



Toledo Metropolitan Area Council of Governments

Transportation Improvement Program (TIP)

Application Packet
for

TRANSPORTATION ENHANCEMENT PROGRAM

**APPLICATIONS DUE
December 15, 2010**

Issued by:
Toledo Metropolitan Area Council of Governments
300 Martin Luther King Jr. Drive
P. O. Box 9508
Toledo, Ohio 43697-9508

Revised October 2010 (see pages 8 and 14)

INTRODUCTION

The federal surface transportation law Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provides funding for Transportation Enhancement (TE) activities. The Ohio Department of Transportation (ODOT) gives Toledo Metropolitan Council of Governments (TMACOG) responsibility for selecting projects for Transportation Enhancement funding. These projects become part of TMACOG's four-year Transportation Improvement Program or TIP. *(To see the current TIP, visit the Transportation page at www.tmacog.org)*

- For the purposes of the TMACOG Transportation Enhancement funding program, the TMACOG region is Lucas and Wood counties.
- TE funds are provided to TMACOG on a state fiscal year basis. State fiscal years begin on July 1 of the preceding calendar year. (Thus FY 2012 begins on July 1, 2011)
- Approximately \$700,000 per year is available for our TE program. We are seeking approximately two years of projects, expected to be funded in FY 2014 and 2015. The amount of funds for this round, and the year a project is to be funded, will be based on funding availability and is subject to change.

Project Timing and Funding

In order to insure the TMACOG region retains this federal money, Transportation Enhancement funds (Along with other federal transportation funds for our region) need to be obligated (encumbered) during the appropriate fiscal year, according to ODOT guidelines. (By appropriate fiscal year, we mean the fiscal year they are scheduled for funding in the TMACOG four-year TIP.)

- ODOT will not credit the funds as spent until a project contract has been let (signed).
- As a result, the TE project should be ready for obligation by July 1 of the fiscal year for which it is funded. Being ready for obligation includes environmental clearance already received, right-of-way cleared, and plans and specifications approved by ODOT, so that the applicant is ready to submit the final package to ODOT when so requested. (The plans, specifications and estimate or PS&E package should be completed and submitted for approval by the preceding March 1.)

If your project is selected, **you are strongly encouraged to move ahead as rapidly as possible.** If funds become available sooner than your funding year, you may be able to start early. An early start maximizes benefits for your community and our region.

Please note two important questions at the end of the application:

- *Whether you can accept partial funding if necessary.* The intent is to fully fund as many good projects as possible. However, this gives the review committee some flexibility, for instance if they must choose between partial funding or no funding.
- *Whether you have "double-applied" for this project via other funding sources.* This does not disqualify you. It does help us coordinate with other agencies if necessary.

Transportation Enhancement Schedule *(some dates to be determined or subject to change)*

September 24, 2010	Deadline, TIP applications due for STP and CMAQ projects
December 15, 2010	Transportation Enhancement applications due to TMACOG (5 p.m.)
January 2011	Sponsor presentations to Transportation Enhancement Committee, and Transportation Enhancement Committee votes on recommended projects (dates to be determined)
February 2011	Transportation Improvement Program (TIP) Committee completes the draft TIP (including TE projects)
February-April 2011	Public review period for draft TIP (public meetings to be announced)
May 2011	TMACOG Transportation Council votes on draft TIP
June 2011	Final TMACOG approval of TIP by Executive Committee or Board

Other Transportation Enhancement Funding Opportunities

Areas outside Lucas and Wood counties in Ohio may submit applications for the state-administered rural Transportation Enhancement Program. For more information, check the ODOT website at www.dot.state.oh.us/local (Office of Local Projects page) – click on “Transportation Enhancement Program.” You also may contact:

Richard Perse, Enhancement Coordinator
Ohio Department of Transportation District 2
317 East Poe Road, Bowling Green, OH 43402
419-373-4472
rperse@dot.state.oh.us

In Michigan, contact the Michigan Department of Transportation. Visit their website, www.michigan.gov/mdot/ and click on Projects and Programs, then on Grant Programs.

