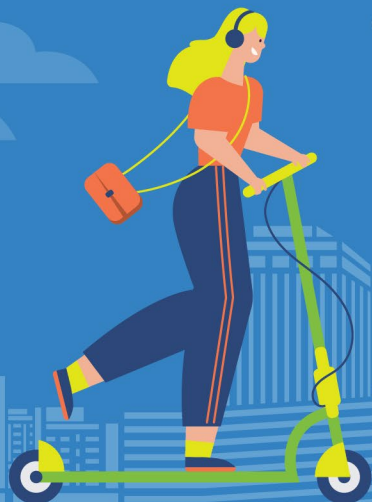




Project Delivery Incentive Program

OARC Transportation Committee Meeting
2/23/24



A decorative graphic in the top-left corner consisting of overlapping, organic shapes in shades of blue, green, and yellow.

Common Issues

- Toll Revenue Credits (TRCs) were not being used
 - struggles with how to apply equitably
- Project slippage
 - Promise of being able to move up projects wasn't enough

What is PDIP?

- PDIP stands for Project Delivery Incentive Program
- It incentivizes project sponsors to deliver projects in a specific time window



Maximum STBG project request is \$6,000,000.
 Minimum local match is 20% but may be reduced to 10% if participating
 PDIP requires STBG projects PS&E submitted to ODOT within four year

Project Sponsor		Contact
		Name:
		Title:
Is this your Priority Project?	Yes No	Address
Is this a PDIP Project?	Yes No	
(Please circle, only one priority project accepted per sponsor per funding category)		Phone:
		Email:
Project Name		
Location		



What is PDIP?

- By meeting PDIP deadlines, the sponsor can potentially reduce their local share costs from 20% minimum to as low as 10%
- PDIP funds are capped at \$100,000 per project and only apply towards construction funding
- Local funds are supplemented with Toll Revenue Credits (TRC) to offset PDIP costs



PDIP Deadlines

- PDIP deadlines vary by funding program
 - STBG – 4 years from AMATS resolution approval
 - STBG-Resurfacing – 2 years from AMATS resolution approval
 - TASA – 2 years from AMATS resolution approval (new 2023)
- To keep the TRC portion of PDIP a sponsor must have PS&E submitted to ODOT by the deadline listed above
 - PS&E does not need ODOT approval, but this deadline makes the project eligible to move up on the schedule quickly
- Projects are still placed in out years for fiscal constraint, but they form a sort of reservoir list if other projects slip



PDIP Example 1

- A \$1 million TASA project applies and would like to pursue PDIP
 - PS&E would need to be submitted to ODOT within 2 years from AMATS resolution approval
 - TASA funds - \$800,000 (assuming all CO monies)
 - PDIP (TRC) funds - \$100,000
 - Local share - \$100,000
- If sponsor misses the deadline, project will return to an 80/20 split
 - In this example, \$800,000 TASA and \$200,000 local
- If deadline is met and AMATS is not able to move the project up, the additional PDIP funds remain to offset local share



PDIP Example 2

- A \$7.5 million STBG project applies and would like to pursue PDIP
 - PS&E would need to be submitted to ODOT within 4 years from AMATS resolution approval
 - STBG funds - \$6,000,000 (STBG cap) – can be split between RW and CO
 - PDIP (TRC) funds - \$100,000 (PDIP cap) – CO phase only
 - Local share - \$1,400,000
- Federal funds combined with PDIP cannot exceed 90% of the construction phase funding
- PE/DD and RW phases are not eligible for PDIP funding

Lessons we are Learning...

- Sponsors' understanding of PDIP was (and still is) limited
- PDIP is popular—why wouldn't it be?
- Most sponsors meet their deadlines—money is a great motivator





Questions?

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