Toledo Metropolitan Area Council of Governments

Transportation Improvement Program
Application Packet
for:

Surface Transportation Block Grant (STBG) Resurfacing Projects

APPLICATIONS DUE
October 7, 2022

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

September 1, 2022

Application is also available at www.tmacog.org

INTRODUCTION

The forms and information included in this package are for the submittal of Surface Transportation Block Grant (STBG) projects for Fiscal Year 2024 in the TMACOG Transportation Improvement Program (TIP). This solicitation will only include projects that can be awarded ton contractors by May of 2024. In order to meet this award date, TMACOG will only be selecting projects that are resurfacing only.

TMACOG will be selecting $4,000,000 worth of projects to be awarded by the fourth quarter of state fiscal year 2024. The maximum award will be $500,000 per project, and the local match is a minimum of 20%. This will be treated just like the traditional STBG Small Projects fund. Projects will be scored and ranked based on the approved scoring criteria found at the end of this package.

For the purposes of the TIP funding program, the TMACOG transportation region is limited to Lucas and Wood counties. Additionally, only those projects that are on federal aid eligible roads can be considered. All project submittals should comply with the Regional Complete Streets Policy. Applicants must submit a TMACOG Complete Streets Checklist as part of the application process.

Additional information about the functioning of the TIP program can be obtained from reviewing the Transportation Improvement Program (TIP) Committee Policies and Practices document that was included in this mailing.

If there are questions regarding project eligibility or which fund type to request, please call the TMACOG Transportation staff.

MATERIAL AND INSTRUCTIONS INCLUDED IN THIS PACKAGE

SMALL PROJECTS and SMALL PROJECTS FUND DEFINITIONS (Page 2) - Defines the Small Projects programs and explains the method of ranking.

PROJECT DETAILS REQUEST (Pages 3 & 4) - Requests the basic information needed for each project. Please provide this information separately for each desired project. Also provide the information for each existing project that does not require a new ranking in this cycle. It is not necessary to use this sheet as a form.

PROJECT BUDGET SUBMITTAL DETAIL (Page 5) - Requests the details of the financing of your project. Please use this form. It is important that all sources of financing are identified. Explain all rules and limitations that may be attached to different sources of funds.

TMACOG TIP PROJECT APPLICATION (Pages 6 & 7) TIP APPLICATION INSTRUCTIONS (Pages 8 – 10) - The Project Application form (and Instructions) requests the information that is used in rating and scoring the projects to determine which projects will receive funding. Please return a completed copy of this form and requested attachments in paper and/or electronic form for each requested project.

PROJECT SCORING CRITERIA FOR TIP ANALYSIS (Pages 11 – 14) – The scoring criteria is provided for your information. It is not necessary for you to complete or return this form. Scoring is done initially by a TIP subcommittee with validation by the full TIP Committee.

COMPLETE STREETS CHECKLIST (Pages 15 – 18) – In order for a project application to be considered complete, a Complete Streets Checklist must be submitted with the application.

SMALL PROJECTS AND SMALL PROJECTS FUND DEFINITIONS

1. Maximum TMACOG federal funds provided for any single project will be $500,000.
2. There is no maximum total construction cost for a single small project.
3. TMACOG federal funds will be provided at a maximum of 80/20 split up to the funding cap of $500,000 of federal funding. There is no provision for additional funding allocations within the Small Project Fund.
4. Construction costs will be funded. There will be no consideration for funding of Preliminary Engineering (PE). Right-of-Way (R/W) funding will not be considered as well.
5. Jurisdictions may submit as many projects as they desire.
6. $4,000,000 will be allocated in this solicitation.
7. Each project will be scored and ranked. Based on the ranking, the projects will be selected one per jurisdiction until the $4,000,000 mark has been reached. If each jurisdiction that has applied has received a project award, then TMACOG will go back to the top of the ranking to select the next top projects until the total allocation has reached $4,000,000.

PROJECT DETAILS REQUEST

Please provide the following information for all projects:

Project Name: Gypsy Lane Resurfacing

Project Limits (*include map*): West Gypsy Lane from Sand Ridge Road to South Main Street and East Gypsy Lane from I-75 to Dunbridge Road

Project Sponsor and point of contact (*with phone number*): City of Bowling Green, Brad Holman 419-354-6237

Existing project numbers (*PID, State ID, TMACOG map #, etc.*): N/A

Project sponsor commits to awarding the project by May of 2024: ☑

Completely describe the work to be accomplished by this project. Try to describe each feature of the project.

Project Description:

The project will include milling and paving 1.5 inches of asphalt on West Gypsy Lane from Sand Ridge Rd to South Main Street/SR25 and East Gypsy Lane Road from I-75 to Dunbridge Road.

Length of project (Miles): 1.50

Current status of the project: Planning

Is this your jurisdiction's number 1 project?: Yes

Does the project include any utility work? Yes ☐ No ☒ If yes, please explain.

The most optimistic, REALISTIC schedule for this project. Be sure to include time for outside reviews and permits, not just local design times. Include at least the following dates:

Authorization to Proceed: 6/1/23

Environmental Clearance complete:

Stage 1 Review complete:

Stage 2 Review complete: 10/1/23

Stage 3 Review complete: 12/1/23

R/W Plans complete:

R/W Clear:

Final Plans to ODOT: 2/1/24

Anticipated Sale Date: 3/1/24

All of these formal actions are not required for all projects. Note those items that are not required. The requirement still exists that jurisdictions doing local contracting (LPA) procedures must submit Stage 1, 2, and 3 packages to TMACOG.

Please provide financial information on the Project Budget Submittal Detail sheet.

Project Budget Submittal Detail

Activity	Total Estimate	Requested TMACOG Federal		Other Types of Funds (6)					
				A. Local		B.		C.	
		Amount	Year	Amount	Year	Amount	Year	Amount	Year
Preliminary Engineering (1)	$ 9,500	$ 0	FY23	$ 9,500					
Right-of-Way (2)	$ 0								
Construction Contract (3)	$ 550,000	$ 440,000	FY24	$ 110,000					
Construction Engineering (4)	$ 55,000		FY24	$ 55,000					
Contingency (Change Orders) (5)	$ 0								
TOTAL AMOUNTS	$ 614,500	$ 440,000		$ 174,500		$ 0		$ 0	

Numbered Notes:

1. **Preliminary Engineering** includes the cost of all activities prior to contract letting except Right-of-Way costs. It is not eligible for TMACOG TIP federal funding.
2. **Right-of-Way** can only be funded by TMACOG TIP federal funding in specific circumstances. See TIP Committee Policies and Practices for proposed STBG funded projects.
3. **Construction Contract** 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 costs of construction management, inspection, testing, etc.
5. **Contingency** should include a reasonable estimate of changes that could be expected after construction begins.
6. **Other Types of Funds**
    - List each type in a separate column. Add 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.
    - Please explain below 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.

TMACOG TIP PROJECT APPLICATION

(To be used for projects competing for TMACOG funds in the FY 2023-2027 TIP)

NOTE: PLEASE REVIEW APPLICATION INSTRUCTIONS PRIOR TO ANSWERING QUESTIONS.

