

STARK COUNTY AREA TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM

FY 2021-2024

STARK COUNTY, OHIO

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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 Stark County Area Transportation Study (SCATS) Long-Range Transportation Plan. This plan recommends the locations and types 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 to 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. The Ohio Department of Transportation (ODOT) selects Major New Capacity projects through the Transportation Review Advisory Council (TRAC). The TRAC 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 types and priorities 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 Surface Transportation Block Grant (STBG) funds for projects on the county highway system. It funds projects submitted by the individual county engineers.

The Stark Area Regional Transit Authority (SARTA) is allocated federal transit funds by formula to fund capital projects with other Federal Transit Administration (FTA) funds being made available on a competitive basis. SARTA also periodically receives state and additional federal funds on a competitive basis, as well as funds from a ¼ percent sales tax.

To develop the TIP, SCATS meets with the appropriate officials from the municipalities, county, state and SARTA 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 for consideration.

The SCATS Policy Committee selects projects for funding using the SCATS allocation of STBG and Transportation Alternatives (TA) Set-Aside funds. The SCATS Policy Committee has developed a project selection process to select and prioritize projects. Note: The SCATS Policy Committee funding policy is to fund only construction and right-of-way acquisition. Projects

with approved plans/designs will score higher in the funding commitment and project quality and viability categories.

The process rates **STBG Projects** using the following criteria:

STBG Priority Rating System			
Economic Development/Freight		(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
		5	Resurfacing
		15	Roadway/intersection reconstruction
Replacement			
	10	5	Signals
	15	10	Bridges
	10	5	Multimodal facilities
	15	N/A	Bus Replacement

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.

Transportation Alternatives Set-Aside projects utilize a different rating system due to the different nature and variety of allowable projects.

The following types of programs qualify for TA Set-Aside funds and will be reviewed under criteria listed in the following categories:

1. Category 1: Bicycle and Pedestrian Projects:

- a. Construction and right-of-way purchase of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990,
- b. Construction and right-of-way purchase of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs,
- c. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.

2. Category 2: Scenic and Environmental

- a. Construction of turnouts, overlooks, and viewing areas,
- b. Inventory, control, or removal of outdoor advertising,
- c. Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control,
- d. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b) (11), 328(a), and 329 of title 23,
- e. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

3. Category 3. Historic and Archeological

- a. Historic preservation and rehabilitation of historic transportation facilities,
- b. Archaeological activities relating to impacts from implementation of transportation projects eligible under title 23.

Upon receipt of the application from the sponsor, the SCATS staff conducts an evaluation using the following criteria:

Common 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	Reviewers knowledge of financial difficulty/hardship

Project Quality and Viability- Extent of project's strengths, weaknesses, and readiness; and show of public support. The maximum total point value is 20.

Project Strengths/Weaknesses/Readiness	
10	Project has no obstacles
5	Project has minor obstacles
0	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

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 - 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 (10) OR
5	Included in an adopted local bicycle or pedestrian plan (5)
10	Completion of a missing link on a state or countywide wide facility (10) OR
5	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 points	5	> 50 MPH
	4	40 to 50 MPH
	3	30 to 40 MPH
	1	<30 MPH
	0	No alternative roadway

Conflict Factor 0-10 points	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

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; will substantially enhance the visual environment; will protect endangered and/or threatened species or provide protection in high collision areas between vehicles and wildlife; and/or will substantially improve water quality beyond existing requirements
10	The project is a good use of public dollars that can be quantified with short- and long-range economic and/or environmental 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 - 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

Historical Characteristics- Number of historic characteristics the project possesses. The maximum total point value is 20.

10	The site is representative of a significant period in Ohio history
10	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
10	The site was designed, constructed or occupied by a person of historic significance

The SCATS Policy Committee makes the final decision on project funding. The committee is assisted by the SCATS Technical Advisory Committee that reviews the projects and staff rating in a work session to make funding recommendations to the Policy Committee. The ranking is a means to help the committee 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.

CMAQ Funding Policies

In November 2012, the Director of the Ohio Department of Transportation (ODOT) announced the creation of an Ohio Statewide Urban Congestion Mitigation and Air Quality (CMAQ) Program. The intent of the program is to more quickly advance eligible projects that improve air quality, reduce congestion, and eliminate delay/improve safety, in addition to utilizing statewide CMAQ funding in the year funds are allocated.

The Ohio Association of Regional Councils (OARC) Executive Directors established an Ohio Statewide Urban CMAQ Committee (OSUCC) charged with developing protocols for managing the program. The CMAQ Program provides, on average, more than \$60 million annually; although this amount may vary for each application round. In concert with ODOT, Ohio's eight largest Metropolitan Planning Organizations (MPOs) have collaboratively established a set of funding policy guidelines to be used in selecting and managing projects using federal CMAQ funding.

The solicitation process for projects consists of two parts.

- First, each of the eight large MPO solicits projects from their area. Each MPO conducts the solicitation process in whatever manner that best meets their local circumstances.
- Second, each MPO then provides the OSUCC the application form for each project from their area, including the MPO ranking, and the project scoring table.

Following this solicitation the OSUCC reviews the scoring provided by the MPOs. They may adjust project scores to ensure the scoring criterion is applied uniformly across all of the projects. This leads to a listing of projects ranked by score.

The OSUCC then reviews available CMAQ funding, ranked list of projects and develops a draft program of recommended projects to receive CMAQ funding. In developing the list OSUCC, to the best of its ability, matches quality projects and available funding to optimize Ohio transportation investments.

The recommended program is forwarded to the eight large MPO Executive Directors for their approval and submission to ODOT. Following that approval and ODOT concurrence, project sponsors are notified and those selected for funding are required to program their projects with ODOT.

PROJECT EVALUATION CRITERIA

Scoring Criteria for Ohio CMAQ Program

1. Project Type (Maximum Points =10)	Regional rideshare/vanpool programs	10
	Congestion Reduction, Traffic Flow Improvements & ITS	10
	Transit Vehicle Replacement	8
	Freight/Intermodal including diesel engine retrofits	7
	Public Education and Outreach	6
	Transit Service Upgrades	5
	Pedestrian/Bicycle	4
	Alternative Fuels and Vehicles- Non transit	4
	Employer-based Programs	4
	Travel Demand Management	3
	Modal Subsidies and Vouchers	3
	Transit Facility Upgrades	2
	Other TCM's and Misc	2
2. Cost Effectiveness (Maximum Points =15) *Sliding scale	High emissions reduced per dollar cost;	15
	Medium	*
	Low	*
3. Other Benefits (Maximum Points =15)	Score up to 3 points for each additional project benefit	
	Improved safety	0 – 3
	Fixed Route Transit	0 – 3
	Bicycle/Pedestrian	0 – 3
	Improved freight movement	0 – 3
	Benefits environmental justice population	0 – 3
4. Existing Modal Level of Service (LOS)	F	15
	E	10
	D	4
	A – C	0
5. Positive Impact on LOS (Maximum Points =15)	High impact	15
	Medium impact	10
	Low impact	3
	No impact	0
6. Status of Project	Construction plans complete	10
	Non construction activity ready for authorization	8
	ROW clear and complete	8

(Maximum Points =10)	Environmental document complete	6
	Environmental document underway	2

	Above 40%	5	Greater than \$2.0 m	5
7. Non-Federal Match of	>35 to 40%	4	\$1.0 m to \$2.0 m	4
Requested CMAQ Funds	>30 to 35%	3	>\$500,000 to \$1.0 m	3
of the phase(s) cost	>25 to 30%	2	\$150,000 to \$500,000	2
	>20 to 25%	1	\$50,000 to \$150,000	1
(Maximum Points =10)	Up to 20%	0	\$0 to \$50,000	0

8. Regional Priority	First Priority Project	10
	Second Priority Project	7
(Maximum Points =10)	Third Priority Project	4
determined by each MPO)	Fourth Priority Project	2
	All Other	0
9. History of Project Delivery	One project slipped past programmed year	-5
By Project Sponsor in the	Two or more projects slipped past programmed year	-10
previous 2 years	One or more projects cancelled	-10
Maximum Points		100

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:

- Prior to the 2014-17 TIP, the SCATS Policy Committee provided for a 20% CAP on SCATS funds awarded to projects. This CAP policy provided sponsors with a comfort level as project funds were allocated several years in advance of actual construction. The CAP allowance, however, often exacerbated a growing carryover of SCATS funds from year to year. Beginning with the 2014-17 TIP, the CAP was eliminated from SCATS funded projects. Sponsors seeking additional funds for an already programmed project are required to request the funds on a case-by-case basis.
- The Committee only guarantees 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 may 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 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 exceeding allowable carryover and losing funds.

- The SCATS Policy Committee funding policy is to fund only construction and right-of-way acquisition. Projects with approved plans/designs will score higher in the funding commitment and project quality & viability categories.

Performance Measures

A new requirement of Transportation Improvement Programs is the utilization of performance measures.

Safety

On January 27th, 2020, SCATS adopted resolution FY 2020-08 supporting ODOT's statewide highway safety targets and adopted the same performance measures and targets, which are as follows:

- Reduce the number of fatalities by at least 2% per year
- Reduce the number of serious injuries by 2% per year
- Reduce the rate of fatalities (per million vehicles) by 2% per year
- Reduce the rate of serious injuries (per million vehicles) by 2% per year
- Reduce the number of non-motorized fatalities and serious injuries by 2% per year

This Transportation Improvement Program will help with the achievement of these targets. As can be seen from the above scoring criteria, safety is a major part of the scoring. Safety makes up 20% of a project's possible score. SCATS ranks locations by a hazard rating in its annual Crash Report and Safety Work Plan. The hazard rating includes the number of crashes at a location, the rate of crashes at a location, and the severity of crashes at a location. Locations with higher hazard ratings get more points in the project selection scoring system.

This Transportation Improvement Program is funding the following safety projects, at a cost of \$32,660,246, which will contribute to the attainment of the safety targets:

- PID 103288 – Pittsburg Avenue
- PID 104739 – Portage Street Improvements
- PID 107649 – Pittsburg Avenue/Mt Pleasant Street Roundabout
- PID 100471 – Wales Road (SR 241) Rehabilitation
- PID 100824 – US 62 Realignment, Access Management
- PID 87660 – STA TID SR 687 Improvements
- PID 90465 – 11th Street SE Improvements
- PID 111050 – STA-CR 231-6.62 Strausser Street Roundabout
- PID 111043 – STA-CR 225-2.23 Perry Drive

Transit

On March 28th, 2018, the Stark Area Regional Transit Authority (SARTA) adopted their Transit Asset Management Plan (TAMP) which established their initial Transportation Performance Management (TPM) rolling stock and infrastructure useful life targets, which support FTA's recommended useful life targets. These targets are updated on a quadrennial basis. MPOs are

required to establish region-wide useful life targets. Since SARTA is the only transit agency in our region, SARTA's useful life targets are the region's useful life targets. The following table shows SARTA's performance measures and targets:

Performance Measures and Targets							
Asset Category - Performance Measure	Asset Class	2018 Inventory	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
Revenue Vehicles							
Age - % that have met or exceeded their Useful Life Benchmark	BU - Bus	24%	8%			6%	8%
	CU - Cutaway Bus	30%	17%	15%	15%	15%	15%
Equipment							
Age - % that have met or exceeded their Useful Life Benchmark	Non Revenue/Service Automobile	31%	6%		12%	19%	6%
	Trucks and other Rubber Tire Vehicles	100%	1%		1%		1%
	Computer Software/Equipment	85%	7%	7%	7%	7%	7%
	Maintenance Equipment	11%	10%	10%	10%	10%	10%
Facilities							
Condition - % with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	10%	10%	10%	10%	10%
	Maintenance	0%	10%	10%	10%	10%	10%
	Passenger Facilities	0%	10%	10%	10%	10%	10%
	Lifts	0%	5%	5%	5%	5%	5%

Safety performance targets as outlined in Public Transportation Agency Safety Plan (PTASP) regulation, 49 C.F.R. Part 673, requires that safety performance targets be adopted in the TIP, STIP (State Transportation Improvement Program), and transportation plan for:

1. Fatalities;
2. Injuries;
3. Safety Events; and
4. System Reliability (State of Good Repair).

SARTA, as well as most transit authorities in Ohio has opted to adopt the targets set statewide by ODOT. These targets are set each year by analyzing the number of events based on a rolling five-year period, as well as revenue miles, etc.

SARTA's 2020 transit safety performance targets are seen in the following table:

SARTA 2020 Transit Safety Performance Targets				
Events			RECOMMENDED TARGETS	
Agency	Mode	TOS	Total # of Safety Events	Total # of safety events per Vehicle Revenue Miles
Stark Area Regional Transit Authority	DR	DO	1.176	0
Stark Area Regional Transit Authority	MB	DO	4.116	0
Fatalities			RECOMMENDED TARGETS	
Agency	Mode	TOS	Total # of Fatalities	Total # of fatalities per Vehicle Revenue Miles
Stark Area Regional Transit Authority	DR	DO	0	0
Stark Area Regional Transit Authority	MB	DO	0	0
Injuries			RECOMMENDED TARGETS	
Agency	Mode	TOS	Total # of Injuries	Total # of injuries per Vehicle Revenue Miles
Stark Area Regional Transit Authority	DR	DO	1.568	0
Stark Area Regional Transit Authority	MB	DO	3.136	0
Major Mechanical Failures			RECOMMENDED TARGETS	
Agency	Mode	TOS	System Reliability (Mean Distance between failure)	
Stark Area Regional Transit Authority	DR	DO	31,415.63	
Stark Area Regional Transit Authority	MB	DO	26,123.71	
MODE		TOS		
DR= Demand Response		DO= Directly Operated		
MB= Bus Fixed Route				

Transit projects get funding mostly through the CMAQ program, however, transit projects are also eligible for STBG funding.

This Transportation Improvement Program is funding the following transit projects, at a cost of \$3,096,000, which will contribute to the attainment of the transit targets:

- PID 103294 – Hydrogen fueling station & Bus Purchase

Travel Time Reliability

SCATS has chosen to support ODOT's Travel Time Reliability (TTR) targets. The measure used for travel time reliability is Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to normal travel times (50th percentile). Likewise, the level of Truck Travel Time Reliability (TTTR) is the ratio of longer travel times (80th percentile) to normal travel times (50th percentile).

ODOT TTR targets are as follows:

- On interstates, LOTTR should be less than 1.50 for 85% of the system in four years.
- On non-interstate NHS roads, LOTTR should be less than 1.50 for 80% of the system in four years.
- On interstates, TTTR should be less than 1.50 in four years.

This Transportation Improvement Program is funding the following projects, at a cost of \$21,174,827, which will contribute to the attainment of the travel time reliability targets:

- PID 100824 – US 62 Realignment, Access Management
- PID 100471 – Wales Road (SR241) Rehab
- PID 104739 – Portage Street Improvements
- PID 87660 – STA TID SR 687 Improvements
- PID 111043 – STA-CR 225-2.23 Perry Drive

Air Quality

SCATS has chosen to support ODOT's Air Quality targets. These are the performance measures for Air Quality: emission reduction for nitrous oxide (NO_x) and emission reduction for particulate matter at 2.5 micrometers (PM_{2.5}). ODOT's Air Quality targets are as follows:

- Reduce total NO_x emissions by at least 537 kg per day in four years.
- Reduce total PM_{2.5} emissions by at least 36 kg per day in four years.

This Transportation Improvement Program is funding the following projects, at a cost of \$22,958,646, which will contribute to the attainment of the air quality targets:

- PID 103288 – STA CR 0216 00.89 Pittsburg
- PID 100471 – Wales Road (SR241) Rehab
- PID 103294 – Hydrogen fueling station & Bus Purchase
- PID 107649 – Pittsburg Avenue/Mt Pleasant Street Roundabout
- PID 100824 – US 62 Realignment, Access Management
- PID 87660 – STA TID SR 687 Improvements

Pavement

SCATS has chosen to support ODOT's Pavement Condition (PC) targets. There are four performance measures for pavement conditions: percentage of interstate pavement in good condition, percentage of interstate pavement in poor condition, percentage of non-interstate NHS pavement in good condition, and percentage of non-interstate NHS pavement in poor condition. ODOT's PC targets are as follows:

- The percentage of interstate pavement in good condition should be at least 50% in four years.
- The percentage of interstate pavement in poor condition should be less than 1% in four years.
- The percentage of non-interstate NHS pavement in good condition should be at least 35% in four years.
- The percentage of non-interstate NHS pavement in poor condition should be less than 3% in four years.

This Transportation Improvement Program is funding the following paving projects, at a cost of \$8,390,827, which will contribute to the attainment of the pavement condition targets:

- PID 100471 – Wales Road (SR 241) Rehab
- PID 104823 – Belden Village Street Paving
- PID 99896 – West Main Street Resurfacing
- PID 104842 – Hills & Dales Road Paving
- PID 99892 – Portage Street Resurfacing
- PID 110196 – Shuffel Drive Resurfacing & Improvement
- PID 110433 – Applegrove Street Resurfacing
- PID 111049 – North Main Street Paving
- PID 96516 – US 62 Paving
- PID 102743 – SR 43 & SR 172 Paving
- PID 110438 – Frank Ave Paving

Bridges

SCATS has chosen to support ODOT's Bridge Condition targets. There are two performance measures for bridge conditions: percentage of NHS bridges by deck area in good condition and percentage of NHS bridges by deck area in poor condition. ODOT's bridge condition targets are as follows:

- The percentage of NHS bridge deck area in good condition should be at least 50% in four years.
- The percentage of NHS bridge deck area in poor condition should be less than 5% in four years.

