20 points)

## MOVING THE COMMUNITY FORWARD

Requested funding (up to \$30,000):

Local match (minimum of 10%):

Total project cost:

Please explain why the total project cost is appropriate to the project scope. If providing matching funds, the local match must be described in the legislation. Please see the scoring matrix on the following page.

### Grant Dollars Requested

\$5,000 to \$9,999	10 points
\$10,000 to \$14,999	9 points
\$15,000 to \$19,999	8 points
\$20,000 to \$24,999	7 points
\$25,000 to \$ 30,000	6 points

### Local Match

(Percent of total project cost)

40% or greater	10 points
30% to 39%	8 points
20% to 29%	6 points
10% to 19%	4 points

### Scoring Breakdown

	MAX PTS
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## *MOVING THE COMMUNITY FORWARD*

Project Purpose & Need	20 points
Project Outcomes	15 points
Grant Principles	25 points
Level of Use	20 points
Dollars Requested	10 points
Local Match	10 Points
<b>Total</b>	<b>100 points</b>

Sample Resolution (if needed)

Resolution # \_\_\_\_\_

WHEREAS, \_\_\_\_\_(agency/organization) is submitting an application to Eastgate Regional Council of Governments (Eastgate) for funding through the Moving the Community Forward Planning Grant; and

WHEREAS, the Moving the Community Forward Planning Grant provides federal funds for projects that integrate transportation and land use planning, increase transportation options, and promote livability; and

WHEREAS, the Moving the Community Forward Planning Grant is paid on a reimbursement basis, requiring the applicant to first expend funds and then request reimbursement from Eastgate; and

WHEREAS, \_\_\_\_\_(agency/organization) agrees to abide by all federal requirements as sub-recipient of federal transportation funds, including Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act, and including all applicable federal procurement requirements; and

WHEREAS, \_\_\_\_\_(agency/organization) agrees to be responsible for managing all sub-contracting agencies, organization, or consultants; and

WHEREAS, \_\_\_\_\_(agency/organization) is authorized to execute a contract with the Ohio Department of Transportation (ODOT) and Eastgate if selected for the Moving the Community Forward Planning Grant.

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NOW, THEREFORE, BE IT RESOLVED by the Governing Body of

\_\_\_\_\_ (agency/organization) that:

Authorization is given to \_\_\_\_\_ (Authorized Official/Executive Director) to submit this application to Eastgate, acting as designated recipient of USDOT funds, for the Moving the Community Forward Planning Grant and to execute a contract with Eastgate if selected for funding.

\_\_\_\_\_  
Signature of Authorized Official

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name of Authorized Official

\_\_\_\_\_  
Signature of Witness

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name of Witness