



5 Implementation and Monitoring

Transportation planning is a continuous process. Key elements of this ongoing process are implementing the strategies, actions, and projects identified in the Safety Action Plan and monitoring the progress in advancing the established goals and performance measures. The data and information included in this plan is intended to help guide decision making and the next steps for CORPO communities and partners to implement. Implementation is primarily accomplished through state or local government action on the strategies to advance recommended actions through their respective procedures, Capital Improvement Programs, grant funding applications, or other related methods. However, key partners and relevant stakeholders will play important roles in moving these action items forward in collaboration with the responsible local and state agencies.

5.1 Collaboration and Partnerships

Both implementation of the Safety Action Plan and evaluation of the progress towards achieving the goals and targets set in the plan will be guided by CORPO and the partners who assisted in the development of the plan. Agencies and partner agencies identified to implement the Action Plan include:

- CORPO (Central Ohio Rural Planning Organization)
- MORPC (Mid-Ohio Regional Planning Commission)
- ODOT (Ohio Department of Transportation)
- ORDC (Ohio Rail Development Commission)
- ODPS (Ohio Department of Public Safety)
- COAAA (Central Ohio Area Agency on Aging)
- Public Health Departments
- Safe Communities Coalitions
- County Mobility Managers
- Local government agencies
- County and City Engineers
- EMS Personnel
- County Sheriff's Offices
- Local Law Enforcement
- Vehicle Manufacturers
- Researchers

The partners listed above will be critical to the implementation process and will serve as leaders for the action items they are associated with in the action plan.

5.2 Guide to Implementation

After data-informed project planning and prioritization, the next step is project implementation. Before project implementation, agencies should be sure to perform data analysis, consider equity and environmental justice populations, engage the community, and consider adopting a local plan prioritizing local safety projects. Agencies should complete all project planning steps before proceeding to implementation. Completing the steps will increase eligibility and competitiveness for both state and discretionary grant programs.



Key Implementation Indicators

Below is a list of indicators agencies can reference to ensure a project is ready for implementation.

- **Adopted Plan with Priorities:** The project is listed in an adopted plan, with a well-documented process for prioritizing and implementing projects.
- **Stakeholder Buy-in:** A committee, task force, or similar group was involved in the process creating the plan and developing the prioritized projects.
- **Data Analysis:** In-depth data analysis informed the adopted plan and project list.
- **Community Engagement:** The community was engaged in developing the plan and in the project planning.
- **Equity:** An equity analysis was conducted to understand the impacts of the project to all members of the community, especially any identified environmental justice populations.

5.3 Funding

This section describes local, state, and federal funding options for projects and strategies, including discretionary funding opportunities. This is a guide for implementing agencies and partners to match strategies with funding sources and identify potential partnerships or funding programs.

When considering funding for project implementation, a local agency should first consider if the project can be completed with local funding. If a project can be included in a local capital budget, this is likely the quickest avenue for implementation. In addition, local agencies should also consider if there are other partners, i.e., the partner agencies included with action items in this plan, that may be available to combine funding.

Larger projects that exceed local or partner budgets or include state-owned facilities, may require state or federal funding sources. In general, larger projects involving several elements or safety countermeasures may be most appropriate for federal funding and smaller, low-cost projects may be most suitable for state or local funding.

Funding Sources

LOCAL

Most local governments allocate their own dollars through a capital improvement program that includes transportation improvements. This may include funds from general revenue or other special-purpose sources. Although local governments go through cycles of experiencing budget problems, it is expected that the local governments will continue to have funds available for system management, operations, preservation, and expansion. Local funds are often used to match state and federal dollars or to repay loans. In addition to matching state and federal funds, local governments completely fund some projects themselves.



TRANSPORTATION REVIEW ADVISORY COUNCIL (TRAC)

The TRAC manages ODOT's funding for new facilities and major expansion projects. These projects add lanes to freeways, build bypasses, expand existing interchanges, build new interchanges, fund major transit expansion and intermodal/multimodal terminals. ODOT funds the TRAC from a variety of sources depending upon the nature of the project, the funding sources for which it is eligible, and the funding available in a specific program.