This Transportation Improvement Program is funding the following bridge projects, at a cost of \$12,983,000, which will contribute to the attainment of the bridge condition targets:

- PID 104822 – Spangler Road Bridge
- PID 96516 – US 62 Paving
- PID 100824 – US 62 Realignment, Access Management

Planning Analysis

All projects, regardless of source of funding or process of selection, are reviewed for consistency with the SCATS Transportation Plan. The current Plan 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 implement county-wide 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. Air-quality 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 is 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. A news release on the availability of the draft SCATS TIP is issued by the SCRPC Public Relations office.

A public meeting was scheduled for April 1st at the Stark County District Main Library but was canceled as a result of the Covid-19 Pandemic. This was rescheduled as an online presentation and publicized in local newspapers. The draft TIP was available on the SCATS website as well as publicized in the SCRPC newsletter. Please refer to Appendix C for additional details on public involvement efforts.

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

determination.

Summary

The SCATS TIP report is divided into five sections. This introduction is the first section and includes general information and a summary of TIP projects funded in prior Fiscal years. In section II, highway projects are presented in a series of tables and on a map displaying the locations of projects. Recommended transit projects are presented in section III. Section IV outlines revenues and costs of the highway and transit improvements. Three appendices are also 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. **Appendix C** documents comments received during the public comment period.

Section II. FY 2021-2024 TIP Highway Projects

The FY 2021-2024 TIP addresses 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.

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 shows the location of all projects on the TIP.

Also listed in this section are Ohio Statewide Line Items. Statewide line items are general expenses that do not fall into the category of regionally significant projects. Examples of statewide line items include highway maintenance activities, emergency relief projects, or small preservation projects. The draft list of statewide line items is a sample of the projects that will be advanced for funding, it is not an exhaustive list.

Three separate listings of projects are included in this section. The first list includes all SCATS projects. These are projects located in Stark County that use STBG funds, CMAQ funds, or TA Set Aside funds. The second list is very detailed and includes projects located in Stark County that use all funding sources. This is where the Statewide Line Items are shown. The third list is the same as the second list, but with fewer details.

Stark County FY 2021-2024 Transportation Improvement Program

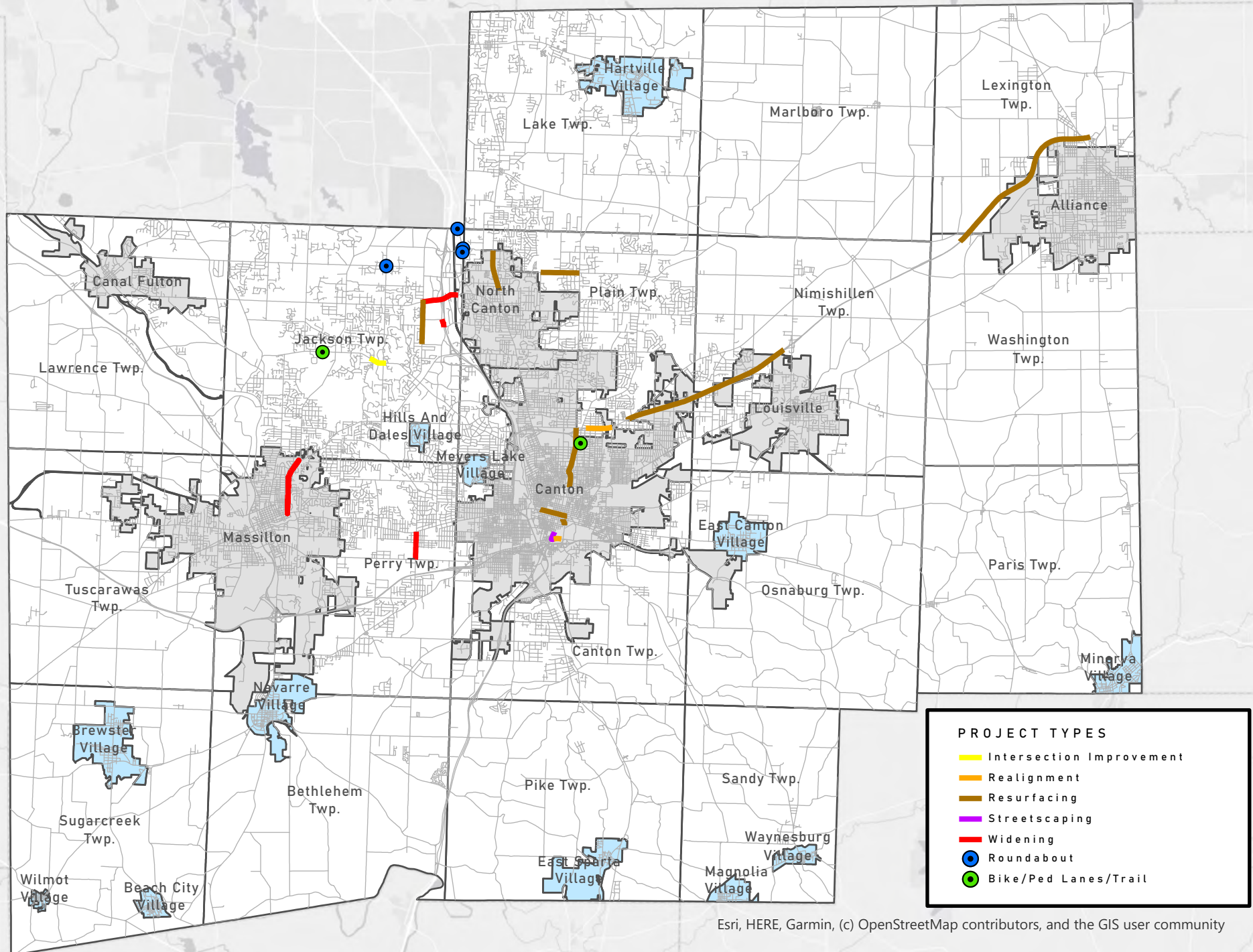


Table 2 - SCATS FY 2021 - 2024 Highway Project Listing

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

Other Project Information - 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.

Limits - a descriptive field indicated the extent of the project. Below this is a description of the project components.

Air Quality – “Exempt” means the project will not affect air quality. “Non-exempt” means the project will affect air quality.

Project Sponsor - the agency responsible for implementing the project.

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

Fiscal Year and Phase - State Fiscal Year is shown for each Phase of the project. State Fiscal Years begin on July 1 (FY 2021 begins July 1, 2020).

- ROW = Right of Way
- CON = Construction
- ENG = Engineering
- DEV = Development
- DEMO = Demolition

Work – a more detailed description of the phase

Funding Source - 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
STBG - Surface Transportation Block Grant
STATE - ODOT Funding
TA - Transportation Alternatives Set-Aside

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



Transportation Improvement Program Highway Project Listing

For TIP Years: 2021-2024

City of Canton

PID: 90465

Other Project Information: 11th St. SE Improvements

County: Stark

Limits: From Market Ave to Cherry Ave

Air Quality: Non-Exempt

Project Sponsor: City of Canton

Notes: Moving \$300,000 from STBG to TA 1/2020

Funding by State Fiscal Year and Phase				
Fiscal Year and Phase	Work	Funding Source	Type	Amount
2021 ROW	Acquisition	Local Non-traditional	Non-Federal	\$30,000
2021 ROW	Acquisition	STBG	Federal	\$120,000
2023 CON	Construction Contract	Local	Non-Federal	\$1,511,400
2023 CON	Construction Contract	STBG-SCATS	Federal	\$5,374,932
2023 CON	Construction Contract	TA Set Asides	Federal	\$300,000
2023 CON	Construction Engineering/Inspection	ER	Federal	\$355,680
2023 CON	Construction Engineering/Inspection	Local	Non-Federal	\$88,920
2023 CON	Construction Engineering/Inspection	STBG-SCATS	Federal	\$370,668
Total Estimated Cost				\$8,151,600

PID: 96516

Other Project Information: US 62 Paving

County: Stark

Limits:

Air Quality: Exempt

Project Sponsor: City of Canton

Notes:

Funding by State Fiscal Year and Phase				
Fiscal Year and Phase	Work	Funding Source	Type	Amount
2022 Construction	Construction Contract	State	Non-Federal	\$1,631,000
2022 Construction	Construction Contract	STBG	Federal	\$699,000
Total Estimated Cost				\$2,330,000

PID: 111059

Other Project Information: Colonial Blvd Complete Streets

County: Stark

Limits: From Market Ave to Gibbs Ave

Air Quality: Non-Exempt

Project Sponsor: City of Canton

Notes: Moving \$400,000 from TA to STBG 1/2020

Funding by State Fiscal Year and Phase				
Fiscal Year and Phase	Work	Funding Source	Type	Amount
2022 Construction	Construction Contract	Local	Non-Federal	\$345,277
2022 Construction	Construction Contract	STBG	Federal	\$1,263,190
2022 Construction	Construction Contract	TA Set Asides	Federal	\$117,914
Total Estimated Cost				\$1,726,381



Transportation Improvement Program Highway Project Listing

For TIP Years: 2021-2024

City of Canton

PID: 101269

Other Project Information: SR 43 & SR 172 Paving

County: Stark

Limits:

Air Quality: Exempt

Project Sponsor: City of Canton

Notes:

Funding by State Fiscal Year and Phase				
Fiscal Year and Phase	Work	Funding Source	Type	Amount
2023 Construction	Construction Contract	State	Non-Federal	\$1,001,000
2023 Construction	Construction Contract	STBG	Federal	\$429,000
Total Estimated Cost				\$1,430,000

City of Massillon

PID: 100471

Other Project Information: Wales Road (SR241) Rehab

County: Stark

Limits: SR 241 from Lincoln Way to Taggart Street

Air Quality: Non-Exempt

Project Sponsor: City of Massillon

Notes: Added to TIP February 2015

Funding by State Fiscal Year and Phase				
Fiscal Year and Phase	Work	Funding Source	Type	Amount
2021 CON	Construction Contract	Highway Safety Improvement Program	Federal	\$1,516,915
2021 CON	Construction Contract	Local	Non-Federal	\$168,546
2021 CON	Construction Contract	Local	Non-Federal	\$736,386
2021 CON	Construction Contract	STBG-SCATS	Federal	\$2,945,544
2021 CON	Construction Engineering/Inspection	Local	Non-Federal	\$81,821
2021 CON	Construction Engineering/Inspection	STBG-SCATS	Federal	\$327,283
2021 Right of Way	Acquisition	Highway Safety Improvement Program	Federal	\$819,900
2021 Right of Way	Acquisition	Local	Non-Federal	\$91,100
Total Estimated Cost				\$6,687,495



Transportation Improvement Program Highway Project Listing

For TIP Years: 2021-2024

City of North Canton

PID: 104863

Other Project Information: East Maple St. Enhancements Ph. 1

County: Stark

Limits: Market to Marquardt Ave.

Air Quality: Exempt

Project Sponsor: City of North Canton

Notes: Moving \$300,000 from TA to STBG 1/2020

Funding by State Fiscal Year and Phase				
Fiscal Year and Phase	Work	Funding Source	Type	Amount
2021 CON	Construction Contract	Local	Non-Federal	\$164,250
2021 CON	Construction Contract	Local	Non-Federal	\$173,250
2021 CON	Construction Contract	STBG-SCATS	Federal	\$957,000
2021 CON	Construction Contract	TA Set Asides	Federal	\$393,000
2021 CON	Construction Engineering/Inspection	Local	Non-Federal	\$18,250
2021 CON	Construction Engineering/Inspection	Local	Non-Federal	\$19,250
2021 CON	Construction Engineering/Inspection	STBG-SCATS	Federal	\$73,000
2021 CON	Construction Engineering/Inspection	TA Set Asides	Federal	\$77,000
Total Estimated Cost				\$1,875,000

PID: 111049

Other Project Information: North Main Paving

County: Stark

Limits: From 7th St to Orion St

Air Quality: Exempt

Project Sponsor: City of North Canton

Notes:

Funding by State Fiscal Year and Phase				
Fiscal Year and Phase	Work	Funding Source	Type	Amount
2022 Construction	Construction Contract	Local	Non-Federal	\$192,000
2022 Construction	Construction Contract	STBG	Federal	\$768,000
Total Estimated Cost				\$960,000

ODOT

PID: 0100824

Other Project Information: STA US 0062 24.05

County: Stark

Limits:

Air Quality: Non-Exempt

Project Sponsor: ODOT

Notes:

Funding by State Fiscal Year and Phase				
Fiscal Year and Phase	Work	Funding Source	Type	Amount
2021 CON	Construction Contract	Congestion Mitigation and Air Quality – Stark County Area Transportation Study	Federal	\$4,600,000
2022 CON	Construction Contract	Congestion Mitigation and Air Quality – Stark County Area Transportation Study	Federal	\$6,900,000
Total Estimated Cost				\$11,500,000



Transportation Improvement Program Highway Project Listing

For TIP Years: 2021-2024

ODOT

PID: 20344

Other Project Information: STA US 0030 18.35

County: Stark

Limits:

Air Quality: Non-Exempt

Project Sponsor: ODOT

Notes:

Funding by State Fiscal Year and Phase				
Fiscal Year and Phase	Work	Funding Source	Type	Amount
2020 PE Environmental	Preliminary Development	Transportation Review Advisory Council	Federal	\$500,000
2021 Con	Construction Contract	State Miscellaneous	Federal	\$18,000,000
2021 Detailed Design	Detail Design	High Priority	Federal	\$1,200,000
2021 Detailed Design	Detail Design	State	Non-Federal	\$300,000
Total Estimated Cost				\$20,000,000

SARTA

PID: 103294

Other Project Information: Hydrogen Station & CNG Bus

County: Stark

Limits:

Air Quality: Exempt

Project Sponsor: SARTA

Notes:

Funding by State Fiscal Year and Phase				
Fiscal Year and Phase	Work	Funding Source	Type	Amount
2021 Construction	Construction Contract	Congestion Mitigation and Air Quality – Stark County Area Transportation Study	Federal	\$3,096,000
2021 Construction	Construction Contract	Local	Non-Federal	\$464,000
Total Estimated Cost				\$3,560,000

Stark Co Engineer

PID: 104739

Other Project Information: Portage Street Improvements - PID 104739

County: Stark

Limits: Whipple Avenue to Frank Avenue

Air Quality: Non-Exempt

Project Sponsor: Stark Co Engineer

Notes:

Funding by State Fiscal Year and Phase				
Fiscal Year and Phase	Work	Funding Source	Type	Amount
2021 CON	Construction Contract	Highway Safety Improvement Program	Federal	\$945,450
2021 CON	Construction Contract	Local	Non-Federal	\$105,050
2021 CON	Construction Contract	Local	Non-Federal	\$307,500
2021 CON	Construction Contract	STBG-SCATS	Federal	\$1,230,000
Total Estimated Cost				\$2,588,000



Transportation Improvement Program Highway Project Listing

For TIP Years: 2021-2024

Stark Co Engineer

PID: 103288

Other Project Information: Pittsburg & Orion

County: Stark

Limits:

Air Quality: Non-Exempt

Project Sponsor: Stark Co Engineer

Notes: "Includes federally funded early ROW Acquisition, independent of the construction phase."