SPONSOR: City of Bowling Green	
PROJECT NAME: Gypsy Lane Resurfacing	MAP# *(existing projects)*
1. Estimated number of construction jobs based upon project cost divided by $92,000. Total Project Cost: $ 614,500 Number of Jobs: 7	2. Does this project provide 10 or more guaranteed new jobs or jobs retained (excluding retail or service jobs) as evidenced by contract or letter from a private business organization? Yes: ☐ No: ☑ # of jobs: ______ ***Attachment required.***
3. Does project sponsor have official complete streets document? Yes: ☑ No: ☐ ***Attachment required.***	4. Does this project improve air emissions and is it identified on the TMACOG CMP? Yes: ☐ No: ☑
5. Will this project improve water quality through the development of a bioswale, rain garden, pervious pavement, etc.? Yes: ☐ No: ☑ ***Attachment describing qualifying improvement required.***	6. Will this project make use of recycled materials to a significant degree, such as rubbelization, reclamation, or crack and seal? Mill and reuse of asphalt surface materials does not qualify. Yes: ☐ No: ☑ ***Attachment describing qualifying improvement required.***
7. Does the project provide for specific aesthetic enhancements other than planting grass? Yes: ☐ No: ☑ ***Attachment describing qualifying improvement required.***	8. Does the project include all reasonable bicycle improvements? Yes: ☐ No: ☑ Does the project include improvements related to a bikeway specifically shown on the TMACOG Regional Bicycle Network? Yes: ☐ No: ☑ ***Attachment describing qualifying improvement required***
9. Does the project include all reasonable pedestrian improvements? Yes: ☑ No: ☐ Does the project include upgrade of existing or new pedestrian sidewalks? Yes: ☐ No: ☑ ***Attachment defining service lines required.***	10. Does the project provide direct access to a multi modal terminal? Yes: ☐ No: ☑ ***Attachment identifying terminal required.***
11. Does the project carry Designated Line Service Public Transit Routes? Yes: ☐ No: ☑	12. . Has this project been programmed by ODOT for construction? Yes: ☐ No: ☑ ***Attachment identifying PID required.***
13. Has this project been identified as your jurisdictions number one priority? (Note that each jurisdiction may designate only one #1 priority each round.) Yes: ☑ No: ☐ ***Also indicate on Project Form.***	14. Project Development *(Check all that apply.)* Right-of-way cleared / not needed? Yes: ☑ No: ☐ Does this project qualify for a Categorical Exclusion C1? Yes: ☑ No: ☐

TMACOG TIP PROJECT APPLICATION CONTINUED

(To be used for projects competing for TMACOG funds in the FY 2023-2027 TIP)

NOTE: PLEASE REVIEW APPLICATION INSTRUCTIONS PRIOR TO ANSWERING QUESTIONS.

15. What percent of the total project including design, R/W, and construction will use TIP Federal Funds?

72.00 %

16. What self-help opportunities for generation of transportation funding have project sponsors implemented?

☑ Permissive License Fees
☐ Dedicated Property Tax Levy
☐ Dedicated Sales Tax
☑ Dedicated Income Tax
☐ Other Dedicated Revenues (Attach details)

For Dedicated Tax, a copy of legislation must be attached.

17. Is the project located in a community which has public transportation?

Yes: ☑ No: ☐

Attachment defining provider required.

18. What is the existing Pavement Condition Rating (PCR)?

PCR = 56

TMACOG will provide the latest ODOT PCR.

19. Is this an ITS project?

Yes: ☐ No: ☑

Attachment describing qualifying improvement required.

20. If this is a bridge project, what is the Bridge Sufficiency Rating?

Sufficiency Rating = ______________

Deck Rating = ______________

21. If this is a roadway project, which of the following best describes the project. (*Check one*.)

☐ New Construction
☐ Widen/Narrow & resurface
☐ Widen/Narrow & rehab
☐ Widen/Narrow & reconstruct
☑ Resurfacing or pavement strengthening
☐ Rehabilitation with some base replacement and/or significant joint repair
☐ Reconstruction with full base replacement

22. If this is not a bridge or roadway project, which of the following best describes the existing condition. See note regarding grade separations & new interchanges. *(Check one.)*

☐ N/A
☐ Declining
☐ Declining and substandard
☐ Near the end of its useful life
☐ Near the end of its useful life and substandard
☐ Past its useful life
☐ Past its useful life and substandard

23. What is the 3-year average accident rate per million vehicles? For bridges use the bridge location, for intersections use ADT for all approaches, and for roadways use avg. ADT for the length of the project. *(Check one.)*

*Calculate per million vehicles **NOT** per million vehicle miles.*

☐ < .49
☐ 3 to 3.49
☐ .5 to 0.99
☐ 3.5 to 3.99
☐ 1 to 1.49
☐ 4 to 4.49
☐ 1.5 to 1.99
☐ 4.5 to 4.99
☐ 2 to 2.49
☑ 5 or greater
☐ 2.5 to 2.99

Attach calculation and define safety improvement.

24. What is the existing number of Average Daily Users in Thousands? (For road projects use ADT x 1.40/1000) *(Check one.)*

☑ < 7.0*
☐ 7.0 to 10.5
☐ 10.5 to 14
☐ 14 to 28
☐ 28 to 42
☐ 42 to 56
☐ 56 to 70
☐ > 70

Attachment showing calculations required.

* If calculation is < 7, then also provide the Auditor's Certificate of Estimated Resources. See page 10.

25. What percentage of the ADT is made up of trucks? *(Check one.)*

☐ < 3%
☑ 3 to 6%
☐ 6 to 9%
☐ 9 to 12%
☐ 12 to 15%
☐ > 15%

Is this project on a truck impact route?

Yes: ☐ No: ☑

26. Is this project listed in the 2045 Regional Transportation Plan? *(Check one.)*

☑ Not Listed
☐ Listed as a Reserve Priority or System Preservation
☐ Plan Priority (2026 to 2045)
☐ Plan Priority (by 2025)

27. How long ago was the last time the project sponsor received TMACOG managed STBG funding?

☑ 4 years ☐ 5-8 years ☐ 9 or more years

28. Has one or more projects slipped a fiscal year or been cancelled since the last STBG solicitation?

Yes: ☐ No: ☑

TIP APPLICATION INSTRUCTIONS

Item 1. Based upon the federal criteria that $92,000 of construction creates one job, indicate the number of jobs created by this project.

Item 2. Note that in order to claim credit for projects with 10 or more guaranteed new or retained jobs, a letter of commitment or other documentation will be required from the business or company proposing to create or retain the jobs. Retail and service sector jobs do not receive credit under this category since they tend to simply relocate existing jobs within the community. If yes, attach copies of documentation. Indicate whether the jobs will have a localized or a regional impact.

Item 3. If yes, please relevant ordinance, resolution, policy or other document.

Item 4. If yes, please explain and provide the reference in the CMP.

Item 5. If yes, please attach explanation and details.

Item 6. If yes, please attach explanation and details.

Item 7. If yes, please attach explanation and details.

Item 8. If yes, please attach explanation and details.

Item 9. If yes, please attach explanation and details.

Item 10. If yes, please attach a description of the terminal and its function to the jurisdiction and region.

Item 11. Designated Line Service Public Transit Routes are those primary transit routes operated by TARTA or other similar transit carrier. Attach explanation and details.