CORPO DEDICATED FUNDS

At ODOT's discretion, CORPO has made a certain amount of Surface Transportation Block Grant (STBG) funds available to allocate towards transportation projects across the region. These funds have been used for a variety of transportation projects, including roadway widenings, reconstruction, and active transportation infrastructure.

LARGE CITIES PROGRAM

In addition to providing funding to MPOs and RTPOs, ODOT provides a certain amount of STBG funds to five large cities across the state which are not within the boundaries of an MPO. The CORPO region includes two of these large cities: the City of Marion and the City of Lancaster.

PRIVATE FUNDS

Various private sources may include direct contribution of dollars or improvement of the facility by the private sector. These are mostly done as new facilities through vacant land that is being developed or modifications to existing facilities impacted by the development of vacant land.

OTHER

Other funds include five small programs and other unique situations. These are Roadwork Development (629) Program, Safe Routes to School (SRTS), TID Supplemental Funding, Clean Ohio Trail Fund (COTF) and Recreational Trails Program (RTP). Other funds may also be congressional earmarks, innovative financing techniques, or other unique situations.

Funding Tables

The tables on the following pages detail state and federal grant programs related to transportation and transportation safety.

ODOT

The table below encompasses additional transportation safety funding programs available through ODOT.

Program	Agency	Types of Projects Eligible	Funding Available
Safe Routes to School (SRTS) Grants	Ohio Department of Transportation	Provides resources, technical assistance, and project funding to encourage and enable students in grades K-12 to walk or ride their bike to school. This grant program funds both infrastructure projects and educational initiatives.	ODOT awards \$5 million in funding every year. Funding requests for infrastructure projects cannot exceed \$500,000, and non-infrastructure requests cannot exceed \$60,000 for each year of the project.
Transportation Alternatives Program (TAP)	Ohio Department of Transportation	According to ODOT, this program “provides funds for projects that advance non-motorized transportation facilities, historic transportation preservation, and environmental mitigation and vegetation management activities”	This program is a reimbursable, pay-as-you-go funding opportunity. ODOT will pay up to 80% of the construction cost up to a maximum amount determined by the Funding Committee, with the additional 20% due by the applicant.
Highway Safety Improvement Program – Systemic Safety Funding	Ohio Department of Transportation	Aims to provide resources and financial support for projects preventing deaths and serious injuries related to pedestrian and roadway departure crashes. This opportunity will provide funding for projects that integrate FHWA’s proven countermeasures in high-traffic areas.	Applicants can request up to \$2 million for pedestrian safety enhancements and up to \$5 million for roadway departure safety improvements. A 10% local match will be required.
Highway Safety Improvement Program – Abbreviated Safety Funding	Ohio Department of Transportation	The HSIP has an abbreviated safety funding application meant to expedite the implementation of quick-build safety enhancements at crucial locations. Projects must be simple, integrate proven safety countermeasures, and must be constructed within two years.	Funding requests cannot exceed \$500,000
Highway Safety Improvement Program – Formal Safety Funding Application	Ohio Department of Transportation	Intended to provide funding for higher-cost, more complex safety improvements that require a more detailed review. Funding is available for all stages of project planning and development.	Funding requests typically range from \$500,000 to \$5 million, and requests typically require a 10% local match.
Small City Program	Ohio Department of Transportation	Provides funding for roadway infrastructure projects to small cities with populations from 5,000 to 24,999 not located within the boundaries of an MPO. This program may be used for any road, safety, or signal project on the Federal-aid system.	A funding limit of \$2 million per project is set, and historically, funding has been set at \$10 million annually for the program in its entirety.

FEDERAL

The Bipartisan Infrastructure Law (BIL) continued, expanded, and introduced several federal discretionary grant programs. The table below encompasses federal transportation safety discretionary grant programs.

