

HOCKING VALLEY SCENIC TRAIL Meeting Minutes January 22, 2025 Page 1 of 6

The Hocking Valley Scenic Trail, HVST, met Wednesday at 530pm January 22, 2025, at the Hocking County Health Department, HCHD 350 SR 664 North, Logan, Ohio.

Twelve (13) members were in attendance;

Brice Frasure	Chair HVST, Logan-Hocking School District
Nikki Hankinson	Co-Chair, Hocking County Health Department
Dennis A Daubenmire	Secretary HVST
Lisa Frasure	Starr Township Trustee
Nyla Vollmer	Hocking County Historical Society
Drew Davidson	Hocking County Commissioner
Rick Perkins	HVST Advisor
Steve Williams	HVST Advisor
Christa Myers	Buckeye Hills Regional Council Transportation Planning Manager
Bill Shaw	Hocking County Highway Department
Gary Silcott	DLZ Engineering
Sara Peden	DLZ Engineering
Tracy Shoults	DLZ Engineering

Brice Frasure greeted all in attendance. Brice requested review of the HVST meeting of November 20, 2024 by the secretary Dennis A Daubenmire. Meeting minutes were reviewed with no additions or corrections. Brice & Lisa Frasure prepared this month's meeting agenda.

Ohio Department of Transportation, ODOT, Transportation Alternative Program, TAP grant awarded \$950,000.00 for the initial grant with 80% TAP funds and 20% Safety funds for trail connectivity between Aqueduct Park on East Front Street to the Logan Hocking Middle School Campus on Maysville Williams Road along East Front Street, Linton Road.

Additional \$1.55 million TAP grant monies were awarded to complete muscle powered trail to connect existing Hock-Hocking Adena Trail. Proposed route from Aqueduct Park, East Front Street and Olde Town Creek parking area (Dannie Drive) along East Front Street, SR328, Well Road, Haydenville Road and Hocking Valley Scenic Railway easement. Hock-Hocking Adena Trail existing northerly trail head is located adjacent to Hocking Street and North Street, Nelsonville.

Proposed plans for both TAP grants have been explored and preliminarily engineered and discussed in length with Hocking Valley Scenic Railway and any affected privately and public properties.

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Upcoming Grants were discussed as additional monies may be required to allow construction of a way or means to cross US33, Hocking River and the Hocking Valley Scenic Railway rail crossings. Numerous impediments include cost and complexity of bridges, locations of crossings and safety of users. Possible additional grants are, but not limited to;

- Destination Investment Fund Program. Meeting to be Thursday, 530pm, January 30, 2025 at the Logan Theater. Open to the public and offered on Zoom.
- Ohio Department of Natural Resources, ODNR, Nature Works Grant, could be submitted 6-2025.
- Pedestrian and Bicycle Special Solicitation.
- Surface Transportation Block Grant, STBG.
- Rural Tribal Assistance Pilot Program. RTAPP.
- TAP Grant second application in 11-2025.
- Reconnecting Communities Grant, due 9-2025. Five-minute video produced by D&R Studios. Lisa Frasure has a comprehensive action plan to include local area historians and local students.

See Pages 3 thru 6 for brief description of the above mentioned grants.

Hocking County Active Transportation Plan meeting was held January 16, 2025, led by Catherine Girves of Toole Design and initiated by Buckeye Regional Council Planning. Numerous HVST advisors' members were in attendance along with, but not limited to Ohio Department of Transportation, ODOT District Ten, Hocking County Commissioner, Wayne National Forest, Buckeye Regional Council Transportation Manager, Hocking River Commission Inc. Topics highlighted were local residential, non-motorized access with the city. Primarily focusing on local residents with no primary vehicle access. Other topics were;

- Bicycle Fix-It Stations
- Bicycle Co-Ops
- School Level Safety Instruction
- Traffic Control for Pedestrians and Bicyclist
- Bicycle Racks at Transportation Stops
- Water Transportation Access

The next HVST meeting will be Wednesday, February 19, 2025, 530p, at the Hocking County Health Department, HCHD, 350 State Route 664 an invitation to all interested parties and share their thoughts, concerns, expertise and enthusiasm.

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NatureWorks projects are funded through the Ohio Parks and Natural Resources Bond Issue which was approved by Ohio voters in November 1993. The NatureWorks grant program provides up to 75% reimbursement assistance for local government subdivisions (townships, villages, cities, counties, park districts, joint recreation districts, and conservancy districts) to for the acquisition, development, and rehabilitation of recreational areas.