Funding by State Fiscal Year and Phase				
Fiscal Year and Phase	Work	Funding Source	Type	Amount
2021 ROW	Acquisition	Local	Non-Federal	\$250,000
2021 ROW	Acquisition	STBG-SCATS	Federal	\$1,000,000
2022 CON	Construction Contract	Local	Non-Federal	\$415,000
2022 CON	Construction Contract	STBG-SCATS	Federal	\$1,660,000
Total Estimated Cost				\$3,325,000

PID: 107649

Other Project Information: Pittsburg Mt. Pleasant

County: Stark

Limits:

Air Quality: Non-Exempt

Project Sponsor: Stark Co Engineer

Notes:

Funding by State Fiscal Year and Phase				
Fiscal Year and Phase	Work	Funding Source	Type	Amount
2022 ROW	Acquisition	Congestion Mitigation and Air Quality		\$600,000
2022 ROW	Acquisition	Local	Non-Federal	\$150,000
2022 ROW	Acquisition	TA Set Asides	Federal	\$250,000
2023 con	Construction Contract	Congestion Mitigation and Air Quality		\$2,160,000
2023 con	Construction Contract	Local	Non-Federal	\$540,000
2023 con	Construction Contract	TA Set Asides	Federal	\$300,000
2023 con	Construction Engineering/Inspection	Congestion Mitigation and Air Quality		\$240,000
2023 con	Construction Engineering/Inspection	Local Labor - Non-Federal	Non-Federal	\$60,000
Total Estimated Cost				\$4,300,000

PID: 110433

Other Project Information: Applegrove Resurfacing

County: Stark

Limits: From Marquardt Ave to Market Ave (SR 43)

Air Quality: Exempt

Project Sponsor: Stark Co Engineer

Notes:

Funding by State Fiscal Year and Phase				
Fiscal Year and Phase	Work	Funding Source	Type	Amount
2021 Construction	Construction Contract	Local	Non-Federal	\$275,000
2021 Construction	Construction Contract	STBG	Federal	\$275,000
Total Estimated Cost				\$550,000



Transportation Improvement Program Highway Project Listing

For TIP Years: 2021-2024

Stark Co Engineer**PID: 111043****Other Project Information: Perry Dr Reconstruction****County: Stark**

Limits: From Southway St to Tuscarawas St (SR 172)

Air Quality: Non-Exempt

Project Sponsor: Stark Co Engineer

Notes:

Funding by State Fiscal Year and Phase				
Fiscal Year and Phase	Work	Funding Source	Type	Amount
2022 ROW	Acquisition	Local	Non-Federal	\$93,000
2022 ROW	Acquisition	STBG	Federal	\$372,000
2024 Construction	Construction Contract	Local	Non-Federal	\$780,000
2024 Construction	Construction Contract	STBG	Federal	\$2,704,000
2024 Construction	Construction Contract	TA Set Asides	Federal	\$416,000
Total Estimated Cost				\$4,365,000

PID: 111050**Other Project Information: Strausser/Lake O'Springs****County: Stark**

Limits:

Air Quality: Non-Exempt

Project Sponsor: Stark Co Engineer

Notes:

Funding by State Fiscal Year and Phase				
Fiscal Year and Phase	Work	Funding Source	Type	Amount
2023 ROW	Acquisition	Local	Non-Federal	\$130,000
2023 ROW	Acquisition	STBG	Federal	\$520,000
2024 Construction	Construction Contract	Local	Non-Federal	\$360,000
2024 Construction	Construction Contract	STBG	Federal	\$1,440,000
Total Estimated Cost				\$2,450,000

PID: 110438**Other Project Information: Frank Ave Resurfacing****County: Stark**

Limits: From University St to 800 feet north of Portage St

Air Quality: Exempt

Project Sponsor: Stark Co Engineer

Notes:

Funding by State Fiscal Year and Phase				
Fiscal Year and Phase	Work	Funding Source	Type	Amount
2024 Construction	Construction Contract	Local	Non-Federal	\$144,000
2024 Construction	Construction Contract	STBG	Federal	\$576,000
Total Estimated Cost				\$720,000



Transportation Improvement Program Highway Project Listing

For TIP Years: 2021-2024

Stark Co Park District

PID: 110429

Other Project Information: Jackson Tunnel

County: Stark

Limits: West of Wales Rd (SR 241)

Air Quality: Exempt

Project Sponsor: Stark Co Park District

Notes: Moving from 2021 to 2022 - 1/2020

Funding by State Fiscal Year and Phase				
Fiscal Year and Phase	Work	Funding Source	Type	Amount
2022 Construction	Construction Contract	Local	Non-Federal	\$510,922
2022 Construction	Construction Contract	TA Set Asides	Federal	\$658,955
2022 Construction	Construction Engineering/Inspection	Local	Non-Federal	\$95,000
2022 ROW	Acquisition	Local	Non-Federal	\$9,086
2022 ROW	Acquisition	TA Set Asides	Federal	\$30,914
Total Estimated Cost				\$1,304,877

Stark TID

PID: 87660

Other Project Information: STA TID SR 687

County: Stark

Limits:

Air Quality: Non-Exempt

Project Sponsor: Stark TID

Notes:

Funding by State Fiscal Year and Phase				
Fiscal Year and Phase	Work	Funding Source	Type	Amount
2021 Construction	Construction Contract	Congestion Mitigation and Air Quality – Stark County Area Transportation Study	Federal	\$1,200,000
Total Estimated Cost				\$1,200,000

*Includes Previous and Future

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[illegible]

33

Locale: D04 **PID:** 101380 **Project Name:** D04 BH FY2021 (West) **Total Project Cost:** \$2,725,000

Work Category: Bridge Preservation **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: AMATS , SCATS

Termini: Various structures within SUM County.

Description: Deck Sealing of 39 structures in SUM County.

Phase	Phase Total						
CO	\$2,675,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$175,000.00	\$-00	\$-00	\$-00	\$175,000.00
		Preservation	\$2,100,000.00	\$-00	\$-00	\$-00	\$2,100,000.00
		State	\$400,000.00	\$-00	\$-00	\$-00	\$400,000.00

TIP Group: Labor, Preservation, State

Locale: D04 **PID:** 103024 **Project Name:** D04 BH FY2022 (West) **Total Project Cost:** \$5,450,000

Work Category: Bridge Preservation **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: AMATS , SCATS

Termini: Various structures within POR, STA and SUM Counties.

Description: Bridge maintenance on structures located on various routes within POR, STA and SUM Counties.

Phase	Phase Total						
CO	\$5,350,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$350,000.00	\$-00	\$-00	\$350,000.00
		Preservation	\$-00	\$4,200,000.00	\$-00	\$-00	\$4,200,000.00
		State	\$-00	\$800,000.00	\$-00	\$-00	\$800,000.00

TIP Group: Labor, Preservation, State

Locale: D04 **PID:** 103277 **Project Name:** STA/SUM-SIGNS FY2021(Systematic) **Total Project Cost:** \$1,350,000

Work Category: Traffic Control (Safety) **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-MAINTENANCE **AQ Status:** Exempt

MPO/RTPO: AMATS , SCATS

Termini: STA & SUM various locations

Description: Systematic 2-lane sign replacements on various routes throughout STA and SUM Counties.

Phase	Phase Total						
CO	\$1,100,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$100,000.00	\$-00	\$-00	\$-00	\$100,000.00
		State	\$1,000,000.00	\$-00	\$-00	\$-00	\$1,000,000.00

TIP Group: Labor, State

Locale: D04 **PID:** 103432 **Project Name:** D04 GR FY2021 (Systematic) **Total Project Cost:** \$780,000

Work Category: Guardrail / Roadside Maintenance **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: AMATS , EASTGATE , SCATS

Termini: Districtwide

Description: Systematic Guardrail maintenance and repair on various routes throughout District Four.

Phase	Phase Total						
CO	\$770,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$70,000.00	\$-00	\$-00	\$-00	\$70,000.00
		State	\$700,000.00	\$-00	\$-00	\$-00	\$700,000.00

TIP Group: Labor, State

Locale: D04 **PID:** 103433 **Project Name:** D04 GR FY2022 (Systematic) **Total Project Cost:** \$780,000

Work Category: Guardrail / Roadside Maintenance **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: AMATS , EASTGATE , SCATS

Termini: Districtwide

Description: Systematic Guardrail maintenance and repair on various routes throughout District Four.

Phase	Phase Total						
CO	\$770,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$70,000.00	\$-00	\$-00	\$70,000.00
		State	\$-00	\$700,000.00	\$-00	\$-00	\$700,000.00

TIP Group: Labor, State

Locale: D04 **PID:** 105170 **Project Name:** D04 BH FY2023 (West) **Total Project Cost:** \$1,170,000

Work Category: Bridge Preservation **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: AMATS , SCATS

Termini: Various structures within POR, STA and SUM Counties.

Description: Bridge maintenance on structures located on various routes within POR, STA and SUM Counties.

Phase	Phase Total						
CO	\$1,070,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$-00	\$70,000.00	\$-00	\$70,000.00
		Preservation	\$-00	\$-00	\$800,000.00	\$-00	\$800,000.00
		State	\$-00	\$-00	\$200,000.00	\$-00	\$200,000.00

TIP Group: Labor, Preservation, State

Locale: D04 **PID:** 106204 **Project Name:** D04 LG FY2022 **Total Project Cost:** \$1,090,000

Work Category: Traffic Control Maintenance **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: AMATS , SCATS

Termini: SUM IR 271 Rest Area, STA US 30/Raff/Whipple

Description: Lighting improvements at the SUM IR 271 Rest Areas and STA US 30/Raff/Whipple interchanges.

Phase	Phase Total						
CO	\$1,070,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$70,000.00	\$-00	\$-00	\$70,000.00
		State	\$-00	\$1,000,000.00	\$-00	\$-00	\$1,000,000.00

TIP Group: Labor, State

Locale: D04 **PID:** 106278 **Project Name:** D04 GR FY2023 (Systematic) **Total Project Cost:** \$780,000

Work Category: Guardrail / Roadside Maintenance **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: AMATS , EASTGATE , SCATS

Termini: Districtwide

Description: Systematic Guardrail maintenance and repair on various routes throughout District Four.

Phase	Phase Total						
CO	\$770,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$-00	\$70,000.00	\$-00	\$70,000.00
		State	\$-00	\$-00	\$700,000.00	\$-00	\$700,000.00

TIP Group: Labor, State

Locale: D04 **PID:** 106294 **Project Name:** D04 PM FY2022 (West) **Total Project Cost:** \$1,050,000

Work Category: Traffic Control (Safety) **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: AMATS , SCATS

Termini: POR/STA/SUM Counties

Description: Pavement markings on various routes throughout Portage, Stark and Summit Counties.

Phase	Phase Total						
CO	\$1,030,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$30,000.00	\$-00	\$-00	\$30,000.00
		State	\$-00	\$1,000,000.00	\$-00	\$-00	\$1,000,000.00

TIP Group: Labor, State

Locale: D04 **PID:** 106295 **Project Name:** D04 PM FY2023 (West) **Total Project Cost:** \$1,050,000

Work Category: Traffic Control (Safety) **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: AMATS , SCATS

Termini: POR/STA/SUM Counties

Description: Pavement markings on various routes throughout Portage, Stark and Summit Counties.

Phase	Phase Total						
CO	\$1,030,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$-00	\$30,000.00	\$-00	\$30,000.00
		State	\$-00	\$-00	\$1,000,000.00	\$-00	\$1,000,000.00

TIP Group: Labor, State

Locale: D04 **PID:** 106302 **Project Name:** D04 PM FY2022 (WO) **Total Project Cost:** \$530,000

Work Category: Traffic Control (Safety) **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: AMATS , EASTGATE , SCATS

Termini: Districtwide

Description: Pavement marking Work Order on various routes throughout District 4.

Phase	Phase Total						
CO	\$520,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$20,000.00	\$-00	\$-00	\$20,000.00
		State	\$-00	\$500,000.00	\$-00	\$-00	\$500,000.00

TIP Group: Labor, State

Locale: D04 **PID:** 106303 **Project Name:** D04 PM FY2023 (WO) **Total Project Cost:** \$530,000

Work Category: Traffic Control (Safety) **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: AMATS , EASTGATE , SCATS

Termini: Districtwide

Description: Pavement marking Work Order on various routes throughout District 4.

Phase	Phase Total						
CO	\$520,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$-00	\$20,000.00	\$-00	\$20,000.00
		State	\$-00	\$-00	\$500,000.00	\$-00	\$500,000.00

TIP Group: Labor, State

Locale: D04 **PID:** 106306 **Project Name:** D04 RPM FY2021 **Total Project Cost:** \$175,600

Work Category: Traffic Control Maintenance **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-HMA **AQ Status:** Exempt

MPO/RTPO: AMATS , EASTGATE , SCATS

Termini: Districtwide

Description: Install raised pavement markers along various routes throughout District 4.

Phase		Phase Total					
CO	\$171,600.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$6,600.00	\$-00	\$-00	\$-00	\$6,600.00
		State	\$165,000.00	\$-00	\$-00	\$-00	\$165,000.00

TIP Group: Labor, State

Locale: D04 **PID:** 106307 **Project Name:** D04 RPM FY2022 **Total Project Cost:** \$224,000

Work Category: Traffic Control Maintenance **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-HMA **AQ Status:** Exempt

MPO/RTPO: AMATS , EASTGATE , SCATS

Termini: Districtwide

Description: Install raised pavement markers along various routes throughout District 4.

Phase		Phase Total					
CO	\$220,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$20,000.00	\$-00	\$-00	\$20,000.00
		State	\$-00	\$200,000.00	\$-00	\$-00	\$200,000.00

TIP Group: Labor, State

Locale: D04 **PID:** 106308 **Project Name:** D04 RPM FY2023 **Total Project Cost:** \$224,000

Work Category: Traffic Control Maintenance **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-HMA **AQ Status:** Exempt

MPO/RTPO: AMATS , EASTGATE , SCATS

Termini: Districtwide

Description: Install raised pavement markers along various routes throughout District 4.

Phase Phase Total							
CO	\$220,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$-00	\$20,000.00	\$-00	\$20,000.00
		State	\$-00	\$-00	\$200,000.00	\$-00	\$200,000.00

TIP Group: Labor, State

Locale: D04 **PID:** 107247 **Project Name:** D04 BH FY2024 (West) **Total Project Cost:** \$4,910,000

Work Category: Bridge Preservation **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: AMATS , SCATS

Termini: Various structures within POR, STA and SUM Counties.

Description: Bridge maintenance on structures located on various routes within POR, STA and SUM Counties.

Phase		Phase Total					
CO	\$4,850,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$-00	\$-00	\$350,000.00	\$350,000.00
		Preservation	\$-00	\$-00	\$-00	\$3,600,000.00	\$3,600,000.00
		State	\$-00	\$-00	\$-00	\$900,000.00	\$900,000.00

TIP Group: Labor, Preservation, State

Locale: D04 **PID:** 107249 **Project Name:** D04 BP FY2024 (West) **Total Project Cost:** \$2,414,000

Work Category: Bridge / Culvert Maintenance **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: AMATS , SCATS

Termini: POR, STA and SUM Counties

Description: Bridge painting of various structures in POR, STA and SUM Counties.

Phase Phase Total							
CO	\$2,354,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$-00	\$-00	\$154,000.00	\$154,000.00
		Preservation	\$-00	\$-00	\$-00	\$1,960,000.00	\$1,960,000.00
		State	\$-00	\$-00	\$-00	\$240,000.00	\$240,000.00

TIP Group: Labor, Preservation, State

Locale: D04 **PID:** 107764 **Project Name:** D04 GR FY2024 (Systematic) **Total Project Cost:** \$780,000

Work Category: Guardrail / Roadside Maintenance **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: AMATS , EASTGATE , SCATS

Termini: Districtwide

Description: Systematic Guardrail maintenance and repair on various routes throughout District Four.

Phase Phase Total							
CO	\$770,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$-00	\$-00	\$70,000.00	\$70,000.00
		State	\$-00	\$-00	\$-00	\$700,000.00	\$700,000.00

TIP Group: Labor, State

Locale: D04 **PID:** 109580 **Project Name:** D04 CHIP FY2022 **Total Project Cost:** \$1,351,000

Work Category: Pavement Maintenance **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: EASTGATE , SCATS

Termini: ATB US 6 22.56 to 23.17, ATB SR 534 23.54 to 25.26, TRU SR 46 23.46 to 26.27, TRU SR 87 13.38 to 22.29 and TRU SR 88 7.03 to 12.32

Description: Chip sealing various locations in Ashtabula and Trumbull counties.

Phase		Phase Total					
CO	\$1,339,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$39,000.00	\$-00	\$-00	\$39,000.00
		Preservation	\$-00	\$1,040,000.00	\$-00	\$-00	\$1,040,000.00
		State	\$-00	\$260,000.00	\$-00	\$-00	\$260,000.00

TIP Group: Labor, Preservation, State

Locale: D04 **PID:** 109828 **Project Name:** D04 RPM FY2024 **Total Project Cost:** \$224,000

Work Category: Traffic Control Maintenance **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-HMA **AQ Status:** Exempt

MPO/RTPO: AMATS , EASTGATE , SCATS

Termini: Districtwide

Description: Install raised pavement markers along various routes throughout District 4.

Phase Phase Total							
CO	\$220,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$-00	\$-00	\$20,000.00	\$20,000.00
		State	\$-00	\$-00	\$-00	\$200,000.00	\$200,000.00

TIP Group: Labor, State

Locale: D04 **PID:** 109830 **Project Name:** D04 PM FY2024 (West) **Total Project Cost:** \$1,050,000

Work Category: Traffic Control (Safety) **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: AMATS , SCATS

Termini: POR/STA/SUM Counties

Description: Pavement markings on various routes throughout Portage, Stark and Summit Counties.

Phase Phase Total							
CO	\$1,030,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$-00	\$-00	\$30,000.00	\$30,000.00
		State	\$-00	\$-00	\$-00	\$1,000,000.00	\$1,000,000.00

TIP Group: Labor, State

Locale: D04 **PID:** 109832 **Project Name:** D04 PM FY2024 (WO) **Total Project Cost:** \$530,000

Work Category: Traffic Control (Safety) **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: AMATS , EASTGATE , SCATS

Termini: Districtwide

Description: Pavement marking Work Order on various routes throughout District 4.

Phase	Phase Total						
CO	\$520,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$-00	\$-00	\$20,000.00	\$20,000.00
		State	\$-00	\$-00	\$-00	\$500,000.00	\$500,000.00

TIP Group: Labor, State

Locale: D04 **PID:** 110489 **Project Name:** D04 SIGN FY2023 (Systematic) **Total Project Cost:** \$941,000

Work Category: Traffic Control (Safety) **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: AMATS , EASTGATE , SCATS

Termini: Districtwide

Description: Sign upgrades along various routes throughout District 4

Phase	Phase Total						
CO	\$935,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$-00	\$85,000.00	\$-00	\$85,000.00
		State	\$-00	\$-00	\$850,000.00	\$-00	\$850,000.00

TIP Group: Labor, State

Locale: D04 **PID:** 111617 **Project Name:** D04 GR FY2021 **Total Project Cost:** \$1,260,000

Work Category: Guardrail / Roadside Maintenance **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: AMATS , EASTGATE , SCATS

Termini: Districtwide

Description: Guardrail maintenance and repair on various routes throughout District Four.

Phase	Phase Total						
CO	\$1,236,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$36,000.00	\$-00	\$-00	\$-00	\$36,000.00
		State	\$1,200,000.00	\$-00	\$-00	\$-00	\$1,200,000.00

TIP Group: Labor, State

Locale: D04 **PID:** 111620 **Project Name:** D04 SP FY2021 (West) **Total Project Cost:** \$795,000

Work Category: Roadway Minor Rehab **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: AMATS , SCATS

Termini: FY 2021 Pavement Preventive Maintenance on various Routes in POR, STA and SUM Counties.