Item 12. If yes, attach field notes.

Item 13. Each project sponsor may select one of its project applications as its number one priority for each round of applications. The project so designated is done so in the context of the TMACOG TIP only and need not consider other projects being pursued via other funding programs. The number one priority needs to also be shown on the project details form. The number one priority must be designated at time of project submittal.

Item 14. Self-explanatory.

Item 15. Project design costs will not be considered for federal funding and all jurisdictions must fund these design costs outside of using TIP federal funds. Right of Way costs, if significant, may be considered. Project sponsors who are bearing the costs of R/W at 100% local cost will receive consideration for that additional investment. Example: a project has a R/W cost of $200,000, design costs of $100,000, and a construction cost of $1,000,000. The sponsor pays for all of the R/W, design and the normal 20% ($200,000) of the construction. Thus the sponsor pays $500,000 (39%) of the total and the fed pays $800,000 (61%). The sponsor therefore earns 4 points because the sponsor is only using 61% of TIP Federal for the project. Also be sure these costs are the same as shown on project details form. Design includes studies, plans, environmental, and design testing.

Item 16. The dedicated fees include the lead agency and all other local jurisdictions funding the project. To receive points for dedicated taxes, a special percentage of these fees must be used for transportation projects (copies of legislation are required to be submitted with application).

Item 17. Self-explanatory.

Item 18. TMACOG staff will do this computation from the latest TMACOG Traffic Flow Map and using the TMACOG capacity calculator. If the jurisdiction has more recent traffic count information, please provide a copy of the traffic count showing that information. TMACOG staff will use the latest ODOT Pavement Condition Ratings to complete this scoring.

Item 19. If yes, please attach a description of the ITS components and identify if it is included in the current ITS architecture.

Item 20. Bridge Sufficiency Ratings may be obtained from ODOT for bridges on the federal aid system. For grade separations, see note at bottom of Scoring Criteria.

Item 21. Self-explanatory.

Item 22. All new interchanges must have an Interchange Justification Study (IJS) / Interchange Modification Study (IMS) underway to be ranked.

Item 23. See Item 26 for examples of computation of average ADT. Please attach the calculation and proposed countermeasures included in the project that address the safety issue.

Item 24. Compute the number of Average Daily Users (ADU) of the proposed project. Use traffic count figures for ADT from the latest TMACOG Traffic Flow Map or adjusted actual counts if you have them. In the case of the latter, provide a copy of your count report and adjustment calculations. If you have a highway project, compute the ADU=ADT X 1.40/1000 to allow for multiple passengers per vehicle. Transit projects should be measured in actual passengers or users of the facility. For projects with multiple segments or streets, use an average of the individual segment counts.

Multiple Segment Example:

30,000	20,000	19,000

Street involved in project

ADT = (30,000 + 20,000 + 19,000)/3
Average ADT = 23,000

Intersection Example:

30,000

14,000 | 12,000

Street B

28,000 | Street A

ADT = (30,000+28,000+14,000+12,000)/2
Average ADT = 42,000

If ADU calculation is less than 7, then the project sponsor may provide the jurisdiction's Auditor's Certificate of Estimated Resources, as provided in the ORC 5705.35 and 5705.36 is used to determine potential financial resources available for the project. This is used to determine what the percentage of the project sponsor's total eligible budget would be used to build the project.

Item 25. Use the map provided with this application package to determine if project is on a truck impact route. If a route that is not shown on the map has over 500 Truck ADT, provide the traffic count study showing that information and mark Yes.

Item 26. Self-explanatory.

Item 27. Self-explanatory.

Item 28. The project sponsor will be penalized if one or more of their projects have slipped a fiscal year or have been cancelled by the project sponsor since the last STBG solicitation. No penalties will be given if TMACOG administratively moves a project. Exceptions may be granted if circumstances are beyond the project sponsor's control.

PROJECT SCORING CRITERIA FOR TIP ANALYSIS FY 2024-2027 TIP

NOTE: Provided for your information only. Scoring will be completed by the TIP Committee.

Project Name: Gypsy Lane Resurfacing MAP #:

Economic Development (8%) Maximum of 8 Points		
	Points Available	Score
1. Number of jobs created by project based upon $92,000 per job created (Total Project Cost/$92,000) > 25 jobs 6 points 15 – 25 jobs 4 points 5 – 14 jobs 2 points	2 - 6	2
2. Projects with 10 or more jobs *Guaranteed. No retail or service. Localized 2 points Regional Impacts 4 points	2 – 4	0
	TOTAL	2

Livability (11%) Maximum of 11 Points		
	Points Available	Score
3. Project sponsor has official Complete Streets Policy, ordinance, resolution, etc.	1	1
4. Project has positive effect for air quality and is identified in the TMACOG CMP.	1	0
5. Project has positive effect for water quality such as bioswale, rain garden, or pervious pavement. Combined sewer separation does not qualify.	1	0
6. Project makes use of recycled materials to a significant degree. Example: Rubblization, reclamation, or crack and seal. Mill and fill does not qualify.	1	0
7. Project design provides for esthetics or enhancement such as landscaping or visual easementsproThe , etc.	1	0
8. Project includes all reasonable bicycle improvements. Projects which include bikeways specifically shown on the TMACOG regional Bicycle Network. Example: 5 points for project on the bicycle network, and 2 points for all reasonable bicycle improvements.	2 – 5	0
9. Project includes all reasonable pedestrian improvements. Example: 5 points for all new sidewalks; 2 points for filling gaps in sidewalk; no points for required ADA improvements.	2 – 5	0
	TOTAL	1

Inter-connectivity (8%) Maximum of 8 Points		
	Points Available	Score
10. Projects which provide direct access to multimodal terminals	3 – 6	0
11. Projects which carry a designated public transit route. Example 4 points for fixed route; 1 point for secondary shuttle route; no points for call-a-ride (unless fixed route.)	1 – 4	0
	TOTAL	0

Sustainability (13%) Maximum of 13 Points		
	Points Available	Score
12. Project has been programmed by ODOT for construction.	2	0
13. Is this project the sponsor's number one priority?	8 if yes	8
14. Right-of-way cleared or not needed.	2	2
Project qualifies for Categorical Exclusion C1.	3	3
15. Percent of project dollars using TIP Federal funds 75-80% 0 points 65-74% 2 points 50-64% 4 points	0 – 4	2
16. How many dedicated fees has the sponsor(s) implemented as of the date of this application? *Proof of each dedicated fee must be submitted with application. (One point each)		
a. Permissive license fees	1	1
b. Dedicated property tax levy*	1	0
c. Dedicated sales tax*	1	0
d. Dedicated income tax*	1	1
e. Other dedicated revenues*	1	0
17. Is the project in a community with public transportation?	1	0
	TOTAL	13

