

STARK COUNTY AREA TRANSPORTATION STUDY

TRANSPORTATION IMPROVEMENT PROGRAM 2012-2015

STARK COUNTY, OHIO

Final Document
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Table of Contents

I. Introduction	1-1
Transportation Improvement Program (TIP) Development	1-1
SCATS STP and CMAQ Project Priority Rating System	1-2
SCATS Transportation Enhancement Project Priority Rating System	1-4
SCATS Funding Policies	1-8
Project Planning Analysis and Consistency	1-9
Public Involvement	1-10
Summary	1-11
II. FY 2012-2015 TIP Highway Projects	2-1
Chart 2-1 - Project Types by Percentage of Funding	2-1
ODOT 2012-2015 Line Item Descriptions	2-2
Sold or Obligated Highway Projects FY 2008-2011	2-5
Map – 2012-2015 TIP Projects	2-7
Table 2 – SCATS 2012-2015 Highway Project Listing Table Fields and Codes	2-8
SCATS 2012-2015 Highway Project Listing Table	2-9
III. Transit Projects	3-1
Chart 3-1 Expenditures by Major Categories	3-1
Chart 3-2 Capital Expenditures	3-2
SCATS 2015-2015 TIP Transit Project Table Key	3-2
SCATS 2015-2015 TIP Transit Project Table	3-4
IV. Financial Analysis	4-1
Highway Fiscal Constraint and Funding Sources	4-1
Other Highway Programs Fiscal Constraint	4-2
Transit Fiscal Constraint	4-2
Maintenance, Operation, and System Preservation	4-2
Chart 4-1 Funding/Use Sources	4-3
Table 4-1 – SCATS FY 2012-2015 Projects by Funding Source	4-4
Table 4-2 – SCATS Funded Highway Improvements Projected Revenues and Costs	4-5
Appendix A – Environmental Justice Assessment	A-1
Appendix B – Air Quality Conformity Analysis	B-1
SCATS Policy Committee Resolution FY 2011-15	

I. INTRODUCTION

The Transportation Improvement Program or TIP is the schedule of transportation improvements recommended for implementation within the next four years. It is a product of the transportation planning process. In Ohio, the TIP is a biennial document generally adopted every 2 years to coincide with the Ohio biennium budget.

TIP Development

The TIP is developed from both the short and long range planning processes. Major projects generally originate from the SCATS Long-range Transportation Plan. This plan recommends the location and type of improvements to meet future traffic demands. Most other projects come from transportation management systems. These systems analyze conditions on the existing system and identify projects maintain an acceptable condition or to bring the system up to standards. SCATS is not a project implementer. All projects in the TIP must have a project sponsor who initiates the project and applies for funding.

Project selection depends on the types of projects and source of funding. ODOT selects Major New Capacity projects through the Transportation Review Advisory Council (TRAC). This nine-member committee ranks proposed projects based on objective criteria. ODOT has other selection criteria for safety, transportation enhancement and local bridge projects. These projects are funded through the appropriate ODOT office in Columbus.

Each ODOT District has a budget for bridge and roadway projects. The districts develop a work program to determine how to manage these funds. Bridge, capacity, pavement and safety management systems help the district determine the type and priority of projects. The district then submits a program of projects to fit available funding and satisfy other criteria.

The County Engineers Association has an allocation of STP funds for projects on the county highway system. It funds projects submitted by the individual county engineers.

SARTA is allocated federal transit funds by formula to fund capital projects with other FTA funds being made available on a competitive basis. SARTA also receives state general funds.

To develop the TIP, SCATS meets with the appropriate officials from the municipalities, county, state and the Stark Area Regional Transit Authority to update the previous TIP to reflect the status of each project. As new funds become available and communities develop programs, projects are submitted to SCATS.

The SCATS Policy Committee selects projects for funding using the SCATS allocation of STP, CMAQ and Transportation Enhancement funds. The SCATS Policy Committee has developed a project selection process to select and prioritize projects. The process rates STP and CMAQ projects using the following criteria:

SCATS STP and CMAQ Project Priority Rating System

Priority should go to those projects

Economic Development		(subjective) Up to 10 Points	
10	Projects that encourage Industrial/Mfg. Development		
5	Projects that encourage Commercial/Service Development		
3	Projects that encourage Retail Development		
Financial Factors		Up to 10 points	
10	Projects with 50% or greater matching funds		
5	Projects with 40% to 49% matching funds		
3	Projects with 30% to 39% matching funds		
0	Projects with less than 30% matching funds		
System Planning		Up to 10 points	
5	Corridor Completion		
	Up to 5 points for projects which complete corridors or close gaps		
	Examples Include Bottleneck eliminators		
5	Continuity		
	Up to 5 points for projects which connect roads or eliminate jogs		
5	Included in SCATS Long Range Plan		
5	Multi-Modal Project		
Safety/Engineering Factors		Up to 20 points	
	Safety - up to 20 points for projects which specifically improve safety problems		
	Intersections		
20	Top 10 SCATS Crash location		
15	11-20 Crash location		
10	21-40 Crash location		
5	Minimum Hazard Rating of 5		
	Road Segments		
10	Hazard Reduction		
5	L & D Geometric Improvement		
	Bridges		
15	Sufficiency Rating < 40		
10	Sufficiency Rating 40-50		
5	Sufficiency Rating 50-60		
Traffic Factors		Up to 20 points	
20	if ADT is > 20,000	Existing Congestion	
15	if ADT is > 15,000	5	points if V/C >1.2
10	if ADT is > 10,000	3	points if V/C > 1.0

5	if ADT is > 5,000
3	if ADT is > 3,000
1	if ADT is less than 3,000

Readiness		Up to 15 points for projects which can be constructed first
15	Stage 2 Plans Complete or Ability to Contract	
10	Stage 1 Plans Complete	
5	Preliminary Plans, HSP, or Traffic Studies	
System Preservation		Up to 15 points
Up to 15 points for projects which maintain the existing system as opposed to expansion		
Replacement	5	Resurfacing
	15	Roadway/intersection reconstruction
	Rehabilitation	
	10	5 Signals
	15	10 Bridges
	10	5 Multimodal Facilities
15		Bus Replacement
Environmental/Project Effectiveness		Up to 25 points (subjective)

Additional points will be awarded as follows to projects that may qualify for CMAQ funding. Certain traffic flow improvement projects have been shown to reduce emissions from vehicles. While not required prior to submitting an application, further quality analysis may be required prior to placing CMAQ eligible projects on the TIP.

Traffic Flow Improvements

25	Turn lanes
25	Signal systems
25	Roundabout
10	Lane widening
25	Bus Replacement
25	Park & Ride/Intermodal Hub
10	Access Management
15	Increase Transit Ridership
15	New Transit Programs
10	Diesel Retrofit
20	Alternate Fuel Vehicles (not including hybrids)

20	Bike Facilities
15	Rail Commuter/freight

**** The SCATS Policy Committee has adopted a goal of awarding up to 20% of the annual CMAQ allocation, not to exceed the available funds for the TIP period of 2012-2015 for the purchase of one (1) bus or four (4) para-transit vehicles per year.***

Each project is scored and projects ranked for funding. The project rank is not the only determinant for programming projects. Other factors considered in programming include the length of time required for the preliminary engineering and right-of-way acquisition phases and the availability of funds by funding category. Finally, SCATS must consider the priority rating the implementing agency assigns to the project.

SCATS Transportation Enhancement Project Priority Rating System

Due to their nature, a separate project selection priority system is used for transportation enhancement projects. Upon receipt of the application from the sponsor, the SCATS staff conducts an evaluation using the following criteria:

Project Delivery

Sponsors past performance on the delivery of ODOT projects, OPWC projects, or other state-funded projects. The maximum total point value is 15.

15	Project completed in a timely and professional manner with no problems
8	Project completed but with some problems
0	No project delivery experience
-5	Major problems or unsatisfactory performance

Cost Estimates

Determination as to reasonableness and detail of cost estimates. The maximum total point value is 5.

5	Cost estimates are reasonable and have sufficient detail
3	Cost estimates are moderately high or low and have sufficient detail
-5	Cost estimates are not reasonable and/or have insufficient detail, and/or contain ineligible costs

Funding Commitment

Available funding for preliminary engineering, design and the local share of construction. The maximum total point value is 10.

10	Resolution/ordinance with identified available and accessible local share
0	No resolution/ordinance, or document does not contain required information
-5	Reviewer's knowledge of financial difficulty/hardship

Project Quality and Viability

Extent of project's strengths or weaknesses; show of public support; and ability to be awarded within two years of notice. The maximum total point value is 20.

Project Strengths/Weaknesses	
5	Project has no obstacles
3	Project has minor obstacles
-5	Project has major obstacles

Demonstration of public awareness	
5	Sponsor has used various methods to inform public of project (e.g. news articles, website, support letters, part of local or regional plan) and virtually no known public opposition
3	Sponsor has made some effort to inform public and minimal opposition
0	Minimal awareness and/or some well documented opposition

Ability to be awarded within two years from notice of funding	
5	Project can be awarded within two years from notice of funding
0	Project can not be awarded within two years from notice of funding

Operation and Maintenance Capabilities	
5	Sponsor has shown strong ongoing maintenance commitment as evidenced by other projects, park facilities, staff knowledge, etc.
0	Sponsor is committed to maintaining the project but there are some potential issues with maintenance
-5	Maintenance commitment has not been made and/or clear evidence of lack of maintenance on other facilities, parks, projects, etc.

Category I - Historic and Archaeological

Project Usage

Estimated user base within a logical distance from the project. This is the approximate number of people who may have a direct benefit from the proposed project on an annual basis (e.g. the number of visitors to the site or facility, or the number of vehicles driving past a site). The maximum total point value is 15.

15	>20,000
10	5,000 to 20,000
5	<5,000

Historical Importance

Extent that the project preserves a historically or archaeologically significant site. The maximum total point value is 15.

15	Site is a National Landmark
10	Site is on National Register
5	Site is eligible for inclusion on National Register

OR New Transportation Museums

15	Construction of a new facility or wing to an existing facility (enhances existing facility)
10	Conversion of an existing facility, such as railroad stations or historic properties (stand-alone)
5	The purchase of artifacts or displays for the creation and operation of the facility.

Historical Characteristics

Number of historic characteristics the project possesses. The maximum total point value is 15.

5	The site is representative of a significant period in Ohio history
5	The site involves the use of materials or techniques that are historically or archaeologically unique, or is one of only a few remaining examples of a once common structure/site in Ohio
5	The site was designed, constructed or occupied by a person of historic significance

Category II - Scenic and Environmental

Estimated user base within a logical distance from the project. The user base is a factor of census and employment data for individuals within a one-mile area surrounding the project. An alternative user base is the number of vehicles that pass the location on a daily basis (ADT). The maximum total point value is 15.

Residents & Workers		OR	Vehicles	
5	<5,000		5	<20,000
10	5,000 to 20,000		10	20,000 to 50,000
15	>20,000		15	>50,000

Project Characteristics

Degree of the project's environmental and visual impact. The maximum total point value is 35.

15	The project will remove an existing visual blighting influence or will substantially enhance the visual environment
10	The project is a good use of public dollars that can be quantified with short- and long-range economic benefits
4	The project creates a visual impact, and is unique to the area's identity
4	The project will save a site that has a major threat to be lost
2	The project is located within a historic district currently listed on the National Register of Historic Places

Category III - Bicycle and Pedestrian Projects**Relationship to Transportation System**

Need(s) the proposed project will address. The maximum total point value is 25.

10	Included in the SCATS bicycle plan
5	OR Included in an adopted local bicycle or pedestrian plan
10	Completion of a missing link on a state or countywide wide facility
5	OR Completion of a missing link on a local facility, or extension to existing trail
3	Provides new access to major destinations such as schools, shops, transit facilities, park and ride lots and other major community facilities
2	Enhances existing facility (e.g. benches, lighting, etc.)

Project Usage

Estimated user base within a logical distance from the project. The user base is a factor of census and employment data. A three-mile area is used for bicycle projects and a one-mile area is used for pedestrian projects. The maximum total point value is 10.

10	> 20,000
8	15,001 to 20,000
6	10,001 to 15,000
4	5,000 to 10,000
2	< 5,000

Project Characteristics

Degree to which the project addresses existing or future safety problems for bicyclists and/or pedestrians along the existing corridor. The maximum total point value is 15.

Legal Speed Limit 0-5	5	> 50 MPH
	4	40 to 50 MPH
	3	30 to 40 MPH
	1	<30 MPH
	0	No alternative roadway

Conflict Factor 0-10	4	Provide safe crossing at railroads, roadways or rivers
	4	Provide safe accommodation for bicyclists and/or pedestrians parallel to railroads, freeways or rivers
	1	Eliminates one or more intersections
	1	Eliminates ten or more driveways

The SCATS Policy Committee will make the final determination of funding for a project. They will be assisted by the SCATS Technical Advisory Committee that will meet to review the projects and staff rating in a work session and make funding recommendations to Policy Committee. The ranking is a means to help the committee generally prioritize and rank projects. Other factors the Technical Advisory Committee determines to be relevant may be taken into consideration such as geographical distribution and whether the project is stand alone or in conjunction with another planned project.

SCATS Funding Policies

In order to contain project costs and fund additional projects the SCATS Policy Committee has adopted the following policies for administering TIP projects:

- Preliminary engineering will not be funded from SCATS federal funding allocations. Preliminary engineering includes all activities in both the preliminary and final development phases of the ODOT project development process. This includes the development of alternatives, the environmental assessment and the final construction plans, specifications and estimates
- A cap will be placed on the amount of SCATS federal funding for each project. This cap will be 120% of the federal funding approved at the time the project was initially placed on the TIP. If the final estimate for a project shows the need for funds in excess of 120% of the original amount the SCATS Policy Committee must concur. If the amount is in excess of 150%, the project sponsor must be able to show the reasons for the cost overrun. This Policy will not prevent a project from proceeding if the project sponsor is willing to fund the federal share in excess of the 120 % amount.

The cap is included in the project agreement with ODOT and ODOT will not allow the federal funding to exceed the cap without SCATS concurrence.

- The Committee will only guarantee funding for a project phase for a specific fiscal year. If funds for the project phase are not encumbered in the fiscal year shown in the most recent TIP, the funds will be assigned to another project. Project sponsors for these projects may reapply for funds in subsequent fiscal years, but this application will be considered with all new projects. The Policy Committee and staff will work with the project sponsor and ODOT to attempt to encumber all funds in the year shown in the TIP. They may be able to reschedule projects before the end of the fiscal year to avoid lapse of obligation authority and project funding.
- All new TIP projects are now funded through a project funding agreement. This funding agreement provides project information and description beyond what is normally shown in the TIP. It also contains provisions for the project monitoring. Finally, it provides for funding commitments to project sponsors beyond the TIP period.

Planning Analysis

All projects regardless of source of funding or process of selection, are reviewed for consistency with the SCATS Transportation Plan. The Plan, updated in 2009, was developed around the following objectives and strategies:

Objective 1- Adopt a “system preservation” policy towards Stark County roadways in conjunction with ODOT’s system preservation policy.

Strategies:

- A. Prioritize funding for system preservation;
- B. Implement Intelligent Transportation System strategies such as congestion management, safety planning, and mobility management.

Objective 2- Provide a multi-modal transportation system which includes various modal options, such as pedestrian access, bikeways, mass transit, rail, and air facilities.

Strategies:

- A. Evaluate and adjust SARTA’s routes to provide adequate transportation to and from suburbs and center cities;
- B. Support the objectives of the Coordinated Public Transit - Human Services Transportation Plan and SARTA’s continued curb to curb programs to serve transit dependent persons;
- C. Encourage the development and creation of scenic improvements, historic improvements, and pedestrian and bike trails;
- D. Structure new subdivisions to include pedestrian and bicycle facilities (sidewalks and trails), tying into the countywide trail system where possible;
- E. Provide for pedestrian friendly transportation systems where appropriate in response to new demographics and special needs.

Objective 3- Provide a congestion free transportation system.

Strategies:

- A. Work cooperatively with appropriate agencies to create and implement countywide access management regulations;
- B. Address existing congestion before building new roads in undeveloped areas.

Objective 4- Provide an efficient, safe and secure transportation system.

Strategies:

- A. Identify and target high crash locations for safety improvements;
- B. Implement intelligent transportation systems;
- C. Consult with appropriate agencies to provide for a secure transportation system.

Objective 5- Provide an economically and environmentally sound transportation system.

Strategies:

- A. Develop fiscally constrained transportation plans and programs;
- B. Monitor and assess the cost effectiveness of transportation system components;
- C. Ensure projects are sensitive to social, economic and environmental effects;
- D. Encourage projects and programs that minimize the transportation system's impacts on air and water quality and noise levels.

A fiscal analysis of the TIP is also made to determine funding availability and project priorities may be adjusted to stay within fiscal constraints. An air quality conformity analysis must be conducted on the entire TIP and Plan comparing the emissions for the TIP/Plan build scenario with the established emission budgets. The documentation is included in the appendix. After completion of these steps, the draft TIP is reviewed with the public and the Citizens' Advisory Council and approved for submission to ODOT by the SCATS Policy Committee. SCATS then transmits the draft document to ODOT and FTA.

Public Involvement

The Federal planning regulations call for a formal public involvement process. The SCATS Public Participation list has been expanded to include local/State land use management, natural resource, environmental protection, conservation and historic agencies. SCATS will provide these agencies with the opportunity to review and comment on the Plan and TIP. SCATS will prepare GIS layers to allow the comparison of transportation plans with available conservation plans and maps and/or with available inventories of historic or natural resources. The following paragraphs describe the SCATS Public Involvement Process as it relates to the TIP. During its drafting, information on the SCATS TIP was presented to members of the Citizens' Advisory Council, the SCATS Policy Committee, and the RPC at their regularly scheduled meetings. The development of the SCATS TIP is coordinated with the State Transportation Improvement Program and SCATS utilizes the STIP public involvement

procedures which provide for review of the complete package of all the MPO TIPs and the STIP in each ODOT District and each MPO during a two week public comment period. The SCATS TIP is distributed to area libraries during the comment period. A news release on the availability of the draft SCATS TIP was issued by the SCRPC Public Relations office.

A public meeting was held on April 13, 2011 at 4:00 PM at the Stark County District Library. The Draft TIP will be available on the SCATS website as well as publicized in the SCRPC newsletter. Notices of the public meeting and the availability of the draft TIP was published in the three Stark County daily newspapers.

SCATS will provide opportunities for public review of major amendments to the TIP, such as change in design concept or scope of project on a major transportation corridor. Also considered major are amendments affecting the TIP fiscal constraint or air quality conformity determination.

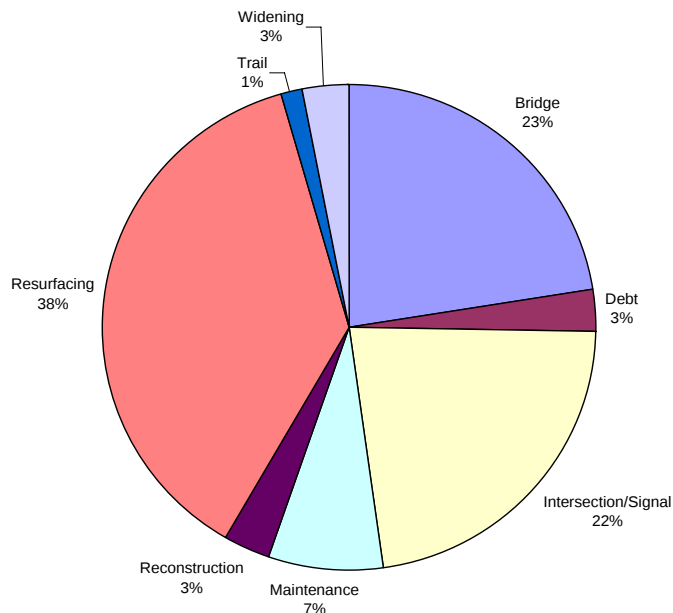
Summary

The TIP report is divided into five sections. The first section is this introduction. In section II, highway projects are presented in a series of tables and on a map displaying the location of projects. Recommended transit projects are presented in section III. Section IV outlines revenues and costs of the highway and transit improvements. Two appendices will be included in the Final TIP document. Appendix A includes a documentation of the impact of the projects on low-income and minority populations as required by the President's executive order on environmental justice. Appendix B documents the conformity of the TIP and Plan with the Clean Air Act Amendments of 1990.

II. FY 2012-2015 TIP Highway Projects

The FY 2012 - 2015 TIP includes 72 highway projects. All projects have been reviewed by the SCATS Policy Committee and found to be consistent with the Transportation Plan. Projects in the first two years of the TIP are limited to funds available. The SCATS TIP, as demonstrated in the fiscal constraint section, meets this test.

Highway Project Types



The project selection requirements recognize projects listed in the first year of an approved STIP as an "agreed to" list of projects for subsequent implementation. Projects listed in any of the four years of the approved STIP are eligible for authorization in any other of the four years of the STIP, subject to the project selection requirements.