Description: FY 2021 Pavement Preventive Maintenance on various Routes in POR, STA and SUM Counties.

Phase	Phase Total						
CO	\$780,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$30,000.00	\$-00	\$-00	\$-00	\$30,000.00
		State	\$750,000.00	\$-00	\$-00	\$-00	\$750,000.00

TIP Group: Labor, State

Locale: D04 **PID:** 111624 **Project Name:** D04 PM FY2021 (West) **Total Project Cost:** \$1,300,000

Work Category: Traffic Control (Safety) **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: AMATS , SCATS

Termini: POR/STA/SUM Counties

Description: Pavement markings on various routes throughout Portage, Stark and Summit Counties, including a work order arrangement as part of the contract.

Phase	Phase Total						
CO	\$1,280,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$30,000.00	\$-00	\$-00	\$-00	\$30,000.00
		State	\$1,250,000.00	\$-00	\$-00	\$-00	\$1,250,000.00

TIP Group: Labor, State

Locale: D04 **PID:** 111629 **Project Name:** D04 LOOP FY2022 **Total Project Cost:** \$168,000

Work Category: Traffic Control Maintenance **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-HMA **AQ Status:** Exempt

MPO/RTPO: AMATS , EASTGATE , SCATS

Termini: Districtwide

Description: 2 year loop maintenance and repair along various routes throughout District 4.

Phase	Phase Total						
CO	\$165,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$15,000.00	\$-00	\$-00	\$15,000.00
		State	\$-00	\$150,000.00	\$-00	\$-00	\$150,000.00

TIP Group: Labor, State

Locale: D04 **PID:** 111632 **Project Name:** D04 CS FY2021 **Total Project Cost:** \$1,050,000

Work Category: Pavement Maintenance **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: AMATS , EASTGATE , SCATS

Termini: Districtwide

Description: Crack sealing various routes throughout District 4.

Phase		Phase Total					
CO	\$1,030,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$30,000.00	\$-00	\$-00	\$-00	\$30,000.00
		State	\$1,000,000.00	\$-00	\$-00	\$-00	\$1,000,000.00

TIP Group: Labor, State

Locale: D04 **PID:** 111633 **Project Name:** D04 FEN FY2021 **Total Project Cost:** \$195,300

Work Category: Fencing **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-HMA **AQ Status:** Exempt

MPO/RTPO: AMATS , EASTGATE , SCATS

Termini: Districtwide

Description: Fence installation and repair along various routes throughout District Four.

Phase Phase Total							
CO	\$192,500.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$17,500.00	\$-00	\$-00	\$-00	\$17,500.00
		State	\$175,000.00	\$-00	\$-00	\$-00	\$175,000.00

TIP Group: Labor, State

Locale: D04 **PID:** 111645 **Project Name:** D04 TSG FY2021 **Total Project Cost:** \$328,700

Work Category: Traffic Control (Safety) **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-HMA **AQ Status:** Exempt

MPO/RTPO: AMATS , EASTGATE , SCATS

Termini: TBD

Description: Replacement of signals districtwide. Signal replacement on MAH SR7 10.23 (Shields/Brookwood)

Phase		Phase Total					
CO	\$272,500.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$22,500.00	\$-00	\$-00	\$-00	\$22,500.00
		Preservation	\$200,000.00	\$-00	\$-00	\$-00	\$200,000.00
		State	\$50,000.00	\$-00	\$-00	\$-00	\$50,000.00

TIP Group: Labor, Preservation, State

Locale: STA **PID:** 84653 **Project Name:** STA SR 0021 08.25 **Total Project Cost:** \$4,720,000

Work Category: Roadway Minor Rehab **Dist:** 4 **Sponsoring Agency:** ODOT SPONSORING AGENCY **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: STA SR 21 from 8.25 to 12.39

Description: Resurfacing of STA SR 21 from 8.25 to 12.39. Includes minor bridge work to 7 structures and minor work to 4 state structures.

Phase		Phase Total					
CO	\$4,680,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$-00	\$-00	\$166,000.00	\$166,000.00
		Preservation	\$-00	\$-00	\$-00	\$3,611,200.00	\$3,611,200.00
		State	\$-00	\$-00	\$-00	\$902,800.00	\$902,800.00

TIP Group: Labor, Preservation, State

Locale: STA **PID:** 85198 **Project Name:** STA SR 0619 13.15 **Total Project Cost:** \$2,442,553

Work Category: Roadway Improvement (Safety) **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: SR-619 at McCallum Road (CR-19)

Description: Construction of roundabout at intersection of State Route 619 and McCallum Road (CR 19) in Lexington Township, Stark County, Ohio.

Phase Phase Total							
CO	\$1,920,750.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$115,750.00	\$-00	\$-00	\$-00	\$115,750.00
		Preservation	\$100,000.00	\$-00	\$-00	\$-00	\$100,000.00
		Safety	\$1,344,000.00	\$-00	\$-00	\$-00	\$1,344,000.00
		State	\$361,000.00	\$-00	\$-00	\$-00	\$361,000.00

TIP Group: Labor, Preservation, Safety, State

Locale: STA **PID:** 96516 **Project Name:** STA US 0062T 00.00 **Total Project Cost:** \$3,991,100

Work Category: Roadway Minor Rehab **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: STA US 62T from 0.00 to 4.67.

Description: Resurfacing of STA US 62T from 0.00 to 4.67, includes minor bridge work to 7 structures.

Phase Phase Total							
CO	\$3,862,500.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$112,500.00	\$-00	\$-00	\$112,500.00
		Preservation	\$-00	\$3,000,000.00	\$-00	\$-00	\$3,000,000.00
		State	\$-00	\$750,000.00	\$-00	\$-00	\$750,000.00

TIP Group: Labor, Preservation, State

Locale: STA **PID:** 98389 **Project Name:** STA SR 44/153 8.84/VAR **Total Project Cost:** \$1,636,590

Work Category: Roadway Minor Rehab **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: STA 44 from 8.84 to 12.23, STA 153 from 4.00 to 5.17

Description: Resurfacing STA 44 from 8.84 to 12.23, STA 153 from 4.00 to 5.17 (Consider improving radius of SW corner of SR153 and Beck) , and minor bridge work to 7 structures.

Phase	Phase Total						
CO	\$1,572,203.30	Fund Group	2021	2022	2023	2024	Total
		Labor	\$44,003.30	\$-00	\$-00	\$-00	\$44,003.30
		Preservation	\$1,222,560.00	\$-00	\$-00	\$-00	\$1,222,560.00
		State	\$305,640.00	\$-00	\$-00	\$-00	\$305,640.00

TIP Group: Labor, Preservation, State

Locale: STA **PID:** 98393 **Project Name:** STA SR 0225 00.78 **Total Project Cost:** \$1,858,700

Work Category: Roadway Minor Rehab **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: STA SR 225 0.78 to 4.24, Bridges at 0.77 and 3.84.

Description: Resurfacing STA SR 225 from 0.78 to 4.24 and minor bridge work to two structures.

Phase	Phase Total						
CO	\$1,762,500.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$62,500.00	\$-00	\$-00	\$-00	\$62,500.00
		Preservation	\$1,360,000.00	\$-00	\$-00	\$-00	\$1,360,000.00
		State	\$340,000.00	\$-00	\$-00	\$-00	\$340,000.00

TIP Group: Labor, Preservation, State

Locale: STA **PID:** 101417 **Project Name:** STA SR 0093 11.71 **Total Project Cost:** \$2,451,927

Work Category: Roadway Major Rehab **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: STA SR93 from 11.71 to 19.24, STA SR236 from 0.00 to 0.41

Description: Resurfacing of STA SR93 from 11.71 to 19.24, STA SR236 from 0.00 to 0.40, includes minor bridge work to 5 structures.General System Major Rehab Project. SR 93 from SLM 11.71 to SLM 12.96.

Phase	Phase Total						
CO	\$2,405,416.67	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$101,416.67	\$-00	\$-00	\$101,416.67
		Local	\$-00	\$100,800.00	\$-00	\$-00	\$100,800.00
		Major Programs	\$-00	\$600,000.00	\$-00	\$-00	\$600,000.00
		Preservation	\$-00	\$1,243,200.00	\$-00	\$-00	\$1,243,200.00
		State	\$-00	\$360,000.00	\$-00	\$-00	\$360,000.00

TIP Group: Labor, Local, Major Programs, Preservation, State

Locale: STA **PID:** 101418 **Project Name:** STA SR 183/225 17.64/0.00 **Total Project Cost:** \$2,213,687

Work Category: Roadway Minor Rehab **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: STA SR 183 from 17.64 to 24.04, STA SR 225 from 0.00 to 0.33

Description: Resurfacing of STA SR 183 from 17.64 to 24.04 and STA SR 225 from 0.00 to 0.33. Include minor bridge work to 3 structures.

Phase		Phase Total					
CO	\$2,154,066.66	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$75,666.66	\$-00	\$-00	\$75,666.66
		Local	\$-00	\$85,680.00	\$-00	\$-00	\$85,680.00
		Preservation	\$-00	\$1,662,720.00	\$-00	\$-00	\$1,662,720.00
		State	\$-00	\$330,000.00	\$-00	\$-00	\$330,000.00

TIP Group: Labor, Local, Preservation, State

Locale: STA **PID:** 101950 **Project Name:** STA SR 0021 17.33 **Total Project Cost:** \$5,431,000

Work Category: Roadway Minor Rehab **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: STA-SR 21-17.33 to 21.44

Description: Overlay STA-SR 21 from 17.33 to 21.44, includes minor bridge rehab to one structure.

Phase		Phase Total					
CO	\$4,681,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$-00	\$138,000.00	\$-00	\$138,000.00
		Preservation	\$-00	\$-00	\$3,634,400.00	\$-00	\$3,634,400.00
		State	\$-00	\$-00	\$908,600.00	\$-00	\$908,600.00

TIP Group: Labor, Preservation, State

Locale: STA **PID:** 102743 **Project Name:** STA SR 43/VAR 15.22/VAR **Total Project Cost:** \$2,333,700

Work Category: Roadway Minor Rehab **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: STA SR 43 from 15.22 to 17.14, STA SR 43D from 0.78 to 1.74 and STA SR 172 from 13.61 to 14.66 and 15.55 to 16.58

Description: Resurfacing of STA SR 43 from 15.22 to 17.14, STA SR 43D from 0.78 to 1.74 and STA SR 172 from 13.61 to 14.66 and 15.55 to 16.58 in the City of Canton. Includes minor bridge rehab to two structures.

Phase		Phase Total					
CO	\$2,294,700.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$-00	\$42,700.00	\$-00	\$42,700.00
		Local	\$-00	\$-00	\$440,000.00	\$-00	\$440,000.00
		Preservation	\$-00	\$-00	\$1,801,600.00	\$-00	\$1,801,600.00
		State	\$-00	\$-00	\$10,400.00	\$-00	\$10,400.00

TIP Group: Labor, Local, Preservation, State

Locale: STA **PID:** 102870 **Project Name:** STA US 62T/225 1.37/0.59 **Total Project Cost:** \$8,627,695

Work Category: Bridge Preservation **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: STA US 62T 1.37R & 1.38L, STA SR 225 0.59

Description: Deck replacements to the following structures SFN 7602456 STA-62T-1.37R and SFN 7602448 STA-62T-1.38L. Structure removal of SFN 7605927 STA-225-0.59.

Phase	Phase Total						
CO	\$7,821,800.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$511,800.00	\$-00	\$-00	\$511,800.00
		Preservation	\$-00	\$5,848,000.00	\$-00	\$-00	\$5,848,000.00
		State	\$-00	\$1,462,000.00	\$-00	\$-00	\$1,462,000.00

TIP Group: Labor, Preservation, State

Locale: STA **PID:** 105232 **Project Name:** STA SR 236/241 5.50/11.44 **Total Project Cost:** \$1,999,000

Work Category: Roadway Minor Rehab **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: STA SR 236 from 5.50 to 7.72, STA SR 241 from 11.44 to 17.90

Description: Resurfacing of STA SR 236 from 5.50 to 7.72 and STA SR 241 from 11.44 to 17.90. Minor bridge rehab to three structures.

Phase	Phase Total						
CO	\$1,957,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$-00	\$-00	\$57,000.00	\$57,000.00
		Preservation	\$-00	\$-00	\$-00	\$1,520,000.00	\$1,520,000.00
		State	\$-00	\$-00	\$-00	\$380,000.00	\$380,000.00

TIP Group: Labor, Preservation, State

Locale: STA **PID:** 106134 **Project Name:** STA SR 0021 02.81 **Total Project Cost:** \$590,000

Work Category: Bridge Preservation **Dist:** 4 **Sponsoring Agency:** DISTRICT 4 ENGINEERING **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: STA-21-02.81

Description: Replacement of SFN 7600011 STA-21-02.81 over Branch of the Tuscarawas River.

Phase	Phase Total						
CO	\$550,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$50,000.00	\$-00	\$-00	\$50,000.00
		Preservation	\$-00	\$400,000.00	\$-00	\$-00	\$400,000.00
		State	\$-00	\$100,000.00	\$-00	\$-00	\$100,000.00

TIP Group: Labor, Preservation, State

Locale: STA **PID:** 106143 **Project Name:** STA IR 0077 01.27 **Total Project Cost:** \$877,055

Work Category: Geologic Maintenance / Slide Repair **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-MAINTENANCE **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: STA IR 77 1.27

Description: Repair slide on STA IR 77 at 1.27 (southbound).

Phase	Phase Total						
CO	\$783,750.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$71,250.00	\$-00	\$-00	\$-00	\$71,250.00
		Other	\$641,250.00	\$-00	\$-00	\$-00	\$641,250.00
		State	\$71,250.00	\$-00	\$-00	\$-00	\$71,250.00

TIP Group: Labor, Other, State

Locale: STA **PID:** 106545 **Project Name:** STA SR 0044 12.23 **Total Project Cost:** \$460,100

Work Category: Roadway Minor Rehab **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: STA SR 44 from 12.23 to 13.68, STA SR 153 from 5.99 to 6.25

Description: Resurfacing of STA SR 44 from 12.23 to 13.68 and STA SR 153 from 5.99 to 6.25, Urban Paving in the City of Louisville. Includes minor bridge rehab to two structures.

Phase	Phase Total						
CO	\$448,100.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$-00	\$18,100.00	\$-00	\$18,100.00
		Local	\$-00	\$-00	\$80,000.00	\$-00	\$80,000.00
		Preservation	\$-00	\$-00	\$344,000.00	\$-00	\$344,000.00
		State	\$-00	\$-00	\$6,000.00	\$-00	\$6,000.00

TIP Group: Labor, Local, Preservation, State

Locale: STA **PID:** 106622 **Project Name:** STA SR 0172 30.06 **Total Project Cost:** \$1,279,181

Work Category: Intersection Improvement (Safety) **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: STA SR 172/SR 183 intersection

Description: Install NB & SB left turn lanes on SR 183; Intersection radius improvements; Replace signal and install back plates.

Phase	Phase Total						
CO	\$1,123,500.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$73,500.00	\$-00	\$-00	\$-00	\$73,500.00
		Preservation	\$160,000.00	\$-00	\$-00	\$-00	\$160,000.00
		Safety	\$765,000.00	\$-00	\$-00	\$-00	\$765,000.00
		State	\$125,000.00	\$-00	\$-00	\$-00	\$125,000.00

TIP Group: Labor, Preservation, Safety, State

Locale: STA **PID:** 106637 **Project Name:** STA/CAR/COL US30 RTIP Study **Total Project Cost:** \$328,736

Work Category: Other Studies/ Tasks **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: US-30 Corridor

Description: Economic impact study and determine if there are funding opportunities including P3's through the US-30 corridor in Carroll, Columbiana, and Stark Counties.

Phase	Phase Total						
OTH	\$25,000.00	Fund Group	2021	2022	2023	2024	Total
		Local	\$25,000.00	\$-00	\$-00	\$-00	\$25,000.00

TIP Group: Local

Locale: STA **PID:** 107458 **Project Name:** STA US 0030 00.00 **Total Project Cost:** \$4,458,500

Work Category: Roadway Minor Rehab **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: STA US 30 0.00 to 9.61

Description: Resurfacing of STA US 30 from 0.00 to 9.61.

Phase	Phase Total						
CO	\$4,377,500.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$127,500.00	\$-00	\$-00	\$127,500.00
		Preservation	\$-00	\$3,400,000.00	\$-00	\$-00	\$3,400,000.00
		State	\$-00	\$850,000.00	\$-00	\$-00	\$850,000.00

TIP Group: Labor, Preservation, State

Locale: STA **PID:** 108521 **Project Name:** STA SR 0043 09.08 Drainage **Total Project Cost:** \$673,855

Work Category: Drainage System Maintenance **Dist:** 4 **Sponsoring Agency:** ODOT SPONSORING AGENCY **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: STA SR 43 from SLM 9.08 to 9.20

Description: Drainage improvements (catch basin and storm sewer) to improve STA SR 43 from SLM 9.08 to SLM 9.20 near Amford Street in Canton Township, Stark County, Ohio.

Phase	Phase Total						
CO	\$550,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$50,000.00	\$-00	\$-00	\$50,000.00
		Preservation	\$-00	\$400,000.00	\$-00	\$-00	\$400,000.00
		State	\$-00	\$100,000.00	\$-00	\$-00	\$100,000.00
RW	\$100,000.00	Fund Group	2021	2022	2023	2024	Total
		State	\$100,000.00	\$-00	\$-00	\$-00	\$100,000.00

TIP Group: Labor, Preservation, State

Locale: STA **PID:** 108828 **Project Name:** POR/STA Culverts FY2021 **Total Project Cost:** \$1,296,106

Work Category: Culvert Preservation **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: AMATS , SCATS

Termini: POR/STA Culverts

Description: POR/STA culvert repair/replacements.