<table>
<tr><th colspan="3">System Use and Performance (60%) Maximum of 60 Points</th></tr>
<tr><td></td><td>Points Available</td><td>Score</td></tr>
<tr><td>18. Pavement Condition Rating
> 75 0 points 65-74 2 points 56-64 4 points < 55 6 points</td><td>0 – 6</td><td>4</td></tr>
<tr><td>19. ITS Project
(No credit for Single Occupancy or High Occupancy Vehicle Lanes)</td><td>3</td><td>0</td></tr>
<tr><td colspan="3">Condition – 20 points (from 20, 21, <u>or</u> 22)</td></tr>
<tr><td>20. Bridge Sufficiency Rating*
> 79 0 points | 79 1 point | 78-77 2 points
76-75 3 points | 74-73 4 points | 72-71 5 points
70-69 6 points | 68-67 7 points | 66-65 8 points
64-63 9 points | 62-61 10 points | 60-59 11 points
58-57 12 points | 56-55 13 points | 54-53 14 points
52-51 15 points | 50-49 16 points | 48-47 17 points
46-45 18 points | 44-43 19 points | 42 or less 20 points</td><td>0 – 20</td><td>0</td></tr>
<tr><td>21. Roadway Projects**
New 0 points
Resurfacing or pavement strengthening 4 points
Rehabilitation w/some base replacement and/or significant joint repair 7 points
Reconstruct w/full base replacement 10 points
Widen/narrow & resurface (1) 13 points
Widen/narrow & rehab (2) 17 points
Widen/narrow & reconstruct (3) 20 points</td><td>0 – 20</td><td>4</td></tr>
<tr><td>22. Other Project Types***
N/A 0 points
Declining 4 points
Declining and substandard 7 points
Near the end of its useful life 10 points
Near the end of its useful life and substandard 13 points
Past useful life 17 points
Past useful life and substandard 20 points</td><td>0 – 20</td><td>0</td></tr>
<tr><td></td><td>TOTAL</td><td>8</td></tr>
</table>

* Bridges must be at less than 80% sufficient to be eligible, or have a deck rating less than equal to 4 on the National Bridge Inventory Form #58

** (1) 13 points – Additional lane width or paved shoulder must be provided the entire length of the project.
(2) 17 points – Widening must provide some additional capacity, such as turn lanes at intersections.
(3) 20 points – Additional thru and continuous turn lanes must be provided.
For narrowing projects, sponsors must submit justification.

*** For new grade separations – use 10 points. All new interchanges must have an approved IJS/IMS study underway to be ranked. If the study is underway then use 5 points. If the new interchange can document by a traffic study that there is a measurable congestion relief to an existing transportation facility, then an additional 5 points will be added for a maximum of 10 points.

<table>
<tr><th colspan="3">System Use and Performance (60%) Maximum of 60 Points (CONTINUED)</th></tr>
<tr><th></th><th>Points Available</th><th>Score</th></tr>
<tr><td>23. Accident rate per million vehicles (3 yr. average.) Calculation is vehicles, not vehicle miles
For bridges – use bridge location
For intersections – use ADT for all approaches
For roadway – average ADT for full length of project

< .49 0 points; .5 to 0.99 1 point; 1 to 1.49 2 points
1.5 to 1.99 3 points; 2 to 2.49 4 points; 2.5 to 2.99 5 points
3 to 3.49 6 points; 3.5 to 3.99 7 points; 4 to 4.49 8 points
4.5 to 4.99 9 points; > 5 10 points</td><td>0-10</td><td>10</td></tr>
<tr><td>24. Existing Average Daily users in Thousands
For road projects use ADT x 1.4/1000
Traffic from confirmed developments with an approved traffic study, approved zoning and an approved site plan are allowed.

< 7.0 0 points; 7.0 to 10.5 1 point; 10.5 to 14 2 points
14 to 28 3 points; 28 to 42 4 points; 42 to 56 5 points
56 to 70 6 points; > 70 7 points

If Existing Average Daily Users in Thousands is less than 7, then use the Total Project Cost as Percentage of Financial Resources legally available.

0 to 15 % 0 points; 15.01 to 30% 1 point; 30.01 to 45% 2 points
45.01 to 60% 3 points; 60.01 to 75% 4 points; 75.01 to 90% 5 points
90.01 to 100% 6 points; > 100% 7 points</td><td>0 – 7</td><td>0</td></tr>
<tr><td>25. Percent of Trucks
Maximum points for this item is 8.
< 3% 0 points; 3 to 6% 1 point; 6.01 to 9% 2 points
9.01 to 12% 3 points; 12.01 to 15% 4 points; > 15% 5 points</td><td>0 – 5</td><td>1</td></tr>
<tr><td>For projects on a truck impact route (Michigan loads, NHS Connectors, etc.) add 3 points.</td><td>3</td><td>0</td></tr>
<tr><td>26. Projects listed in the TMACOG 2045 Plan
Not listed 0 points; Reserve or System Preservation 1 point
Plan Priority (2026+) 2 points; Plan Priority (by 2025) 3 points</td><td>0 – 3</td><td>0</td></tr>
<tr><td>Top Plan Priority Bonus*
*Top ranked eligible project in the current long range plan. Bonus can not be used more than once every 10 years for projects with multiple construction phases.</td><td>10
bonus</td><td>0</td></tr>
<tr><td>27. Project History
Project sponsor has not received TMACOG-managed funds in the last 4 years. 2 points
Project sponsor has not received TMACOG-managed funds in the last 8 years. 4 points
Project sponsor has not received TMACOG-managed funds in the last 9+ years. 6 points</td><td>2 – 6</td><td>2</td></tr>
<tr><td>28. Project Delay
One project slipped past programmed year. -5 points
Two or more projects slipped past programmed year. -10 points
One or more projects cancelled. -10 points</td><td>-5 – -10</td><td>0</td></tr>
<tr><td></td><td>TOTAL</td><td>13</td></tr>
<tr><td>MAXIMUM POINTS = 100</td><td>GRAND TOTAL</td><td>37</td></tr>
</table>

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TMACOG Complete Streets Checklist

This checklist accompanies the TMACOG Complete Streets policy. It is to be completed when applying for TMACOG-attributable federal funding through the TMACOG Transportation Improvement Program (TIP).

The purpose of this checklist is to ensure that all users have been considered in a given project. For projects using TMACOG-attributable federal funding of the Surface Transportation Program (STP), it will be necessary to meet or exceed standards and procedures acceptable to the Ohio DOT and U.S. DOT, such as the Ohio Department of Transportation's Project Development Process and Location & Design Manual. Information on various guidelines and standards is listed on the TMACOG Complete Streets website.

One of the goals of TMACOG's Complete Streets Policy is to provide flexibility for different types of streets, areas, and users. This means that a complete street in a rural area may look very different from a complete street in an urban area.

A. Existing conditions

1. Explain how the project area currently accommodates pedestrians (including ADA compliance), bicyclists, and transit users.

There are limited pedestrians on the western end of the project limits since the area is more rural and half of the road is in the County. As you travel toward SR 25, sidewalks are available for pedestrians and provide access to the commercial sites such as Wal-Mart. The eastern project limits are also rural and have limited pedestrians.

2. Explain how the proposed project will accommodate them once completed.

The Slippery Elm Trail crosses West Gypsy Lane and the crossing is not currently striped. A high visibility crosswalk will be installed as part of this paving project.

3. Please describe the existing character of the project area, including land use, adjacent land use, estimated pedestrian and bicycle traffic, any unofficial walking paths, density of development, street furniture/lighting, landscaping, street trees, perceived safety issues, transit routes and stops.