Program	Agency	Types of Projects Eligible	Funding Available
Safe Streets and Roads for All (SS4A)	U.S. Department of Transportation	Provides funding for activities related to the development of a Safety Action Plan that identifies significant roadway safety concerns in a community. The program also provides funding for projects and strategies identified in an Action Plan to address a roadway safety problem.	In fiscal year 2024, Congress authorized \$1 billion to be awarded for SS4A grants under the Bipartisan Infrastructure Law.
Community Traffic Safety Grants	National Highway Traffic Safety Administration	Supports project proposals that implement evidence-based countermeasures to enhance traffic safety.	\$750,000 is available to be disbursed every calendar year, and requested amounts must fall between \$50,000 to \$200,000.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants	U.S. Department of Transportation	Provides funding for surface transportation projects that will enhance safety, equity, sustainability, and economic development.	\$1.5 billion in grant funding is provided every year from 2022 to 2026
Active Transportation Infrastructure Investment Program (ATIIP)	U.S. Department of Transportation	Supports planning and active transportation implementation at the network scale. The ATIIP awards competitive grants to plan, design, and construct networks of safe and connected active transportation facilities that connect between destinations within a community or metropolitan region.”	\$60 million in funding available in fiscal year 2024
Reconnecting Communities and Neighborhoods (RCN) Program	U.S. Department of Transportation	Aims to foster equitable economic development by funding projects that improve access to economic opportunity and mitigate the harmful impacts of past infrastructure projects. Applicants can apply to one of three different categories of grants: capital construction grants, community planning grants, and regional partnerships challenge grants	The Department of Transportation expects to award up to \$188 million to Community Planning Grants, up to \$2.718 billion to Capital Construction Grants, and up to \$450 million to Regional Partnerships Challenge Grants.
Rural Surface Transportation Grant Program	U.S. Department of Transportation	Supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and spur economic development.	This program will provide \$2 billion over 5 fiscal years – it was passed as part of the Bipartisan Infrastructure Law in 2021

5.4 Evaluating Outcomes and Project Tracking

The CORPO Safety Action Plan established official targets for reducing fatalities and serious injuries on roadways throughout the CORPO planning area, as well as specific actions that local agencies and partners can take to meet those targets. Moving toward the long-term goal of zero fatalities and serious injuries will require incremental investments in safety to meet these short-term targets. CORPO and partner agencies will report annually on progress toward these targets and on the tracking of relevant output measures identified in the Action Plan. Annual reporting will help to determine whether progress is being achieved toward each action item and if any output measures need adjustment. Annual reporting will be shared at a minimum with the CORPO Committee and on the [CORPO Safety Action](#) webpage for anyone to access.

EVALUATION RESPONSIBILITIES

Project evaluation is essential to inform future funding and policy decisions. If certain programs and countermeasures are consistently successful in achieving desired outcomes, then effort can be focused on continuing to implement those programs or similar countermeasures at additional locations. If a program or project is not meeting performance expectations, then there is an opportunity to reevaluate and address the situation. Evaluation is a shared responsibility between CORPO and partner agencies. The chart below details evaluation responsibilities by agency, and which responsibilities are shared between CORPO and local or partner agencies.

Agency	Responsibility
Local and Partner Agencies	<ul style="list-style-type: none">Tracking implementation of projectsCollecting data before and after project implementation
Shared	<ul style="list-style-type: none">Review and compare crash dataReport on results of evaluation
CORPO	<ul style="list-style-type: none">Aggregate tracking of regional evaluation resultsEvaluating program effectivenessMeasuring and reporting on safety performance measure targets and outcomes

PROJECT TRACKING

As local and partner agencies implement the action items identified in the Plan, the following details should be tracked and documented:

- Specific countermeasure(s) utilized
- Locations treated or targeted
- Project or program beginning and end dates
- Project or program costs

Agencies can refer to the [FHWA Highway Safety Improvement Program \(HSIP\) Evaluation Guide](#) for information and resources on how to effectively evaluate implemented programs and projects.

UPDATING THE SAFETY ACTION PLAN

Evaluating outcomes will also help to determine when and how the plan document may need to be revised or updated. The following are key considerations or indicators to review in consideration of updating the plan document:

- **Identifying any barriers to implementation:** have implementing agencies or partners experienced any significant barriers to implementing specific action items or projects?
- **Modifying action items as issues or new opportunities arise:** do any of the action items or projects need to be modified to account for additional challenges or new opportunities that have arisen since the plan was initially developed?
- **Providing updates and additional guidance on specific programs or activities:** has any new guidance or resources been developed that impacts Safety Action Plan activities, or does guidance need to be developed regarding specific activities?

Based on evaluation of progress and outcomes, CORPO and partners will determine when it is most appropriate to revisit and update the full plan document. This will be every five years at a minimum to ensure that the safety priorities and priority safety locations are still relevant.