According to an agreed general rule, projects from the second, third or fourth year may be advanced into the first year following appropriate project selection activities. Any project listed in the four fiscal years may be eligible for authorization at any time within the life of the STIP. In MPO areas, any project phase that is proposed to proceed to federal authorization prior to the year it is shown on the MPO TIP requires that a letter of concurrence be secured by the Program Manager through the District from the affected MPO. This is not intended to constitute a formal amendment to the TIP.

Included in this section is a record of each proposed project, the total cost and a listing of funding by project phase and source of funds, the year each phase of the project is scheduled to begin, the type of work to be done, the agency responsible for implementation and the air quality status of each project. A map (Figure 1) shows the location of all projects on the TIP.

Ohio Department of Transportation

2012-2015 Line Item Descriptions

COUNTY- ROUTE- SECTION	STATEWIDE LINE ITEMS	DEFINITION	TOTAL PROJEC T COST (000'S)	TYPE OF FEDERA L FUNDS	TOTAL COST BY PHASE		
					PE	R/W	CO
ALL SYSTEMS	AMISH BUGGY	ODOT targets projects on priority state routes and off-road trails adjacent to priority state routes that improve safety for motorists and horse drawn vehicles. The priority state routes were identified and selected based on ODOT buggy/ motorized vehicle crash data.	000's	STP	000's	000's	000's
ALL SYSTEMS	APPALACHIAN DEVELOPMENT LOCAL ACCESS	The Ohio Department of Development manages this federal program. Local nonprofit or local governments may apply for funding for local access roads serving industrial, commercial, residential, recreational and educational areas; funds can pay for preliminary engineering, right of way and/or construction which will improve economic development opportunities.	000's	APL	000's	000's	000's
ALL SYSTEMS	BRIDGE INSPECTION	Annual series of inspections are conducted on state highway system bridges. Some inspections are completed by ODOT District personnel and others completed by multiple inspection contracts.	000's	BR	000's	000's	000's
ALL SYSTEMS	BRIDGE MAINTENANCE ACTIVITIES	ODOT completes numerous small projects which are planned, designed and constructed quickly to maintain the structures on the highway system. These projects include bridge painting, sealing, and repairs from vehicle crashes.	000's	STP	000's	000's	000's
ALL SYSTEMS	BRIDGE REHABILITATION, RECONSTRUCTION, & REPLACEMENT	The need for reconstruction or rehabilitation of a particular bridge structure may be accelerated by weather or other conditions requiring quick action by ODOT. This covers bridge work on state highways or eligible local routes.	000's	BR STP	000's	000's	000's
LOCAL SYSTEMS	CEAO PROGRAM ADMINISTRATION	ODOT allocates federal funds to the counties for safety and preservation programs. This covers the County Engineers Association of Ohio's costs for administrating the program	000's	STP	000's	000's	000's
ALL SYSTEMS	EMERGENCY RELIEF PROJECTS (CATEGORY B & C)	When an emergency occurs, usually weather related, and an individual local area is devastated it may not be possible to meet all the repair needs within the federal timing requirements for Category A. Category B & C repairs have extended timing limits, which require quick action.	000's	ER	000's	000's	000's
ALL SYSTEMS	ENVIRONMENTAL MITIGATION	The National Environments Policy Act (NEPA) in certain situations require the mitigation of environmental impacts from transportation improvement projects. Some mitigation activities are not initially attached to any specific project.	000's	STP	000's	000's	000's
ALL SYSTEMS	FEDERAL DISCRETIONARY PROGRAMS	Several programs are funded on the national level, interstate maintenance, covered bridge, ferry boat, and innovative bridge. The funding for these programs is appropriated late in the federal fiscal year and is required to be authorized prior to the end of that year.	000's	IMD DCB FBD INB NCPD SB TCSP	000's	000's	000's
ALL SYSTEM	FOREST HIGHWAYS/PUBLIC LANDS	This program is administered and funded through the Eastern Federal Public Lands Highways Division of FHWA. Forest Highways assist rural and community economic development as well as promote tourism and travel. Projects are cooperatively selected and managed by ODOT, FHWA and the National Forest Service. These funds may be used for the planning, design and construction of highways, roads, parkways, and transit facilities that provide access to or within National Forest System lands.	000's	FH PLH	000's	000's	000's

*Monetary line item amounts are reflected in the Statewide Transportation Program (STIP)

Ohio Department of Transportation

2012-2015 Line Item Descriptions

COUNTY- ROUTE- SECTION	STATEWIDE LINE ITEMS	DEFINITION	TOTAL PROJEC T COST (000'S)	TYPE OF FEDERA L FUNDS	TOTAL COST BY PHASE		
					PE	R/W	CO
ALL SYSTEM	GEOLOGIC SITE ASSESSMENT	ODOT provides construction funding for the remediation of landslide, rock fall, underground mine, erosion and sinkhole sites. Eligible activities include both preventive site mitigation and reactive repair. To be eligible, a project must be identified on the District Geologic Site Inventory and have undergone a Cost to Benefit analysis to determine if the site is a viable project.	000's	IM NH STP	000's	000's	000's
ALL SYSTEMS	HIGHWAY MAINTENANCE ACTIVITIES	ODOT completes numerous small projects which are planned, designed and constructed quickly to maintain the highway system. These projects include mowing, lighting, signing, guardrail, city maintenance contracts, spot safety improvements, traffic signals, patching and pavement markings; in addition other projects are also considered important pavement and structure maintenance activities; such as, shoulder work and spot pavement repair. .	000's	IM NH STP	000's	000's	000's
ALL SYSTEMS	HIGHWAY PLANNING AND RESEARCH	The planning portion funds the MPO staff activities, special studies, and the ODOT planning and data collection activities. The research portion funds specific research projects within the state.	000's	SPR PL STP CMAQ	000's	000's	000's
ALL SYSTEMS	HIGHWAY RESURFACING, REHABILITATION, & IMPROVEMENTS	Highway Resurfacing, Rehabilitation, & Improvements - The need for resurfacing or rehabilitation on a particular highway may be accelerated by weather or other conditions requiring quick action by ODOT. This covers basic resurfacing on any level highway: interstate, US route, or state route; and any number of lanes, two-, four- or more lanes; divided or undivided. Also covered are highway restoration, rehabilitation, shoulder improvements addition of medians, and the widening of narrow pavement lanes.	000's	IM NH STP	000's	000's	000's
ALL SYSTEMS	HIGHWAY SAFETY PROGRAM	Highway Safety - ODOT targets specific safety concerns for hazard elimination which can require quick action. These projects include vertical and horizontal alignment, signalizations and intersection channelization.	000's	IM NH STP HSIP	000's	000's	000's
ALL SYSTEMS	JOB ACCESS REVERSE COMMUTE	Job Access Reverse Commute – FTA funds this program which provides grants for competitively selected projects to improve access to transportation services to employment, job training and support activities for welfare recipients and eligible low-income individuals. The program requires coordination of federally assisted programs and services in order to make most efficient use of available resources.	000's	5316	000's	000's	000's
LOCAL SYSTEMS	LOCAL GOVERNMENT PROGRAMS	Local Government Programs - Like ODOT, the county paving and bridge programs complete numerous small projects which are planned, designed, and constructed quickly to maintain the local systems.	000's	BR HRRR HSIP STP	000's	000's	000's
ALL SYSTEMS	LOCAL PLANNING AGENCIES	Local Planning Agencies (LPAs) - ODOT occasionally provides guidance and information to local planning agencies outside of MPO areas, but which are outside of the Highway Planning and Research program.	000's	STP	000's	000's	000's
ALL SYSTEMS	NATIONAL RECREATIONAL TRAILS	National Recreational Trails Program - Nationally funded program which is coordinated by the Ohio Department of Natural Resources. The funding for this program is appropriated by the U.S. Congress on an annual basis. Therefore funding is not committed to individual trail projects outside of the current year.	000's	NRT	000's	000's	000's

*Monetary line item amounts are reflected in the Statewide Transportation Program (STIP)

Ohio Department of Transportation 2012-2015 Line Item Descriptions

COUNTY- ROUTE- SECTION	STATEWIDE LINE ITEMS	DEFINITION	TOTAL PROJEC T COST (000'S)	TYPE OF FEDERA L FUNDS	TOTAL COST BY PHASE		
					PE	R/W	CO
ALL SYSTEMS	NEW FREEDOM	New Freedom – FTA funds this program to support new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (ADA) that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services.	000's	5317	000's	000's	000's
ALL SYSTEMS	OHIO DEPARTMENT OF PUBLIC SAFETY 402 SAFETY PROGRAM ACTIVITIES	Ohio Department of Public Safety – 402 Safety Program – Specific funding is set aside by SAFEETEA-LU for this program which is administered by the Ohio Department of Public Safety.	000's	STP	000's	000's	000's
ALL SYSTEMS	RAIL GRADE SEPARATION PROGRAM * no funding after 2012	Rail Grade Separation Program - This program was created by Governor Taft in 2002. The funding of specific crossing for separation may happen outside of the usual schedule to address safety concerns	000's	STP CMAQ	000's	000's	000's
ALL SYSTEMS EXCEPT INTERSTATE	RAIL HIGHWAY CROSSING SAFETY	Rail Highway Crossing Safety - This program funds rail grade crossing protection improvements. Projects are selected by Ohio Rail Development Commission and the Ohio Public Utilities Commission with the work being performed by the railroad companies.	000's	STP	000's	000's	000's
ALL SYSTEMS	RIDESHARE PROGRAM	Rideshare Program - This is a statewide program which provides funding to regional coordination agencies.	000's	STP CMAQ	000's	000's	000's
ALL SYSTEMS	RIGHT-OF-WAY HARDSHIP AND PROTECTIVE BUYING	Right-of-way Hardship and Protective Buying - Prior to the completion of a transportation system improvement environmental assessment which would determine exactly which properties need to be purchase under the right-of-way phase, an individual property becomes available. When ODOT is reasonably certain the property will be required for the planned improvement the property may be purchase ahead of the complete right-of-way plan approval.	000's	NH STP	000's	000's	000's
ALL RURAL TRANSIT SYSTEMS	RURAL TRANSIT PROGRAM	Rural Transit Program - ODOT provides capital and operation assistance to public transportation system in areas outside of urbanized areas. The federal funding appropriations for this program are made annually with the federal fiscal year.	000's	5311	000's	000's	000's
ALL SYSTEMS	SAFE ROUTES TO SCHOOL	Rural Transit Program - ODOT provides capital and operation assistance to public transportation system in areas outside of urbanized areas. The federal funding appropriations for this program are made annually with the federal fiscal year.	000's	LU10 LU20 LU30	000's	000's	000's
ALL SYSTEMS	SPECIALIZED SERVICES PROVIDED BY STATE WIDE/DISTRICTWIDE CONSULTANT CONTRACT	Specialized Services Provided by Statewide/Districtwide Consultant Contract - The fluctuating work load of ODOT at times requires outside assistance to meet project deadlines. Which individual projects may be affected are difficult to anticipate.	000's	NH STP	000's	000's	000's
ALL TRANSIT SYSTEMS	SPECIALIZED TRANSPORTATION PROGRAMS	Specialized Transportation Program - ODOT provides funding vehicles ad related equipment for special services for the elderly and people with disabilities. The local agencies which participate in this program operate on calendar year basis and the federal program funding appropriations are made on an annual basis.	000's	5310	000's	000's	000's
ALL SYSTEMS	TRANSPORTATION ENHANCEMENT ACTIVITIES	Transportation Enhancements - The local sponsoring agency funds the preliminary engineering for a project once it is selected. The timing for the actual construction phase in not within ODOT's control following selection.	000's	STP	000's	000's	000's

*Monetary line item amounts are reflected in the Statewide Transportation Program (STIP)

Sold or Obligated Highway Projects FY 2008-2011

PID	Project Name	Primary Work Category	Phase	Authorized Amount	Sponsoring Agency	FY
22862	STA SR 0153 05.16	Pavement/Shoulder Sealing and/or Repair	RW	\$330,000	LOUISVILLE; CITY OF	2009
22867	STA Hills & Dales Road	Major Widening	CO	\$4,800,000	STARK COUNTY ENGINEER	2009
25238	STA SR 0241 07.67	Bridge Repair	CO	\$520,000	ODOT	2009
			CO	\$2,080,000		
25430	STA SR 0172 11.91 / 15.55	Minor Rehabilitation - Pavement Prmy Sys	CO	\$219,000	ODOT	2009
			CO	\$876,000		
25549	STA US 62/250 0.00/0.00	Minor Rehabilitation - Pavement Prmy Sys	CO	\$420,000	ODOT	2009
			CO	\$1,680,000		
77858	STA US 0062 04.04	Minor Rehabilitation - Pavement Gnrl Sys	CO	\$2,100,000	ODOT	2009
77863	STA SR 0800 00.00	Bridge Repair	CO	\$1,700,000	ODOT	2009
79630	STA Deer Creek Park Ped Bridge	Parks	CO	\$284,600	Stark County Park District	2009
			CO	\$1,138,400		
80676	STA CR-190-0.48 (Applegrove)	Major Reconstruction	RW	\$100,000	STARK COUNTY ENGINEER	2009
			RW	\$400,000		
81284	STA CR 240 01.42 (12th Street)	Pavement/Shoulder Sealing and/or Repair	PE	\$53,790	STARK COUNTY ENGINEER	2009
			RW	\$50,000		
82003	STA Cleveland Ave (CR66)	Intersection Improvement	PE	\$5,293	STARK COUNTY ENGINEER	2009
			PE	\$47,634		
			RW	\$37,700		
			RW	\$339,300		
82124	STA SR 0183 18.54	Signals	CO	\$35,000	ALLIANCE	2009
82800	STA US 0062 25.49	Resurfacing, Divided System	CO	\$180,000	ODOT	
			CO	\$720,000		
82922	STA US 0030 21.55	Minor Rehabilitation - Pavement Gnrl Sys	CO	\$3,400,000	ODOT	2009
83320	STA SR 93 (9.94)(10.03)(11.87)	Minor Rehabilitation - Pavement Gnrl Sys	CO	\$469,400	ODOT	2009
			CO	\$1,877,600		
83785	STA SR 0619 10.78	Culvert Construction/Reconstr/Repair	CO	\$45,000	ODOT	2009
			CO	\$180,000		
84400	STA Pavement Marking 2009	Pavement Marking	CO	\$150,000	STARK COUNTY ENGINEER	2009
84735	STA IR 0077 08.40	Bridge Maintenance	CO	\$2,690,000	ODOT	2009
84813	STA SR 21 5.38 MAIN WE	RR Crossing Protection	CO	\$3,000	ORDC	2009
85008	STA SCATS Bus Purchase	Bus Rolling Stock - PT	OTH	\$500,000	SARTA	2009
85299	STA 12th Street HSP	Turn Lane Addition	PE	\$128,000	CANTON CITY	2009
			PE	\$32,000	CANTON CITY	
86382	STA Canton/Akron WLE Rehab	Railroad Improvements & Rehabilitation	CO	\$1,080,000	WHEELING + LAKE ERIE RAILWAY	2009

Sold or Obligated Highway Projects FY 2008-2011

PID	Project Name	Primary Work Category	Phase	Authorized Amount	Sponsoring Agency	FY
22867	STA Hills & Dales Road	Major Widening	RW/CO	\$877,594	Stark Co. Engineer	2010
76339	STA US/SR 62/173 30.13/4.47	Minor Rehabilitation - Pavement Prmy Sys	CO	\$971,179	ODOT	2010
79630	STA Deer Creek Park Ped Bridge	Parks	CO	\$983,032	Stark Co. Park District	2010
80686	STA SR 0172 08.83	Mill and Fill	RW/CO	\$566,564	ODOT	2010
81284	STA CR 240 01.42 (12th Street)	Pavement/Shoulder Sealing and/or Repair	CO	\$156,155	Stark Co. Engineer	2010
81363	STA Belden Village Signals	Traffic Signals	CO	\$740,229	Stark Co. Engineer	2010
82003	STA Cleveland Ave (CR66)	Intersection Improvement	CO	\$672,175	Stark Co. Engineer	2010
82606	STA US 0062 32.80	Intersection Improvement	CO	\$424,829	STARK CO. TRANSPORTATION IMPROVEMENT DIST	2010
82922	STA US 0030 21.55	Minor Rehabilitation - Pavement Gnrl Sys	CO	\$2,709,118	ODOT	2010
83283	STA CR 0214 01.60	Signals	CO	\$2,969,646	ODOT	2010
83785	STA SR 0619 10.78	Culvert Construction/Reconstruction/Repair		\$18,542,700	ODOT	2010
84751	STA/SUM 62/225/76 37.88/.59/4.96	Bridge Repair	CO	\$455,277	ODOT	2010
84887	D04 FEN FY2010	Fencing Maintenance/Repair	CO	\$216,250	ODOT	2010
84915	D04 PM-FY2010 (Work Order)	Pavement Marking	CO	\$539,315	ODOT	2010
84974	STA Long Line PM FY2010	Pavement Marking	CO	\$647,222	Stark Co. Engineer	2010
86040	STA SR 0241 09.79	Mill and Fill	CO	\$179,797	City of Massillon	2010
86379	STA Fulton Park Drive	Intersection Improvement	CO	\$315,350	City of Canton	2010
86380	STA Sherrick Road	Mill and Fill	CO	\$290,309	City of Canton	2010
86381	STA HARTVILLE WLE	RR Crossing Protection	CO	\$540,000	OHIO RAIL DEVELOPMENTAL COMMISSION	2010
86382	STA Canton/Akron WLE Rehab	Railroad Improvements & Rehabilitation	CO	\$1,182,270	WHEELING + LAKE ERIE RAILWAY COMPANY	2010
86386	STA Wooster Street	Bridge Replacement	CO	\$384,815	Stark Co. Engineer	2010
86515	STA Guardrail FY2010	Guardrail Maintenance/Repair	CO	\$2,524,095	Stark Co. Engineer	2010
86518	STA Deerfield Street	Bridge Repair	CO	\$6,382,046	Stark Co. Engineer	2010
86877	STA Cleveland Ave (CR66-2.55)	Mill and Fill	CO	\$980,113	City of Canton	2010
87548	D04 Guardrail FY11 Districtwide	Guardrail Maintenance/Repair	CO	\$176,475	ODOT	2010
87986	D04 Rumble Stripe Edgelines	Pavement Marking	CO	\$486,000	ODOT	2010
86521	MLK Viaduct Bridge	Bridge Rehabilitation	CO	\$1,277,730	City of Alliance	2011
86878	Kemary Avenue Bridge	Bridge Replacement	CO	\$299,820	Stark County Engineer	2011
86882	Main Street Resurfacing	Pavement Reconstruction	CO	\$1,080,000	City of North Canton	2011
82667	STA SR 800 02.30	Embankment Repair	CO	\$595,000	ODOT	2011

Figure 1

2012 - 2015 Transportation Improvement Program Projects

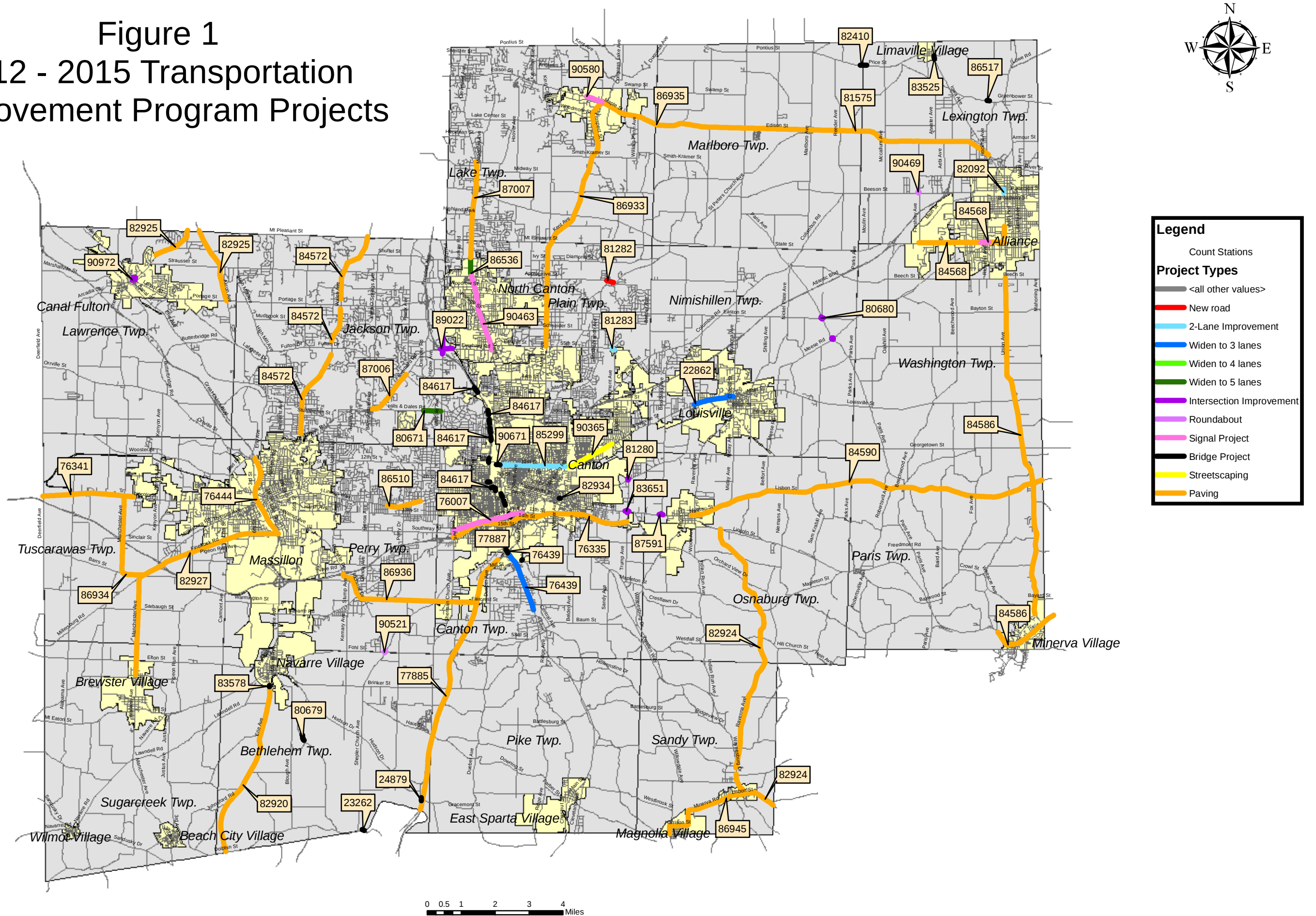


Table 2 - SCATS FY 2012 - 2015 Highway Project Listing

TABLE FIELDS AND CODES

PID#-This field contains the project identification number used by ODOT's project management system for all highway projects which have been assigned a number. This field is also used to label projects on the map.