Specifications

- All local subdivisions of government are eligible (local school boards are ineligible).
- Local governments can apply for up to 75 percent reimbursement grants (state funding) for acquisition, development, or rehabilitation of public park and recreation areas.
- The agency must have proper control (title or at least a 15-year non-revocable lease) to be eligible for a development or rehabilitation grant.
- Eligible government agencies within each county

Application Due Date	Maximum Project Award	Required Match	Funding Source	ORC Authorization
<i>JUNE 2, 2025</i>	County allocation up to \$150,000 max if available	25%	State Capital Budget	1557.06

The **Surface Transportation Block Grant (STBG)** program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. The STBG program funding is made available through the State transportation agencies. **STBG is an apportioned (formula) program, which means the funds are only made available to the States by a formula contained in law, which is different than a discretionary grant program where eligible applicants may competitively seek funding through a Notice of Funding Opportunity (NOFO).** If an entity believes they have a project that may be eligible under the STBG program, they should contact their respective State Department of Transportation (DOT) or local Metropolitan Planning Organizations (MPO) for additional information on projects and project funding. The Federal Highway Administration provides STBG program funds to States by formula, yet the selection of projects for funding under the STBG program is the decision of the State DOT or local MPO, in accordance with applicable Federal requirements.

Pedestrian & Bicycle Special Solicitation

The Ohio Department of Transportation is hosting a special solicitation for projects that make walking and biking a safe, convenient, and accessible transportation option for all Ohioans. A variety of pedestrian and bicycle related projects are eligible for this special solicitation, including:

1. **Plans and Studies** - the development of pedestrian and/or bicycle related plans or studies at the state, regional, local, or corridor level.
2. **Data Collection** - the collection of data related to walking and biking.
3. **Education and Promotion** - activities that educate on bicycle and walking matters and those which promote walking, biking, and transit as a transportation option.
4. **Short Term Infrastructure Projects** - engineering, design, and/or construction of pedestrian and bicycle projects that can begin construction by June 30, 2026.
5. **Traditional Infrastructure Projects** - engineering, design, and/or construction of standalone pedestrian and bicycle projects of statewide significance.

The Rural and Tribal Assistance Pilot Program is intended advance transportation infrastructure projects in rural and Tribal communities by supporting development-phase activities for projects reasonably expected to be eligible for certain DOT credit and grant programs. Grants will fund financial, technical, and legal assistance to states and rural and Tribal communities.

The grants are intended to increase organizational capacity in communities that may not have resources available to evaluate and develop projects that qualify for federal funding and financing programs. Grants reimburse expenses incurred to hire staff or procure third-party advisory firms to assist with project development.

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Reconnecting Communities Pilot Program. RCP

The Infrastructure Investment and Jobs Act established the Reconnecting Communities Pilot (RCP) Program to advance community-centered transportation connection projects, with a priority for projects that benefit low-capacity communities. RCP focuses on improving access to daily needs such as jobs, education, healthcare, food, nature, and recreation, and foster development and restoration, and provide technical assistance to further these goals. The primary goal of the RCP Program is to reconnect communities harmed by past transportation infrastructure decisions, through community-supported planning activities and capital construction projects that are championed by those communities.

The RCP Program provides funding for two types of grants. Planning Grants fund the study of removing, retrofitting, or mitigating an existing facility to restore community connectivity; conduct public engagement, and other transportation planning activities. Capital Construction Grants are to carry out a project to remove, retrofit, mitigate, or replace an existing eligible facility with a new facility that reconnects communities.

Many reconnecting projects are also eligible for funding under formula programs or eligible discretionary grant programs.

The **Transportation Alternatives Program (TAP)** provides funding for projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and safe routes to school projects.

Program Announcement

- THERE IS NO TAP LETTER OF INTEREST
- TAP Application will go live on Tuesday, October 1, 2024, and application will be due November 30, 2024.
- Applications will be reviewed and scored by Selection Committee January 1st to February 14th.
- Selection Committee meets in March.
- Award will go to Governance Board for April meeting
- Award notification immediately after awards OK'd from Governance Board

This schedule gives applicants an opportunity to apply for multiple ODOT funding sources in the same application year. For example, if your project has eligible items for TAP and Small City, applicants will now have their Small City decision before the TAP letter of Interest is due and can make necessary changes based on the results of the Small City application.

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Destination Investment Fund grant program

The \$154 million will be used to improve infrastructure at parks, trails, and museums; support enhancements to historical native landmarks; renovate downtown spaces and main streets; and create new hubs for education, economic development, healthcare, and community engagement in areas where these opportunities have not previously existed.

“These investments aim to enhance growth and quality of life in Ohio's Appalachian communities,” said Lt. Governor Husted. “We hope to highlight the region's amazing offerings and develop new sites that benefit residents and attract visitors for years to come.”

Among the historical sites that will undergo enhancements include the historic Monroe Theater in Woodsfield, the Black Horse Inn Underground Railroad Museum in Morristown, the Serpent Mound in Adams County, and Ross County's four Hopewell Ceremonial Earthworks sites, which are included in Ohio's first UNESCO World Heritage listing.

Logan, Georgetown, Jackson, and Chauncey are among the communities whose downtown districts will be revitalized.

Hocking Hills Tourism Association (HHTA) will host an informational session about the Destination Investment Fund (DIF) grant program. This meeting scheduled for Thursday, Jan. 30, 2025, at 5:30 p.m. at the Logan Theater, with an option to attend virtually via Zoom. The DIF grant program supports 501(c)(3) non-profit organizations in Hocking County.

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