WHAT ARE TRANSPORTATION ENHANCEMENTS?

TE projects must have a **direct relationship** to the intermodal transportation system. The intent of the program is to creatively integrate transportation facilities into their surrounding communities and the natural environment. ODOT encourages adding enhancements to existing projects under development, rather than as stand-alone projects.

Transportation Enhancements fall into three general categories. A project may qualify for more than one category:

- Historic and archaeological transportation enhancements
- Scenic and environmental transportation enhancements
- Pedestrian and bicycle facilities

For a detailed description of each category, see the attached application form.

FUNDING PROVISIONS

The Transportation Enhancement program is not a grant program. The federal-aid program operates on a reimbursement basis as work progresses. Project costs are not eligible for reimbursement until the project is approved by ODOT and Federal Highway Administration (FHWA).

Cost estimates must be certified by a professional engineer, architect, or other appropriate professional. For educational or other non-construction activities, include appropriate written documentation of costs and be sure costs are directly related to the program. **The funding amount will be capped** at the cost estimate used in the original application. Project sponsors will be responsible for any cost overruns.

The Transportation Enhancement program will provide up to 80% of the construction or implementation cost of a project. The applicant is required to provide a local match that is a minimum of 20% of the construction or implementation cost. The applicant must also finance the architecture/engineering plans, environmental assessment studies, right-of-way plans, right-of-way purchase*, and environmental remediation, if necessary. These costs cannot be credited toward the applicant's share of the construction or implementation costs.

The FHWA has emphasized that enhancement is **NOT** mitigation. Environmental measures conducted as routine or customary elements of transportation projects or those provided to mitigate project impacts to meet the requirements of environmental, historical preservation, or other laws are not eligible for TE funding. However, enhancement projects could include planning and research not associated with a particular construction project.

TE funds are not intended for regular street projects normally funded under such programs as the Surface Transportation Program. For example, street resurfacing is unlikely to be an eligible cost.

** Exception: The purchase of eligible items such as an abandoned rail corridor or historic sites.*

ELIGIBILITY GUIDELINES

Applicants are limited to political subdivisions of the State of Ohio located inside the boundaries of the TMACOG Metropolitan Planning Organization (MPO), that is, within Lucas and Wood counties. Eligible applicants also include park districts and agencies of state government. A citizen group or other private organization may sponsor a project by submitting an application through the eligible entity having jurisdiction over the transportation facility involved.

Project Eligibility

To be eligible for funding, a Transportation Enhancement proposal must meet the criteria established in SAFETEA-LU (that is, it must be a qualifying type of project, as listed above in "What are Transportation Enhancements?"). In addition, a proposal must meet the following requirements:

1. All proposed projects must have a **direct relationship to transportation**.
2. Federal law requires that federally funded projects conform to the **National Environmental Protection Act (NEPA)** and the **National Historic Preservation Act**. To comply with these laws, projects must have an environmental review to assess and/or mitigate effects on social, economic, and environmental factors. Similarly, work involving sensitive historic structures or archaeological sites must conform to the U.S. Secretary of the Interior's standards and guidelines

for archaeology and historic preservation. **The applicant is responsible for these archeological and environmental assessment costs.**