County-This will be Stark for all SCATS projects

Project Name - Official project name designation used by ODOT for highway projects. Most ODOT sponsored projects use County, Route and Section. Section numbers are the mileage from the South or West county line.

Location and Termini – a descriptive field indicated the extent of the project. Below this is a description of the project components.

Phase and Subphase

Phase	ENG	ROW	CON
Sub phases	Prel Dev-Preliminary Development	Acquis - Acquisition	Co Contr – Construction Contract
	Dtl Dsgn – Detail Design	RE Services – Real estate services	Co Engr – Construction Engineering or Inspection

FY - State Fiscal Year is shown for each Phase of the project. State Fiscal Years begin on July 1. (FY 2008 begins July 1, 2007)

Funding Source – Federal or Non-Federal

Fund Description – a description of the type of funds.

BR - Bridge Replacement/Rehabilitation
CMAQ - Congestion Mitigation/Air Quality
DISC - Discretionary Funding/High Priority
HSIP - Highway Safety Program
IM - Interstate maintenance
LOCAL - Local Funding

NHS - National Highway System

NPS - National Park System
ODOD - Ohio Department of Development
OTC - Ohio Turnpike Commission
SPR - State Planning & Research
STP - Surface Transportation Program
STATE - ODOT Funding

TEP - Transportation Enhancement Program

Amount - The cost of each phase of a project to be funded during the TIP period is listed.

Project Sponsor – the agency responsible for implementing the project.

Air Quality Status - Indicates if the project is exempt from the calculation of emissions for the air quality conformity analysis or must be included in the analysis.

Remarks - a field included to allow explanatory information concerning the project. SCATS funding caps are listed here.

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
23262	Stark	STATUS Aqueduct 0.10 Mile From SR212 & Tuscarawas River	FY	Phase	Fund Source and Type	Amount (000)	Exempt	Stark Co Park Distr
			2011 ENG	Dtl Dsgn	Federal HP	\$22.43	Earmarks OH223, TC0401, TC0908	
			2011 ENG	Dtl Dsgn	Federal HP	\$127.57		
			2011 ENG	Prel Dev	Federal HP	\$4.43		
			2013 CON	CO Contr	Non-Federal Local	\$111.15		
			2013 CON	CO Contr	Federal TCSP	\$444.60		
			2013 CON	CO Contr	Non-Federal Local	\$47.35		
			2013 CON	CO Contr	Federal HP	\$283.05		
			2013 CON	CO Engr	Non-Federal Local	\$88.62		
		Construct a bridge (looks like an aqueduct) to carry O&E Towpath Trail over Tuscarawas River						
90469	Stark	STA Beeson St - Freshley Ave. Roundabout Intersection of Beeson Street and Freshley Ave. in Lexington Township	FY	Phase	Fund Source and Type	Amount (000)	Exempt	Stark Co Engineer
			2013 ROW	Acquis	Non-Federal Local	\$100.00	Added to TIP August 2010	
			2015 CON	CO Contr	Federal CMAQ-SCATS	\$288.00		
			2015 CON	CO Contr	Non-Federal LNTP	\$133.74		
			2015 CON	CO Contr	Federal HSIP-CEAO	\$534.96		
			2015 CON	CO Engr	Non-Federal LNTP	\$8.00		
			2015 CON	CO Engr	Federal CMAQ-SCATS	\$32.00		
			2015 CON	CO Engr	Non-Federal LNTP	\$14.86		
			2015 CON	CO Engr	Federal HSIP-CEAO	\$59.44		
		Construction of Roundabout at the intersection of Beeson Street and Freshley Avenue						

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
90972	Stark	STA SR93 (Cherry St) - Locust St Intersection Intersection of Cherry Street (SR 93) and Locust Street in Canal Fulton	FY	Phase	Fund Source and Type	Amount (000)	Non-Exempt	City of Canal Fulton
			2014 ROW	Acquis	Non-Federal Local	\$20.00	Added to TIP in August 2010	
			2014 ROW	Acquis	Federal CMAQ-SCATS	\$80.00		
			2015 CON	CO Contr	Federal CMAQ-SCATS	\$999.40		
			2015 CON	CO Contr	Non-Federal Local	\$249.80		
			2015 CON	CO Engr	Federal CMAQ-SCATS	\$111.00		
			2015 CON	CO Engr	Non-Federal Local	\$27.80		
		Reconstruction of Intersection with the extension onf turn lanes addition of new turn lanes and signals						
80260	Stark	STA Cleveland Ave. SIB Payback SIB repayment	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2009 CON	Dbt Service	Federal STP-SCATS	\$1,500.00		
			2010 CON	Dbt Service	Federal STP-SCATS	\$1,500.00		
			2011 CON	Dbt Service	Federal STP-SCATS	\$328.89		
			2012 CON	Dbt Service	Federal STP-SCATS	\$328.89		
			2013 CON	Dbt Service	Federal STP-SCATS	\$328.89		
		Repayment of SIB Loan associated with Construction of Cleveland Avenue, under PID # 14830. SIB encumbrance under PID # 79730. Loan repaid over eight years.						
87007	Stark	STA CR66-0.00 Cleveland Avenue Paving Orion Street to Wright Road	FY	Phase	Fund Source and Type	Amount (000)	Exempt	Stark Co Engineer
			2013 CON	CO Contr	Non-Federal LNTP	\$135.00	SCATS Cap = \$720,000 Moved funding to 2013 in June 2010	
			2013 CON	CO Contr	Federal STP-SCATS	\$540.00		
			2013 CON	CO Engr	Non-Federal LNTP	\$15.00		
			2013 CON	CO Engr	Federal STP-SCATS	\$60.00		
		Resurfacing of Cleveland Avenue including Guardrail and Signing where necessary						

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor	
90465	Stark	STA 11th Street/Market Avenue 11th Street at Market Avenue South	FY	Phase	Fund Source and Type		Amount (000)	Exempt	City of Canton
			2012 ENG	Dtl Dsgn	Non-Federal LNTP		\$41.42	PE Only	
			2012 ENG	Dtl Dsgn	Federal	HP	\$165.68		
			2012 ENG	Prel Dev	Non-Federal LNTP		\$47.50		
			2012 ENG	Prel Dev	Federal	HP	\$190.00		
Preliminary Engineering 2009 TCSP Earmark TC0901									
87006	Stark	STA CR 0098 02.28 Everhard Brunnerdale Ave. to Fulton Drive	FY	Phase	Fund Source and Type		Amount (000)	Exempt	Stark Co Engineer
			2012 CON	CO Contr	Non-Federal LNTP		\$72.00	SCATS Cap = \$384,000	
			2012 CON	CO Contr	Federal	STP-SCATS	\$288.00		
			2012 CON	CO Engr	Non-Federal LNTP		\$8.00		
			2012 CON	CO Engr	Federal	STP-SCATS	\$32.00		
Resurfacing of Everhard Road including curb ramps and guardrail if needed									
89022	Stark	STA Everhard Rd. and Whipple Ave. Everhard from I77 to RR xing and Zimber Ditch (1800 LF). Whipple Ave. from Belden Village Entrance to RR xing near Zimber Ditch (2500 LF)	FY	Phase	Fund Source and Type		Amount (000)	Exempt	Stark Co Engineer
			2015 ROW	Acquis	Non-Federal LNTP		\$240.00	Funds allocated in Jan 2009 Moved funding to 2015 in June 2010	
			2015 ROW	Acquis	Federal	CMAQ-SCATS	\$960.00		
Addition of Center Turn Lane from RR on Whipple to intersection; and RR on Everhard to intersection. Eliminate left turns; access management									

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
81283	Stark	STA CR 196-00.08 55th Street Intersection of Harmont and East Center Road and at structure over middlebranch of Nimishillen	FY	Phase	Fund Source and Type	Amount (000)	Non-Exempt	Stark Co Engineer
			2010 ENG	Dtl Dsgn	Federal HP	\$115.00	Additional Funding for FY14 added in January 2009 Update Funding in Feb 2010	
			2012 ROW	Acquis	Federal HP	\$200.00		
			2014 CON	CO Contr	Federal STP-SCATS	\$684.00		
			2014 CON	CO Contr	Non-Federal LNTP	\$918.90		
			2014 CON	CO Contr	Federal HP	\$611.10		
			2014 CON	CO Engr	Federal STP-SCATS	\$76.00		
			2014 CON	CO Engr	Federal HP	\$27.90		
			2014 CON	CO Engr	Non-Federal LNTP	\$142.10		
		Replacement of structure and realignment of bridge and intersection						
Pending 01	Stark	STA FTA Transfer FY12 SARTA Buses	FY	Phase	Fund Source and Type	Amount (000)	Exempt	SARTA
			2012 CON	TRAN	Non-Federal LNTP	\$90.00	Added to TIP in August 2010 Expected transfer to SARTA from SCATS STP in FY12	
			2012 CON	TRAN	Federal CMAQ-SCATS	\$360.00		
		Transfer of funds to SARTA for the purchase of 4 Biodiesel Para Transit Vehicles						
86517	Stark	STA Greenbower Street Greenbower Street	FY	Phase	Fund Source and Type	Amount (000)	Non-Exempt	Stark Co Engineer
			2013 CON	CO Contr	Non-Federal LNTP	\$200.52	Added to TIP May 2009	
			2013 CON	CO Contr	Federal STP	\$802.08		
			2013 CON	CO Engr	Non-Federal LNTP	\$22.28		
			2013 CON	CO Engr	Federal STP	\$89.12		
		Structure replacement and minor approach roadway						
86514	Stark	STA Guardrail FY 2012 Various Routes in Stark County	FY	Phase	Fund Source and Type	Amount (000)	Exempt	Stark Co Engineer
			2012 CON	CO Contr	Federal HSIP	\$270.00	Added to TIP in May 2009	
			2012 CON	CO Engr	Federal HSIP	\$30.00		
		Replace out-dated guardrail with new rail						

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor	
80671	Stark	STA Hills & Dales Rd. (CR 226-03.70) From Dressler Ave./Woodlawn Ave. to 500ft. west of Whipple Ave.	FY	Phase	Fund Source and Type		Amount (000)	Non-Exempt	Stark Co Engineer
			2010 ROW	Acquis	Non-Federal	LNTP	\$144.00	Added to TIP September 2007 Updated Sept 2009 to Revise Funding Add'l \$350,000 SCATS STP in June 2010	
			2010 ROW	Acquis	Federal	HP	\$576.00		
			2012 CON	CO Contr	Non-Federal	LNTP	\$518.35		
			2012 CON	CO Contr	Federal	HP	\$792.00		
			2012 CON	CO Contr	Federal	STP-SCATS	\$833.40		
			2012 CON	CO Engr	Non-Federal	LNTP	\$57.15		
			2012 CON	CO Engr	Federal	HP	\$88.00		
			2012 CON	CO Engr	Federal	STP-SCATS	\$92.60		
			Widening of the roadway from 2 to 5 lanes including signalization. Reconstruction of inadequate storm sewer system. Upgrade Hills & Dales Rd., Dressler Ave./Woodlawn Ave intersection.						
77482	Stark	STA/SUM ITS All interstate and interstate look-alikes, in Summit and parts of Stark counties	FY	Phase	Fund Source and Type		Amount (000)	Exempt	ODOT
			2010 CON	CO Contr	Federal	CMAQ	\$11,160.00	Revised Aug 2008 to move Construction from FY08 to FY09 Sold as part of D12 ITS Project PID 77331	
			2010 CON	CO Contr	Non-Federal	State	\$1,240.00		
			2010 ENG	PLN	Non-Federal	State	\$100.00		
			2010 ENG	PLN	Federal	SPR	\$400.00		
			Design, construction, and systems integration of a freeway management system in Stark and Summit counties. Includes traffic flow detection, cameras, dynamic message signs, and control center equipment.						
90536		STA Long Line Pavement Marking FY 2013 Various Routes	FY	Phase	Fund Source and Type		Amount (000)	Exempt	ODOT
			2013 CON	CO Contr	Federal	HSIP-CEAO	\$135.00		
			2013 CON	CO Engr	Federal	HSIP-CEAO	\$15.00		
Pavement Markings									

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor	
90538		STA Long Line Pavement Marking FY 2016 Various Routes across Stark County	FY	Phase	Fund Source and Type		Amount (000)	Exempt	ODOT
			2016 CON	CO Contr	Federal	HSIP-CEAO	\$135.00	Various Routs across Stark County	
			2016 CON	CO Engr	Federal	HSIP-CEAO	\$15.00		
		Pavement Marking							
84956	Stark	STA Long Line PM FY2012 Various Routes throughout Stark County	FY	Phase	Fund Source and Type		Amount (000)	Exempt	Stark Co Engineer
			2012 CON	CO Contr	Federal	STP-CEAO	\$135.00		
			2012 CON	CO Engr	Federal	STP-CEAO	\$15.00		
		Long Line Pavement Marking							
90266	Stark	STA Mahoning Road Transit SR 153 (Mahoning Road)	FY	Phase	Fund Source and Type		Amount (000)	Non-Exempt	SARTA
			2012 CON	CO Contr	Non-Federal LNTF		\$17,700.00	Placed on TRAC draft list December 2010	
			2012 CON	CO Contr	Non-Federal State		\$3,000.00		
			2012 CON	CO Contr	Federal	STP	\$12,000.00		
			2012 CON	CO Engr	Non-Federal State		\$300.00		
			2012 CON	CO Engr	Federal	STP	\$1,200.00		
		Streetscape and Economic Development project to improve traffic flow and safety. Project also to address roadway pavement, curbs, sidewalks, ramps, crosswalks, lights, signals.							
90463	Stark	STA North Main Street Signals Everhard Road to Applegrove Street	FY	Phase	Fund Source and Type		Amount (000)	Exempt	City of North Canto
			2013 CON	CO Contr	Non-Federal Local		\$136.31	added to TIP in August 2010	
			2013 CON	CO Contr	Federal	CMAQ-SCATS	\$545.22		
			2013 CON	CO Engr	Non-Federal Local		\$15.15		
			2013 CON	CO Engr	Federal	CMAQ-SCATS	\$60.58		
		Interconnect and coordinate the individual traffic signals within the North Main Street Corridor from Everhard to Applegrove							

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase					Air Quality Status	Project Sponsor
82417	Stark	STA Mill Street (TR 259) Bridge over Nimishillen Creek West of Allenford.	FY	Phase	Fund Source and Type		Amount (000)	Exempt	Stark Co Engineer
			2012 CON	CO Contr	Non-Federal LNTP		\$90.00	Construction phase moved to FY 11 as administrative action December 2007. Revised Funding Jan 2009 - Move Con to 2012	
			2012 CON	CO Contr	Federal BR		\$1,710.00		
			2012 CON	CO Engr	Non-Federal LNTP		\$9.00		
			2012 CON	CO Engr	Federal BR		\$171.00		
				Replacement of bridge along with improvement to adjacent Mill St/Allenford Ave intersection.					
76007	Stark	STA Navarre Road SW Signals City of Canton	FY	Phase	Fund Source and Type		Amount (000)	Exempt	City of Canton
			2013 CON	CO Contr	Federal	CMAQ-SCATS	\$1,411.20	Project Cap = \$1,000,000 Const moved to 2012 in Feb 2010 \$568k CMAQ added June 2010	
			2013 CON	CO Contr	Non-Federal Local		\$181.00		
			2013 CON	CO Contr	Non-Federal Local		\$352.80		
			2013 CON	CO Engr	Non-Federal LABR		\$18.10		
			2013 CON	CO Engr	Non-Federal Local		\$39.20		
		2013 CON	CO Engr	Federal	CMAQ-SCATS	\$156.80			
		Traffic signal system upgrade with a total of 14 intersections involved							

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase					Air Quality Status	Project Sponsor
86536	Stark	STA North Main Widening Ph. VI Applegrove to Orion	FY	Phase	Fund Source and Type		Amount (000)	Exempt	City of North Canto
			2011 ROW	Acquis	Federal	STP-SCATS	\$20.00	Added to TIP in Jan 2009 Add'l Funding in June 2010	
			2011 ROW	Acquis	Non-Federal	Local	\$50.00		
			2011 ROW	Acquis	Federal	CMAQ-SCATS	\$180.00		
			2012 CON	CO Contr	Federal	STP-SCATS	\$765.00		
			2012 CON	CO Contr	Federal	TEA-SCATS	\$630.00		
			2012 CON	CO Contr	Non-Federal	LNTP	\$573.75		
			2012 CON	CO Contr	Federal	CMAQ-SCATS	\$900.00		
			2012 CON	CO Engr	Federal	STP-SCATS	\$85.00		
			2012 CON	CO Engr	Federal	TEA-SCATS	\$70.00		
			2012 CON	CO Engr	Non-Federal	LNTP	\$63.75		
			2012 CON	CO Engr	Federal	CMAQ-SCATS	\$100.00		
Widening to 5 lanes - Reconstructing pavement - new curb, sidewalks, aprons, and decorative lighting									
80680	Stark	STA CR 44 4.65 Intersection of Paris Avenue/Easton Street and Paris Avenue/Meese Road in Nimishillen Township	FY	Phase	Fund Source and Type		Amount (000)	Exempt	Stark Co Engineer
			2012 ROW	Acquis	Federal	HP	\$320.00	Added SCATS CMAQ funding in August 2010	
			2012 ROW	Acquis	Non-Federal	Local	\$80.00		
			2013 CON	CO Contr	Federal	CMAQ-SCATS	\$540.00		
			2013 CON	CO Contr	Federal	HP	\$514.80		
			2013 CON	CO Contr	Non-Federal	Local	\$360.00		
			2013 CON	CO Engr	Federal	CMAQ-SCATS	\$60.00		
			2013 CON	CO Engr	Federal	HP	\$57.20		
			2013 CON	CO Engr	Non-Federal	Local	\$40.00		
Paris/Meese Intersection improvement including profile corrections and widening									

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase					Air Quality Status	Project Sponsor
82410	Stark	STA Price Street (CR-3) Bridge over Walborn Reservoir	FY	Phase	Fund Source and Type		Amount (000)	Exempt	Stark Co Engineer
			2012 CON	CO Contr	Non-Federal	LNTP	\$41.72	Revised Funding Jan 2009	
			2012 CON	CO Contr	Federal	BR	\$792.59		
			2012 CON	CO Engr	Non-Federal	LNTP	\$4.64		
			2012 CON	CO Engr	Federal	BR	\$88.07		
Replacement of existing bridge.									
80679	Stark	STA Riverland Avenue (TR-298) Riverland Avenue over the Tuscarawas River.	FY	Phase	Fund Source and Type		Amount (000)	Exempt	Stark Co Engineer
			2010 ROW	Acquis	Federal	HP	\$100.00	Project Cap =\$360,000. R/W moved to FY 10 and construction to FY 12 as administrative changes in December 2007. Additional Federal Funding added in Jan 2010	
			2012 CON	CO Contr	Non-Federal	LNTP	\$198.09		
			2012 CON	CO Contr	Federal	BR	\$792.36		
			2012 CON	CO Contr	Federal	STP-SCATS	\$270.00		
			2012 CON	CO Contr	Non-Federal	LNTP	\$790.74		
			2012 CON	CO Contr	Federal	HP	\$536.76		
			2012 CON	CO Engr	Non-Federal	LNTP	\$22.01		
			2012 CON	CO Engr	Federal	BR	\$88.04		
			2012 CON	CO Engr	Non-Federal	LNTP	\$87.86		
			2012 CON	CO Engr	Federal	HP	\$59.64		
			2012 CON	CO Engr	Federal	STP-SCATS	\$30.00		
Replacement of Riverland Avenue bridge over Tusc River									

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
90521	Stark	STA Fohl/Shepler Roundabout Roundabout Intersection of Shepler Church Ave. (CH 257) and Fohl Street (CH 252)	FY	Phase	Fund Source and Type	Amount (000)	Exempt	Stark Co Engineer
			2012 ENG	Dtl Dsgn	Non-Federal Local	\$150.00	Added to TIP in August 2010	
			2013 ROW	Acquis	Non-Federal Local	\$75.00		
			2014 CON	CO Contr	Federal CMAQ-SCATS	\$288.00		
			2014 CON	CO Contr	Federal STP-CEAO	\$499.25		
			2014 CON	CO Contr	Non-Federal Local	\$196.81		
			2014 CON	CO Engr	Federal CMAQ-SCATS	\$32.00		
			2014 CON	CO Engr	Federal STP-CEAO	\$55.47		
			2014 CON	CO Engr	Non-Federal Local	\$21.87		
		Construction of single lane, modern Roundabout						
80264	Stark	STA Shuffel St. Interchange SIB Payback SIB loan payback.	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2008 CON	Dbt Service	Federal STP-SCATS	\$789.46		
			2009 CON	Dbt Service	Federal STP-SCATS	\$1,500.00		
			2010 CON	Dbt Service	Federal STP-SCATS	\$1,500.00		
			2011 CON	Dbt Service	Federal STP-SCATS	\$328.89		
			2012 CON	Dbt Service	Federal STP-SCATS	\$328.89		
			2013 CON	Dbt Service	Federal STP-SCATS	\$328.89		
			2014 CON	Dbt Service	Federal STP-SCATS	\$328.89		
			2015 CON	Dbt Service	Federal STP-SCATS	\$328.89		
		Repayment of \$ 9,760,000 loan for the Construction of the Shuffel Road Interchange, under PID # 23482, STA-77-17.92.						