There are limited pedestrians on the western end of the project limits since the area is more rural and half of the road is in the County. As you travel toward SR 25, sidewalks are available for pedestrians and provide access to the commercial sites such as Wal-Mart. The eastern project limits are also rural and have limited pedestrian.

B. Safety

1. Briefly explain how the project will improve safety. TMACOG strongly encourages sponsors of intersection safety projects to conduct a crash study and provide results. Your crash information also needs to include the number of pedestrian and bicycle crashes by severity, as well as if the project area includes any locations (corridors or intersections) that are on TMACOG's and/or ODOT's high-crash lists.

The project will provide for a better riding surface which may improve the safety of the roadway.

C. Connectivity

1. Project limits should be selected so that they can accommodate existing and future connections. In this regard, were logical termini chosen to include connections through "pinch points" such as overpasses, railroad crossings, and bridges? If the project touches another jurisdiction, was a systems approach taken? Were cross-jurisdictional connections considered? Please explain:

For West Gypsy Lane, the western limits of the project stops at Sand Ridge (which will be paved in 2024) and the eastern edge stops at the butt joint from our Gypsy Lane/SR25 intersection project from 2016. For East Gypsy Lane, the western limits stops at I-75 and the eastern limits stops at Dunbridge/County Home Road.

2. Does the project area include recommendations that are contained in any of the following plans or policies? Please check all that apply.

- ☐ TMACOG Long Range Transportation Plan
- ☐ Safe Routes to School travel plans
- ☐ TMACOG Sidewalk Policy
- ☐ ADA Transition plans
- ☐ Bikeway plans
- ☐ Freight plans
- ☐ Short-range and/or long-range transit plans
- ☐ ODOT plans
- ☐ Any neighborhood or mobility plans
- ☐ Any other plans, e.g., comprehensive plans. If yes, how does your project fulfill any of these plans? Please specify the plan name(s).

D. Complete Streets Attributes

1. Please cite the specific design guidance or resources which relate to Complete Streets used in developing the scope of the project. Examples may include appropriate sections of the *American Association of State Highway and Transportation Officials (AASHTO) Green Book*, the *Manual of Uniform Traffic Control Devices (MUTCD)*, etc.

N/A

2. Transit accommodations to the extent needed should be handled in consultation with the local transit authority. Have you consulted your local transit agency to ensure that transit vehicles will be accommodated and access to transit facilities provided? Please explain:

N/A

3. Has a speed study been conducted for the street/corridor? Please consider project conditions and context to determine if a speed study is necessary.

- ☐ Yes
- ■ No

4. Has a parking study been conducted for both on-street and off-street parking? Please consider project conditions and context to determine if a parking study is necessary.

- ☐ Yes
- ■ No

5. How will the project consider future utility/telecommunications needs?

The project is a mill and fill project and will not disturb any utilities.

TMACOG Complete Streets Checklist

6. Which, if any, of the following items will be incorporated in the project? Please check all that will apply.

Pedestrian

- ☐ Pedestrian Facilities- Both Sides of Street
- ☐ Pedestrian Facilities- One Side of Street
- ☐ Sidewalk with ADA-Compliant Curb Ramps
- ☐ Signalized Crosswalk
- ☑ Marked Crosswalk with Signage, Including Mid-Block Crossing
- ☐ Pedestrian Detectors
- ☐ Audible Signals
- ☐ Shoulder (in Rural Areas)

Bicycle

- ☐ Bicycle Facilities
- ☐ Bike Lanes
- ☐ Shared-Lane Markings / Sharrows
- ☐ Shared Bike-Bus Lane
- ☐ Bicycle Signage (e.g., Bikes May Use Full Lane)
- ☐ Secure Bicycle Parking
- ☐ Bicycle Detectors
- ☐ Multiuse Path

Stormwater Management

- ☐ Bioswales
- ☐ Stormwater Planters
- ☐ Pervious / Permeable Pavement Options

Transit

- ☐ Transit Facilities
- ☐ Priority Bus Lane
- ☐ Bus Stop, including Paved Passenger Waiting Area
- ☐ Bus Passenger Shelter
- ☐ Bus Pads
- ☐ Light Rail or Street Car

Traffic Calming

- ☐ Traffic Calming Elements
- ☐ Landscaping, including Street Trees
- ☐ Narrower Traffic Lanes
- ☐ On-Street Car Parking
- ☐ Other Physical Changes (e.g., Chicanes, Curb Extensions, Medians, Islands)

Other

- ☐ Lighting
- ☐ 911 Call Boxes
- ☐ Freight Accomodations
- ☐ Emergency Vehicle Accomodations
- ☐ Other(s) (please explain)

E. Exceptions

7. If no pedestrian, bicycle, or transit facilities are being provided, please explain why (see **Exceptions**). Include a statement as to how the needs of all users are being addressed within the same corridor as the project.

The proposed project is a resurfacing project only, therefore curbs, curb ramps, and walks will not be affected.

F. Other

8. Is there additional information to provide about the project that is unique or wasn't captured previously with regard to the Complete Streets Policy?

N/A

See TMACOG website for resources and policy guidance regarding complete streets. Attach additional sheets as necessary.

TMACOG Complete Streets Checklist

Exceptions

If the project sponsor determines that additional complete streets treatments are not warranted, they may request an exception for one or more of the following reasons:

A. Where bicyclists and pedestrians are prohibited by law from using the roadway. Bicycles and pedestrians are legally permitted to travel on or along all streets and roads in Ohio with the exception of limited access freeways and highways.

B. Where the street or road is already adequately designed to accommodate all users, and thus is complete without further enhancements. To qualify for this exception, the project sponsor must document how this street or road currently addresses the needs of all users.

C. Where the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. In accordance with federal guidelines, excessively disproportionate is defined as exceeding 20 percent of the cost of the total transportation project (including right-of-way acquisition costs). This exception must consider probable use through the life of the project—usually a minimum of 20 years for roadways and 50 or more years for bridges.

D. Where the project consists of maintenance, repair, or resurfacing of an existing cross-section only. However, resurfacing projects often offer a low-cost opportunity to adjust lane width or add a bike lane simply by changing the pavement markings on a road, and therefore resurfacing projects should, at the discretion of the project sponsor, be considered an opportunity to make a street or road more complete. Projects that include adding lanes, shoulders, or involve replacement of the full pavement structure are not considered maintenance or repair and do not qualify for this exception.

E. Where the project consists primarily of the installation of traffic control or safety devices and little or no additional right-of-way is to be acquired. However whenever new traffic control detection devices are installed they must be capable of detecting bicycles. All new pedestrian crossing devices must also meet the most current accessibility standards for controls, signals, and placement.

F. Where the Average Daily Traffic count (ADT) is projected to be less than 1,000 vehicles per day over the life of the project and legal speeds are 25 mph or less. Where traffic is light, but speeds are higher, motorists must have adequate sight distance and the opportunity to change lanes to pass a bicycle or pedestrian for a road to be complete without additional design elements.

G. Where scarcity of population or other factors indicate an absence of need for current and future conditions. This exception must take the long view and consider probable use through the life of the project—usually a minimum of 20 years for roadways and 50 or more years for bridges.