3. Engineering and architectural designs for all facilities must conform to the **Americans with Disabilities Act (ADA)**.
4. The **local match** is required to be cash. In-kind contributions cannot be accepted as part of the local share.
5. **Ownership requirements:**
 - a. The proposed TE project must be publicly owned and on existing publicly owned property (except when property acquisition is part of the TE proposal).
 - b. Under certain circumstances, a long-term easement or lease (20 years or more, at least as long as the useful life of the facility) may be acceptable to meet this requirement.
 - c. However, any title to land or for the use of land that is less than fee simple (outright ownership) or less than a perpetual easement interest must be **approved by ODOT** (which will check with FHWA as needed to make sure federal rules are met since this is federal funding). ODOT's approval must be obtained **prior** to the project sponsor submitting a right-of-way clearance certificate. Contact TMACOG or ODOT District 2 for more information.
6. **Property acquisition requirements:**
 - a. Any property acquisition must conform to the Uniform Relocation Assistance and Real Property Acquisition Act, as amended.
 - b. A right-of-way clearance certification by the sponsor must accompany the plan package submittal. The property acquisition process and certification will be reviewed by ODOT for compliance with federal and state policy and procedure. ODOT acquisition policy manuals can be found at www.dot.state.oh.us/real/.
7. For **historic and archaeological** transportation projects, the structure or site must be on or eligible for the National Register of Historic Places.
8. Evidence of **local support** for the project will be considered, including the extent to which the private sector will participate in funding the project or supporting related activities, and the extent to which the applicant will contribute more than the minimum required 20% local share.
9. The applicant must demonstrate ability and commitment to **maintain** the TE project.

Maintenance vs. Major Reconstruction

Trails, sidewalks, bridges, buildings, or other TE-qualified structures can be expected to have a useful life span, after which they will require rehab. Therefore (just like in federal programs that fund highway projects and highway rehabilitation), TE-qualified structures are eligible whether or not a project has used federal-aid funds in the past (TE or another federal-aid funds).

Applicants **must commit to maintaining TE projects**. Therefore, TE funds (or other federal-aid funds) may not be used for routine maintenance. Examples of routine maintenance include:

- Minor regrading of unpaved, but otherwise stable surface, sweeping, cleaning drains, joint sealing, repairing potholes or occasional broken concrete slabs, asphalt patchwork, etc.
- Normal utility maintenance: replacing filters, heating elements, fixing routine leaks, etc.

- Replacing occasional broken roof tiles or missing, curved, or broken shingles, etc.
- Repainting primarily for aesthetic purposes, recaulking, minor patching, cleaning, etc.
- Routine outdoor maintenance: mowing; weeding; brush, debris, or snow removal, etc.

Additionally, TE funds may not be used to repair a trail, sidewalk, bridge, building or other structure that used federal-aid funds, if the purpose is to correct recent substandard construction: the project sponsor should see redress by other means.

Federal Information Resources

Additional information about the use of TE funds can be found on the National Transportation Enhancements Clearinghouse website, www.enhancements.org. This website includes a link to “Guiding Principles and Questions,” which provides many useful clarifications. Note, however, that states and metropolitan areas (like TMACOG) have some flexibility to tailor TE program eligibility guidelines to their needs so, in a few instances, a use permitted under federal guidelines may not be allowed under TMACOG or Ohio programs.

EVUALATION CRITERIA

Screening and General Criteria

TMACOG's TE applications are reviewed and prioritized by the Transportation Enhancement Committee. This is a subcommittee of the TIP Committee, which in turn is under the Transportation Council.

To be considered for ranking, the project must meet the Screening Criteria (see the application, section A). If the project meets the Screening Criteria, it will receive points based on the General Criteria (section C) and the Specific Criteria (section D). The resulting score establishes its ranking in the competition.

APPLICATION PROCESS

Application Format

The applicant shall complete the application. (The sections of "Specific Criteria" that do not apply to your project may be omitted.) Missing information may result in a lower ranking or disqualification of the project.

Ten (10) copies of the completed application shall be submitted by 5 p.m. on December 15, 2010 to:

TMACOG

300 Martin Luther King Jr. Drive

Toledo, Ohio 43604

Attn: Diane Reamer-Evans

or

P.O. Box 9508

Toledo, Ohio 43697

For further information, or to request an application via e-mail, contact TMACOG staff:

Diane Reamer-Evans, Transportation Project Manager

419-241-9155 extension 117

Email address: evans@tmacog.org

Note: This application is also available at www.tmacog.org on the Transportation page (see Councils and Committees, TIP Committee).