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
81280	Stark	STA CR 170-02.85 (Trump Ave) Intersection of Trump Avenue (CR-170) and Georgetown Street (CR-112) in Canton Township.	FY	Phase	Fund Source and Type	Amount (000)	Non-Exempt	Stark Co Engineer
			2010 ROW	Acquis	Federal HP	\$240.00	Amended Jan 2009 to update schedule and add FY12 SCATS STP and CMAQ funding Updated Feb 2010	
			2010 ENG	Dtl Dsgn	Federal HP	\$107.00		
			2012 CON	CO Contr	Federal CMAQ-SCATS	\$135.00		
			2012 CON	CO Contr	Federal STP-SCATS	\$405.00		
			2012 CON	CO Contr	Non-Federal LNTP	\$783.90		
			2012 CON	CO Contr	Federal HP	\$494.10		
			2012 CON	CO Engr	Federal CMAQ-SCATS	\$15.00		
			2012 CON	CO Engr	Federal STP-SCATS	\$45.00		
			2012 CON	CO Engr	Non-Federal LNTP	\$87.10		
			2012 CON	CO Engr	Federal HP	\$54.90		

Intersection improvement, includes replacing existing signal and addition of turn lanes if warranted.

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
85299	Stark	STA 12th Street Corridor Improvements Monument Road to Maple Avenue	FY	Phase	Fund Source and Type	Amount (000)	Exempt	City of Canton
			2010 ENG	Dtl Dsgn	Federal HSIP	\$286.56	12th Street Corridor Improvements including safety upgrades at intersection of 12th and Market Added to TIP Jan 2009 Combined with HSP Project and Amended funding June 2010	
			2010 ENG	Dtl Dsgn	Non-Federal LNTP	\$71.64		
			2010 ENG	Prel Dev	Federal NHS	\$128.00		
			2010 ENG	Prel Dev	Non-Federal LNTP	\$64.43		
			2010 ENG	Prel Dev	Federal HSIP	\$129.74		
			2013 ROW	Acquis	Federal CMAQ-SCATS	\$53.60		
			2013 ROW	Acquis	Federal HSIP	\$214.40		
			2013 ROW	Acquis	Non-Federal LNTP	\$201.00		
			2013 ROW	Acquis	Federal STP-SCATS	\$536.00		
			2014 CON	CO Contr	Federal HSIP	\$1,348.83		
			2014 CON	CO Contr	Federal CMAQ-SCATS	\$400.45		
			2014 CON	CO Contr	Federal TEA-SCATS	\$450.00		
			2014 CON	CO Contr	Federal Distr. Preserv.	\$408.80		
			2014 CON	CO Contr	Non-Federal State	\$102.20		
			2014 CON	CO Contr	Non-Federal Local	\$1,780.77		
			2014 CON	CO Contr	Federal STP-SCATS	\$4,923.80		
			2014 CON	CO Engr	Non-Federal Local	\$194.12		
			2014 CON	CO Engr	Federal HSIP	\$134.88		
			2014 CON	CO Engr	Federal STP-SCATS	\$547.09		
			2014 CON	CO Engr	Federal CMAQ-SCATS	\$44.50		
			2014 CON	CO Engr	Federal TEA-SCATS	\$50.00		

Widening Market Street (SR43) approaches for addition of left turn storage lanes. Install coordinated signal system through East West corridor networked with existing North South systems

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
90671	Stark	STA 12th Street Corridor - Bridges Two Bridges on 12th Street between I-77 and Monument Rd.	FY	Phase	Fund Source and Type	Amount (000)	Exempt	City of Canton
			2014 CON	CO Contr	Federal CMAQ-SCATS	\$324.00	Added to TIP in January 2009 \$600k SCATS STP added June 2010 \$360k SCATS CMAQ added in August 2010	
			2014 CON	CO Contr	Non-Federal Local	\$606.60		
			2014 CON	CO Contr	Federal TEA-SCATS	\$270.00		
			2014 CON	CO Contr	Federal STP-SCATS	\$1,832.40		
			2014 CON	CO Engr	Federal CMAQ-SCATS	\$36.00		
			2014 CON	CO Engr	Non-Federal Local	\$67.40		
			2014 CON	CO Engr	Federal TEA-SCATS	\$30.00		
			2014 CON	CO Engr	Federal STP-SCATS	\$203.60		

Replacement of two Bridges along the 12th Street Corridor between I-77 and Monument Road. Scope to include addition of West Side Park Trail to run under bridges. Includes resurfacing with widening. Streetscaping corridor

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
81282	Stark	STA Werner Church (CR 190) Structure over the Middlebranch of the Nimishillen Creek in Plain Township	FY	Phase	Fund Source and Type	Amount (000)	Exempt	Stark Co Engineer
			2013 ROW	Acquis	Non-Federal LNTP	\$100.00	Amended Jan 2009 to update schedule and add SCATS funding Moved funding in June 2010	
			2013 ROW	Acquis	Federal CMAQ-SCATS	\$400.00		
			2013 ROW	Acquis	Federal HP	\$400.00		
			2015 CON	CO Contr	Non-Federal LNTP	\$1,637.53		
			2015 CON	CO Contr	Federal BR	\$501.12		
			2015 CON	CO Contr	Federal HP	\$261.00		
			2015 CON	CO Contr	Federal CMAQ-SCATS	\$450.00		
			2015 CON	CO Contr	Federal STP-SCATS	\$1,395.00		
			2015 CON	CO Engr	Non-Federal LNTP	\$185.17		
			2015 CON	CO Engr	Federal BR	\$55.68		
			2015 CON	CO Engr	Federal HP	\$29.00		
			2015 CON	CO Engr	Federal CMAQ-SCATS	\$50.00		
			2015 CON	CO Engr	Federal STP-SCATS	\$155.00		
		Replacement of structure possible alternative alignment of bridge with Applegrove Street						
82920		STA SR 21 00.00 SLM 0.00 to 5.47 (Adjust limits based on PID 83578)	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2013 CON	CO Contr	Non-Federal State	\$280.00		
			2013 CON	CO Contr	Federal Distr. Preserv.	\$1,120.00		
			2013 CON	CO Engr	Non-Federal State	\$32.00		
			2013 CON	CO Engr	Federal LABR	\$128.00		
		Minor rehabilitation with bridge work (Adjust limits based on PID 83578)						

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase					Air Quality Status	Project Sponsor
83578	Stark	STA SR 21 05.24 SR 21 over Tuscarawas River just South of the Navarre Corp. Line	FY	Phase	Fund Source and Type		Amount (000)	Exempt	ODOT
			2009 ENG	Prel Dev	Non-Federal State		\$17.68	Added to TIP in January 2008	
			2010 ENG	Dtl Dsgn	Non-Federal State		\$6.55		
			2011 ROW	Acquis	Non-Federal State		\$20.00		
			2013 CON	CO Contr	Non-Federal State		\$550.00		
			2013 CON	CO Contr	Federal	NHS	\$2,200.00		
			2013 CON	CO Engr	Federal	NHS	\$4.00		
			2013 CON	CO Engr	Non-Federal State		\$55.00		
			2013 CON	CO Engr	Federal	NHS	\$220.00		
Structure Replacement									
76444	Stark	STA SR 21-10.24 From SR241 to Massillon northern corporation limits	FY	Phase	Fund Source and Type		Amount (000)	Exempt	D-4 Production
			2012 CON	CO Contr	Non-Federal State		\$575.00		
			2012 CON	CO Contr	Federal	Distr. Preserv.	\$2,300.00		
			2012 CON	CO Engr	Non-Federal State		\$25.00		
			2012 CON	CO Engr	Federal	Distr. Preserv.	\$100.00		
Minor rehabilitation resurfacing. Miscellaneous bridge work to 5 culverts.									
77887	Stark	STA US 30-13.10 From Canton Corp. line to SR43 (Waynesburg Dr.)	FY	Phase	Fund Source and Type		Amount (000)	Exempt	ODOT
			2015 CON	CO Contr	Non-Federal State		\$3,800.00		
			2015 CON	CO Contr	Non-Federal State		\$1,200.00		
			2015 CON	CO Contr	Federal	Distr. Preserv.	\$4,800.00		
			2015 CON	CO Contr	Federal	NHS	\$15,200.00		
			2015 CON	CO Engr	Non-Federal LABR		\$60.00		
			2015 CON	CO Engr	Federal	LABR	\$240.00		
Minor Rehabilitation									

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
76335	Stark	STA US 30 16.71 SR43 to Trump Avenue	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2013 CON	CO Contr	Non-Federal State	\$160.00		
			2013 CON	CO Contr	Federal Distr. Preserv.	\$640.00		
			2013 CON	CO Contr	Non-Federal State	\$400.00		
			2013 CON	CO Contr	Federal Distr. Preserv.	\$1,600.00		
			2013 CON	CO Engr	Non-Federal LABR	\$16.00		
			2013 CON	CO Engr	Federal LABR	\$64.00		
		Minor rehabilitation/resurfacing. Concrete deck overlay to #760169. Misc. bridge work						
20344	Stark	STA US 30-18.35 Trump Ave to SR 44.	FY	Phase	Fund Source and Type	Amount (000)	Non-Exempt	ODOT
			2010 ROW	Acquis	Non-Federal State	\$1,356.00	Added to TIP September 2007	
			2010 ROW	Acquis	Federal NHS	\$4,788.00		
			2010 ENG	Dtl Dsgn	Non-Federal State	\$100.00		
			2010 ENG	Dtl Dsgn	Federal NHS	\$400.00		
		Relocation of US 30 on new alignment.						
83651	Stark	STA US 30-19.16 Stark US30 at SR172 - Trump Avenue Intersection	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2011 ROW	Acquis	Non-Federal State	\$10.00	Added to TIP in January 2008.	
			2011 ROW	Acquis	Federal HSIP	\$90.00	Rev. Aug 2008 to move Dtl Design to FY09	
			2011 ENG	Dtl Dsgn	Non-Federal State	\$100.00		
			2012 CON	CO Contr	Non-Federal State	\$50.00		
			2012 CON	CO Contr	Federal STP	\$450.00		
			2012 CON	CO Engr	Non-Federal State	\$10.00		
			2012 CON	CO Engr	Federal STP	\$40.00		
		Construct raised concrete median within functional area on the East leg of Intersection. Define appropriate driveway access on Southwest corner of Intersection.						

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
87591	Stark	STA US 30 20.17 Signal US 30 at Broadway Avenue	FY	Phase	Fund Source and Type		Exempt	ODOT Added to TIP January 2010
			2011 ROW	Acquis	Non-Federal	State		
						\$5.00		
			2012 CON	CO Contr	Non-Federal	State		
						\$50.00		
			2012 CON	CO Engr	Non-Federal	State		
						\$5.00		
Construction of new Traffic Signal at US 30 and Broadway Ave.								
84586		STA US 30/SR 183 31.88/5.88 US 30 and SR 183	FY	Phase	Fund Source and Type		Exempt	ODOT
			2014 CON	CO Contr	Non-Federal	State		
						\$570.00		
			2014 CON	CO Contr	Federal	Distr. Preserv.		
						\$2,280.00		
			2014 CON	CO Engr	Non-Federal	State		
						\$51.60		
			2014 CON	CO Engr	Federal	Distr. Preserv.		
						\$206.40		
Resurfacing US 30 from Minerva Western Corp to Columbiana County Line and SR 183 from Market Street to Alliance southern corp line. Deck Overlay and painting of sfn #7605625								
86933	Stark	STA SR 0043 17.24 SLM 17.24 to 25.00	FY	Phase	Fund Source and Type		Exempt	ODOT Added to TIP January 2010
			2015 CON	CO Contr	Non-Federal	State		
						\$380.00		
			2015 CON	CO Contr	Federal	STP		
						\$1,520.00		
			2015 CON	CO Engr	Non-Federal	State		
						\$33.00		
			2015 CON	CO Engr	Federal	STP		
						\$132.00		
Resurfacing of SR 43 SLM 17.24 to SLM 25.00								

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
90181	Stark	STA SR 44 - 08.68 SR - 44 SLM 8.680 to 8.840	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2012 CON	CO Contr	Non-Federal State	\$36.00		
			2012 CON	CO Contr	Federal STP	\$144.00		
			2012 CON	CO Contr	Non-Federal Local	\$100.00		
			2012 CON	CO Contr	Federal STP	\$440.00		
			2012 CON	CO Engr	Non-Federal State	\$11.00		
			2012 CON	CO Engr	Federal STP	\$44.00		
		Concrete Pavement Repair						
82924	Stark	STA SR 44/171 SR 44 and SR 171	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2013 CON	CO Contr	Non-Federal State	\$390.00		
			2013 CON	CO Contr	Federal STP	\$1,560.00		
			2013 CON	CO Engr	Non-Federal State	\$0.00		
			2013 CON	CO Engr	Federal STP	\$168.00		
		Minor rehabilitation with bridge work. Additional paving on SR 171						
84568	Stark	STA US62/SR183 36.47/17.33 Assorted routes in the City of Alliance	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2013 CON	CO Contr	Non-Federal State	\$260.00		
			2013 CON	CO Contr	Federal Distr. Preserv.	\$1,040.00		
			2013 CON	CO Engr	Non-Federal State	\$18.00		
			2013 CON	CO Engr	Federal Distr. Preserv.	\$72.00		
		Resurfacing						

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase					Air Quality Status	Project Sponsor	
86971	Stark	STA US 0062 38.37/38.49 US-62 at Parkway and US-62 at Rockhill	FY	Phase	Fund Source and Type		Amount (000)	Exempt	City of Alliance Added to TIP September 2009	
			2010	ENG	Dtl Dsgn	Non-Federal	LNTP			\$4.50
			2010	ENG	Dtl Dsgn	Federal	HSIP			\$40.50
			2011	ROW	Acquis	Non-Federal	State			\$5.00
			2012	CON	CO Contr	Federal	HSIP			\$323.93
			2012	CON	CO Engr	Federal	HSIP			\$32.39
		Upgrade traffic signal at Parkway intersection. Install new overhead flasher at Rockhill								
77885		STA IR 77 00.00 From Tuscarawas County line to Canton southern corporation limit.	FY	Phase	Fund Source and Type		Amount (000)	Exempt	ODOT To be sold with PID 24879 STA IR 77-00.29	
			2011	ENG	Prel Dev	Non-Federal	State			\$26.73
			2013	CON	CO Contr	Non-Federal	State			\$210.00
			2013	CON	CO Contr	Federal	Distr. Preserv.			\$1,890.00
			2013	CON	CO Contr	Non-Federal	State			\$1,050.00
			2013	CON	CO Contr	Federal	Distr. Preserv.			\$9,450.00
			2013	CON	CO Engr	Non-Federal	LABR			\$85.00
			2013	CON	CO Engr	Federal	LABR			\$765.00
					Minor rehabilitation with miscellaneous bridge work					

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
24879	Stark	STA IR 77-00.29 Two structures STA-77-0029 L&R over CR275.	FY	Phase	Fund Source and Type	Amount (000)	Non-Exempt	ODOT
			2010 ENG	Dtl Dsgn	Non-Federal State	\$697.02	Project Revised January 2010 Revised Funding - Sept 2010	
			2011 ROW	Acquis	Non-Federal State	\$25.00		
			2013 CON	CO Contr	Federal HP	\$1,684.00		
			2013 CON	CO Contr	Non-Federal State	\$531.60		
			2013 CON	CO Contr	Federal Distr. Preserv.	\$4,784.40		
			2013 CON	CO Engr	Non-Federal LABR	\$70.00		
			2013 CON	CO Engr	Federal LABR	\$630.00		
			2013 CON	CO Engr	Non-Federal State	\$1.00		
			2013 CON	CO Engr	Federal Distr. Preserv.	\$9.00		
		Replacement of two structures over CR-275 (Gracemont); Profile adjustment to Gracemont						
21317	Stark	STA IR 77-00.29 0.29 Miles North of the Tuscarawas County LinE.	FY	Phase	Fund Source and Type	Amount (000)	Non-Exempt	ODOT
			2010 ROW	Acquis	Non-Federal Local	\$2,171.00	Stark TID no longer Project Sponsor	
			2010 ROW	Acquis	Federal HP	\$684.00		
		Gracemont Interchange Access Study						
84617		STA IR 0077 - 08.28 STA-IR77	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2010 ENG	Prel Dev	Non-Federal State	\$600.00	Added to TIP January 2010 Updated in Feb 2011 and added to Draft 2012-15 TIP Although Construction shown in FY12, Federal Obligation will occur in FY2011	
			2011 ENG	Dtl Dsgn	Non-Federal State	\$800.00		
			2012 CON	CO Contr	Non-Federal State	\$420.00		
			2012 CON	CO Contr	Federal BR	\$3,780.00		
			2012 CON	CO Engr	Non-Federal State	\$92.50		
			2012 CON	CO Engr	Federal BR	\$832.50		
		Miscellaneous bridge work to fourteen structures						

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
90554	Stark	STA IR 77 - 09.05 Lighting STA-77 and US-30 Interchange SLM 9.050 to 9.070	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2013 CON	CO Contr	Non-Federal State	\$300.00		
			2013 CON	CO Engr	Non-Federal State	\$30.00		
		Repair/upgrade highmast light towers, underpass lighting and control center						
90973	Stark	STA IR 0077 (9.12) (9.37) STA-IR77 at US-30	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2013 ENG	Dtl Dsgn	Federal Distr. Preserv.	\$1,000.00		
			2013 ENG	Prel Dev	Federal Distr. Preserv.	\$750.00		
			2016 CON	CO Contr	Non-Federal State	\$1,500.00		
			2016 CON	CO Contr	Federal Distr. Preserv.	\$13,500.00		
			2016 CON	CO Engr	Non-Federal State	\$150.00		
			2016 CON	CO Engr	Federal LABR	\$1,350.00		
		Re-deck, widening and painting of two structures						
86934	Stark	STA SR 0093 05.84 SLM 5.84 to 11.71	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2015 CON	CO Contr	Non-Federal State	\$280.00	Added to TIP in January 2010	
			2015 CON	CO Contr	Federal STP	\$1,120.00		
			2015 CON	CO Engr	Non-Federal State	\$25.00		
			2015 CON	CO Engr	Federal STP	\$100.00		
		Resurfacing SLM 5.84 to 11.71 and Miscellaneous Bridge Work to Three Structures						