H. Where roadway standards or bicycle and pedestrian standards cannot be met. There are times bicycle and pedestrian facility standards cannot be met due to roadway topographic constraints or if a project sponsor can demonstrate that it is impractical to make the street safe for shared use. For example, roads with a combination of extremely high traffic volume (18,000+ vehicles a day), constrained and fixed right-of-way, and posted speeds of 45 mph or more may need special consideration.

2022 STBG Application – Gypsy Lane Resurfacing

Additional Information and Calculations

Item 3 – Complete Streets Legislation

Resolution 3594 passed on 7-6-2015

Item 16 – Permissive License Fees

Ordinance 8791 passed on 9-16-2019 requires $5.00 per motor vehicle per year license fee to be used on roadways.

Dedicated Income Tax

Ordinance 8463 passed on 11-2-2015 allocated 5% of the income tax to the Street Repair Fund.

Item 17 – The City of Bowling Green has BG Transit for public transportation.

Item 23 – 3-year average accident rate per million vehicles

26 accidents on the stretch of Gypsy Lane from 2019-2021 according to the ODOT GCAT.

West Gypsy Lane AADT = 4,800 (1 mile stretch)

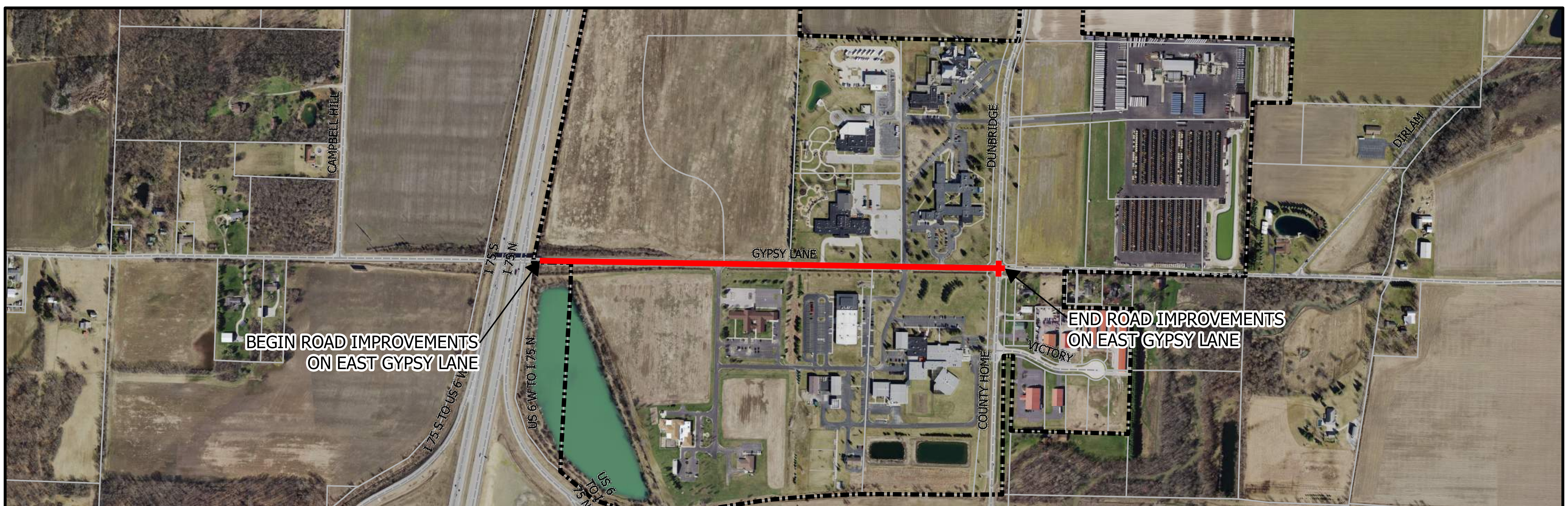
East Gypsy Lane AADT = 1,191 (0.5 mile stretch)

Weighted Average AADT Project Area = 3600

3-year average accident rate per million vehicles = $\frac{26\ X\ 1{,}000{,}000}{3\ x\ 3600\ vehicles\ x\ 365} = 6.6$

Item 24 – Average Daily Users in Thousands

$$AADT\ x\ \frac{1.4}{1000} = 3600\ x\ \frac{1.4}{1000} = 5.04$$



GYPSY LANE PAVEMENT IMPROVEMENTS

BG

CITY OF BOWLING GREEN
Gypsy Lane Resurfacing

ENGINEER'S ESTIMATE: $550,000

Item No.	ODOT Item No.	Description	Unit Cost	Units	West Gypsy Lane Quantity	West Gypsy Lane Cost	East Gypsy Lane Quantity	East Gypsy Lane Cost	Total Quantity	Units	Total Project Cost
1	253	Pavement Repair, 6" 301 Under Mill and Fill, includes milling	$50.00	SY	500	$ 25,000.00	500	$ 25,000.00	1,000	SY	$ 50,000.00
2	254	Pavement Planing, 1.5" Depth	$3.00	SY	15,200	$ 45,600.00	7,265	$ 21,795.00	22,465	SY	$ 67,395.00
3	407	Non-Tracking Tack Coat @ 0.055 GAL/SY for Surface Course	$3.25	GAL	840	$ 2,730.00	400	$ 1,300.00	1,240	GAL	$ 4,030.00
4	407	Non-Tracking Tack Coat @ 0.085 GAL/SY for Scratch Course	$3.25	GAL	43	$ 139.75	43	$ 139.75	86	GAL	$ 279.50
5	441	1.5" of Asphalt Concrete Surface Course, Type 1 (448), PG64-22	$250.00	CY	633	$ 158,250.00	303	$ 75,750.00	936	CY	$ 234,000.00
6	442	Scratch Course, Asphalt Concrete Surface Course, Type 1 (448), PG64-22	$265.00	CY	50	$ 13,250.00	50	$ 13,250.00	100	CY	$ 26,500.00
7	611	Manhole Adjusted to Grade	$1,450.00	EA	5	$ 7,250.00	1	$ 1,450.00	6	EA	$ 8,700.00
8	611	Catch Basin or Inlet Adjusted to Grade	$1,450.00	EA	2	$ 2,900.00		$ -			
9	614	Maintenance of Traffic	$15,000.00	LS	0.5	$ 7,500.00	0.5	$ 7,500.00	1	LS	$ 15,000.00
10	617	Compacted Aggregate	$50.00	CY	35.0	$ 1,750.00	18.0	$ 900.00	53	CY	$ 2,650.00
11	623	Monument Box Adjusted to Grade	$1,000.00	EA		$ -	1	$ 1,000.00	1	EA	$ 1,000.00
12	642	Center Line, Type 1	$800.00	MILE	1.06	$ 848.00	0.50	$ 400.00	2	MILE	$ 1,248.00
13	642	Edge Line	$800.00	MILE	2.0	$ 1,600.00	1.00	$ 800.00	3	MILE	$ 2,400.00
14	644	Crosswalk Line	$6.00	FT	60	$ 360.00		$ -	60	FT	$ 360.00
15	644	Channelizing Line, 6"	$2.00	FT	420	$ 840.00		$ -	420	FT	$ 840.00
16	644	Left Turn Arrow	$100.00	EA	2	$ 200.00		$ -	2	EA	$ 200.00
17	644	Right Turn Arrow	$100.00	EA	2	$ 200.00		$ -	2	EA	$ 200.00
18	644	Transverse/Diagonal Line	$5.00	FT	450	$ 2,250.00		$ -	450	FT	$ 2,250.00
19	872	Void Reducing Asphalt Membrane (VRAM)	$2.00	LF	6,235	$ 12,470.00	2,640	$ 5,280.00	8,875	LF	$ 17,750.00
20	SPEC	Asphalt Rejuvenating Agent	$1.05	SY	15,200	$ 15,960.00	7,265	$ 7,628.25	22,465	SY	$ 23,588.25