TRANSPORTATION ENHANCEMENT PROGRAM APPLICATION

For Projects in the TMACOG Transportation Area (Lucas and Wood Counties)

Applicant		Date
Address	City, State	ZIP Code
Contact Person	Title	
Phone Number	Email Address	
Proposal Name		
Proposal Location (include County-Route-Section Number if applicable)		

A. Screening Criteria (Check all applicable boxes)

1. Is it a qualifying project type? Please *check* one, two, or three* of the project types as well as the appropriate subcategories:

- Historic and Archaeological Transportation Enhancement**
 - Acquisition of historic sites (including historic battlefields)
 - Historic/heritage highway programs (including the provision of tourist and welcome center facilities)
 - Historic preservation (directly related to transportation)
 - Rehabilitation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)
 - Archaeological planning and research
 - Establishment of Transportation museums
- Scenic and Environmental Transportation Enhancements**
 - Acquisition of scenic easements and scenic sites
 - Scenic highway programs (including the provision of tourist and welcome center facilities)
 - Landscaping and other scenic beautification
 - Reducing vehicle-caused wildlife mortality while maintaining habitat connectivity
 - Mitigation of water pollution due to highway runoff
 - Control and removal of outdoor advertising

Pedestrian and Bicycle Facilities

- Provision of safety and educational activities for pedestrians and bicyclists
- Provision of facilities for pedestrians and bicyclists
- Preservation of abandoned railway corridors (including the acquisition, conversion and use thereof for pedestrian and bicycle trails)
- Preservation of existing pedestrian and bicycle facilities *[Added October 12, 2010]*

* If the project qualifies for more than one project type, see question C-5.

2. For consideration in this round, can this project meet the final plan deadlines?

- Attached: a project development schedule that includes plan development, required environmental clearances, and the required process/certifications for right-of-way acquisition (demonstrating conformance with the ODOT plan development process)
- The present status of property ownership and plan preparation are noted (if applicable)
- The schedule provides for submitting final construction plans (PS&E package) to ODOT no later than March 1, 2013 (for FY 2014 projects) or March 1, 2014 (for FY 2015 projects) so that the project contract will be ready to let (be signed) by July 1 of that year

3. 10 copies of a complete application have been submitted.

4. The applicant will take responsibility for all non-eligible costs and at least 20% (in cash) of eligible costs.

Transportation Enhancement Funds Requested*	\$	=	% of Total Eligible Costs
Local Funds Committed to Project*	\$	=	% of Total Eligible Costs
Total Eligible Costs*	\$	=	100 %

* See page 3 for discussion of eligible costs (constructed or implementation). “Local Funds Committed to Project” shall **not** include the cost of items the applicant is required to finance.

5. Are project costs certified?

- Attached: **for construction projects**, a detailed breakdown of sources of funding and the project costs – certified by a professional engineer or architect (or other professional member of appropriate discipline)
- Attached: **for non-construction activities**, appropriate written documentation of detailed costs and sources of funding

Note: The federal portion (Transportation Enhancement funds) of the costs will be capped at the approved amount. It is recommended that the project cost estimate be based on the anticipated year of construction.

6. Will the project be publicly owned or controlled?

- It is on publicly owned property; or for acquisition projects, it will be.
- Not on public property, but the project area is or will be under long-term (20+ years) public control and is required to be available for public use.**
 - Copy of legally binding document is attached.

** See "5. Property requirements" under Eligibility Guidelines

7. Is the sponsor/applicant a qualified public agency?

- Local government or park district
- State agency

8. Is a certified copy of a resolution from the governing body included, authorizing the submission of the application and agreeing to share in the project cost?

- Yes
- No, but will be submitted by January 14, 2011

9. Environmental Justice:

- No person or group, on grounds of race, color or national origin, will be excluded from participation in, denied the benefits of, or in any other way subjected to discrimination under this project or program.
- There will NOT be disproportionately high and adverse human health or environmental effects, and interrelated social or economic effects, on minority populations and low-income populations.