Phase	Phase Total						
CO	\$990,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$90,000.00	\$-00	\$-00	\$-00	\$90,000.00
		State	\$900,000.00	\$-00	\$-00	\$-00	\$900,000.00

TIP Group: Labor, State

Locale: STA **PID:** 109505 **Project Name:** STA - IML Containers Ohio Inc. **Total Project Cost:** \$80,000

Work Category: Roadway Major Rehab **Dist:** 4 **Sponsoring Agency:** Canton, City of **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: STA - IML Containers Ohio, Inc

Description: Ford Motor Way Extension. Construct new 500 ft extension to existing roadway in the City of Canton.

Phase	Phase Total						
CO	\$80,000.00	Fund Group	2021	2022	2023	2024	Total
		State	\$80,000.00	\$-00	\$-00	\$-00	\$80,000.00

TIP Group: State

Locale: STA **PID:** 109592 **Project Name:** STA TR 281 (Farber St Bridge) **Total Project Cost:** \$2,402,500

Work Category: Bridge Preservation **Dist:** 4 **Sponsoring Agency:** STARK COUNTY ENGINEER **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: Farber Street (TR-281)

Description: Replacement of Farber St Bridge over Nimishillen Creek.

Phase	Phase Total						
CO	\$2,319,000.00	Fund Group	2021	2022	2023	2024	Total
		Local	\$-00	\$-00	\$-00	\$463,800.00	\$463,800.00
		Local Programs	\$-00	\$-00	\$-00	\$1,855,200.00	\$1,855,200.00

TIP Group: Local, Local Programs

Locale: STA **PID:** 110615 **Project Name:** STA US 0030 16.46 **Total Project Cost:** \$2,421,300

Work Category: Roadway Minor Rehab **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: SLM 16.46 to 19.16

Description: Resurfacing of STA US 30 from 16.46 to 19.16.

Phase		Phase Total					
CO	\$2,397,300.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$47,300.00	\$-00	\$-00	\$47,300.00
		Local	\$-00	\$29,400.00	\$-00	\$-00	\$29,400.00
		Preservation	\$-00	\$1,880,000.00	\$-00	\$-00	\$1,880,000.00
		State	\$-00	\$440,600.00	\$-00	\$-00	\$440,600.00

TIP Group: Labor, Local, Preservation, State

Locale: STA **PID:** 110643 **Project Name:** STA IR 0077 09.50 **Total Project Cost:** \$1,791,700

Work Category: Roadway Minor Rehab **Dist:** 4 **Sponsoring Agency:** ODOT SPONSORING AGENCY **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: STA IR 77 from 9.50 to 11.84

Description: Resurfacing of STA-IR 77 from 9.50 to 11.84. Minor bridge rehab to 7 structures.

Phase		Phase Total					
CO	\$1,769,700.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$-00	\$74,700.00	\$-00	\$74,700.00
		Preservation	\$-00	\$-00	\$1,525,500.00	\$-00	\$1,525,500.00
		State	\$-00	\$-00	\$169,500.00	\$-00	\$169,500.00

TIP Group: Labor, Preservation, State

Locale: STA **PID:** 110674 **Project Name:** STA SR 297/627 0.66/0.37 **Total Project Cost:** \$823,300

Work Category: Roadway Minor Rehab **Dist:** 4 **Sponsoring Agency:** ODOT SPONSORING AGENCY **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: STA SR 297 from 0.66 to 1.39 and STA SR 627 from 0.37 to 3.99.

Description: Resurfacing of STA SR 297 from 0.66 to 1.39 and STA SR 627 from 0.37 to 3.99.

Phase		Phase Total					
CO	\$806,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$-00	\$31,000.00	\$-00	\$31,000.00
		Local	\$-00	\$-00	\$15,000.00	\$-00	\$15,000.00
		Preservation	\$-00	\$-00	\$620,000.00	\$-00	\$620,000.00
		State	\$-00	\$-00	\$140,000.00	\$-00	\$140,000.00

TIP Group: Labor, Local, Preservation, State

Locale: STA **PID:** 110675 **Project Name:** STA SR 0183 06.47 **Total Project Cost:** \$1,584,100

Work Category: Roadway Minor Rehab **Dist:** 4 **Sponsoring Agency:** ODOT SPONSORING AGENCY **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: STA SR 183 from 6.47 to 16.40.

Description: Resurfacing of STA SR 183 from 6.47 to 16.40.

Phase	Phase Total						
CO	\$1,545,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$-00	\$45,000.00	\$-00	\$45,000.00
		Preservation	\$-00	\$-00	\$1,200,000.00	\$-00	\$1,200,000.00
		State	\$-00	\$-00	\$300,000.00	\$-00	\$300,000.00

TIP Group: Labor, Preservation, State

Locale: STA **PID:** 110990 **Project Name:** STA US 0062 05.10 SRTS **Total Project Cost:** \$155,400

Work Category: Shared Use Path **Dist:** 4 **Sponsoring Agency:** Brewster, Village of **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: From sidewalks on the north side of the elementary school to the existing pedestrian crossing north of the middle school

Description: Construct a 10' wide asphalt shared use path along the eastern side of STA US 62 from the sidewalks on the north side of the elementary school to the existing pedestrian crossing north of the middle school in the Village of Brewster. Includes bike rack i

Phase	Phase Total						
CO	\$150,000.00	Fund Group	2021	2022	2023	2024	Total
		Local Programs	\$-00	\$150,000.00	\$-00	\$-00	\$150,000.00

TIP Group: Local Programs

Locale: STA **PID:** 111010 **Project Name:** STA SR 0172 10.86 **Total Project Cost:** \$3,176,000

Work Category: Intersection Improvement (Safety) **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: STA SR 172 from 10.86 to 10.90

Description: Intersection improvement of STA SR 172 at Perry Dr by adding Westbound Right Turn Lane on SR 172 and Northbound Right Turn Lane on Perry Drive and replace signal.

Phase	Phase Total						
CO	\$1,926,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$-00	\$126,000.00	\$-00	\$126,000.00
		Safety	\$-00	\$-00	\$1,620,000.00	\$-00	\$1,620,000.00
		State	\$-00	\$-00	\$180,000.00	\$-00	\$180,000.00
RW	\$750,000.00	Fund Group	2021	2022	2023	2024	Total
		State	\$-00	\$750,000.00	\$-00	\$-00	\$750,000.00

TIP Group: Labor, Safety, State

Locale: STA **PID:** 111011 **Project Name:** STA SR 0687 03.03 **Total Project Cost:** \$2,042,982

Work Category: Intersection Improvement (Safety) **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: STA SR 687 from 2.98 to 3.08

Description: Intersection improvement of STA SR 687 at Dressler Rd by realignment of Northern and Southern legs, add raised islands on NW and SE quadrants, reconfigure signal phases and timings and add backplates.

Phase	Phase Total						
CO	\$1,498,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$98,000.00	\$-00	\$-00	\$98,000.00
		Safety	\$-00	\$1,260,000.00	\$-00	\$-00	\$1,260,000.00
		State	\$-00	\$140,000.00	\$-00	\$-00	\$140,000.00
RW	\$170,000.00	Fund Group	2021	2022	2023	2024	Total
		State	\$170,000.00	\$-00	\$-00	\$-00	\$170,000.00

TIP Group: Labor, Safety, State

Locale: STA **PID:** 111051 **Project Name:** STA PM 2022 **Total Project Cost:** \$152,700

Work Category: Traffic Control (Safety) **Dist:** 4 **Sponsoring Agency:** STARK COUNTY ENGINEER **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: Various county routes throughout Stark County

Description: Re-stripe various county roads throughout Stark County.

Phase	Phase Total						
CO	\$150,000.00	Fund Group	2021	2022	2023	2024	Total
		Local Programs	\$-00	\$150,000.00	\$-00	\$-00	\$150,000.00

TIP Group: Local Programs

Locale: STA **PID:** 111578 **Project Name:** STA IR 77 12.59 Noise Wall **Total Project Cost:** \$1,050,000

Work Category: Noise Wall **Dist:** 4 **Sponsoring Agency:** ODOT SPONSORING AGENCY **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: STA IR-77 between US 62 and 38th St NW

Description: Noise wall maintenance on STA IR-77 between US 62 and 38th St NW.

Phase	Phase Total						
CO	\$925,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$125,000.00	\$-00	\$-00	\$-00	\$125,000.00
		Other	\$720,000.00	\$-00	\$-00	\$-00	\$720,000.00
		State	\$80,000.00	\$-00	\$-00	\$-00	\$80,000.00

TIP Group: Labor, Other, State

Locale: STA **PID:** 112748 **Project Name:** STA US 62/SR 153 24.90/3.15 **Total Project Cost:** \$4,298,100

Work Category: Roadway Minor Rehab **Dist:** 4 **Sponsoring Agency:** DISTRICT 4-PLANNING **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: STA US 62 from 24.90 to 28.87 and STA SR 153 from 3.15 to 4.00

Description: Resurfacing of STA US 62 from 24.90 to 28.87 and STA SR 153 from 3.15 to 4.00.

Phase	Phase Total						
CO	\$4,223,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$-00	\$-00	\$123,000.00	\$-00	\$123,000.00
		Local	\$-00	\$-00	\$280,000.00	\$-00	\$280,000.00
		Preservation	\$-00	\$-00	\$3,280,000.00	\$-00	\$3,280,000.00
		State	\$-00	\$-00	\$540,000.00	\$-00	\$540,000.00

TIP Group: Labor, Local, Preservation, State

Locale: STA **PID:** 112849 **Project Name:** STA 9th Street SW (Canton) **Total Project Cost:** \$1,938,500

Work Category: Bridge Preservation **Dist:** 4 **Sponsoring Agency:** Canton, City of **AQ Status:** Exempt

MPO/RTPO: SCATS

Termini: 9th St SW over Nimishillen Creek

Description: Replacement of (SFN 7661118) 9th St SW bridge over West Branch of Nimishillen Creek in the City of Canton.

Phase	Phase Total						
CO	\$1,871,100.00	Fund Group	2021	2022	2023	2024	Total
		Local	\$-00	\$-00	\$93,555.00	\$-00	\$93,555.00
		Local Programs	\$-00	\$-00	\$1,777,545.00	\$-00	\$1,777,545.00

TIP Group: Local, Local Programs

Locale:	STA	PID:	102351	Project Name:	STA MCRO FY2021(B)	Total Project Cost:	\$ 996,000
Work Category:	Roadway Minor Rehab	Dist:	4	Sponsoring Agency:	DISTRICT 4-PLANNING	AQ Status:	Exempt
MPO/RTPO:	SCATS						
Termini:	STA SR 93, STA SR 183, STA SR 241 and STA SR619						
Description:	Microsurfacing various routes in Stark County						
Phase	Phase Total						
CO	\$ 982,000.00	Fund Group	2021	2022	2023	2024	Total
		Labor	\$ 32,000.00	\$-00	\$-00	\$-00	\$ 32,000.00
		Preservation	\$ 760,000.00	\$-00	\$-00	\$-00	\$ 760,000.00
		State	\$ 190,000.00	\$-00	\$-00	\$-00	\$ 190,000.00
TIP Group:	Labor, Preservation, State						

DRAFT 2021-2024 Highway TIP Grouped Project Summary for SCATS Region

SCATS	2021 Estimates	2022 Estimates	2023 Estimates	2024 Estimates	Total Estimates
TIP Group (Programs Related to Group)					
Discretionary / Earmark (Discretionary, Earmark)	\$ -	\$ -	\$ -	\$ -	\$ -
Emergency (Emergency)	\$ -	\$ -	\$ -	\$ -	\$ -
FLAP (Federal Lands Access Program)	\$ -	\$ -	\$ -	\$ -	\$ -
Local Programs (County Surface Transportation Block Grant, County Engineers Association of Ohio Highway Safety Improvement Program, County Bridge, County Bridge Partnership Program, Municipal Bridge, Local High Cost Bridge, Small Cities, Transportation Alternatives, Transportation Alternatives Maintenance, Safe Route to School)	\$ -	\$ 300,000	\$ 1,777,545	\$ 1,855,200	\$ 3,932,745
Major Programs (Minor project activities funded by Major Programs)	\$ -	\$ 600,000	\$ -	\$ -	\$ 600,000
MPO Capital (Metropolitan Planning Organizations Surface Transportation Block Grant, Congestion Mitigation and Air Quality, Transportation Alternatives)	\$ -	\$ -	\$ -	\$ -	\$ -
National Highway Freight (National Highway Freight)	\$ -	\$ -	\$ -	\$ -	\$ -
Other (Project Impact Advisory Council, Noisewalls, Geologic Site Management, Statewide Miscellaneous, Diesel Emissions Reduction Grant, Disadvantaged Business Enterprise, On-the-Job Training/Supportive Services Programs)	\$ 1,361,250	\$ -	\$ -	\$ -	\$ 1,361,250
Preservation (District Preservation)	\$ 5,142,560	\$ 23,073,920	\$ 13,205,500	\$ 10,691,200	\$ 52,113,180
Rail (Railroad Crossing Safety)	\$ -	\$ -	\$ -	\$ -	\$ -
Rec Trails (Recreational Trails Program)	\$ -	\$ -	\$ -	\$ -	\$ -
Safety (Highway Safety Improvement Program)	\$ 2,109,000	\$ 1,260,000	\$ 1,620,000	\$ -	\$ 4,989,000
State (Americans with Disabilities Act Facilities, District Maintenance, Emergency Damage Repair, Intelligent Traffic Systems, Jobs and Commerce, Local Oil and Shale, Parks, Rest Areas, Statewide Miscellaneous, Transportation Improvement Districts, Unmanned Aerial, Unrestricted State Revenue)	\$ 9,222,890	\$ 9,892,600	\$ 5,704,500	\$ 4,822,800	\$ 29,642,790

Note: Estimates represent group projects with some portion of work within SCATS region. Reasonable fiscal constraint for all groups except MPO Capital is maintained by the STIP. Group estimates are for informational purposes.

III. FY 2021-2024 TRANSIT PROJECTS

Public transportation in Stark County is provided by the Stark Area Regional Transit Authority (SARTA). Prior to 1997, the Canton Regional Transit Authority provided transit service in an area of 19 square miles with a population base of 88,000 within the city of Canton. On May 6, 1997, a five-year ¼ percent sales tax was approved providing approximately \$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 (SARTA), and expanded to serve an area of 560 square miles and a population base of 373,000. Between May and December 1997, SARTA's management team planned new county-wide 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. The 5-year levy has been successfully renewed in 2002, 2006 and 2011.

SARTA renewed its ¼ percent sales tax in November of 2016 for a ten-year period. The levy currently produces around \$14 million dollars per year, meeting approximately 80% of SARTA's operating expenses.

Over the past 20 years, SARTA has grown both services and infrastructure and has become a leader in implementing the introduction of alternative-fuel vehicles, from hybrid electric/diesel and compressed-natural-gas buses, to zero-emission buses powered by hydrogen fuel cells. Recent initiated projects will expand the fuel cell buses from only fixed-route vehicles to include <30' paratransit vehicles.

Infrastructure growth includes compressed-natural-gas and hydrogen fueling stations, improved maintenance and office facilities, four transit transfer centers throughout the county and the continued implementation of a cooperative bus-rapid transit project with the City of Canton.

SARTA is also in the process of acquiring adjoining properties in order to increase their primary facility footprint by approximately 83,000 square feet. The expansion will expand maintenance bays; parts storage; vehicle wash facilities; office, breakroom and training spaces, as well as provide an additional ingress/egress driveway.

Growth in services includes: travel training; expanded curb-to-curb Proline services for seniors, individuals with recognized ADA disabilities, and veterans; door-to-door MedLine services for eligible Medicaid Waiver holders for employment, adult day support, etc.; Medicaid services for transporting Medicaid patients; Veteran Services, including a Wade Park VA hospital fixed route, Proline use, employment assistance program, etc.; and students services, including discount passes for students. SARTA's latest program is an expansion of routes to assist employees working early shifts. The

program is called Success Express and provides earlier loops in Massillon, Navarre, and the Akron-Canton Airport area for shift workers needing to arrive at 6:00 a.m.

Additional projects aiding ridership include cooperative projects encouraging bicycling, as well as incorporating bicycle racks on buses; the development of the PinPoint online and phone automated route planning/information system, as well as Google Transit; cooperative research projects studying alternative fuels with local, state and national entities. The latest passenger friendly service is the adoption of the EZfare app for Android and iPhone smart phones. The application allows you to purchase your fare using your phone and display it to the driver. Currently 13 transit systems utilize the system in Ohio and Kentucky.

Planning for meeting the mobility needs of Stark County residents involve numerous efforts. These include the Transit Development Plan (TDP) updated in September of 2015, the Transit Asset Management Plan (TAM) modified in March of 2018, and the Stark County Human Services/Public Transit Coordinated Transportation Plan (Coordinated Plan) updated in late 2018.

These, and other projects, have resulted in increased ridership, as well as increased customer satisfaction, over the past twenty years

Federal regulations adopted as part of MAP-21 legislation resulted in performance requirements for asset management and safety in a number of categories.

Asset management regulations, outlined in 49 USC 625 Subpart D, established performance measures for:

1. Revenue vehicles (rolling stock) target for the percentage of vehicles that exceed the useful life benchmark (ULB),
2. Equipment: The percentage of non-revenue service vehicles and computer software/equipment that exceed the ULB;
3. Facilities: The percentage of facilities that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale; and
4. Infrastructure: Non applicable for SARTA as it deals with fixed rail.