	West Gypsy Lane	East Gypsy Lane	Total
Construction Subtotal =	**$ 299,097.75**	**$ 162,193.00**	**$ 458,390.75**
Contingency (20%) =	**$ 59,819.55**	**$ 32,438.60**	**$ 91,678.15**
Total Construction Estimate =	**$ 358,917.30**	**$ 194,631.60**	**$ 550,068.90**

Note: 3,880 SY of W. Gypsy Lane located in Wood County jurisdiction

Engineer's Estimate Construction	**$550,000.00**
Design	$ 7,500.00
Bidding	$ 2,000.00
Construction Administration (10%)	$ 55,000.00
Project Total	**$614,500.00**

STATE OF OHIO
BRADLEY
M
HOLMAN
E-78449
REGISTERED
PROFESSIONAL ENGINEER

1st Reading: 6-1-15
2nd Reading: 6-15-15
3rd Reading: 7-6-15

RECORD OF RESOLUTIONS

Resolution No. 3594 Passed July 6 2015

RESOLUTION TO EXPRESS SUPPORT OF THE COMPLETE STREETS INITIATIVE

WHEREAS, Complete Streets are designed and operated to assure safety and accessibility for all the users of our roads, trails and transit systems, including pedestrian, bicyclists, transit riders, motorists, commercial and emergency vehicles and for people of all ages and of all abilities; and

WHEREAS, Complete Streets reduce congestion by providing safe travel choices that encourage non-motorized transportation options, increasing the overall capacity of the transportation network as well as decreasing consumer transportation costs; and

WHEREAS, Complete Streets support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation and retail destinations by improving the pedestrian and vehicular environments throughout communities; and

WHEREAS, the City of Bowling Green recognizes the importance of street infrastructure improvements and modifications such as sidewalks, crosswalks, shared-use paths, bicycle lanes, signage and accessible curb ramps that enable safe, convenient, and comfortable travel for all users; which improvements and modifications have been, are and will be components of the annual street resurfacing program and the annual sidewalk repair program.

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF BOWLING GREEN, OHIO:

SECTION 1: That this Council supports the Complete Streets initiative.

SECTION 2: That in order to develop and maintain a safe, efficient, balanced and environmentally sound Bowling Green transportation system for people of all ages and abilities, transportation and development projects should explore incorporating any principles of the Complete Street initiative that are consistent with the vision and values of the City of Bowling Green.

SECTION 3: This ordinance shall take effect at the earliest time permitted by law.

Passed: July 6, 2015
Date

President of Council
MICHAEL A. ASPACHER

Attest:
Clerk of Council

Approved: July 7, 2015
Date

Mayor
RICHARD A. EDWARDS

MICHAEL J. MARSH
CITY ATTORNEY
kds

CERTIFICATION
This is to certify that the foregoing is a true copy of Res. No. 3594 passed by the Council of the City of Bowling Green, Ohio. July 6, 2015
Clerk of City Council

BEAR GRAPHICS 800-325-8094 FORM NO. 30043

Ordinance No. 8791 *Passed* September 16, 20 19

ORDINANCE LEVYING A $5.00 MOTOR VEHICLE LICENSE TAX AS AUTHORIZED BY SECTION 4504.173 OF THE OHIO REVISED CODE

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF BOWLING GREEN, COUNTY OF WOOD, STATE OF OHIO:

SECTION 1: There is hereby levied an annual license tax upon the operation of motor vehicles on the public roads or highways of the City of Bowling Green, Ohio, pursuant to §4504.173 of the Ohio Revised Code for the purposes of planning, constructing, improving, maintaining, and repairing public roads, highways, and streets, and to provide additional revenue for the purposes authorized by Section 4504.173(A)(2) of the Ohio Revised Code; and to supplement revenue already available for such purposes.

SECTION 2: Such tax shall be at the rate of $5.00 per motor vehicle per year, on each and every motor vehicle the district of registration of which, as defined in §4503.10 of the Ohio Revised Code, is in the City of Bowling Green, Ohio.

SECTION 2: As used in this Ordinance, the term "motor vehicle" shall include all vehicles within the definition of motor vehicle in the Ohio Revised Code.

SECTION 3: The annual tax imposed by this ordinance shall apply to and be in effect for registrations beginning January 1, 2021, or at the earliest time legally authorized, and shall continue in effect and apply during each registration thereafter.

SECTION 4: The annual tax imposed by this ordinance shall be paid to the Registrar of Motor Vehicles of the State of Ohio, or to a Deputy Registrar, at the time of application for registration of a motor vehicle is made pursuant to the Ohio Revised Code.

SECTION 5: All revenues derived from the annual tax herein levied shall be used by the City of Bowling Green, Ohio for the purposes specified in this ordinance, or any other purpose authorized by state law.

SECTION 6: The Clerk of Council is directed to mail a certified copy of this Ordinance to the Bureau of Motor Vehicles, Tax Distribution Section in Columbus, Ohio upon passage.

SECTION 7: This Ordinance shall take effect at the earliest time permitted by law.

Passed September 16, 2019 — Date

[signature] President of Council
MICHAEL A. ASPACHER

Attest: Kay D. Scherreik
Clerk of Council
KAY D. SCHERREIK

Approved September 17, 2019 — Date

Richard A. Edwards
Mayor
RICHARD A. EDWARDS

MICHAEL J. MARSH
CITY ATTORNEY
kds

RECORD OF ORDINANCES

Ordinance No. ____________ *Passed* ____________, *20* ______

[illegible] 8/19/19

[illegible] 8/19/19

[illegible] 8/19/19

Dayton Legal Blank, Inc. Form No. 30043

Ordinance No. 8463 Passed November 2, 2015

ORDINANCE AMENDING AND ADOPTING CHAPTER 95A OF THE CODIFIED ORDINANCES OF THE CITY OF BOWLING GREEN, OHIO, REGARDING MUNICIPAL INCOME TAX

WHEREAS, the Home Rule Amendment of the Ohio Constitution, Article XVII, Section 3, provides that "Municipalities shall have authority to exercise all powers of local self-government," and the municipal taxing power is one of such powers of local self-government delegated by the people of the State to the people of municipalities; and

WHEREAS, Article XIII, Section 6 of the Ohio Constitution provides that the General Assembly may restrict a municipalities power of taxation to the extent necessary to prevent abuse of such power, and Article XVIII, Section 13 of the Ohio Constitution states that "laws may be passed to limit the powers of municipalities to levy taxes and incur debts for local purposes;" and

WHEREAS, the General Assembly has determined that it is necessary and appropriate to comprehensively review and amend Chapter 718 of the Ohio Revised Code, setting forth statutory requirements for municipal income tax codes in Ohio; and