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
82925		STA/SUM SR 93/236 19025/5.50/0.00 STA SR 93 and SUM SR 236	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2012 CON	CO Contr	Non-Federal State	\$169.00		
			2012 CON	CO Contr	Federal STP	\$676.00		
			2012 CON	CO Contr	Non-Federal Local	\$11.00		
			2012 CON	CO Contr	Federal STP	\$44.00		
			2012 CON	CO Engr	Non-Federal LABR	\$18.00		
			2012 CON	CO Engr	Federal LABR	\$72.00		
			2012 CON	CO Engr	Non-Federal State	\$1.10		
			2012 CON	CO Engr	Federal STP	\$4.40		
		Minor roadway rehabilitation with culvert work						
90365	Stark	STA SR 0153 00.80 - Mahoning Road Maple Avenue to Grace Avenue	FY	Phase	Fund Source and Type	Amount (000)	Exempt	City of Canton
			2015 CON	CO Contr	Non-Federal LNTP	\$31.95	SCATS funds allocated in Jan 2009 Additional SCATS funding in June 2010	
			2015 CON	CO Contr	Federal Distr. Preserv.	\$127.80		
			2015 CON	CO Contr	Non-Federal LNTP	\$6,300.00		
			2015 CON	CO Contr	Federal CMAQ-SCATS	\$419.85		
			2015 CON	CO Engr	Non-Federal LNTP	\$3.55		
			2015 CON	CO Engr	Federal Distr. Preserv.	\$14.20		
			2015 CON	CO Engr	Non-Federal LNTP	\$700.00		
			2015 CON	CO Engr	Federal CMAQ-SCATS	\$46.65		
		Streetscape Project to improve traffic flow and safety. Address roadway pavement, curbs, sidewalks, lights and signals						

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor	
90361	Stark	STA SR 0153 01.70 - Mahoning Road Grace Avenue to Harmont Avenue	FY	Phase	Fund Source and Type		Amount (000)	Exempt	City of Canton
			2013 CON	CO Contr	Non-Federal	LNTP	\$287.10	SCATS Funds Allocated in Jan 2009 SCATS STP Funds added June 2010	
			2013 CON	CO Contr	Federal	STP-SCATS	\$1,148.40		
			2013 CON	CO Contr	Non-Federal	LNTP	\$47.25		
			2013 CON	CO Contr	Federal	Distr. Preserv.	\$189.00		
			2013 CON	CO Contr	Non-Federal	LNTP	\$2,048.40		
			2013 CON	CO Contr	Federal	CMAQ-SCATS	\$419.85		
			2013 CON	CO Engr	Non-Federal	LNTP	\$31.90		
			2013 CON	CO Engr	Federal	STP-SCATS	\$127.60		
			2013 CON	CO Engr	Non-Federal	LNTP	\$5.25		
			2013 CON	CO Engr	Federal	Distr. Preserv.	\$21.00		
			2013 CON	CO Engr	Non-Federal	LNTP	\$227.60		
			2013 CON	CO Engr	Federal	CMAQ-SCATS	\$46.65		
Streetscape/Traffic Flow and Safety Improvements. Pavement, Curb, Sidewalks, Lights and Signals									
90268	Stark	STA 153 01.70 Mahoning Road Utilities (Phase 1) Grace Avenue to Harmont Avenue	FY	Phase	Fund Source and Type		Amount (000)	Exempt	ODOT
			2013 CON	CO Contr	Non-Federal	LNTP	\$765.15		
			2013 CON	CO Contr	Federal	HP	\$899.85		
			2013 CON	CO Engr	Non-Federal	LNTP	\$85.02		
			2013 CON	CO Engr	Federal	HP	\$99.98		
Burying and relocating overhead utilities along SR 153 (Mahoning Road)									

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
22862	Stark	STA SR 153-05.50 (Main Street) From Louisville West Corp to SR 44	FY	Phase	Fund Source and Type	Amount (000)	Exempt	City of Louisville
			2009 ROW	Acquis	Federal ARRA - SCATS	\$330.00	\$1,150,000 add'l CMAQ funds added for FY12 in Jan 2009 Project Cap = \$616,000 R/W and \$4,928,000 Constr (incl. Jan amend) Add ARRA Funds - Mar 09 Amend funding for Tree Removal in June 2010	
			2009 ROW	Acquis	Non-Federal Local	\$154.00		
			2009 ROW	Acquis	Federal CMAQ-SCATS	\$616.00		
			2012 CON	CO Contr	Federal Distr. Preserv.	\$480.00		
			2012 CON	CO Contr	Non-Federal State	\$120.00		
			2012 CON	CO Contr	Non-Federal Local	\$1,108.75		
			2012 CON	CO Contr	Federal CMAQ-SCATS	\$4,406.40		
			2012 CON	CO Engr	Non-Federal Local	\$123.75		
			2012 CON	CO Engr	Federal CMAQ-SCATS	\$489.60		
		Reconstruct & Rehab of SR153 with new curb gutters, sidewalk pavement Widening West of California.						
76341	Stark	STA SR 0172 00.00 From Wayne County line to Massillon western corporation limits. SLM 0.000 to 2.960	FY	Phase	Fund Source and Type	Amount (000)	Exempt	D-4 Production
			2012 CON	CO Contr	Non-Federal State	\$350.00		
			2012 CON	CO Contr	Federal STP	\$1,400.00		
			2012 CON	CO Engr	Non-Federal State	\$8.80		
			2012 CON	CO Engr	Federal STP	\$35.20		
		Minor rehabilitation/resurfacing.						
86510	Stark	STA SR 172 10.43 Zern/Eden to Woodlawn	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2011 ROW	Acquis	Federal HP	\$875.00	Added to TIP in May 2009	
			2012 CON	CO Contr	Federal HP	\$1,400.00		
			2012 CON	CO Engr	Federal HP	\$140.00		
		Resurfacing, Major Drainage Improvements, Access Mgmt						

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
82934		STA SR 172 15.57 SLM 15.57	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2013 CON	CO Contr	Non-Federal State	\$350.00		
			2013 CON	CO Contr	Federal BR	\$1,400.00		
			2013 CON	CO Engr	Non-Federal State	\$1.00		
			2013 CON	CO Engr	Federal BR	\$4.00		
			2013 CON	CO Engr	Non-Federal State	\$34.00		
			2013 CON	CO Engr	Federal BR	\$136.00		
Bridge Replacement of SFN #7600933								
77869	Stark	STA SR 0172 17.28 Over Wheeling & Lake Erie Railroad	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2012 CON	CO Contr	Non-Federal Local	\$29.00		
			2012 CON	CO Contr	Non-Federal State	\$313.00		
			2012 CON	CO Contr	Federal Distr. Preserv.	\$1,252.00		
			2012 CON	CO Contr	Non-Federal Local	\$55.00		
			2012 CON	CO Engr	Non-Federal SIB	\$0.60		
			2012 CON	CO Engr	Federal LABR	\$2.40		
			2012 CON	CO Engr	Federal LABR	\$141.60		
			2012 CON	CO Engr	Non-Federal Local	\$5.00		
Removal and replacement of existing structure								
84590	Stark	STA SR 172 19.51 SLM 19.51 to 30.32	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2014 CON	CO Contr	Non-Federal State	\$520.00		
			2014 CON	CO Contr	Federal STP	\$2,080.00		
			2014 CON	CO Engr	Non-Federal State	\$50.00		
			2014 CON	CO Engr	Federal STP	\$200.00		
Resurfacing Deck overlays to sfn# 7605390 and sfn#7605471. Culvert (other) to sfn# 7605374								

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
86945	Stark	STA SR 183 0.00 SLM 0.00 to 3.55	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2015 CON	CO Contr	Non-Federal State	\$170.00	Added to TIP January 2010	
			2015 CON	CO Contr	Federal STP	\$680.00		
			2015 CON	CO Engr	Non-Federal State	\$15.00		
			2015 CON	CO Engr	Federal STP	\$60.00		
		Resurfacing with Minor Bridge Work to One Structure						
82092	Stark	STA SR 183-18.84 Norfolk Southern Railroad bridge over SR183 in Alliance.	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2009 ENG	Dtl Dsgn	Non-Federal State	\$561.40	Rev. Aug 2008 to move ENG funding to FY09	
			2010 ROW	Acquis	Non-Federal LNTP	\$152.50		
			2010 ROW	Acquis	Federal HSIP	\$1,372.50		
			2013 CON	CO Contr	Federal HP	\$410.00		
			2013 CON	CO Contr	Non-Federal LNTP	\$395.00		
			2013 CON	CO Contr	Federal HSIP	\$3,555.00		
			2013 CON	CO Engr	Non-Federal LNTP	\$39.89		
			2013 CON	CO Engr	Federal HSIP	\$359.00		
			2013 CON	CO Engr	Non-Federal LNTP	\$1.11		
			2013 CON	CO Engr	Federal HSIP	\$10.00		
		Lower profile grade to provide adequate clearance under bridge.						
83525	Stark	STA SR 183 23.46 SLM 23.46	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2014 CON	CO Contr	Non-Federal State	\$180.00		
			2014 CON	CO Contr	Federal STP	\$720.00		
			2014 CON	CO Engr	Non-Federal State	\$20.00		
			2014 CON	CO Engr	Federal STP	\$80.00		
		Bridge Replacement						

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
82927		STA SR 241 1.68/3.64 SR 93 to Erie Street	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2014 CON	CO Contr	Non-Federal State	\$115.00		
			2014 CON	CO Contr	Federal STP	\$460.00		
			2014 CON	CO Contr	Non-Federal State	\$145.00		
			2014 CON	CO Contr	Federal STP	\$580.00		
			2014 CON	CO Engr	Non-Federal SIB	\$14.00		
			2014 CON	CO Engr	Federal STP	\$56.00		
			2014 CON	CO Engr	Non-Federal SIB	\$18.00		
			2014 CON	CO Engr	Federal STP	\$72.00		
		Resurfacing and work on 3 structures - SFN 7606087, 7606125, 7606176 Culvert repair at 241-1.67						
84572		STA SR 241 11.29 SR 241	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2014 CON	CO Contr	Non-Federal State	\$225.00		
			2014 CON	CO Contr	Federal Distr. Preserv.	\$900.00		
			2014 CON	CO Engr	Non-Federal State	\$23.00		
			2014 CON	CO Engr	Federal Distr. Preserv.	\$92.00		
		Resurfacing with Deck overlay to sfn #7606273						
86935	Stark	STA SR 619 04.66 SLM 4.66 to 8.99	FY	Phase	Fund Source and Type	Amount (000)	Exempt	ODOT
			2015 CON	CO Contr	Non-Federal State	\$220.00	Added to TIP January 2010	
			2015 CON	CO Contr	Federal STP	\$880.00		
			2015 CON	CO Engr	Non-Federal State	\$22.00		
			2015 CON	CO Engr	Federal STP	\$88.00		
		Resurfacing with Deck Overlay						

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor	
81575		STA SR 619 07.36 SR 619 SLM 7.360 to 16.440	FY	Phase	Fund Source and Type		Amount (000)	Exempt	ODOT
			2012 CON	CO Contr	Non-Federal State		\$560.00	Project is being included in 2008-11 TIP as it is scheduled for award in early FY12 and may need to be authorized in late FY11	
			2012 CON	CO Contr	Federal STP	\$2,240.00			
			2012 CON	CO Engr	Non-Federal State	\$56.00			
			2012 CON	CO Engr	Federal STP	\$224.00			
Resurfacing with minor bridge work									
90580	Stark	STA SR 619 (West Maple) Signal Coord West Maple Street (SR 619) from Market Avenue to Kent Avenue (SR 43)	FY	Phase	Fund Source and Type		Amount (000)	Exempt	Village of Hartville
			2013 CON	CO Contr	Federal	CMAQ-SCATS	\$306.40	Added to TIP August 2010	
			2013 CON	CO Contr	Non-Federal	Local	\$76.60		
			2013 CON	CO Engr	Federal	LABR	\$30.64		
			2013 CON	CO Engr	Non-Federal	LABR	\$7.66		
Interconnect and coordinate four independent traffic signals along Maple Street (SR 619) Including LED signals and battery back up.. Four Signals along 0.75 mile section of SR 619									
86936	Stark	STA SR 627 00.15 SLM 0.15 to 4.55	FY	Phase	Fund Source and Type		Amount (000)	Exempt	ODOT
			2015 CON	CO Contr	Non-Federal	State	\$520.00	Added to TIP January 2010	
			2015 CON	CO Contr	Federal	STP	\$2,080.00		
			2015 CON	CO Engr	Non-Federal	State	\$52.00		
			2015 CON	CO Engr	Federal	STP	\$208.00		
Resurfacing with Deck Overlay (#7606524) and Misc Bridge Work (#7606516)									

SCATS FY 2012-2015 Transportation Improvement Program Highway Project Listing

PID	Count	Location and Termini	Funding By State Fiscal Year and Phase				Air Quality Status	Project Sponsor
76439	Stark	STA SR 800-07.05 From 43rd Street to IR-77. From 29th Street to Mill Street	FY	Phase	Fund Source and Type	Amount (000)	Exempt	D-4 Production
			0 CON	CO Engr	Non-Federal State	\$10.00		
			2008 ROW	Acquis	Non-Federal State	\$700.00		
			2014 CON	CO Contr	Non-Federal State	\$650.00		
			2014 CON	CO Contr	Federal HSIP	\$5,850.00		
			2014 CON	CO Engr	Non-Federal State	\$65.00		
			2014 CON	CO Engr	Federal HSIP	\$585.00		

Widen to include turn lanes and improve street identification of side streets and driveway definition employing access management.

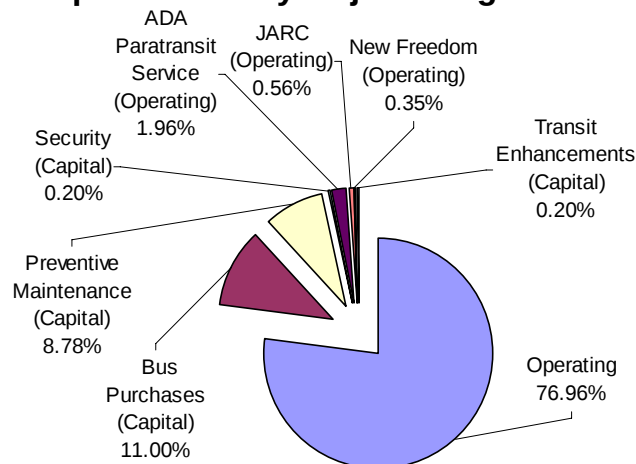
III. TRANSIT PROJECTS

Public transportation in Stark County is provided by the Stark Area Regional Transit Authority or SARTA. Before 1997, the Canton Regional Transit Authority provided transit service in a 19 square miles area with a population base of 88,000 within the city of Canton. On May 6, 1997, a five-year ¼% sales tax was finally approved providing \$8 million a year for the next five years for public transportation. With the passage of Issue 2, the system became known as the Stark Area Regional Transit Authority, serving an area of 560 square miles and a population base of 373,000. Between May and December 1997, SARTA's management team planned new countywide routes, held public meetings, acquired new buses and vans, and hired and trained four classes of new drivers. Expanded service began December 1, 1997. The first component of this new service consisted of 21 fixed-routes serving the cities of Alliance, Canton, Louisville, Massillon, and North Canton, as well as portions of Canton, Jackson, Nimishillen, Perry, and Plain Townships.

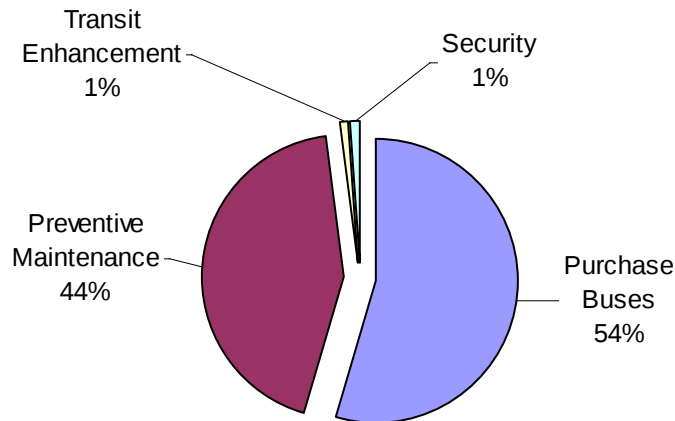
SARTA periodically revises its existing routes to better serve its customers in Stark County. Unlike highway routes, bus routes can be revised in a short time frame with little or no capital costs. In systems without rail service, transit capital planning consists of planning for adequate rolling stock and fixed facilities necessary to support the existing and proposed transit service. This section contains a listing of transit projects programmed for implementation within the next four years by the Stark Area RTA. Transit projects are developed through the Transit Development Plan that is updated periodically by SCATS to provide planning documentation for transit funding decisions.

The following charts show transit expenditures by type. Seventy-seven per cent of transit spending is for operations. Job Access/Reverse Commute and New Freedom projects are two new programs which represent 1% of transit expenditures. The SARTA capital projects represent 20% of funding. The next chart breaks down this by project type. Bus purchases and capitalized maintenance represent the majority of SARTA's capital spending.

Expenditures by Major Categories



Project Types as a Percentage of Capital Expenditures



Transit Projects are shown in the tables following this page.

Transit projects are shown in the following tables. Following this table is a more detailed table in ODOT's Public Transit format. Transit fiscal constraint is indicated in the table.

SCATS Transit TIP Table Key:

- **Group** – Federal Transit Administration. The federal agency whose purview the projects fall under.
- **District** – ODOT District 4, the district in which the project occurs. Stark, Summit, Portage, Mahoning, Trumbull, and Ashtabula Counties make up ODOT District 4.
- **PID** – ODOT project identification number, used for tracking projects.
- **Project Name** – The project name.
- **Project Description** – The project description.
- **Phase** – Indicates if Operating or Planning or Capital
- **Subphase** – Sub-phase of the project, if applicable.
- **Committed Estimate** - The amount of funds committed to the project by various funding sources. If a single project has multiple funding sources, there is a separate row for each source.
- **Committed Total** - The amount of funds committed to the project, including all sources.
- **State FY** – The fiscal year in which the project will commence.

- **SAC** - The State Accounting Code. It identifies the various types and sources of funds from various agencies.
- **Fund Type** – Identifies the source of the funds.
- **Primary Work Category** – Identifies the primary work category fund source.
- **Obligation Code** – Identifies the US Code Chapter, if applicable, under which the funds are authorized.
- **Obligation Description** – The title of the US Code, if applicable, under which the funds are authorized.
- **ALI** – This is the Federal Transit Administration Activity Line Item code. This number, as well as its scope code, is used to identify the type of project in the FTA electronic award and management system.