B. Project description (attach additional pages as needed)

- 1. Provide a complete and detailed description of the proposed project.** What are its characteristics and benefits? What is its relationship to the intermodal transportation system?
- 2. Location maps,** elevations, drawings and photographs, as necessary, shall be included to fully illustrate the project. *Note: Site maps and drawings will indicate the scale and size of the project.*
- 3. Relationship to 2035 Plan:** Specify which projects, initiatives and/or policies in the adopted regional transportation plan (2035 plan) this project will implement or address, if applicable. *The plan is available on the TMACOG website – see the technical summary at www.tmacog.org/transportation/2035/the_case_tech_summary.pdf.*

C. General Criteria (Please address each of these)

- 1. Direct relationship to transportation:** How does this project enhance and directly relate to the transportation system? (*maximum 10 points*)
- 2. Local Support:** (*maximum 10 points*)
 - a. To what extent will the private sector participate in funding the project, or support related activities?
 - b. Will the applicant contribute more than the minimum 20% of eligible costs?
 - c. To what extent will direct volunteer work hours or in-kind contributions support this or directly related projects?
- 3. Enhances existing project:** Does the project enhance a concurrent transportation project? (Example, a bikeway that would be built at the same time and in the same corridor as a road reconstruction project so that there would be a cost savings via economies of scale.) (*maximum 5 points*)
 - a. Name/description of concurrent project
 - b. Funding status and construction date of concurrent project
- 4. Ongoing commitment:** Describe ability and commitment to maintain the project (*maximum 3 points*)
- 5. Multiple enhancements:** To what extent does the project provide benefits in more than one enhancement category (*maximum 10 points, 5 per category*)
To receive these points, the project must clearly fall within more than one of the three major categories. If it does, please add any additional explanation not covered in the project description.
- 6. Environmental Justice:** (*maximum 5 points*)
 - a. To what extent does project serve minority and low-income persons?
 - b. Will adequate steps be taken to guard against disproportionately high and adverse effects on minority and low-income persons?
 - c. What percent of the membership of any planning or advisory body is or will be minority or low-income persons?

D. Specific Criteria: Please address the criteria for your category or categories ONLY. (Example, for a bikeway project, complete only the Bicycle/Pedestrian Criteria section.)

D-1 Historic Projects

1. Basic Eligibility: Must be on or eligible for the National Register of Historic Places (*maximum 5 points*)

Letter attached from Ohio Historic Preservation Office stating that the property or structure is on or eligible for the National Register of Historic Places OR they have reviewed a National Register Preliminary Questionnaire for the property and it is likely to be eligible for listing. (See www.ohiohistory.org/resource/histpres/toolbox/nr/).

2. Significance: Describe significance to historic events (local, state, or national history); to persons of historic importance; uniqueness, work of a master, or scarcity of resource; and/or to the protection or preservation of a regionally significant resource. (*maximum 8 points*)

3. Urgency: Is there a threat to the structure or site if not funded? (*maximum 5 points*)

4. Public Impact: Explain the impact on the public in terms of visibility (exterior or interior), public exposure and/or public use. Use data as available. (*maximum 5 points*)

5. Quality: Does the project follow professional and U.S. Secretary of Interior's standards; is it well thought out; is it innovative; is it being designed/implemented by professional staff? (*maximum 5 points*)

6. Criteria for specific type of historic project: provide a response for the appropriate type only (*maximum 5 points total*)

a. Acquisition of historic sites (including historic battlefields): Proposed use's relationship to transportation; willingness of seller; management plan

b. Historic/heritage highway programs including the provision of tourist and welcome center facilities:

1) Pre-designation activities (development of an application): Is there sound justification (historic authenticity and integrity of the highway); qualified researchers; demonstrated local support for route designation?

2) Designated highway corridor: Does project preserve and/or enhance unique qualities of route; promote greater awareness of route attributes; provide/improve economic benefits?