SARTA's targets for asset management are seen in the following table:

Performance Measures and Targets							
Asset Category - Performance Measure	Asset Class	2018 Inventory	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
Revenue Vehicles							
Age - % that have met or exceeded their Useful Life Benchmark	BU - Bus	24%	8%			6%	8%
	CU - Cutaway Bus	30%	17%	15%	15%	15%	15%
Equipment							
Age - % that have met or exceeded their Useful Life Benchmark	Non Revenue/Service Automobile	31%	6%		12%	19%	6%
	Trucks and other Rubber Tire Vehicles	100%	1%		1%		1%
	Computer Software/Equipment	85%	7%	7%	7%	7%	7%
	Maintenance Equipment	11%	10%	10%	10%	10%	10%
Facilities							
Condition - % with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%	10%	10%	10%	10%	10%
	Maintenance	0%	10%	10%	10%	10%	10%
	Passenger Facilities	0%	10%	10%	10%	10%	10%
	Lifts	0%	5%	5%	5%	5%	5%

Safety performance targets as outlined in Public Transportation Agency Safety Plan (PTASP) regulation, 49 C.F.R. Part 673, requires that safety performance targets be adopted in the TIP, STIP (State Transportation Improvement Program), and transportation plan for:

1. Fatalities;
2. Injuries;
3. Safety Events; and
4. System Reliability (State of Good Repair).

SARTA, as well as most transit authorities in Ohio, has opted to adopt the targets set statewide by ODOT. These targets are set each year by analyzing the number of events based on a rolling five-year period, as well as revenue miles, etc.

SARTA's 2020 transit safety performance targets are seen in the following table:

SARTA 2020 Transit Safety Performance Targets				
Events			RECOMMENDED TARGETS	
Agency	Mode	TOS	Total # of Safety Events	Total # of safety events per Vehicle Revenue Miles
Stark Area Regional Transit Authority	DR	DO	1.176	0
Stark Area Regional Transit Authority	MB	DO	4.116	0
Fatalities			RECOMMENDED TARGETS	
Agency	Mode	TOS	Total # of Fatalities	Total # of fatalities per Vehicle Revenue Miles
Stark Area Regional Transit Authority	DR	DO	0	0
Stark Area Regional Transit Authority	MB	DO	0	0
Injuries			RECOMMENDED TARGETS	
Agency	Mode	TOS	Total # of Injuries	Total # of injuries per Vehicle Revenue Miles
Stark Area Regional Transit Authority	DR	DO	1.568	0
Stark Area Regional Transit Authority	MB	DO	3.136	0
Major Mechanical Failures			RECOMMENDED TARGETS	
Agency	Mode	TOS	System Reliability (Mean Distance between failure)	
Stark Area Regional Transit Authority	DR	DO	31,415.63	
Stark Area Regional Transit Authority	MB	DO	26,123.71	
MODE		TOS		
DR= Demand Response		DO= Directly Operated		
MB= Bus Fixed Route				

Per 23 CFR 450.326 (d), SARTA provides their TAMP, Safety Performance Targets and performance information, to SCATS for review and comment, as well as SCATS

providing documents to SARTA for comment and planning. Performance measure targets, as well as others such as the TDP, Coordinated Human Services-Public Transit Plan, passenger surveys, TIP, STIP, Long Range Plan, Work Program, etc. are utilized by SCATS and SARTA for determining future fiscal and other needs. The anticipated effect of the TIP towards achieving performance measures can be described as very great since our planning and project evaluation criteria have always stressed the safety of our transportation systems.

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 SARTA to provide planning documentation for transit funding decisions.

Per 23 CFR 450.326 (d), SARTA provides their TAMP, Safety Performance Targets and performance information, to SCATS for review and comment, as well as SCATS providing documents to SARTA for comment and planning. Performance measure targets, as well as others such as the TDP, Coordinated Human Services-Public Transit Coordination Plan, passenger surveys, TIP, STIP, Long Range Plan, Work Program, etc. are utilized by SCATS and SARTA for determining future fiscal and other needs. The anticipated effect of the TIP towards achieving performance measures can be described as “high” since our planning and project evaluation criteria have always stressed the safety and maintenance of our transportation systems.

MPO/RTPO/Rural: SCATS **County:** Stark **PID:** 104596 **District:** 4 **AQ Status:** Exempt

Project Name: SARTA Preventive Maintenance **Grantee:** Stark Area Regional Transit Authority

Project Description: Preventive Maintenance.

ALI	Qty.	*Total						
11.7A.00		\$10,317,872.00	Fund Group	2021	2022	2023	2024	Total
			5307	\$2,125,000.00	\$1,000,000.00	\$1,000,000.00	\$1,000,000.00	\$5,125,000.00
			Local	\$1,312,500.00	\$368,354.00	\$368,354.00	\$368,354.00	\$2,417,562.00
			Not Assigned	\$1,000,000.00	\$0.00	\$0.00	\$0.00	\$1,000,000.00
			State	\$0.00	\$591,770.00	\$591,770.00	\$591,770.00	\$1,775,310.00

TIP Group: 5307, Local, Not Assigned, State

MPO/RTPO/Rural: SCATS **County:** Stark **PID:** 104597 **District:** 4 **AQ Status:** Exempt

Project Name: SARTA Transit Enhancements **Grantee:** Stark Area Regional Transit Authority

Project Description: SARTA Transit Enhancements

ALI	Qty.	*Total						
11.32.20		\$180,000.00	Fund Group	2021	2022	2023	2024	Total
			Local	\$45,000.00	\$45,000.00	\$9,000.00	\$9,000.00	\$108,000.00
			Not Assigned	\$0.00	\$0.00	\$36,000.00	\$36,000.00	\$72,000.00

TIP Group:

MPO/RTPO/Rural: SCATS **County:** Stark **PID:** 104598 **District:** 4 **AQ Status:** Exempt

Project Name: SARTA Security **Grantee:** Stark Area Regional Transit Authority

Project Description: Operating Expenses

ALI	Qty.	*Total						
11.32.07		\$180,000.00	Fund Group	2021	2022	2023	2024	Total
			5307	\$36,000.00	\$36,000.00	\$36,000.00	\$36,000.00	\$144,000.00
			Local	\$9,000.00	\$9,000.00	\$9,000.00	\$9,000.00	\$36,000.00

TIP Group:

MPO/RTPO/Rural: SCATS **County:** Stark **PID:** 104599 **District:** 4 **AQ Status:** Exempt

Project Name: SARTA Operating Assistance **Grantee:** Stark Area Regional Transit Authority

Project Description: Operating Expenses

ALI	Qty.	*Total						
30.09.01		\$9,200,000.00	Fund Group	2021	2022	2023	2024	Total
			5307	\$1,000,000.00	\$1,200,000.00	\$1,200,000.00	\$1,200,000.00	\$4,600,000.00
			Local	\$1,000,000.00	\$1,200,000.00	\$1,200,000.00	\$1,200,000.00	\$4,600,000.00

TIP Group: 5307, Local

*For projects with Toll Development Credit (TDC), the TDC is included in the Total.

MPO/RTPO/Rural: SCATS **County:** Stark **PID:** 104600 **District:** 4 **AQ Status:** Exempt

Project Name: SARTA Mobility Management **Grantee:** Stark Area Regional Transit Authority

Project Description: Mobility Management

ALI	Qty.	*Total						
11.7L.00		\$950,000.00	Fund Group	2021	2022	2023	2024	Total
			5307	\$100,000.00	\$0.00	\$100,000.00	\$0.00	\$200,000.00
			Local	\$25,000.00	\$350,000.00	\$25,000.00	\$350,000.00	\$750,000.00

TIP Group:

MPO/RTPO/Rural: SCATS **County:** Stark **PID:** 104601 **District:** 4 **AQ Status:** Exempt

Project Name: SARTA ADA Paratransit Service **Grantee:** Stark Area Regional Transit Authority

Project Description: ADA Paratransit Service

ALI	Qty.	*Total						
11.7C.00		\$1,525,000.00	Fund Group	2021	2022	2023	2024	Total
			5307	\$0.00	\$280,000.00	\$280,000.00	\$280,000.00	\$840,000.00
			Local	\$475,000.00	\$70,000.00	\$70,000.00	\$70,000.00	\$685,000.00

TIP Group:

MPO/RTPO/Rural: SCATS **County:** Stark **PID:** 104603 **District:** 4 **AQ Status:** Exempt

Project Name: SARTA <30' CNG Buses **Grantee:** Stark Area Regional Transit Authority

Project Description: Less than 30' buses

ALI	Qty.	*Total						
11.12.04	54	\$4,462,308.00	Fund Group	2021	2022	2023	2024	Total
			5339 (Non-ODOT)	\$482,708.91	\$482,708.91	\$482,708.91	\$482,708.91	\$1,930,835.64
			Local	\$594,868.09	\$98,868.09	\$746,868.09	\$98,868.09	\$1,539,472.36
			State	\$992,000.00	\$0.00	\$0.00	\$0.00	\$992,000.00

TIP Group:

MPO/RTPO/Rural: SCATS **County:** Stark **PID:** 104604 **District:** 4 **AQ Status:** Exempt

Project Name: SARTA Bus & Bus Facilities **Grantee:** Stark Area Regional Transit Authority

Project Description: Bus & Bus Facilities

ALI	Qty.	*Total						
11.44.01		\$760,000.00	Fund Group	2021	2022	2023	2024	Total
			Local	\$760,000.00	\$0.00	\$0.00	\$0.00	\$760,000.00

TIP Group: Local

*For projects with Toll Development Credit (TDC), the TDC is included in the Total.

MPO/RTPO/Rural: SCATS County: Stark PID: 104605 District: 4 AQ Status: Exempt
 Project Name: SARTA IT Acquisition Grantee: Stark Area Regional Transit Authority
 Project Description: IT Hardware, Software Acquisition, and Website Design

ALI	Qty.	*Total					
11.44.07	\$290,000.00	Fund Group	2021	2022	2023	2024	Total
		5307	\$20,000.00	\$20,000.00	\$0.00	\$0.00	\$40,000.00
		Local	\$5,000.00	\$5,000.00	\$20,000.00	\$20,000.00	\$50,000.00
		Not Assigned	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$200,000.00
11.44.08	\$133,000.00	Fund Group	2021	2022	2023	2024	Total
		5307	\$20,000.00	\$30,000.00	\$0.00	\$0.00	\$50,000.00
		Local	\$5,000.00	\$6,000.00	\$6,000.00	\$6,000.00	\$23,000.00
		Not Assigned	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$60,000.00

TIP Group:

MPO/RTPO/Rural: SCATS County: Stark PID: 104606 District: 4 AQ Status: Exempt
 Project Name: SARTA Enhanced Mobility Grantee: Stark Area Regional Transit Authority
 Project Description: Enhanced Mobility - Administration, Replacement Buses, Operating Expenses, Vehicle Expansion, and Mobility Management

ALI	Qty.	*Total						
11.12.04	24	\$668,750.00	<i>Fund Group</i>	2021	2022	2023	2024	Total
			5310 (Non-ODOT)	\$145,000.00	\$135,000.00	\$135,000.00	\$125,000.00	\$540,000.00
			Local	\$36,250.00	\$33,750.00	\$33,750.00	\$25,000.00	\$128,750.00
11.13.04	16	\$245,850.00	<i>Fund Group</i>	2021	2022	2023	2024	Total
			5310 (Non-ODOT)	\$25,560.00	\$25,560.00	\$25,560.00	\$125,000.00	\$201,680.00
			Local	\$6,390.00	\$6,390.00	\$6,390.00	\$25,000.00	\$44,170.00
11.7L.00		\$148,000.00	<i>Fund Group</i>	2021	2022	2023	2024	Total
			5310 (Non-ODOT)	\$20,000.00	\$0.00	\$20,000.00	\$40,000.00	\$80,000.00
			Local	\$5,000.00	\$48,000.00	\$5,000.00	\$10,000.00	\$68,000.00
11.80.00		\$117,500.00	<i>Fund Group</i>	2021	2022	2023	2024	Total
			5310 (Non-ODOT)	\$0.00	\$30,000.00	\$0.00	\$27,500.00	\$57,500.00
			Local	\$30,000.00	\$0.00	\$30,000.00	\$0.00	\$60,000.00
30.09.01		\$880,000.00	<i>Fund Group</i>	2021	2022	2023	2024	Total
			5310 (Non-ODOT)	\$145,000.00	\$107,500.00	\$107,500.00	\$80,000.00	\$440,000.00
			Local	\$145,000.00	\$107,500.00	\$107,500.00	\$80,000.00	\$440,000.00

TIP Group:

*For projects with Toll Development Credit (TDC), the TDC is included in the Total.

MPO/RTPO/Rural: SCATS **County:** Stark **PID:** 110329 **District:** 4 **AQ Status:** Exempt

Project Name: SARTA Maintenance Facility **Grantee:** Stark Area Regional Transit Authority

Project Description: Construction of maintenance facility, research and development, equipment, and storage facility

ALI	Qty.	*Total					
11.42.07	\$375,000.00	Fund Group	2021	2022	2023	2024	Total
		Local	\$0.00	\$375,000.00	\$0.00	\$0.00	\$375,000.00
11.42.20	\$625,000.00	Fund Group	2021	2022	2023	2024	Total
		Local	\$0.00	\$625,000.00	\$0.00	\$0.00	\$625,000.00
11.43.03	\$6,290,892.00	Fund Group	2021	2022	2023	2024	Total
		5307	\$2,561,356.80	\$0.00	\$0.00	\$0.00	\$2,561,356.80
		Local	\$640,339.20	\$617,839.00	\$0.00	\$0.00	\$1,258,178.20
		Not Assigned	\$0.00	\$2,471,357.00	\$0.00	\$0.00	\$2,471,357.00

TIP Group:

MPO/RTPO/Rural: SCATS **County:** Stark **PID:** 112096 **District:** 4 **AQ Status:** Exempt

Project Name: SARTA 2022 40' CNG Replace Bus **Grantee:** Stark Area Regional Transit Authority

Project Description: PID for SARTA 2022 40' CNG Replacements Buses

ALI	Qty.	*Total						
11.12.01		\$2,930,688.00	Fund Group	2021	2022	2023	2024	Total
			5307	\$0.00	\$2,442,240.00	\$0.00	\$0.00	\$2,442,240.00
			Local	\$0.00	\$488,448.00	\$0.00	\$0.00	\$488,448.00

TIP Group:

MPO/RTPO/Rural: SCATS **County:** Stark **PID:** 112099 **District:** 4 **AQ Status:** Exempt

Project Name: SARTA 2023 40' CNG Replace Buses **Grantee:** Stark Area Regional Transit Authority

Project Description: PID for SARTA 2023 40' CNG Replacement Buses

ALI	Qty.	*Total						
11.12.01		\$2,930,688.00	Fund Group	2021	2022	2023	2024	Total
			5307	\$0.00	\$0.00	\$0.00	\$2,442,240.00	\$2,442,240.00
			Local	\$0.00	\$0.00	\$0.00	\$488,448.00	\$488,448.00

TIP Group:

*For projects with Toll Development Credit (TDC), the TDC is included in the Total.

MPO/RTPO/Rural: SCATS County: Stark PID: 112101 District: 4 AQ Status: Exempt

Project Name: SARTA 2024 40' CNG Replace Buses Grantee: Stark Area Regional Transit Authority

Project Description: PID for SARTA 2024 40' CNG Replacement Buses

ALI	Qty.	*Total						
11.12.01		\$2,930,688.00	Fund Group	2021	2022	2023	2024	Total
			5307	\$0.00	\$0.00	\$0.00	\$2,442,240.00	\$2,442,240.00
			Local	\$0.00	\$0.00	\$0.00	\$488,448.00	\$488,448.00

TIP Group:

MPO/RTPO/Rural: SCATS County: Stark PID: 98968 District: 4 AQ Status: Exempt

Project Name: SARTA 2021 40' CNG Replace Buses Grantee: Stark Area Regional Transit Authority

Project Description: Replacement of 40' CNG Buses

ALI	Qty.	*Total						
11.12.01		\$1,200,000.00	Fund Group	2021	2022	2023	2024	Total
			Local	\$240,000.00	\$0.00	\$0.00	\$0.00	\$240,000.00
			State	\$960,000.00	\$0.00	\$0.00	\$0.00	\$960,000.00

TIP Group:

*For projects with Toll Development Credit (TDC), the TDC is included in the Total.

IV. Financial Analysis

Federal regulations 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 2021-2024 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 FY2021-2024 is shown in Fiscal Analysis Table at the end of this section. The major sources of federal funds in the SCATS Transportation Improvement Program are:

- Interstate Maintenance (IM) funds
- National Highway System (NHS) funds
- Surface Transportation Block Grant (STBG) funds
- Bridge Replacement (BR) funds
- Congestion Management/Air Quality (CMAQ) funds
- Highway Safety Improvement Program (HSIP) funds
- Transportation Alternative Set-Aside (TA) funds

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. **Table 4-1** shows the estimate vs. budget for each FHWA and FTA funding category in the TIP.

SCATS is the Program Manager for the Stark County STBG, Transportation Alternatives Set-Aside sub allocation, and Statewide CMAQ allocations and budgets. As shown in **Table 4-1**, programmed projects are fiscally constrained to the overall budget limits by fund and by year over the life of the TIP.

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 as well as SARTA determining uses for funds derived from its local sales tax. The Transit TIP table identifies projects that can be funded within the limits of available resources.