SCATS 2012 - 15 TIP Transit Project Table

Group	Dist	PID	Project Name (ie CRS)	Project Description	Phase	Subphase	Committed Estimate	Committed Total	State FY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Obli. Code	Obligation Description	ALI
FTA	4	89633	STA SCATS 2012 Prev. Maint.	Preventive Maintenance Canton Transit - FTA Transfer	Capital	Oth Remb	\$1,700,000	\$2,125,000	2012	FTAD	Federal Transit Direct	FTA Transfer	5307	Urban Formula Program	11.7A.00 Federal
FTA	4	89633	STA SCATS 2012 Prev. Maint.	Preventive Maintenance Canton Transit - FTA Transfer	Capital	Oth Remb	\$250,000		2012	4AT7	Federal	FTA Transfer	L200	STP RURAL AREAS<200,000	11.7A.00 Fed. STP-S
FTA	4	89633	STA SCATS 2012 Prev. Maint.	Preventive Maintenance Canton Transit - FTA Transfer	Capital	Oth Remb	\$175,000		2012	TOTH	Local Match	FTA Transfer	LNTF	Non Traditional Local Match	11.7A.00 Local
FTA	4	89635	STA SARTA 2012 ADA Paratransit	ADA Paratransit Service	Capital	Oth Remb	\$380,000	\$475,000	2012	FTAD	Federal Transit Direct	Transit	5307	Urban Formula Program	11.7C.00 Federal
FTA	4	89635	STA SARTA 2012 ADA Paratransit	ADA Paratransit Service	Capital	Oth Remb	\$95,000		2012	TOTH	Local Match	Transit	LNTF	Non Traditional Local Match	11.7C.00 Local
FTA	4	89636	STA SCATS 2012 Enhancement	Transit Enhancements	Capital	Oth Remb	\$38,000	\$47,500	2012	FTAD	Federal Transit Direct	Transit	5307	Urban Formula Program	11.44.09 Federal
FTA	4	89636	STA SCATS 2012 Enhancement	Transit Enhancements	Capital	Oth Remb	\$9,500		2012	TOTH	Local Match	Transit	LNTF	Non Traditional Local Match	11.44.09 Local
FTA	4	89637	STA SARTA 2012 Security	Security	Capital	Oth Remb	\$38,000	\$47,500	2012	FTAD	Federal Transit Direct	Transit	5307	Urban Formula Program	11.92.00 Federal
FTA	4	89637	STA SARTA 2012 Security	Security	Capital	Oth Remb	\$9,500		2012	TOTH	Local Match	Transit	LNTF	Non Traditional Local Match	11.92.00 Local
FTA	4	89642	STA SARTA 2012 Operating	Operating Assistance	Operating	Trnst/Av	\$18,260,000	\$18,633,000	2012	TOTH	Local Match	Transit	LNTF	Non Traditional Local Match	30.09.00 Local
FTA	4	89642	STA SARTA 2012 Operating	Operating Assistance	Operating	Trnst/Av	\$373,000		2012	4EQ5	General Revenue	Transit	GRF	General Revenue Fund	30.09.00 State E&D
FTA	4	89643	STA SCATS 2012 Purchase buses	Purchase <30' Buses (4)	Capital	Oth Remb	\$278,880	\$336,000	2012	FTAD	Federal Transit Direct	Transit	5307	Urban Formula Program	11.12.04 Federal - Qty 4
FTA	4	89643	STA SCATS 2012 Purchase buses	Purchase <30' Buses (4)	Capital	Oth Remb	\$57,120		2012	TOTH	Local Match	Transit	LNTF	Non Traditional Local Match	11.12.04 Local - Qty 4
FTA	4	89648	STA SARTA 2012 Bus Purchase	35' Bus Purchase	Operating	Trnst/Av	\$1,274,880	\$1,536,000	2012	FTAD	Federal Transit Direct	Transit	5307	Urban Formula Program	11.12.03 Federal - Qty 3
FTA	4	89648	STA SARTA 2012 Bus Purchase	35' Bus Purchase	Operating	Trnst/Av	\$261,120		2012	TOTH	Local Match	Transit	LNTF	Non Traditional Local Match	11.12.03
FTA	4	89649	STA SCATS 2013 Prev. Maint.	Preventive Maintenance	Capital	Oth Remb	\$1,700,000	\$2,125,000	2013	FTAD	Federal Transit Direct	FTA Transfer	5307	Urban Formula Program	11.7A.00 Federal Urb
FTA	4	89649	STA SCATS 2013 Prev. Maint.	Preventive Maintenance	Capital	Oth Remb	\$250,000		2013	4AT7	Federal	FTA Transfer	L200	STP RURAL AREAS<200,000	11.7A.00 Fed. STP-S
FTA	4	89649	STA SCATS 2013 Prev. Maint.	Preventive Maintenance	Capital	Oth Remb	\$175,000		2013	TOTH	Local Match	FTA Transfer	LNTF	Non Traditional Local Match	11.7A.00 Local
FTA	4	89651	STA SARTA 2013 ADA Svc.	ADA Paratransit Service	Capital	Oth Remb	\$380,000	\$475,000	2013	FTAD	Federal Transit Direct	Transit	5307	Urban Formula Program	11.7C.00 Federal

SCATS 2012 - 15 TIP Transit Project Table

Group	Dist	PID	Project Name (ie CRS)	Project Description	Phase	Subphase	Committed Estimate	Committed Total	State FY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Obli. Code	Obligation Description	ALI
FTA	4	89651	STA SARTA 2013 ADA Svc.	ADA Paratransit Service	Capital	Oth Remb	\$95,000		2013	TOTH	Local Match	Transit	LNTF	Non Traditional Local Match	11.7C.00 Local
FTA	4	89652	STA SCATS 2013 Trst. Enhance.	Transit Enhancements	Capital	Oth Remb	\$38,000	\$47,500	2013	FTAD	Federal Transit Direct	Transit	5307	Urban Formula Program	11.44.09 Federal
FTA	4	89652	STA SCATS 2013 Trst. Enhance.	Transit Enhancements	Capital	Oth Remb	\$9,500		2013	TOTH	Local Match	Transit	LNTF	Non Traditional Local Match	11.44.09 Local
FTA	4	89672	STA SARTA 2013 Security	Security	Capital	Oth Remb	\$38,000	\$47,500	2013	FTAD	Federal Transit Direct	Transit	5307	Urban Formula Program	11.92.00 Federal
FTA	4	89672	STA SARTA 2013 Security	Security	Capital	Oth Remb	\$9,500		2013	TOTH	Local Match	Transit	LNTF	Non Traditional Local Match	11.92.00 Local
FTA	4	89682	STA SARTA 2013 E & D	E & D Fare Assistance	Capital	Oth Remb	\$18,260,000	\$18,633,000	2013	TOTH	Local Match	Transit	LNTF	Non Traditional Local Match	30.09.00 Local
FTA	4	89682	STA SARTA 2013 E & D	E & D Fare Assistance	Capital	Oth Remb	\$373,000		2013	4EQ5	General Revenue	Transit	GRF	General Revenue Fund	30.09.00 State
FTA	4	89684	STA SCATS 2013 Bus	Purchase 30' buses	Capital	Oth Remb	\$1,115,520	\$1,344,000	2013	FTAD	Federal Transit Direct	Transit	5307	Urban Formula Program	11.12.04 Federal - Qty 16
FTA	4	89684	STA SCATS 2013 Bus	Purchase 30' buses	Capital	Oth Remb	\$228,480		2013	TOTH	Local Match	Transit	LNTF	Non Traditional Local Match	CO Oth Remb 02 - Qty 16
FTA	4	89686	STA SARTA 2013 Bus	Purchase 35' bus	Capital	Oth Remb	\$424,960	\$512,000	2013	FTAD	Federal Transit Direct	Transit	5307	Urban Formula Program	11.12.03 Federal - Qty 1
FTA	4	89686	STA SARTA 2013 Bus	Purchase 35' bus	Capital	Oth Remb	\$87,040		2013	TOTH	Local Match	Transit	LNTF	Non Traditional Local Match	11.12.03 Local - Qty 1
FTA	4	89687	STA SCATS 2013 Bus	Purchase 40' Bus	Capital	Oth Remb	\$1,394,400	\$1,680,000	2013	FTAD	Federal Transit Direct	Transit	5307	Urban Formula Program	11.12.01 Federal - Qty 3
FTA	4	89687	STA SCATS 2013 Bus	Purchase 40' Bus	Capital	Oth Remb	\$285,600		2013	TOTH	Local Match	Transit	LNTF	Non Traditional Local Match	11.12.01 Local - Qty 3
FTA	4	89688	STA SARTA 2014 Prev. Maint.	Preventive Maintenance	Capital	Oth Remb	\$1,700,000	\$2,125,000	2014	FTAD	Federal Transit Direct	FTA Transfer	5307	Urban Formula Program	11.7A.00 Federal Urb
FTA	4	89688	STA SARTA 2014 Prev. Maint.	Preventive Maintenance	Capital	Oth Remb	\$250,000		2014	4AT7	Federal	FTA Transfer	L200	STP RURAL AREAS<200,000	11.7A.00 Fed. STP-S
FTA	4	89688	STA SARTA 2014 Prev. Maint.	Preventive Maintenance	Capital	Oth Remb	\$175,000		2014	TOTH	Local Match	FTA Transfer	LNTF	Non Traditional Local Match	11.7A.00 Local
FTA	4	89690	STA SARTA ADA Paratran. Svc.	ADA Paratransit Service	Capital	Oth Remb	\$380,000	\$475,000	2014	FTAD	Federal Transit Direct	Transit	5307	Urban Formula Program	11.7C.00 Federal
FTA	4	89690	STA SARTA ADA Paratran. Svc.	ADA Paratransit Service	Capital	Oth Remb	\$95,000		2014	TOTH	Local Match	Transit	LNTF	Non Traditional Local Match	11.7C.00 Local
FTA	4	89692	STA SCATS 2014 Trst. Enhance	Transit Enhancements	Capital	Oth Remb	\$38,000	\$47,500	2014	FTAD	Federal Transit Direct	Transit	5307	Urban Formula Program	11.44.09 Federal
FTA	4	89692	STA SCATS 2014 Trst. Enhance	Transit Enhancements	Capital	Oth Remb	\$9,500		2014	TOTH	Local Match	Transit	LNTF	Non Traditional Local Match	11.44.09 Local
FTA	4	89694	STA SARTA 2014 Security	Security	Capital	Oth Remb	\$38,000	\$47,500	2014	FTAD	Federal Transit Direct	Transit	5307	Urban Formula Program	11.92.00 Federal
FTA	4	89694	STA SARTA 2014 Security	Security	Capital	Oth Remb	\$9,500		2014	TOTH	Local Match	Transit	LNTF	Non Traditional Local Match	11.92.00 Local

SCATS 2012 - 15 TIP Transit Project Table

Group	Dist	PID	Project Name (ie CRS)	Project Description	Phase	Subphase	Committed Estimate	Committed Total	State FY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Obli. Code	Obligation Description	ALI
FTA	4	89696	STA SARTA 2014 Oper. Asst.	Operating Assistance	Operating	Trnst/Av	\$18,260,000	\$18,263,000	2014	TOTH	Local Match	Transit	LNTF	Non Traditional Local Match	30.09.00 Local
FTA	4	89696	STA SARTA 2014 Oper. Asst.	Operating Assistance	Operating	Trnst/Av	\$373,000		2014	4EQ5	General Revenue	Transit	GRF	General Revenue Fund	30.09.00 State
FTA	4	89699	STA SCATS 2014 Buses	Purchase 30' Bus	Capital	Oth Remb	\$1,115,520	\$1,344,000	2014	FTAD	Federal Transit Direct	Transit	5307	Urban Formula Program	11.12.04 Federal - Qty 16
FTA	4	89699	STA SCATS 2014 Buses	Purchase 30' Bus	Capital	Oth Remb	\$228,480		2014	TOTH	Local Match	Transit	LNTF	Non Traditional Local Match	11.12.04 Local - Qty 16
FTA	4	89700	STA SCATS 2014 Buses	Purchase 30' Bus	Capital	Oth Remb	\$2,124,800	\$2,560,000	2014	FTAD	Federal Transit Direct	Transit		Urban Formula Program	11.12.04 Federal
FTA	4	89700	STA SCATS 2014 Buses	Purchase 30' Bus	Capital	Oth Remb	\$435,200		2014	TOTH	Local Match	Transit		Non Traditional Local Match	11.12.04 Local
FTA	4	89701	STA SCATS 2015 Prev. Maint.	Preventive Maintenance	Capital	Oth Remb	\$1,700,000	\$2,125,000	2015	FTAD	Federal Transit Direct	FTA Transfer	5307	Urban Formula Program	11.7A.00 Fed. Urban
FTA	4	89701	STA SCATS 2015 Prev. Maint.	Preventive Maintenance	Capital	Oth Remb	\$250,000		2015	4AT7	Federal	FTA Transfer	L200	STP RURAL AREAS<200,000	11.7A.00 Fed. STP-S
FTA	4	89701	STA SCATS 2015 Prev. Maint.	Preventive Maintenance	Capital	Oth Remb	\$175,000		2015	TOTH	Local Match	FTA Transfer	LNTF	Non Traditional Local Match	11.7A.00 Local
FTA	4	89702	STA SARTA 2015 ADA Paratrst.	ADA Paratransit Service	Capital	Oth Remb	\$380,000	\$475,000	2015	FTAD	Federal Transit Direct	Transit	5307	Urban Formula Program	11.44.09 Federal
FTA	4	89702	STA SARTA 2015 ADA Paratrst.	ADA Paratransit Service	Capital	Oth Remb	\$95,000		2015	TOTH	Local Match	Transit	LNTF	Non Traditional Local Match	11.7C.00 Local
FTA	4	89703	STA SCATS 2015 Enhancement	Transit Enhancements	Capital	Oth Remb	\$38,000	\$47,500	2015	FTAD	Federal Transit Direct	Transit	5307	Urban Formula Program	11.44.09 Federal
FTA	4	89703	STA SCATS 2015 Enhancement	Transit Enhancements	Capital	Oth Remb	\$9,500		2015	TOTH	Local Match	Transit	LNTF	Non Traditional Local Match	11.44.09 Local
FTA	4	89704	STA SARTA 2015 Security	Security	Capital	Oth Remb	\$38,000	\$47,500	2015	FTAD	Federal Transit Direct	Transit	5307	Urban Formula Program	11.92.00 Federal
FTA	4	89704	STA SARTA 2015 Security	Security	Capital	Oth Remb	\$9,500		2015	TOTH	Local Match	Transit	LNTF	Non Traditional Local Match	11.92.00 Local
FTA	4	89705	STA SARTA 2015 Oper. Asst.	Operating Assistance	Operating	Trnst/Av	\$18,260,000	\$18,633,000	2015	TOTH	Local Match	Transit	LNTF	Non Traditional Local Match	30.09.00 Local
FTA	4	89705	STA SARTA 2015 Oper. Asst.	Operating Assistance	Operating	Trnst/Av	\$373,000		2015	4EQ5	General Revenue	Transit	GRF	General Revenue Fund	30.09.00 State
FTA	4	89706	STA SARTA 2015 Buses	Purchase 30' Buses	Capital	Oth Remb	\$1,115,520	\$1,344,000	2015	FTAD	Federal Transit Direct	Transit	5307	Urban Formula Program	11.12.04 Federal - Qty 16
FTA	4	89706	STA SARTA 2015 Buses	Purchase 30' Buses	Capital	Oth Remb	\$228,480		2015	TOTH	Local Match	Transit	LNTF	Non Traditional Local Match	11.12.04 Local - Qty 16
FTA	4	90922	JARC Funds				\$135,600		2012		Federal Transit	FTA Transfer	5316		
FTA	4	90923	New Freedom				\$84,700		2012		Federal Transit	FTA Transfer	5317		
FTA	4	90925	JARC Funds				\$135,600		2013		Federal Transit	FTA Transfer	5316		
FTA	4	90926	New Freedom				\$84,700		2013		Federal Transit	FTA Transfer	5317		
FTA	4	90927	JARC Funds				\$135,600		2014		Federal Transit	FTA Transfer	5316		
FTA	4	90928	New Freedom				\$84,700		2014		Federal Transit	FTA Transfer	5317		

SCATS 2012 - 15 TIP Transit Project Table

Group	Dist	PID	Project Name (ie CRS)	Project Description	Phase	Subphase	Committed Estimate	Committed Total	State FY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Obli. Code	Obligation Description	ALI
FTA	4	90929	JARC Funds				\$135,600		2015		Federal Transit	FTA Transfer	5316		
FTA	4	90930	New Freedom				\$84,700		2015		Federal Transit	FTA Transfer	5317		

\$95,598,000.00

IV. Financial Analysis

Federal regulations (SAFETEA-LU) require that Transportation Improvement Programs be constrained by available funding, both by category and by year. Responsibility for maintaining each program's fiscal constraint lies with the appropriate Program Manager and includes all project development phases. The development of the financial plan for the 2012 – 2015 TIP is based on a comprehensive, cooperative and continuing planning process put forth by a partnership including ODOT, SCATS and SARTA. This process makes the TIP a realistic programming tool for desired transportation improvements.

Highway Fiscal Constraint

Highway project funding is provided through the categorical federal-aid highway funds, the minimum allocation funds and state and local highway funds. Estimated funding for FY2012 – 2015 is shown in **Table 4-1**. The major sources of federal funds in the SCATS Transportation Improvement Program are:

- Interstate Maintenance (IM) funds
- National Highway System (NHS) funds
- Surface Transportation Program (STP) funds
- Bridge Replacement (BR) funds
- Congestion Management/Air Quality (CMAQ) funds
- Highway Safety Improvement Program (HSIP) funds
- Discretionary or High Priority Funding (DISC or HP)

The type of funding determines the responsible agency for project selection. Stark County is designated as a Transportation Management Area or TMA. In TMAs, the state (ODOT) selects projects using NHS, BR, HSIP or IM funds in cooperation with the MPO (SCATS). All other projects are selected by the MPO (SCATS Policy Committee) in consultation with the state (ODOT).

In addition to the annual allocation, project spending is constrained by federal obligation ceilings. These ceilings limit the annual transportation expenditures from the Highway Trust Fund to a given amount in each state, often less than the annual allocation. In order to meet obligation limit requirements, ODOT has appointed Program Managers to control obligation of funds. ODOT, through the budgeting process, forecasts future revenues and identifies annual funding amounts for each Highway Program.

The Program Managers are responsible for establishing a fiscally constrained program of priority projects and coordinating inclusion of the first four years of these priorities into either the rural STIP or the appropriate MPO TIP. Each Program Manager is responsible for keeping State Fiscal Year (SFY) programmed expenditures to an amount equal to the approved budget. The following table shows the estimate vs. budget for each FHWA funding category in the highway portion of the TIP.

SCATS is the Program Manager for the Stark County STP, STP Enhancement sub allocation, and CMAQ allocations and budgets. **Table 4-2** shows programmed expenditures verses budget limits for the SCATS funding programs.

As shown in the table, programmed projects are less or equal to the overall budget limits by fund and by year over the life of the TIP. Fiscal constraint is accomplished by several budget revisions and the potential for borrowing funds. A budget revision may transfer funds between sources as long as a zero net adjustment in total funds for each year and zero net funding category adjustments for the TIP period is the end result. ODOT funding procedures allow the transfer of allocated funds between MPOs through a cooperatively developed administrative procedure to advance projects that would otherwise exceed their funding limits. Documentation of any agreement to transfer allocated funds between MPOs must be sent to the appropriate ODOT Districts and the Office of Systems Planning and Program Management. Both the budget revisions and loans are preliminary and subject to final approval.

Other Highway Programs Fiscal Constraint

As stated earlier, ODOT recognized Program Managers are responsible for fiscal constraint in each of their programs. The fiscal constraint for the ODOT and County Engineer's Association projects included in the SCATS TIP is documented in the rural counties portion of the State Transportation Improvement Program.

Transit Fiscal Constraint

Transit projects are funded through grants and grant balances can be carried over from one fiscal year to another. The ODOT Office of Transit and the Federal Transit Administration establish budgets for the transit programs. The Transit TIP table identifies projects that can be funded within the limits of available resources. The unconstrained projects can only be implemented if additional funds become available from federal, state or local sources.

Maintenance, Operation And Preservation Of The Existing System

A TIP requirement is to demonstrate that existing transportation facilities are being adequately operated and maintained. Operation and maintenance expenditures are made by all levels of government and are often in-house activities that are difficult to document. ODOT uses a pavement management system to maintain its system of highways. A report on pavement conditions for state systems is updated annually. A bridge rating program is also used to measure bridge conditions. ODOT has committed in its budget process to allocate enough funds to maintain the existing system at an acceptable level of service as indicated by pavement condition and bridge ratings. In 2006, SCATS contracted with ODOT to rate all municipal streets as well as all county roads along with the high priority township roads in Stark County. This analysis established a pavement management system for Stark County's unincorporated areas and the larger cities. SCATS will utilize the ODOT bridge and pavement condition ratings to monitor the condition of its bridges and roadways to assure that the system is being maintained.

The pie chart shown below displays the information from Table 4-1 for the 67 highway projects contained in the TIP. Each section identifies the relative amount of each funding source as compared to the total highway project allocation of \$182 million dollars.

