

OPWC Program Information



State Capital Improvements Program (SCIP) & Local Transportation Improvements Program (LTIP)

These programs were originally created in 1987 (SCIP) and 1989 (LTIP) to assist local governments such as cities, villages, townships and counties to improve their infrastructures. In November 2005, funding for the SCIP program was renewed with passage of State Issue 1 as part of the "Jobs for Ohio" program.

Grants and/or loans are made available to all political subdivisions in Ohio, including cities, villages, townships and counties for road, bridge, culvert, sewer and water/wastewater system improvements. These funds are administered through the Ohio Public Works Commission ([OPWC](#)). Click here for more information about these programs. <http://www.pwc.state.oh.us/mission.htm>

The Application Process

Applications can be made by any political subdivision for funding assistance on infrastructure projects such as road, bridge, culvert, sewer, water and wastewater system projects. Applications are usually due each year on the first Friday in October. Funding for approved projects becomes available the following July, which is the start of the state fiscal year.

Applications are first submitted to the District Public Works Integrating Committee which reviews each application and makes a recommendation to [OPWC](#) to approve funding. Delaware County is part of [OPWC](#) District 17, which is comprised of Delaware, Fairfield, Knox, Licking, Marion, Morrow and Pickaway counties.

Once a project is approved for funding, a grant agreement is issued around July 1. This agreement is sent to the local agency for approval. Projects can extend into the following years depending on the size and complexity of the work.

What Funds are Available?

Both grants (do not have to be repaid) and loans (both low interest and no-interest) are available through [OPWC](#). Maximum funding amounts can vary from year to year depending on the state allocation of funds. In Round 21 (2006), about \$7.8 million dollars is available in District 17 through both grants and loans. All applicants within the district must compete for these dollars since funding requests far exceed the available funds each year.

The Local agency must contribute at least 10% local share toward the project, either in the form of payments or force account (in-kind) contributions. The greater the local share, the higher an application scores.

Application Scoring Criteria

District 17 Integrating Committee has established a list of grading criteria as of June 2006 that all funding applications will be scored by. These criteria include the following items:

- **Infrastructure Needs of the District:**
 - high average daily traffic on the road or more people served by the system scores higher
- **Age and Condition of the System:**
 - older and poor condition systems score higher
- **Generation of Revenue in the Form of User Fees**
 - systems such as water/wastewater systems generate fees to the user and score lower
- **Importance to Health and Safety:**
 - Projects that improve safety or health of users (or motorists) score higher
- **Cost of the Project:**
 - applications requesting loans score higher than grants
- **Effort/Ability of the Subdivision to Assist in Financing the Project:**
 - greater local share percentage scores higher
- **Overall Economic Health of the Subdivision:**
 - Scored relative to the local agencies median household income relative to that of the county (lower income scores higher)
- **Adequacy of Planning and Readiness to Proceed:**
 - Projects that are ready to bid construction as soon as a project agreement is issued in July score the highest
- **Other factors:**
 - **Project priority** - high priority projects on the agency's Capital Improvement Plan score highest
 - **Impact on Jobs** - projects such as water/wastewater plants that generate permanent jobs score highest. Temporary construction jobs score lower.
 - **Previous SCIP/LTIP funding** - agencies that have received previous funding score lower, and is pro-rated to the amount received
 - **Amount of grant/loan requested** - the more funding requested, the lower the score

The District 17 scoring methodology document can be downloaded here:

<http://www.pwc.state.oh.us/Meth.Dist17.R21.pdf>

Cooperation with the County Engineer

The County Engineer serves as engineer for all 18 townships of Delaware County and therefore can be of assistance in preparing applications for [OPWC](#) funds. The [Design Department](#) staff regularly assists townships with [OPWC](#) projects, both in preparing applications as well as in administering the design and construction contracts.

Delaware County is committed to improving and maintaining its infrastructure and assisting townships in doing the same. The County Engineer will provide engineering services, either through [Design Department](#) staff or through a consulting engineer, for township projects that apply for [OPWC](#) funds.

Project Scheduling

Scheduling is one of the most important aspects of any project. Depending on the size and complexity of a project, it may take only a couple of months to engineer, bid and build a project such as resurfacing a road, versus several years for a major project such as a road widening or major drainage improvement.

Major vs. Minor Projects

Major projects are considered any project that requires right-of-way acquisition or utility relocation. These are typically road construction or reconstruction, widening, culvert replacement, or major drainage projects. A major project can take as long as 5 years from initial planning to construction, therefore it is extremely important to contact the County Engineer at the earliest possible date.

Minor projects are usually maintenance type projects such as road resurfacing (asphalt paving), pavement marking, or minor culvert or drainage projects that do not require right-of-way or utility relocation. These projects can typically be completed within 1-2 years of initial planning.

Design Standards and Right-of-Way Acquisition

Townships should be aware that any "non-maintenance" type project must be designed in accordance with current [ODOT](#) highway design standards. These standards set forth the required pavement width, shoulder width, shoulder maximum slopes, guardrail type and length, pipe size, signing and pavement markings. A project that seems simple such as a ditch setback can often turn into a much bigger project because of right-of-way constraints, utility conflicts, and drainage issues. Roadway and drainage projects often require substantial takes of right-of-way in order to provide adequate shoulder and ditch slopes.

In analyzing how much benefit will come from a particular project, each Township must realize that short term inconveniences to neighboring properties will most likely result. Right-of-way acquisition can be a highly controversial part of a project, and the Township must commit to completion of all right-of-way acquisition in order for a project to succeed. Delaware County must abide by state and federal laws regarding the taking of property, including both easement and fee right-of-way. Owners must be offered compensation at the fair market value of the property or easement as determined by a qualified appraiser. Many times, there are substantial differences of opinion over the fair market value as determined by the appraiser and the landowner.

Township Request for Engineering Assistance

Due to the volume of requests for assistance that the County Engineer receives from the 18 townships in Delaware County, the office has established a procedure for the submittal of these requests.

All engineering requests shall be submitted by resolution of the Township Board of Trustees on the "Request for Engineering Assistance" form provided by the County Engineer. The form must be approved and signed by at least two of the three township trustees and must explain, in detail, the type of assistance required.



[Click here](#) to download the Request for Engineering Assistance form (14 KB)



[Click here](#) to get the FREE Adobe Acrobat reader (external link)