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. The Pavement Condition and Bridge Condition performance measures (see Section I) are helpful in documenting the maintenance of the existing system. SARTA has adopted ODOT Transit performance measures as well as maintain a Transit Asset Management Plan to ensure the safe maintenance and operation of its transit system.

Draft Demonstration of Fiscal Constraint for SCATS 2021 - 2024 TIP

SCATS	2020	2021	2021	2021	2022	2022	2022	2023	2023	2023	2024	2024	2024
SC04	Carry Forward	Budget ¹	Estimate	Balance ²	Budget ¹	Estimate	Balance ³	Budget ¹	Estimate	Balance	Budget ¹	Estimate	Balance
MPO Total	\$ 1,498,399	\$ 9,183,554	\$ 7,387,031	\$ 3,294,921	\$ 9,183,554	\$ 16,624,164	\$ (7,440,610)	\$ 9,183,554	\$ 9,265,600	\$ (82,046)	\$ 9,183,554	\$ 5,136,000	\$ 4,047,554
MPO STBG	\$ 1,383,915	\$ 5,498,617	\$ 6,123,947	\$ 758,584	\$ 5,498,617	\$ 15,063,190	\$ (9,564,573)	\$ 5,498,617	\$ 6,265,600	\$ (766,983)	\$ 5,498,617	\$ 4,720,000	\$ 778,617
MPO CMAQ	\$ 74,247	\$ 3,135,075	\$ 1,232,170	\$ 1,977,153	\$ 3,135,075	\$ 600,000	\$ 2,535,075	\$ 3,135,075	\$ 2,400,000	\$ 735,075	\$ 3,135,075	\$ -	\$ 3,135,075
MPO TA	\$ 40,236	\$ 549,862	\$ 30,914	\$ 559,184	\$ 549,862	\$ 960,974	\$ (411,112)	\$ 549,862	\$ 600,000	\$ (50,138)	\$ 549,862	\$ 416,000	\$ 133,862

1: Budgets represent apportionment amounts and assume no inflation.
2: 2021 Balance incorporates anticipated carry forward.
3: \$11,000,000 in CMAQ will be converted to State STBG funds.

Draft Summary of Highway STIP Estimates for SCATS Region in 2021 - 2024

SCATS		2021	2022	2023	2024	Total
SC04		Estimate	Estimate	Estimate	Estimate	Estimate
Federal Funds by Program						
Garvee Debt Service	\$	-	\$	-	\$	-
Discretionary / Earmark	\$	-	\$	-	\$	-
Emergency	\$	-	\$	-	\$	-
FLAP	\$	-	\$	-	\$	-
Garvee / SIB	\$	-	\$	-	\$	-
Local Programs	\$	-	\$	2,217,600	\$	3,863,945
Major Programs	\$	-	\$	600,000	\$	-
MPO STBG	\$	6,123,947	\$	15,063,190	\$	6,265,600
MPO CMAQ	\$	1,232,170	\$	600,000	\$	2,400,000
MPO TA	\$	30,914	\$	960,974	\$	600,000
National Highway Freight	\$	-	\$	-	\$	416,000
Other	\$	1,361,250	\$	-	\$	-
Preservation	\$	5,142,560	\$	23,073,920	\$	13,205,500
Rail	\$	-	\$	-	\$	10,691,200
Rec Trails	\$	-	\$	-	\$	-
Safety	\$	5,102,514	\$	1,260,000	\$	1,899,900
Total Federal	\$	18,993,355	\$	43,775,684	\$	28,234,945
					\$	19,748,200
					\$	110,752,184

Other Funds						
State	\$	9,822,890	\$	12,642,600	\$	5,704,500
Local	\$	4,319,620	\$	2,632,886	\$	4,822,800
Labor	\$	1,839,603	\$	3,105,170	\$	2,168,000
Total Other	\$	15,982,114	\$	18,380,656	\$	893,500
					\$	867,000
					\$	6,705,274
Total	\$	34,975,469	\$	62,156,340	\$	10,375,655
					\$	7,857,800
					\$	52,596,225
					\$	27,606,000
					\$	163,348,409

Note: Estimates include all projects that have a portion of work within the SCATS region.

Draft Summary of Transit TIP Estimates for SCATS Region in 2021 - 2024

SCATS	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	Total Estimate
ODOT Administered Federal Funds by Program					
5310 (ODOT)	\$ -	\$ -	\$ -	\$ -	\$ -
5311	\$ -	\$ -	\$ -	\$ -	\$ -
5339 (ODOT)	\$ -	\$ -	\$ -	\$ -	\$ -
Total Federal	\$ -	\$ -	\$ -	\$ -	\$ -
Non-ODOT Administered Federal Funds by Program					
5307	\$ 5,862,357	\$ 5,008,240	\$ 2,616,000	\$ 7,400,480	\$ 20,887,077
5310 (Non-ODOT)	\$ 335,560	\$ 298,060	\$ 288,060	\$ 397,500	\$ 1,319,180
5337	\$ -	\$ -	\$ -	\$ -	\$ -
5339 (Non-ODOT)	\$ 482,709	\$ 482,709	\$ 482,709	\$ 482,709	\$ 1,930,836
Flex Transfer CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -
Flex Transfer STBG	\$ -	\$ -	\$ -	\$ -	\$ -
Total Federal	\$ 6,680,626	\$ 5,789,009	\$ 3,386,769	\$ 8,280,689	\$ 24,137,092
Other Funds					
State	\$ 1,952,000	\$ 591,770	\$ 591,770	\$ 591,770	\$ 3,727,310
Local	\$ 5,334,347	\$ 4,454,149	\$ 2,636,862	\$ 3,248,118	\$ 15,673,477
Labor	\$ -	\$ -	\$ -	\$ -	\$ -
Total Other	\$ 7,286,347	\$ 5,045,919	\$ 3,228,632	\$ 3,839,888	\$ 19,400,787
Total	\$ 13,966,973	\$ 10,834,928	\$ 6,615,401	\$ 12,120,577	\$ 43,537,879

APPENDIX A

to the 2021 - 2024 Transportation Improvement Plan for 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 Census Transportation Planning Package (CTPP).

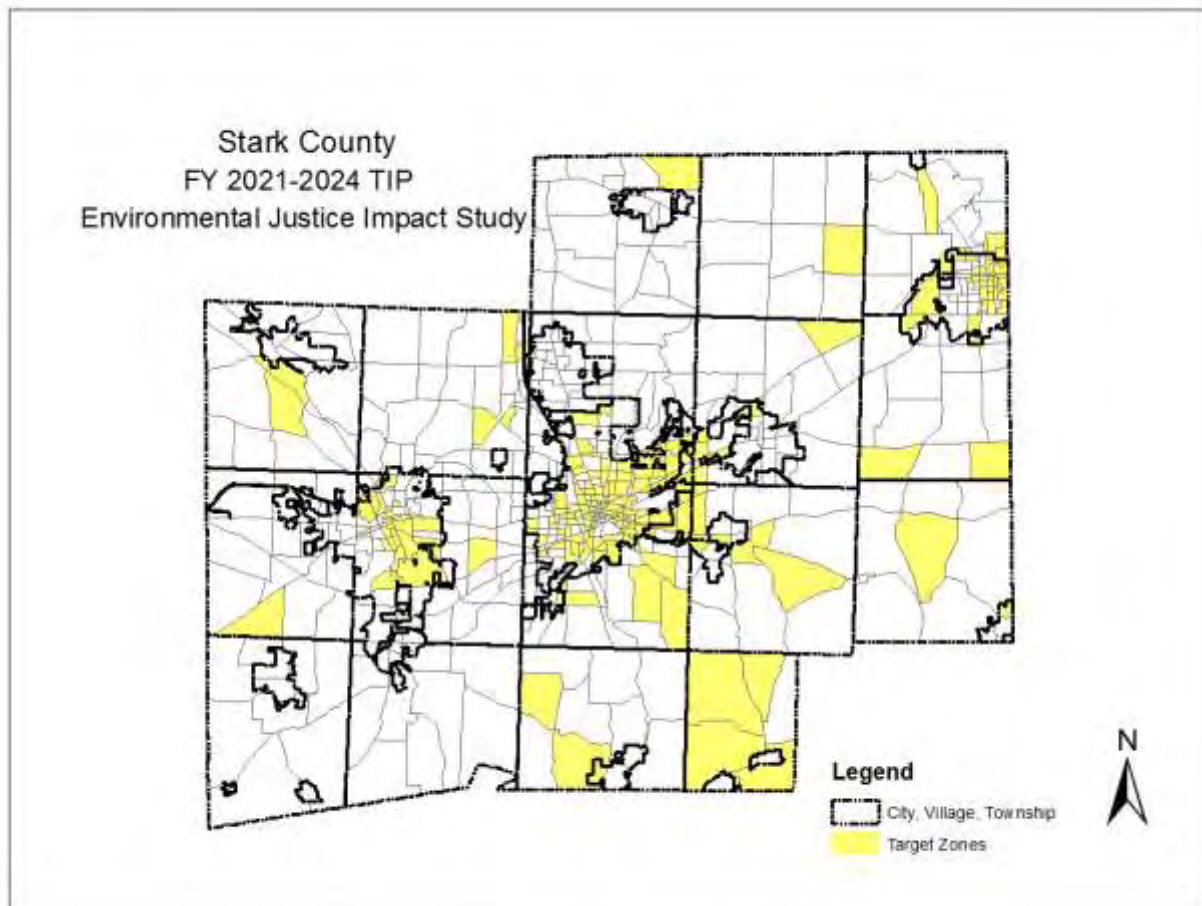
SCATS used Traffic Zone data to identify target populations. Traffic Zones are the basic unit of analysis for the SCATS transportation planning process. Census tracts and block groups were both too large an area for the detailed analysis necessary. Census blocks would provide very detailed information, 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)	Percent of County
Number of Zones	607	151	157	101	207	34.10%
Population	378,111	81,549	75,024	56,979	99,594	26.30%
Whites	341,549	55,312	53,513	36,218	72,607	21.30%
Non-White	36,562	26,237	21,511	20,761	26,987	73.80%
Black	27,067	21,752	18,093	17,644	22,201	82.00%
Households	148,398	32,042	29,936	22,332	39,646	26.70%
Households Below Poverty	13,714	6,821	7,742	6,090	8,473	61.80%
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	27.70%
Zero Vehicle Households	10,399	5,391	5,420	4,436	6,375	61.30%

The target zones represent 34% of the total number of zones in the county. 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.



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:

PID	Name	RW	Type
100471	Wales Road (SR241) Rehab	Y	Widening
103288	Pittsburg/Shuffel/Orion Roundabouts	Y	Roundabout
103288	Portage Corridor	Y	Widening
100824	US 62 - Limited Access	Y	Realignment
90465	11th St Realignment	Y	Roundabout
90465	11th St Realignment	Y	Realignment
87660	STA TID SR 687	Y	Intersection Improvement
107649	Pittsburg/Mt Pleasant	Y	Roundabout
111050	Strausser/Lake O'Springs	Y	Roundabout
111043	Perry Dr Reconstruction	Y	Widening

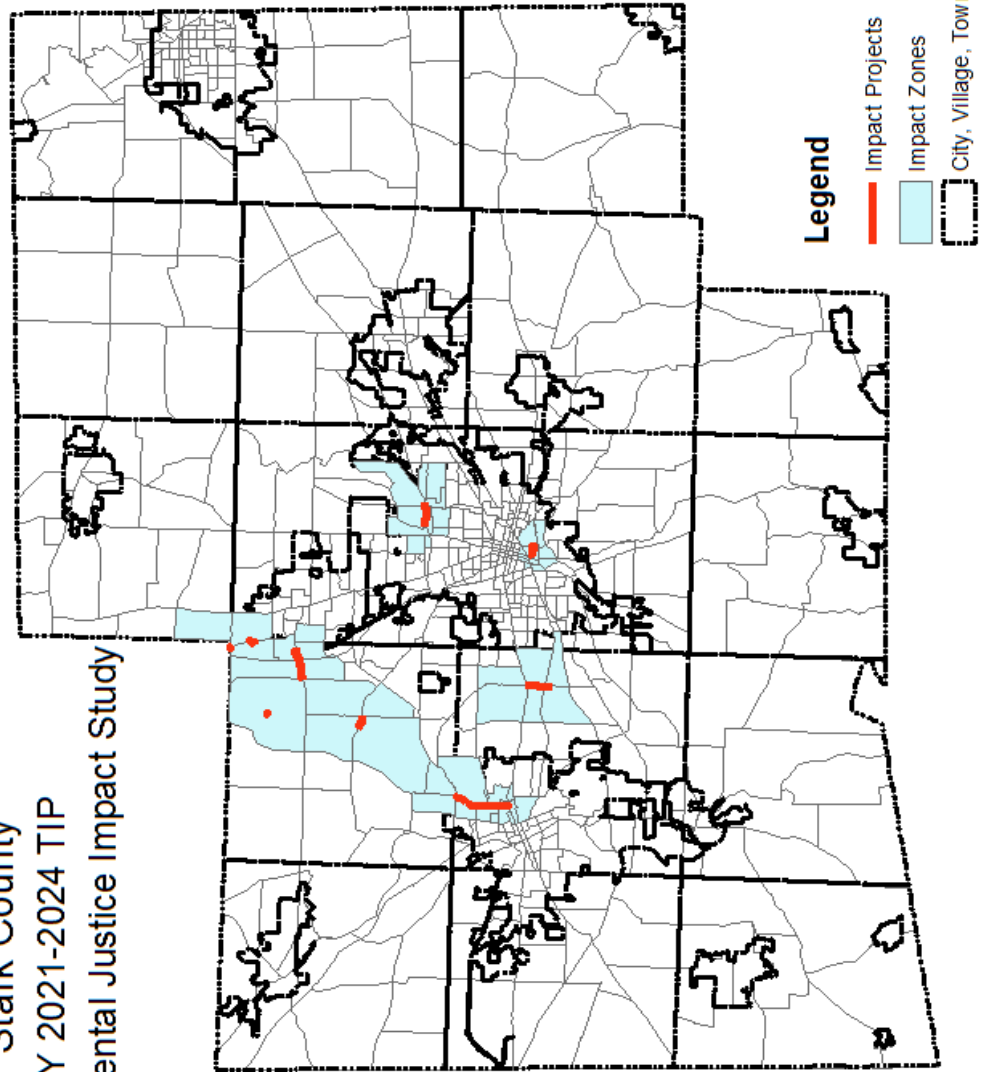
Impacted zones were then identified using GIS software. Any project within 0.25 mile of any part of an Impact Project was assumed to be an impacted zone. The map on the next page shows the impacted zones and impact projects. Fifty four of the 607 zones were identified as impacted zones. Of these impacted zones, 19 were target zones. The following table summarizes the environmental justice analysis of the FY 2021 – 2024 Transportation Improvement Program highway projects.

	All Zones	All Zones %	All Impacted Zones	All Impacted Zones %	Target Zones	Target Zones Impacted	Percent of all zones	Percent of Target Zones
Zones	607		54		207	19	9%	9%
Population	378,111		53,074		99,594	9,730	14%	10%
Whites	341,549	90%	48,369	91%	72,607	6,985	14%	10%
Non-White	36,562	10%	4,705	9%	26,987	2,745	13%	10%
Black	27,067	8%	3,392	6%	22,201	2,404	13%	11%
Households	148,398		21,874	15%	39,646	4,096	15%	10%
Households Below Poverty	13,714	9%	1,688	8%	8,473	794	12%	9%
Dwelling Units	156,896		22,754		43,467	4,390	15%	10%

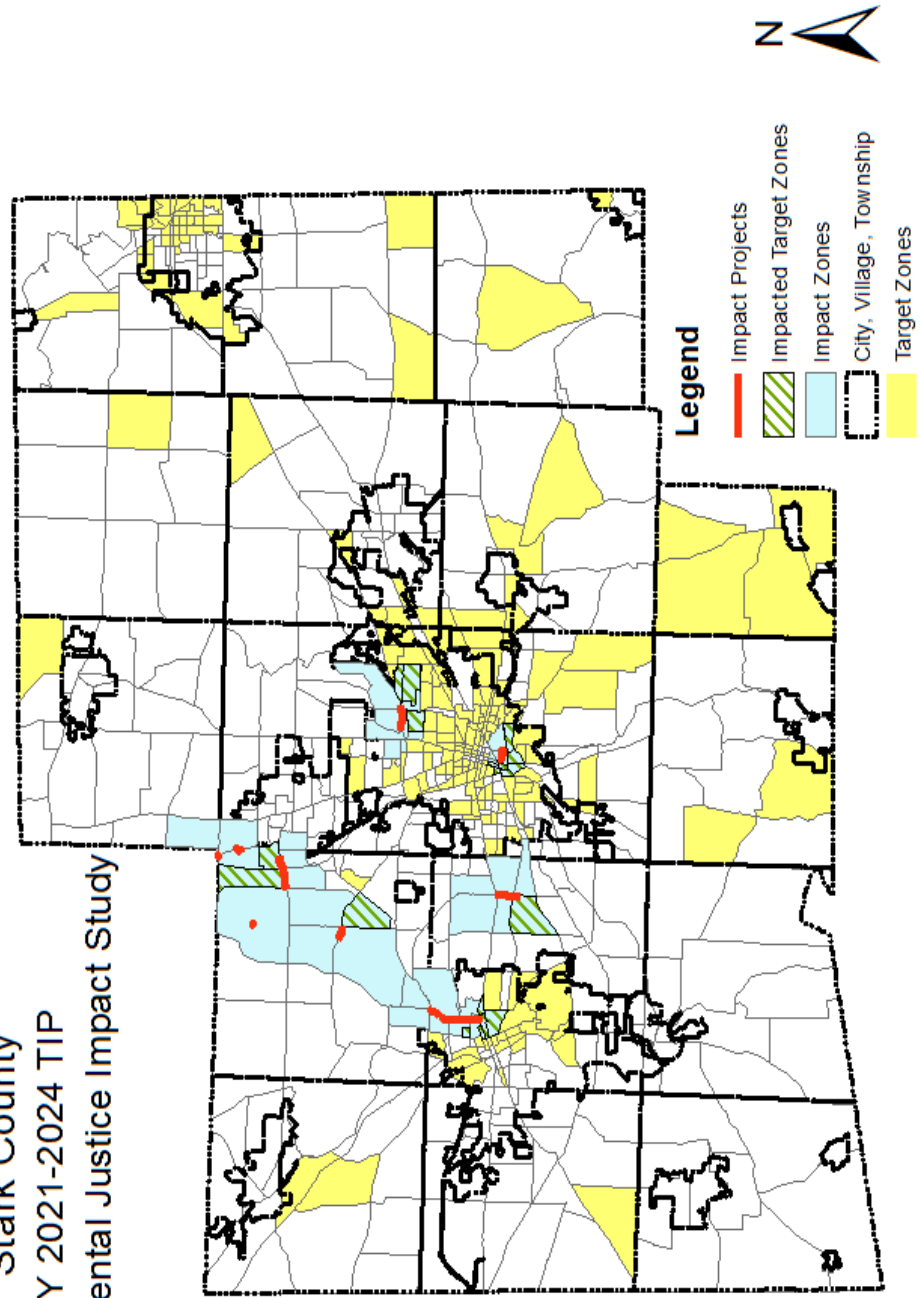
9% of target zones were impacted versus 9% of all zones. The impacted zones contained a slightly lesser percentage of minority populations (13%) than total population (14%). Impact zones contained fewer households below poverty level (9%) than total households (10%).