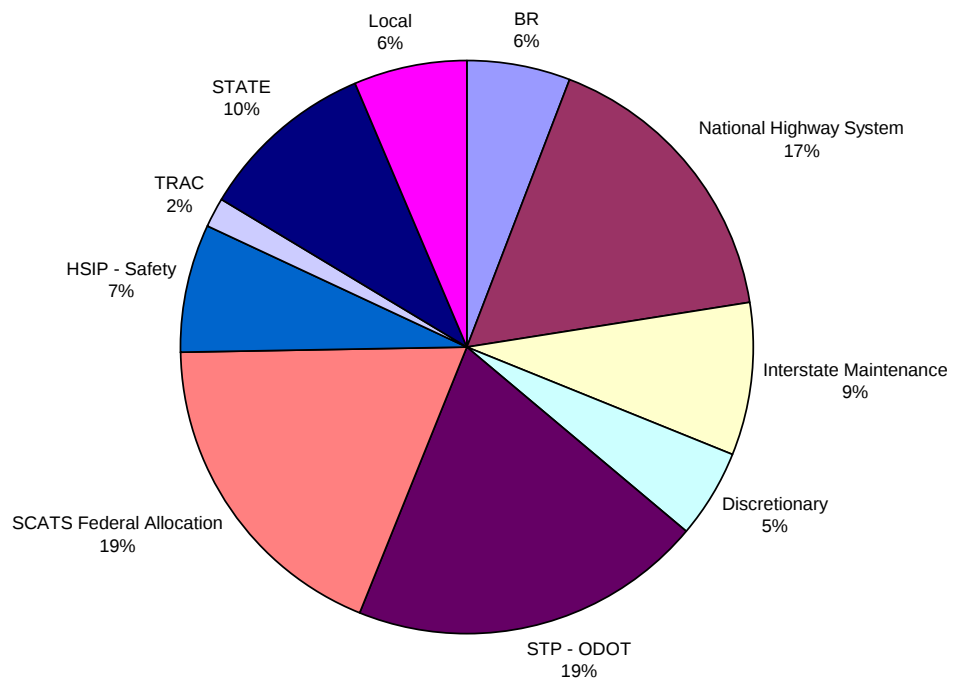


Table 4 - 1
SCATS FY 2012 -2015
PROJECTS BY FUNDING SOURCE

Funding Source	FY2012		FY2013		FY2014		FY2015		Total Estimate
	Budget	Estimate	Budget	Estimate	Budget	Estimate	Budget	Estimate	

HIGHWAYS (000's)									
BR	\$8,164	\$8,164	\$2,431	\$2,431	\$0	\$0	\$0	\$0	\$10,595
National Highway System	\$2,400	\$2,400	\$6,236	\$6,236	\$0	\$0	\$21,892	\$21,892	\$30,528
Interstate Maintenance	\$0	\$0	\$15,728	\$15,728	\$0	\$0	\$0	\$0	\$15,728
Discretionary	\$3,457	\$3,457	\$4,114	\$4,114	\$1,541	\$1,541	\$0	\$0	\$9,112
STP - ODOT	\$3,511	\$3,511	\$20,450	\$20,450	\$7,726	\$7,726	\$4,408	\$4,408	\$36,095
STP - SCATS	\$4,783	\$4,783	\$9,514	\$9,514	\$4,063	\$4,063	\$2,720	\$2,720	\$21,080
CMAQ - SCATS	\$3,586	\$3,586	\$3,037	\$3,037	\$816	\$816	\$3,951	\$3,951	\$11,390
TEP -SCATS	\$700	\$700	\$600	\$600	\$360	\$360	\$0	\$0	\$1,660
HSIP - Safety	\$872	\$872	\$4,113	\$4,113	\$8,064	\$8,064	\$0	\$0	\$13,049
TRAC	\$0	\$0	\$3,000	\$3,000	\$0	\$0	\$0	\$0	\$3,000
STATE	\$1,926	\$1,926	\$6,987	\$6,987	\$2,838	\$2,838	\$6,575	\$6,575	\$18,326
Local	\$3,286	\$3,286	\$4,782	\$4,782	\$1,938	\$1,938	\$1,446	\$1,446	\$11,452
Highway Totals	\$32,685	\$32,685	\$80,992	\$80,992	\$27,346	\$27,346	\$40,992	\$40,992	\$182,015

PUBLIC TRANSPORTATION - SARTA (000's)									
FTA 5307	\$3,710	\$3,710	\$5,091	\$5,091	\$5,396	\$5,396	\$3,272	\$3,272	\$17,469
FTA 5309	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5310	\$60	\$60	\$60	\$60	\$60	\$60	\$60	\$60	\$240
FTA 5316	\$136	\$136	\$136	\$136	\$136	\$136	\$136	\$136	\$544
FTA 5317	\$85	\$85	\$85	\$85	\$85	\$85	\$85	\$85	\$340
CMAQ-A	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-S	\$250	\$250	\$250	\$250	\$250	\$250	\$250	\$250	\$1,000
State	\$373	\$373	\$373	\$373	\$373	\$373	\$373	\$373	\$1,492
Local	\$18,867	\$18,867	\$19,150	\$19,150	\$18,778	\$18,778	\$18,778	\$18,778	\$75,573
Transit Totals	\$23,481	\$23,481	\$25,145	\$25,145	\$25,078	\$25,078	\$22,954	\$22,954	\$96,658

FY 2012 - 2015 TIP TOTALS (000's)									
Federal	\$31,714	\$31,714	\$74,845	\$74,845	\$28,497	\$28,497	\$36,774	\$36,774	\$171,830
State	\$2,299	\$2,299	\$7,360	\$7,360	\$3,211	\$3,211	\$6,948	\$6,948	\$19,818
Local	\$22,153	\$22,153	\$23,932	\$23,932	\$20,716	\$20,716	\$20,224	\$20,224	\$87,025
Grand Total	\$56,166	\$56,166	\$106,137	\$106,137	\$52,424	\$52,424	\$63,946	\$63,946	\$278,673

Table 4 - 2
SCATS Funded Highway Improvements
Projected Revenues and Costs

Year		4TA7 (STP)	4TB7 (CMAQ)	4TC7 (TE)	Comments	SAC Budget Balancing		
						4TA7	4TB7	4TC7
2011	Current Budget	\$12,393,516	\$6,977,903	\$112,857				
	Encumbered To Date	\$1,751,129	\$2,825,518	\$5,782				
	Remaining Project Demand	\$9,017,375	\$3,158,482	\$0				
	Projected Carry Over	\$1,625,012	\$993,903	\$107,075				
2012	Current Budget	\$4,798,112	\$2,756,533	\$479,811				
	FY 11 Carry Forward	\$1,625,012	\$993,903	\$107,075				
	Available 2012 Budget	\$6,423,124	\$3,750,436	\$586,886				
	Project Demand (incl. CAP)	\$4,783,187	\$3,585,653	\$700,000				
	Shortfall/Balance	\$1,639,937	\$164,783	(\$113,114)				
	SAC Budget transactions	\$0	\$0	\$0		\$0	\$0	\$0
	Revised Available Budget	\$6,423,124	\$3,750,436	\$586,886				
	Carry Over	\$1,639,937	\$164,783	(\$113,114)				
2013	Current Budget	\$4,942,056	\$2,839,229	\$494,206				
	FY 12 Carry Forward	\$1,639,937	\$164,783	-\$113,114				
	Available 2013 Budget	\$6,581,993	\$3,004,012	\$381,092				
	Project Demand (incl. CAP)	\$9,514,347	\$3,036,974	\$600,000				
	Shortfall/Balance	(\$2,932,354)	(\$32,962)	(\$218,908)				
	SAC Budget transactions	\$0	\$0	\$0		\$0	\$0	\$0
	Revised Available Budget	\$6,581,993	\$3,004,012	\$381,092				
	Carry Over	(\$2,932,354)	(\$32,962)	(\$218,908)				
2014	Current Budget	\$5,090,318	\$2,924,405	\$509,032				
	FY 13 Carry Forward	-\$2,932,354	-\$32,962	-\$218,908				
	Available 2014 Budget	\$2,157,964	\$2,891,443	\$290,124				
	Project Demand (incl. CAP)	\$4,063,187	\$816,000	\$360,000				
	Shortfall/Balance	(\$1,905,223)	\$2,075,443	(\$69,876)				
	SAC Budget transactions	\$0	\$0	\$0		\$0	\$0	\$0
	Revised Available Budget	\$2,157,964	\$2,891,443	\$290,124				
	Carry Over	(\$1,905,223)	\$2,075,443	(\$69,876)				
2015	Current Budget	\$5,243,027	\$3,012,138	\$524,303				
	FY 14 Carry Forward	-\$1,905,223	\$2,075,443	-\$69,876				
	Available 2015 Budget	\$3,337,804	\$5,087,581	\$454,427				
	Project Demand (incl. CAP)	\$2,719,987	\$3,950,845	\$0				
	Shortfall/Balance	\$617,817	\$1,136,736	\$454,427				
	SAC Budget transactions	\$0	\$0	\$0		\$0	\$0	\$0
	Revised Available Budget	\$3,337,804	\$5,087,581	\$454,427				
	Carry Over	\$617,817	\$1,136,736	\$454,427				

APPENDIX A

2012 - 1015 Transportation Improvement Program

Stark County, Ohio

ENVIRONMENTAL JUSTICE ASSESSMENT

Introduction

Recognizing that the impacts of federal programs and activities may raise questions of fairness to affected groups, President Clinton, on February 11, 1994, signed Executive Order 12898: Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations

The U.S. EPA's Office of Environmental Justice defines EJ as follows: "The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations and policies. Fair treatment means that no group of people, including racial, ethnic, or socio-economic group should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs and policies."

While not a new requirement, EJ amplifies the provisions found in the three-decade old Title VI of the Civil Rights Act of 1964. Title VI of the Civil Rights Act of 1964 prohibits discriminatory practices in programs and activities receiving federal funds. The transportation planning regulations issued in October 1993 require that metropolitan transportation planning processes be consistent with Title VI. EJ strengthens Title VI by requiring federal agencies to make achieving EJ part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.

SCATS devised a process to assess the impacts of the Transportation Improvement Program on the target populations.

Target Population

Demographic data were sought regarding target populations including minorities, low-income populations, minorities in poverty, and households without cars to respond to the direction of Executive Order 12898. These target populations were researched for the transportation study area of SCATS, which includes all of Stark County. The data set used to compile these statistics was the 2000 Census Transportation Planning Package (CTPP).

SCATS used Traffic Zone data to identify target populations. Traffic Zones are the basic unit of analysis for the SCATS transportation planning process. Census tracts and block groups were both too large an area for the detailed analysis necessary. Census blocks would provide very detailed information, but some demographic information is not available at the block level.

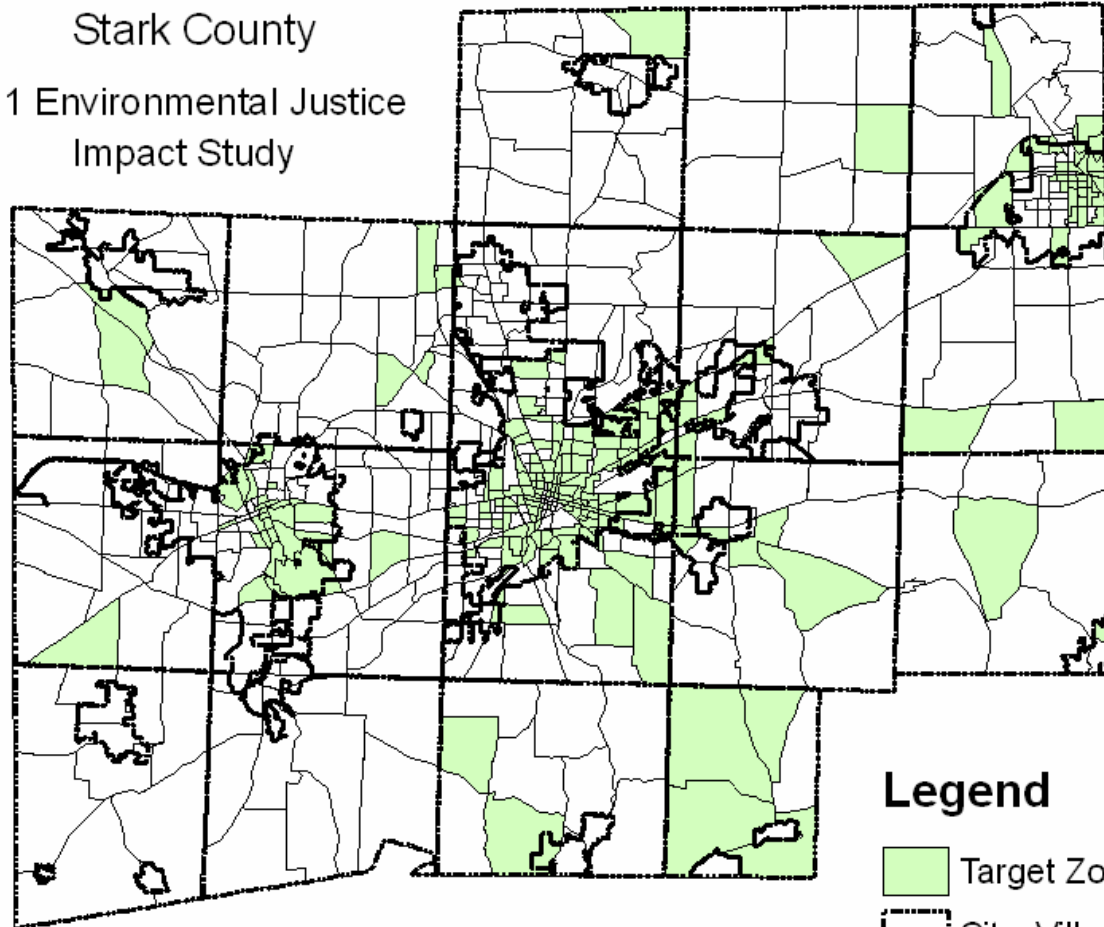
The map on the next page shows the target areas. There are 607 traffic zones in the SCATS area in the CTPP. Averages of regional totals for the various target populations were used as thresholds to identify concentrations of these populations in the study area. All Zones with minority populations greater than 12.0% of the total population or households in poverty of greater than 13% were identified as target areas. These numbers are slightly higher than the rates in the county as a whole. Two hundred seven (207) traffic zones were identified using the geographic information system (GIS).

The following table provides some statistics comparing the target zones to the total county population.

Environmental Justice Target Zones	All Zones	Minority Zones	Poverty Zones	Both Minority & Poverty	Target Zones (Either)	Per Cent of County
Number of Zones	607	151	157	101	207	34.1%
Population	378,111	81,549	75,024	56,979	99,594	26.3%
Whites	341,549	55,312	53,513	36,218	72,607	21.3%
Non-White	36,562	26,237	21,511	20,761	26,987	73.8%
Black	27,067	21,752	18,093	17,644	22,201	82.0%
Households	148,398	32,042	29,936	22,332	39,646	26.7%
Households Below Poverty	13,714	6,821	7,742	6,090	8,473	61.8%
Percent Below Poverty	9.24%	21.29%	25.86%	27.27%	21.37%	
Dwelling Units	156,896	35,503	32,777	24,813	43,467	27.7%
Zero Vehicle Households	10,399	5,391	5,420	4,436	6,375	61.3%

The target zones represent 34% of the total number of zones in the county, up slightly from the EJ analysis done from the 1990 Census figures. They have only 26.3% of the county population but include 73.8% of the non-white population and 82% of the black population. The target areas contain 61.8% of the households below poverty. The target areas include 61.3% of the households with no vehicles available. Zero vehicle households were initially considered in screening for target areas but were rejected since small numbers of these households were scattered all over the county.

Stark County
2011 Environmental Justice
Impact Study



Legend

-  Target Zones
-  City, Village, Township

In examining the map, it is apparent that most of the target zones are clustered around the older cities of Canton, Massillon and Alliance. There are however a number of zones located in the more rural parts of the county. A number of targeted zones in the more suburban areas have a higher than average numbers of older adults.

Travel Time to Work

One measure of the impacts of the transportation system on target populations is how well these populations are served by the system. SCATS compiled travel times for target zones versus the county as a whole. The data came from census question “Length of your travel time to work”. The average travel time includes trips by all modes.

Travel times to work in minutes	All Zones	Target Zones
All Workers	16.56	16.17
Workers who drove alone	16.03	14.6
Workers who took transit	13.58	9.07

There is very little difference in the mean travel time to work for the county versus the targeted areas. There is greater difference for those that travel by transit. The timesaving for target zones are due, in part, to the central location of these zones. This is offset somewhat by the tendency to have more transit trips from the target areas. Therefore SCATS concludes that the transportation system serves target areas as well as it serves the non-target areas.

Impact Analysis

The executive order requires evaluation of the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but not be limited to:

- Bodily impairment, infirmity, illness or death
- Air, noise and water pollution and soil contamination
- Destruction or disruption of man-made or natural resources
- Destruction or diminution of aesthetic values
- Destruction or disruption of community cohesion
- Destruction or disruption of a community’s economic vitality
- Destruction or disruption of the availability of public and private facilities and services
- Vibration
- Adverse employment effects
- Displacement of persons, businesses, farms, or non-profit organizations
- Increased traffic congestion
- Isolation
- Exclusion or separation of minority or low-income individuals within a given community or from the broader community

- The denial of, reduction in, or significant delay in the receipt of benefits

The burden on the transportation planner is to gauge the impact of the transportation program as a whole on target areas scattered across the entire region and determine whether there are disproportionate negative impacts. At the Plan stage of project development, project scopes are still being defined and there is often little information upon which to base an impact analysis.

There are, however, clearly types of projects that can be expected to have the greatest impacts. Resurfacing projects, bridge replacements, signal projects, and other system preservation projects generally have few serious adverse impacts and benefits tend to accrue to the same people impacted. The projects such as new roadways, major widening projects, roadway relocations and new interchanges all may generate adverse impacts. Impacts from these projects generally fall most seriously on adjacent property, while the benefits accrue to the public at large.

SCATS concentrated on these projects in order to assess the impacts on the target areas. One characteristic these projects share is the need to acquire right of way. Therefore, SCATS identified those TIP projects which require additional right of way. These projects are listed in the table below:

Project	Description	Year
Cherry & Locust	Intersection Improvement	2015
Cleveland-43th to Mill	Widen to 3 lanes	2014
Hills & Dales-Woodlawn to Whipple	Widen to 5 lanes	2012
Main-Louisville WCL to SR-44	Widen to 3 lanes	2011
Werner Church Realignment	New road	2015
Everhard & Whipple	Intersection Improvement	2015
Riverland Bridge	Bridge Project	2012
55th-Birmingham to Harmont	2-Lane Improvement	2014
12th-Monument to Maple	2-Lane Improvement	2014
Main-Applegrove to Orion	Widen to 5 lanes	2012
Beeson & Freshley	Roundabout	2015
Paris & Meese/Easton	Intersection Improvement	2013
Fohl & Shepler Church	Roundabout	2014
Trump & Georgetown	Intersection Improvement	2012
SR 21 over Tusc River	Bridge Project	2013
SR 172 & Trump Ave	Intersection Improvement	2012
US 30 & Broadway Ave	Intersection Improvement	2012
US 62 at Rockhill & Parkway	Signal Project	2012
I 77 over Gracemont	Bridge Project	2013
SR 172 - Zern to Woodlawn	Rehab	2012
SR 183 - under RR bridge	2-Lane Improvement	2013

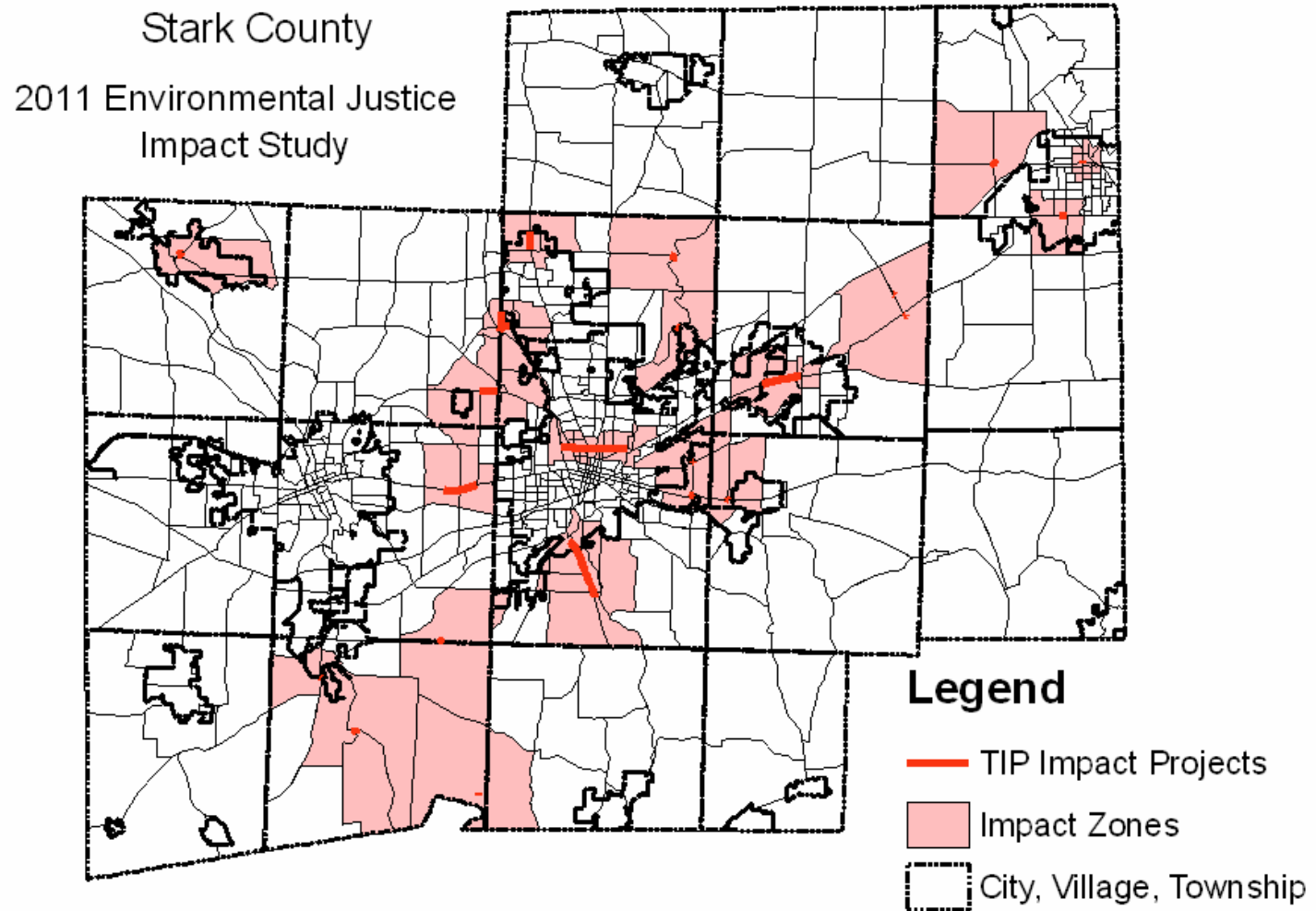
Impacted zones were then identified using GIS software. Any project within 0.25 mile of any part of an Impact Project was assumed to be an impacted zone. The map on the next

page shows the impacted zones and impact projects. One hundred twenty-five of the 607 zones were identified as impacted zones. Of these impacted zones, 41 were target zones. The following table summarizes the economic justice analysis of the 2012-2015 Transportation Improvement Program highway projects.