3) Welcome center facilities (includes highway turnouts, overlooks, viewing areas, designation signs and markers related to specific historic sites): How do they support the historic highway and serve the traveling public?

c. Historic Preservation (directly related to transportation)

1) Protect, rehab, restore, maintain, manage, and stabilize: Does project improve a linear transportation corridor, not a single site? Historic streetscapes: in historic district? Based on historic documentation? Current or realistic planned use of building?

- 2) Interpretation projects: permanence of project; innovative activity; in conjunction with other enhancement activities?
 - 3) Identify, evaluate, record, and/or document need: little past study of project area; successful completion of similar projects; results have statewide application; meets documentation standards?
- d. Rehabilitation of Historic Transportation Buildings, Structures or Facilities** (including historic railroad facilities and canals):
- 1) Strong transportation use (associated with operation, construction, or maintenance of any mode)? Current or realistic planned use?
 - 2) Does road or bridge meet government standards? (required)
- e. Archaeological planning and research:** well-designed research plan; meetings federal standards; level of public involvement; need: amount of data already available in project area?
- f. Establishment of transportation museums:**
- 1) Permanence of project; relationship to a historical building, object or structure
 - 2) Impact on educating public about transportation history; is transportation the sole focus of the museum?

D-2 Scenic/Environmental Projects

1. **Basic Eligibility:** Professionally designed (as applicable)? (*maximum 5 points*)
2. **Significance:** to environmental protection or improvement; unique quality of natural features; to improvement of a blighted area; to other related efforts; and/or to the protection or preservation of a regionally significant resource. (*maximum 8 points*)
3. **Urgency:** Threat to site if proposal not funded; severity of current problem. (*maximum 5 points*)
4. **Public Impact:** Degree of public exposure / public use. Use data as available. (*maximum 5 points*)
5. **Quality:** Follows applicable professional standards or program guidelines; well-planned; innovative; aesthetically pleasing? (*maximum 5 points*)
6. **Criteria for specific type of project:** provide response for the appropriate type only (*maximum 5 points total*)
 - a. **Acquisition of scenic easements and scenic sites:** visible and/or safely accessible from a transportation facility? Perpetual ownership and control of vegetation for scenic improvements?
 - b. **Scenic highways programs** including the provision of tourist and welcome center facilities
 - 1) Pre-designation: show route has merit and formal application can begin; product must be a completed application for designation.

- 2) Designated Routes: preserves and/or enhances unique qualities of route? Provides/enhances safe use of route? Overall impact on corridor? Proximity to roadway; proximity/impact on other projects? Enhance uses, features and marketing/awareness of route?
 - 3) Tourist/Welcome Centers: Proximate to designated scenic highway (required)? Clear link to scenic sites and promotes route? Fits scenic character of route?
- c. **Landscaping and other scenic beautification:** impact on surrounding area; long-term maintenance; use of Ohio native species?
 - d. **Reducing vehicle-caused wildlife mortality while maintaining habitat connectivity:** avoids, minimizes, or compensates for wildlife mortality? Both reduces mortality and enhances wildlife in areas proximate to highway? Adequate research? Endorsement from appropriate agencies?
 - e. **Mitigation of water pollution due to highway runoff:** endorsement of regional water quality organizations (Maumee River Remedial Action Program, Partners for Clean Streams, Stormwater Action Group, Stormwater Coalition, etc)? Area/volume of impact? Completeness of monitoring plan, including final report of results? Cost vs. benefit?
 - f. **Control and removal of outdoor advertising:** impact on surrounding area; relationship to other efforts; permanence of results?