WHEREAS, more specifically, the General Assembly enacted H. B. 5 in December 2014, and mandated that municipal income tax codes be amended by January 1, 2016 such that any income or withholding tax is "levied in accordance with the provisions and limitations specified in [Chapter 718];" and

WHEREAS, upon a detailed review of H. B. 5 and the Codified Ordinances of the City of Bowling Green, Ohio, this Ordinance is found and determined by this Council to enact the amendments required prior to the January 1, 2016 deadline to be in accord with the provisions and limitations specified in Chapter 718 of the Revised Code; and

WHEREAS, Council also finds and determines that the constitutionality of certain provisions of the state-mandated code may have been put in question by recent decisions of the Ohio Supreme Court regarding, among other things, taxation of professional athletes, but these provisions must be included if the municipal income tax code is to be "levied in accordance with the provisions and limitations specified in [Chapter 718]" and thus are adopted by this Council but are disclaimed to the extent they are unlawful or unconstitutional;

NOW THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF BOWLING GREEN, STATE OF OHIO, THAT:

SECTION 1: That Chapter 95A of the Codified Ordinances be amended and adopted to read as set forth in the document entitled "Chapter 95A, Income Tax" attached hereto as Exhibit A and incorporated herein by reference.

SECTION 2: That this ordinance shall take effect and be in force from and after January 1, 2016.

Passed: November 2, 2015
Date

President of Council
MICHAEL A. ASPACHER

Attest:
Clerk of Council
KAY D. SCHERREIK

Approved: November 3, 2015
Date

Mayor
RICHARD A. EDWARDS

MICHAEL J. MARSH
CITY ATTORNEY
kds

RECORD OF ORDINANCES

Dayton Legal Blank, Inc. Form No. 30043

Ordinance No. ____________ *Passed* ____________, 20____

10/5/15

10/5/15

10-5-15

CHAPTER 95A

Municipal Income Tax

Effective January 1, 2016
For taxable years beginning with taxable year 2016

95A.01AUTHORITY TO LEVY TAX; PURPOSES OF TAX; RATE

95A.011 AUTHORITY TO LEVY TAX

(A) The tax on income and the withholding tax established by this Chapter 95A are authorized by Article XVIII, Section 3 of the Ohio Constitution. The tax on income and the withholding tax established by this Chapter 95A are deemed to be levied in accordance with, and to be consistent with, the provisions and limitations of Ohio Revised Code 718 (ORC 718). This Chapter is deemed to incorporate the provisions of ORC 718.

(B) The tax is an annual tax levied on the income of every person residing in or earning or receiving income in the municipal corporation, and shall be measured by municipal taxable income. The Municipality shall tax income at a uniform rate. The tax is levied on Municipal Taxable Income, as defined herein.

(Source: ORC 718.04)

95A.012 PURPOSE

1. (A) *Generally.* To provide funds for the purposes of general municipal operations, maintenance, new equipment, extension, and enlargement of municipal services and facilities and capital improvements of the city, including the payment of interest and principal on notes and bonds which may be lawfully issued for such purposes, there shall be levied, as hereinafter provided, a tax on qualifying wages, commissions, and other compensation, on net profits, and on certain other income.

(B) *Police purpose.* Of the municipal income tax rate, 0.14% shall be solely to provide funds associated with the hiring and maintenance of 14 additional permanent police officers for the Police Division.

(C) *Firefighter purpose.*

(1) Of the municipal income tax rate, 0.09% shall be solely to provide funds associated with the hiring and maintenance of eight additional permanent firefighters for the Fire Division.
(2) Of the municipal income tax rate, 0.19% shall be solely to provide funds associated with the hiring and maintenance of at least 19 additional permanent firefighters for the Fire Division.
(3) Of the municipal income tax rate, 0.08% shall be solely to provide funds associated with maintenance and operation of the Fire Division, including, but not limited to, providing for firefighters/emergency medical technicians and staff and equipment, for providing fire protection and ambulance service to the City of Bowling Green, Ohio.

(1980 Code, §§ 95.01 - 95.013) (Ord. 3218, passed 12-16-1974; Am. Ord. 5526, passed 2-16-1993; Am. Ord. 5527, passed 2-16-1993; Am. Ord. 6091, passed 1-6-1997; Am. Ord. 7192, passed 12-15-2003; Am. Ord. 8027, passed by electorate 11-2-2010)

2. RATE

The tax rate is 2.00%

(1980 Code, §§ 95.01 - 95.013) (Ord. 3218, passed 12-16-1974; Am. Ord. 5526, passed 2-16-1993; Am. Ord. 5527, passed 2-16-1993; Am. Ord. 6091, passed 1-6-1997; Am. Ord. 7192, passed 12-15-2003; Am. Ord. 8027, passed by electorate 11-2-2010)

(Source: ORC 718.04)

95A.013 ALLOCATION OF FUNDS

The funds collected under the provisions of this chapter shall be deposited with the first 1.5% to the general fund income tax account. Such funds shall be disbursed in the following order annually.

(A) Such part thereof as shall be necessary to defray all costs of administering and enforcing the provisions thereof.

(B) The balance of funds collected shall be disbursed as follows:

(1) Fifty percent for general fund;

(2) Five percent for Street Repair Fund;

(3) Eight and one-third percent for Capital Improvements Fund;

(4) Thirty-three and one-third percent for Sewer and Water Capital Improvements Fund; and

(5) Three and one-third percent for Park, Playground and Recreation Fund.

(C) Monies credited to such funds may, pursuant to authorization by Council, be used for the purpose of paying interest and principal on notes and bonds which may lawfully be issued for such purposes.

(D) Funds collected under the provisions of § 95A.012 (B) shall be deposited solely for the purpose of funding 14 additional permanent police officers for the Police Division.

(E) Funds collected under the provisions of § 95A.012 (C) (1) shall be deposited solely for the purpose of funding 8 additional permanent firefighters for the Fire Division.

(F) Funds collected under the provisions of § 95A.012(C) (2) shall be deposited solely for the purpose of funding at least 19 additional permanent firefighters for the Fire Division.

(G) Funds collected under the provisions of § 95A.012(C) (3) shall be deposited solely to provide funds associated with maintenance and operation of the Fire Division, including, but not limited to, providing for firefighters/emergency medical technicians and staff and equipment, for providing fire protection and ambulance service to the City of Bowling Green, Ohio.

(1980 Code, § 95.13) (Ord. 3218, passed 12-16-1974; Am. Ord. 5526, passed 2-16-1993; Am. Ord. 5527, passed 2-16-1993; Am. Ord. 6091, passed 1-6-1997; Am. Ord. 7192, passed 12-15-2003; Am. Ord. 8027, passed by electorate 11-2-2010)

95A.014 STATEMENT OF PROCEDURAL HISTORY; STATE MANDATED CHANGES TO MUNICIPAL INCOME TAX

(A) Significant and wide-ranging amendments to ORC 718 were enacted by Am Sub HB 5, passed by the 130th General Assembly, and signed by Governor Kasich on December 19, 2014, and H.B. 5 required municipal corporations to conform to and adopt the provisions of ORC 718 in order to have the authority to impose, enforce, administer and collect a municipal income tax.