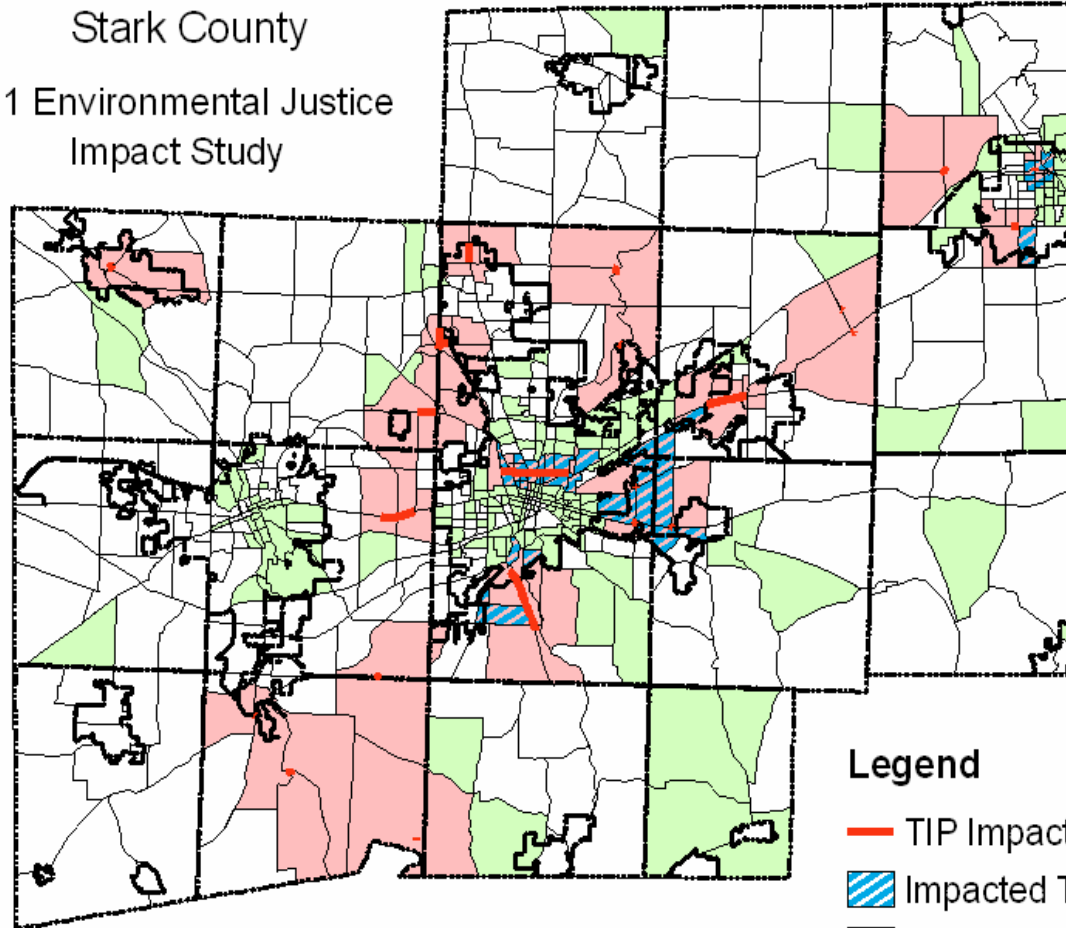
Environmental Justice Target Zones	All Zones	All Zones %	All Impacted Zones	All Impacted Zones %	Target Zones	Target Zones Impacted	Per Cent of all zones	Per Cent of Target Zones
Zones	607		125		207	41	21%	20%
Population	378,111		95,124		99,594	21,660	25%	22%
Whites	341,549	90%	86,259	91%	72,607	15,415	25%	21%
Non-White	36,562	10%	8,865	9%	26,987	6,245	24%	23%
Black	27,067	8%	6,480	7%	22,201	4,958	24%	22%
Households	148,398		38,258		39,646	8,329	26%	21%
Households Below Poverty	13,714	9%	3,215	8%	8,473	1,752	23%	21%
Dwelling Units	156,896		40,664		43,467	9,299	26%	21%
Zero Vehicle Households	10,399	7%	2,723	7%	6,375	1,299	26%	20%

Only 20% of target zones were impacted versus 21% of all zones. The impacted zones contained a smaller percent of minority populations (24%) than total population (25%). Impact zones contained a smaller percent of households below poverty level (23%) than total households (36%).

Only 8% of households in impacted zones are below the poverty level compared to 9% of all zones. A comparable number of households in impacted zones are zero vehicle households compared to all zones. Considering the type of project in the City of Canton, that is having an impact on a number of target zones, the impact appears minimal considering the long term economic improvement to the area. In conclusion, SCATS analysis does not show any pattern of disproportionate adverse impacts on target zones or populations.



Stark County
2011 Environmental Justice
Impact Study



Legend

- TIP Impact Projects
- Impacted Target Zones
- Impact Zones
- Target Zones
- City, Village, Township

Appendix B - Air Quality Conformity Analysis

Introduction

The Clean Air Act Amendments of 1990 expanded transportation's role in contributing to national clean air goals. The 1990 amendments expand the definition of "transportation conformity" to:

Conformity to the (air quality implementation) plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards; and that such activities will not (i) cause or contribute to any new violations of any standards in any area, (ii) increase the frequency or severity of any existing violation of any standard in any areas, or (iii) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.

This document describes the conformity determination for particulate matter of 2.5 micrometers in diameter or less (PM_{2.5}), nitrous oxide (NO_x) precursors, volatile organic compounds (VOC), and ozone in the SCATS MPO area and must show that the SCATS 2030 Transportation Plan and 2012-2015 TIP meet the applicable conformity tests. The conformity determination was conducted in accordance with the *Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act*, 40 CFR Parts 51 and 93, issued November 24, 1993, and Final Rules adopted May 6, 2005 (70 FR 24280), which incorporated the Final Conformity Rule of July 1, 2004 (69 FR 4004) and in accordance with the Ohio State Transportation Conformity Rules, Ohio Administration Code Part 3745-1-1-01 through 20, issued August 21, 1995 and amended Spring 1997.

In order to determine conformity, the SCATS 2030 Transportation Plan and 2012-2015 Transportation Improvement Program tests must meet the following requirements:

- Must be based on the latest planning assumptions
- Must use the latest emissions model
- Must include interagency consultation
- Must provide for Public Involvement
- Must show the plan meets the emissions budget test
- Must include a Metropolitan Planning Organization (MPO) Board conformity determination resolution.

Nonattainment Area Designation

PM_{2.5} - Although the Canton/Massillon Metropolitan Statistical Area (MSA) area also includes Carroll County, OEPA (Ohio Environmental Protection Agency) and USEPA concurred that only Stark County was designated as the nonattainment area within the MSA as Carroll County is rural in nature with a population of less than 30,000. A summary of the history of PM_{2.5} conformity determinations follows:

- January 5, 2005: The Canton/Massillon MSA was classified as nonattainment for the 1997 PM_{2.5} (annual) standard in the Federal Register.
- December, 2006: The 2006 PM_{2.5} (24-hour) standard was established, changing from the annual standard to the 24-hour standard and setting it to 35 micrograms per cubic meter.
- March, 2007: SCATS showed that Stark County was in conformity for the 1997 PM_{2.5} (annual) standard based on the permitted no-greater-than-2002 baseline test.
- June 15, 2009: USDOT issued a conformity determination for Stark County for the 1997 PM_{2.5} (annual) standard.
- November 13, 2009: USEPA designated Stark County as nonattainment for the 2006 PM_{2.5} (24-hour) standard in the Federal Register.
- January 26, 2010: The 1997 PM_{2.5} (annual) SIP budgets were approved for Stark County via the Federal Register.

- November 18, 2010: SCATS 2030 Transportation Plan and 2008-2011 TIP were found to be in conformity with the State Implementation Plan for the 2006 PM_{2.5} (24-hour) standard.

The applicable conformity test for the 2006 (24-hour) standard is to compare analysis year emission burdens to the 1997 PM_{2.5} (annual) SIP budgets. This conformity documentation is addressing the 2006 PM_{2.5} (24-hour) standard.

Ozone - As part of the 1990 CAA Amendments re-evaluation, Stark County was designated as Unclassifiable/Attainment for the one-hour ozone standard pursuant to the CAA and therefore, has not previously been subject to nonattainment area rule-makings. As a result of the 2004 ozone designations, U.S. EPA designated Stark County basic nonattainment and subject to the eight-hour ozone requirements, including development of a plan to reduce volatile organic compounds (VOCs) and oxides of nitrogen (NO_x) emissions and a demonstration that the area will meet the federal eight-hour air quality standard for ozone by June 2009. A Redesignation Plan was submitted in May, 2009.

Interagency Consultation

Interagency Consultation was not required for this Air Quality Conformity Analysis. Because all of the non-exempt projects on The SCATS 2012-2015 TIP are included in The SCATS 2030 Transportation Plan, and the Air Quality Conformity Analysis for The SCATS 2030 Transportation Plan was approved, any Air Quality Conformity Analysis for The SCATS 2012-2015 TIP would be redundant. This document details the Air Quality Conformity Analysis approved on November 18, 2010 for PM_{2.5} and the Air Quality Conformity Analysis approved in 2009 for Ozone.

Latest Planning Assumptions

For this analysis, the latest planning assumptions available for the Canton region were used. The Canton travel demand model underwent a major upgrade in 2007 and this new model was used for the analysis. The model is a traditional four-step model that includes trip generation, trip distribution, mode choice, and traffic assignment. Upgraded model components that were not in the previous model include: household cross-classification, separate truck assignment, non-bus transit modes, and peak period assignments. The 2000 base year was established to take advantage of census data and new roadside origin-destination surveys that were taken at the Stark County line. The model was calibrated to replicate 2000 traffic counts, and was validated to meet the standards of ODOT's Traffic Assignment Procedures manual.

Employment variables are based on the 2006 update of the ES202 data. Other independent variables were not changed from those used for the Long Range Plan update of 2006.

Current and Future Population - Base-year population data is 2000 Census data. Population was forecast to the year 2030 in 2004 as part of the Stark County Comprehensive Plan. The Plan used county-level population projections which were provided by the Ohio Department of Development - Office of Strategic Research (ODOD-OSR) through the year 2030. The RPC sub-allocated the projections to the Traffic Analysis Zone (TAZ) level. The sub-allocation process was based on allocating dwelling unit growth to TAZs

Networks

PM_{2.5} - SCATS' Long Range Plan listing of projects was used to create the 2014, 2020, and 2030 networks.

Ozone - The 2009 network represents the highway network as it actually existed in 2009. SCATS' Long Range Plan listing of projects was used to create the 2018, 2020, and 2030 networks. Networks for these analysis years had been created in the past, but SCATS updated the networks to reflect changes in the TIP for this analysis. The networks were also updated to reflect changes in the 2009 Financial Forecast.

Independent Variables

Independent variables (land use/socio-economic data) as provided by SCATS were used to generate new traffic assignments for each analysis year 2009, 2014, 2018, 2020 and 2030. The variable data for the intermediate years (2014, 2018, and 2020) were initially created by ODOT using interpolation between the model validation year and the final year of the LRP. SCATS used that data as a starting point and corrected the data to accurately account for predicted timing of the changes of land use development and other socio-economic data.

Latest Emissions Modeling

Emissions data for this conformity analysis were generated using US EPA MOBILE6.2 emission factors.

Temperature data for MOBILE6.2 emission factors used data from the Akron Canton Airport for the Canton nonattainment area conformity process.

Annual PM_{2.5} emissions data were established using the single season methodology. The standard emissions modeling routines establish daily pollutant burdens. Annual direct PM_{2.5} and NOx precursor emissions for the PM_{2.5} conformity tests were established by multiplying the daily model results by 365.

PM_{2.5} conformity was established based on 2009 Budget tests.

Public Involvement Process

A public meeting was held at the Stark County District Library on Wednesday, April 13th from 4:00 to 6:00 P.M. The public was also welcome to attend any one of SCATS's monthly Policy Committee Meetings and Citizens' Advisory Counsel Meetings. The public was also kept informed by The Stark County Regional Planning Commission Website.

Canton Conformity Analysis Summary

PM_{2.5}

Attainment status: PM_{2.5} Nonattainment area
 Geography: Stark County, Ohio
 Conformity Tests: 2009 baseline interim budget tests of SCATS 2030 Transportation Plan/TIP analysis year networks
 Analysis Years: 2014 1st analysis year
 2020 Interim year
 2030 Plan horizon year

PM _{2.5}				
Stark Co.	Tons/Year			
	2009 Budget	2014	2020	2030
Direct PM	88.38	54.97*	45.77*	47.52*
NOx Precursors	5103.36	2684.21*	1653.01*	1285.24*

- From Mobile 6.2 run by ODOT

Ozone

Attainment status: 8-Hour Ozone Maintenance Area – Re-designation Plan approved effective 6/15/07
 Geography: Stark County, Ohio
 Conformity Tests: 8-Hour budget tests of SCATS 2030 Transportation Plan/TIP analysis year networks
 Analysis Years: 2009 8-Hour Re-designation Plan budget year
 2018 8-Hour Re-designation Plan budget year
 2020 Interim year
 2030 Plan horizon year

8-Hour Ozone						
	Tons / Day					
	2009 Budget	2009	2018 Budget	2018	2020	2030
HC	10.02	8.39*	5.37	4.09*	3.98*	3.90*
NOx	18.03	14.22*	7.08	5.23*	4.82*	3.85*

*From Mobile 6.2 run by ODOT 3/23/09

The conformity analysis highway networks and budget test results are as follows:

- 2009 Base year: This represents the regional highway network that was in place by the end of 2009. The annual total tons for **VOC** was **3062** tons and for **NOx** was **5190** tons.
- 2014 Network: This is a budget-year analysis. The network includes the baseline scenario network plus the TIP projects out to the year 2014. The trip table is based on 2014 Independent Variables. The annual total tons for **PM_{2.5}** was **55** tons and for **NOx Precursors** was **2684** tons.
- 2018 Network: This is a budget-year analysis. The network includes the Baseline scenario network plus the TIP projects plus regionally significant projects that are expected to be open to traffic by the 2018 analysis year. The trip table is based on 2018 Independent Variables. The annual total tons for **VOC** was **1493** tons and for **NOx** was **1909** tons.

- **2020 Network:** This is an interim analysis year to meet the requirement that analysis years must be no more than ten years apart. The network includes the 2014 network plus regionally significant projects that are expected to be open to traffic by the 2020 analysis year. The trip table is based on 2020 Independent Variables. The annual total tons for **PM_{2.5}** was **46** tons and for **NOx Precursors** was **1653** tons. The annual total tons for **VOC** was **1453** tons and for **NOx** was **1759** tons.
- **2030 Plan Horizon Year Network:** This represents the completed Plan network using the Plan horizon year 2030 trip table. The annual total tons for **PM_{2.5}** was **48** tons and for **NOx Precursors** was **1285** tons. The annual total tons for **VOC** was **1423** tons and for **NOx** was **1405** tons.

Other SCATS Planning Assumptions

TAZ Level Allocation: TAZ-level travel-demand-model (TDM) variables were developed in 2004 based on the previously described county-level population and employment forecasts. For transportation planning it was necessary to allocate this growth to the TAZ level and develop other data such as available vehicles, nonresidential floor area and acreage. Residential growth was allocated on a dwelling unit basis. Dwelling units were assigned to zones based on the following factors:

- Accessibility to a major county arterial road;
- Availability (or planned extension) of public water and sewer services;
- Availability of vacant zoned residential land;
- Present or future residential subdivision activity and platted lots;
- Absence of major physical or environmental constraints to urban development

Population was then derived from dwelling units based on a person per dwelling unit ratio that was also forecast. Vehicles and labor force data were then derived from the population data.

Non-residential employment was allocated by industry based on zoning, individual communities' land use plans and factors similar to those used for the residential land use. SCATS has confidence that these numbers represent the latest and best available data.

Projects

The following table shows all capacity-adding projects in the 2012-2015 TIP.

Name	Route	From	To	Type Work	Year
12th Street NW	CR240	Monument Avenue	Maple Avenue	Roadway and Bridge Rehab	2014
55th Street	CR 146	Birmingham Avenue	Harmont Avenue	Roadway Improvement	2014
Cherry Street at Locust Avenue	SR93	intersection		Intersect Widening	2015
Cleveland Avenue	SR 800	45th Street	Mill Street	Widen for TWLTL thru section	2014
Greenbower Street	TR 12	Over Berlin Reservoir		Bridge/Roadway Improvement	2013
Hills & Dales Road	CR 226	Woodlawn Avenue	Whipple Avenue	Widening from 2 lanes to 5 lanes	2012
Mahoning Road	SR 153	Maple Avenue	Harmont Avenue	Roadway Improvement	2013
Main Street	SR 153	Louisville WCL	SR 44	Reconstruction, Widen to 3 lanes	2012
North Main Street	CR 66	Applegrove Street	Orion Street	Widen to 5 lanes	2012
Trump Avenue at Georgetown Street	CR 170	Intersection		Intersection improvement	2012
US 30 at Broadway Avenue	US 30	Intersection		Add Turn Lanes, signal	2012

Mobile 6.2 Results

SCATS Daily PM 2.5 Air Quality Analysis

Direct PM				
Budget	Year	# Days	Model PM 2.5	TOTAL PM 2.5 (tons/yr)
	2009			88.38
	2014	365	0.15	54.97
	2020	365	0.13	45.77
	2030	365	0.13	47.52

NOx Precursors				
Budget	Year	# Days	Model NOx	TOTAL NOx (tons/yr)
	2009			5103.36
	2014	365	7.35	2684.21
	2020	365	4.53	1653.01
	2030	365	3.52	1285.24

Direct PM		
	Links	Intra
2014	0.1496	0.0010
2020	0.1246	0.0008
2030	0.1295	0.0007

NOx		
	Links	Intra
2014	7.3078	0.0462
2020	4.5011	0.0277
2030	3.5011	0.0201

SCATS 8-Hour Ozone Air Quality Analysis

Year	VOC (tons/day)	NOx (tons/day)
2009	8.39	14.22
2018	4.09	5.23
2020	3.98	4.82
2030	3.90	3.85

	Stark County	VOC	NOx
2009	Links	8.3308	14.1393
	Intrazonal	0.0603	0.0835
2018	Links	4.0552	5.1999
	Intrazonal	0.031	0.032
2020	Links	3.9478	4.7963
	Intrazonal	0.0283	0.0278
2030	Links	3.8758	3.8288
	Intrazonal	0.0257	0.0207

**RESOLUTION OF THE POLICY COMMITTEE OF THE STARK COUNTY
AREA TRANSPORTATION STUDY
ADOPTION OF THE TRANSPORTATION IMPROVEMENT PROGRAM FY 2012-2015**

WHEREAS, the Policy Committee of the Stark County Area Transportation Study (SCATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor acting through the Ohio Department of Transportation (ODOT) and in cooperation with locally elected officials in the Canton, Ohio urbanized area as evidenced in the Agreement of Cooperation between ODOT and the Stark County Regional Planning Commission, encompassing Stark County; and

WHEREAS, SCATS has, pursuant to 23 United States Code 134, and 49 United States Code 5303, prepared a Transportation Improvement Program for fiscal years 2012 through 2015; and

WHEREAS, SCATS completed a public involvement process consistent with SCATS Public Participation Plan during the designated period between April 4 and April 15, 2011; and

WHEREAS, an Environmental Justice appraisal has been completed to assure that low income and minority population groups will not disproportionately be affected by the negative environmental consequences of implementing the projects scheduled in the Transportation Improvement Program; and

WHEREAS, Section 176(c)(3) of the Clean Air Act Amendments of 1990 requires that the MPO make a determination that the Transportation Improvement Program and the Regional Transportation Plan for the transportation planning area are in conformity with respect to Ohio's State Implementation Plan for attainment of the National Ambient Air Quality Standards (NAAQS), and

WHEREAS, a quantitative air quality analysis of the "Year 2030 Transportation Plan for Stark County, Ohio" has been completed in accordance with the requirements specified by the Safe, Accountable, Flexible, Efficient Transportation Equity Act and the Clean Air Act Amendments of 1990, and

WHEREAS, the projects programmed in the SCATS Fiscal Year 2012-2015 Transportation Improvement Program are consistent with the "Year 2030 Transportation Plan for Stark County, Ohio" and were included in the air quality analysis completed for the Plan and found to be in conformity with the State Implementation Plan.

NOW THEREFORE, BE IT RESOLVED:

1. That this Committee approves and adopts the Transportation Improvement Program for Fiscal Years 2012 - 2015 and recommends that its members incorporate the improvements into their planning for transportation improvements in their governmental units, and
2. That this Committee affirms the consistency between the Transportation Improvement Program FY 2012 -2015 and the State Implementation Plan for air quality.
3. That this Committee approves the Transportation Improvement Program for fiscal years 2012 through 2015.
4. That this Committee authorizes the staff to provide copies of this Resolution to the appropriate parties as evidence of action by the MPO.


Chair, SCATS Policy Committee

5/23/11
Date