D-3 Bicycle/Pedestrian Projects

1. **Basic Eligibility:** Meets ODOT and AASHTO standards; safety programs taught in accordance with appropriate guidelines? (*maximum 5 points*)
2. **Significance:** to completion of regional bike and pedestrian goals/plans, completion of or connection to an existing facility/network and/or protection/preservation of a regionally significant resource. Lack of existing facilities to accommodate bikes or pedestrians, or lack of existing educational programs; improves safety or mobility? (*maximum 8 points*)
3. **Urgency:** Threat to proposed route by development or competing land uses; threat to program if not funded? (*maximum 5 points*)
4. **Public Impact:** Current or expected level of use or number of people served; number of transportation generators served by proposed facility? Use data as available (*maximum 5 points*)
5. **Quality:** Well-planned, follows current best practices; appropriate location; aesthetically pleasing; enhances natural environment? (*maximum 5 points*)
6. **Criteria for specific type of project:** provide response for the appropriate type only (*maximum 5 points total*)
 - a. **Provisions of safety and education activities for pedestrians and cyclists:** innovation, effectiveness; duration of program; reaches high-risk groups; degree of regional, inter-jurisdictional or interagency involvement and cooperation?
 - b. **Provision of facilities for pedestrians and bicycles:** extent to which project resolves physical barriers to non-motorized transportation; extent to which project serves transportation (as compared to recreation only); population centers,

scenic/historic/cultural features and other destinations served.

- c. **Preservation of abandoned railway corridors** (including the acquisition, conversion and use thereof for pedestrian and bicycle trails): length of corridor; community support; population centers, scenic/historic/cultural features and other destinations served.
- d. **Preservation of existing pedestrian and bicycle facilities:** *[Added October 12, 2010]* regional significance; length; popularity/level of use; community support; multi-agency/jurisdiction involvement & cooperation.

E. Additional Questions

1. **We are willing to accept partial funding (less than the amount we have requested) if necessary*:**

- Yes
- No

2. **We are applying to other sources for funding for this project*:**

- Yes (Please explain on the PROJECT BUDGET SUBMITTAL DETAIL chart.)
- No

**see page 1 for explanation*

F. Project Budget Submittal Detail Chart

Complete the **Project Budget Submittal Detail chart**, inserting names of “Other Types of Funds.”
Submit with the application and electronically.

- Attached to application
- Submitted electronically to evans@tmacog.org

PROJECT BUDGET SUBMITTAL DETAIL

Project Name & Numbers (if applicable):

Activity	Total Estimate	Requested TMACOG Federal Funds (6)			Other Types of Funds (7)							
		Amount	Year	Type	A		B		C		D	
					Amount	Year	Amount	Year	Amount	Year	Amount	Year
Preliminary Engineering (1)	\$	\$			\$		\$		\$		\$	
Right-of-Way (2)	\$	\$			\$		\$		\$		\$	
Construction Contract (3)	\$	\$			\$		\$		\$		\$	
Construction Engineering (4)	\$	\$			\$		\$		\$		\$	
Contingency (change orders) (5)	\$	\$			\$		\$		\$		\$	
Total Amounts	\$	\$			\$		\$		\$		\$	

Further Explanation (8)

NUMBERED NOTES:

1. Preliminary engineering includes the cost of all activities prior to contract letting except right-of-way costs. Preliminary engineering expense is not eligible for TMACOG TIP federal funding.
2. TMACOG TIP federal funding for right-of-way is allowable only in specific circumstances. See the Transportation Enhancement package for instructions for proposed TE funded projects. See TIP Committee Policies and Practices for proposed STP and CMAQ funded projects.
3. This item includes the actual estimated construction contract amount plus any other agreements that are included as part of the construction cost.
4. Construction engineering includes the cost of construction management, inspection, testing, etc.
5. Include in this item a reasonable estimate of changes that could be expected after construction begins.
6. Indicate type of federal funds (TE, STP, CMAQ).
7. List each type in a separate column. Use additional sheets if necessary for more fund types involved in project.
 - If all funds for a project have not yet been identified, mark one of the columns "Shortage" and indicate the amount of additional funds needed for each activity
8. Please explain any limitations for each fund type (such as year restriction, matching amount, restriction on combining fund types, etc). Also indicate whether the funds have been confirmed or if only applied for.

Please submit this form electronically to evans@tmacog.org. Also submit hard copy with application package. To obtain this table in electronic form, email TMACOG staff.