Nine percent of households in impacted zones are below the poverty level compared to ten percent of all zones. Considering the types of projects in and adjacent to the cities of Canton and Massillon, that are having an impact on a number of target zones, the impact appears minimal considering the long term economic improvement to the area. The addition of bicycle and pedestrian facilities should improve mobility for zero-vehicle households and other non-motorized users. A number of high crash locations will be improved increasing safety for both residents and other users of the roadway. In conclusion, SCATS analysis does not show any pattern of disproportionate adverse impacts on target zones or populations.

Stark County
FY 2021-2024 TIP
Environmental Justice Impact Study



Stark County
FY 2021-2024 TIP
Environmental Justice Impact Study



Appendix B – Air Quality

Transportation Air Quality Analysis and Technical Documentation For the Canton/Massillon Metropolitan Statistical Area State Implementation Plan Inventory Mobile Emission Estimates For the U.S. EPA 2006 Daily PM_{2.5} & 1997 8-Hour Ozone National Ambient Air Quality Standard

INTRODUCTION

This memorandum documents the air quality analysis and underlying planning assumptions performed for the 2006 Daily PM_{2.5} on-road mobile source emission inventories for the Canton/Massillon Metropolitan Statistical Area State Implementation Plan (SIP). The Ohio Department of Transportation (ODOT), Division of Transportation System Development-Modeling and Forecasting Section and the Stark County Area Transportation Study (SCATS) completed this analysis in coordination with the Ohio Environmental Protection Agency (OEPA).

The SCATS Region is comprised of Stark County, Ohio. The Canton/Massillon Metropolitan Statistical Area (MSA) was classified as nonattainment for PM_{2.5} in the Federal Register on December 18th, 2014. Although the MSA area also includes Carroll County, OEPA and USEPA concurred that only Stark County is designated as the nonattainment area within the MSA as Carroll County is rural in nature with a population of less than 30,000. SCATS is the MPO (Metropolitan Planning Organization) for this county. The SCATS MPO boundary and urban planning model cover the entire nonattainment area. This area is shown on the following map as prepared by the USEPA.

Figure 1 – Location of Massillon/Canton MSA



Map as shown at: <http://www.epa.gov/pmdesignations/states/Ohio.htm>

SCATS proposes advancing a new 2040 Transportation Plan and 2021-2024 TIP conformity determination based on “**reliance on previous emissions analyses**” – 40 CFR 93.122(g). SCATS most recent regional emissions analysis was completed concurrent with development of the 2018-2021 TIP, adopted on May 22, 2017: see PM_{2.5} budget test table, below. The existing SCATS 2040 Transportation Plan and 2018-2021 TIP highway and transit networks are exactly as previously analyzed. The following text describes the emissions analysis for the FY 2018-2021 TIP.

SCATS submitted the necessary Travel Demand Model networks along with all land use and socio-economic demographics. The ODOT Modeling and Forecasting section performed the MOVES runs to generate travel-demand-model-based emission factors as well as the complete air quality analyses for the metropolitan area.

Stark County is a US EPA designated 1997 Ozone Standard “Orphan” area and has been determined in conformity based on a qualitative conformity determination consistent with US EPA’s November 29, 2018 guidance resulting from the South Coast II Court Decision.

ON-ROAD MOBILE EMISSION CONFORMITY TEST RESULTS

Table 1 below presents a summary of the pollutant emissions including Fine Particulate Matter (PM_{2.5}) and Nitrogen Oxides (NO_x) modeled for the SCATS Region. The Model Years for the demonstration includes the Budget Year 2015 compared to 2021, Budget Year 2025, Interim Year 2030, and Maintenance Year 2040.

Table 1

SCATS REGION ON-ROAD MOBILE EMISSION CONFORMITY TEST RESULTS

Stark Co.	PM _{2.5} Finding Budget Tests					
	Tons/Year					
	2015 Budget	2021 Emissions	2025 Budget	2025 Emissions	2030 Emissions	2040 Emissions
Direct PM	204.33	54.79	101.50	43.76	39.27	36.83
NO _x Precursors	7,782.84	1352.36	4673.83	925.60	665.51	455.92

LATEST PLANNING ASSUMPTIONS

The annual PM_{2.5} inventory runs meet the latest planning-assumption requirements. This report presents the latest population and land use data available that calibrated the modeling process used to calculate the vehicle emissions for the mobile-emissions budgets as well as the input values for U.S. EPA’s most recent emissions software MOVES for this air-quality determination.

This determination utilizes the U.S. EPA’s most recent emissions software, MOVES, for all mobile-source-emission analyses, and the annual emissions estimates are based on a single-season approach. Since travel demand models produce average daily conditions, the daily emissions estimates are multiplied by 365 days to produce annual emissions estimates expressed in tons per year.

TRAVEL DEMAND MODELING - ANALYSIS YEARS

A Travel Demand Model (TDM) is the traditional forecasting tool used to examine potential changes in future travel patterns for a specific study area, in this case the Canton/Massillon Metropolitan Statistical Area. The SCATS MPO, with the assistance of ODOT Modeling & Forecasting, maintains a validated

region-wide TDM that employs a four-step modeling process consisting of trip generation, trip distribution, mode choice, and route assignment performed with the Cube Voyager software package. The model outputs generated from the TDM are link-by-link directional traffic volumes for four time periods, morning, mid-day, evening, and night-time. The outputs are used for simulating Base Year and Horizon Year travel patterns generated by the LRTP transportation network.

The current SCATS TDM Validation Year is 2000. The model uses comparable Average Daily Traffic count data, updated socio-economic variables for each of the analysis years by projecting land use commitment for 2021, 2025, 2030 and 2040 variables based on a straight-line extrapolation between the 2015 set of variables and the Horizon Year 2040 variables. These networks represent all planned federal-aid projects as well as any regionally significant projects found in the SCATS TIP and LRTP expected to be open for traffic by the end of each respective analysis year.

The interagency consultation process, established the following model years for the analysis that reflected the most recent correspondence from the U.S. EPA:

- Budget Year 2015 – Budget Year
- Analysis Year 2021 – TIP-Timeframe Year compared to 2015 Budget
- Analysis Year 2025 – Budget Year
- Analysis Year 2030 – Interim Year
- Analysis Year 2040 – Maintenance Year

SOCIO-ECONOMIC DEMOGRAPHICS

Identifying projected growth centers and understanding urban and rural population changes are essential to determining future transportation needs in a given study area. Critical elements include an understanding of the past and anticipated future shifts in the region's economy, population, land use patterns, and other environmental factors over time. In turn, these factors are useful for predicting future transportation patterns and justifying transportation improvements over the next twenty years.

Travel forecasting procedures require the user to delineate the TDM study area into geographic areas called Traffic Analysis Zones (TAZs). Typically, TAZs are based on factors such as land use, area types (urban, suburban or rural), or political government units such as cities, villages, or townships. TAZs represent centers of travel generators or attractors based on a set of demographic variables. The SCATS MPO collects and reviews the TDM independent variables that characterize current and future estimates of the metropolitan area's social and economic activity that may influence land-use development patterns. In all, there are 690 TAZs in the SCATS model. Figure 2 displays the SCATS MPO geography covered by the travel demand model including the Traffic Analysis Zone structure. The computer-based TDM for the SCATS highway network employs the following land use variables:

- [AREA_TYPE] ≡ Area Type
- [AVG_PARK] ≡ Average parking cost
- [ENROLL] ≡ School enrollment classified by Private [ENROLL_PRIV], Public [ENROLL_PUB] and Post-secondary [ENROLL_UNIV] schools
- [HOTEL_RM] ≡ Hotel Rooms
- [MED_HHINC] ≡ Median household income
- [POP] ≡ Population
- [POP_18] ≡ Population 18 years or less
- [POP_GRP] ≡ Population residing in Group Quarters

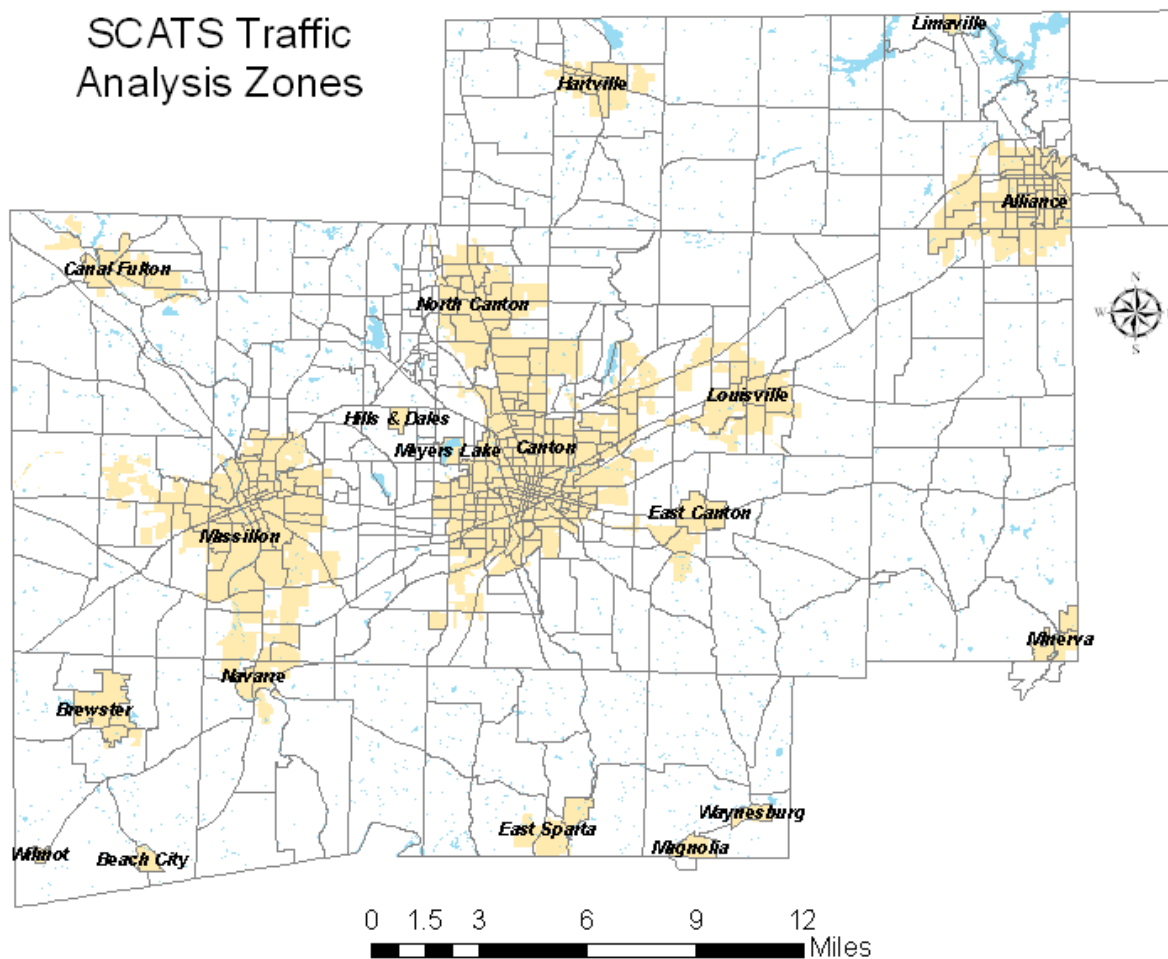
- [TOTEMP] ≡ Total Employment grouped by the North American Industrial Classification System (NAICS)
- [TOT_HH] ≡ Occupied housing
- [TOT_VEH] ≡ Vehicles available per household
- [WORKERS] ≡ Workers per household

Table 2 is a set of demographic variables developed for the most recent Long-Range Transportation Plan for the SCATS area compiled in May, 2013.

Table 2
SCATS REGION
REPRESENTATIVE SOCIO-ECONOMIC DEMOGRAPHIC
VARIABLES 2020-2040

	2020	2025	2030	2040
Population	385,693	388,335	390,665	395,619
Households	162,221	166,955	171,362	180,520
Employment	179,659	200,902	220,114	260,306

Figure 2
SCATS GEOGRAPHIC AREA
COVERED BY TRAVEL DEMAND MODEL
AND TRAFFIC ANALYSIS ZONE STRUCTURE



EMISSION-FACTOR GENERATION

The MOVES model generated the emission factors for the budget year, 2015, representing the transportation road network as it currently exists in the SCATS Region. The model also generated emission factors for three future-year scenarios 2025, 2030, and 2040.

Table 3 summarizes the settings used in the MOVES run specification file and the MOVES County-Data Manager. The subsequent tables provide the specific inputs that are not using the MOVES default values.

Table 3
MOVES INPUTS

RunSpec Parameter Settings	
MOVES Version	MOVES2010a
Scale	Custom Domain
MOVES Modeling Technique	Emission Factor Method Rates per Distance Rates per Vehicle
Time Span	Time Aggregation: Hour 1 Month representing average annual temperatures All hours of day selected 16 speed bins Weekdays only
Geographic Bounds	Stark County
Vehicles/Equipment	All source types, gasoline and diesel
Road Type	All road types including off-network
Pollutants and Processes	NO _x , All PM _{2.5} categories, SO ₂ , Total Energy Consumption
Strategies	None
General Output	Units = grams, joules and miles
Output Emissions	Time = hour, Location = custom area, on-road emission rates by road type and source use type
Advance Performance	None

Table 3 (continued)
MOVES INPUTS

County Data Manager Sources	
Source Type Population	Combination of local and default data Local data from motor vehicle registration Default data used for source types 51, 52, 53, 61, and 62 Future year growth rate based on MPO model Household growth rate
Vehicle Type VMT	Combination of local and default data HPMSVTypeYear VMT = daily VMT from travel demand model monthVMTFraction = default dayVMTFraction=default hourVMTFraction=local
I/M Program	None
Fuel Formulation	Default
Fuel Supply	Default
Metereology Data	Local data obtained from NOAA National Climatic Data Center. Data will consist of monthly high and low temperatures and daily relative humidity for 2002.
Ramp Fraction	Using the base year travel demand model for VHT fractions. Future fractions will be assumed constant
Road Type Distribution	Use ODOT county summary VMT categorized by federal functional classes
Age Distribution	Combination of local and default data. Local data from motor vehicle registration Default data used for source types 41, 42, 43, 51, 52, 53, 61, and 62 The same age distribution will be used for all analysis years
Average Speed Distribution	Default
Alternative Fuel Type	Default

TEMPERATURE AND RELATIVE HUMIDITY

The single season approach for temperature and relative humidity uses weather data collected by the National Oceanic and Atmospheric Administration (NOAA) National Climatic Data Center (NCDC). Temperature data for the MOVES emission factors came from the Akron Canton Airport and are shown in Table 4. Data entered into a spreadsheet, provided by U.S. EPA, converted the Mobile6 data to get the correct data for the MOVES model. 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}, NO_x precursor, and SO₂ emissions for the PM_{2.5} conformity tests were established by multiplying the daily model results by 365.

Table 4 – Temperature and Relative Humidity Data

Hour	Average Temperature	Average Relative Humidity
1	60.8	82
2	57.2	93
3	57.2	93
4	60.8	82
5	60.8	87
6	62.6	82
7	62.6	82
8	64.4	77
9	66.2	72
10	66.2	72
11	68.0	68
12	69.8	64
13	69.8	64
14	71.6	60
15	69.8	60
16	69.8	60
17	69.8	64
18	66.2	68
19	66.2	63
20	66.2	68
21	66.2	68
22	64.4	72
23	64.4	72
24	60.8	82

RAMP FRACTION

The Base-Year Travel Demand Model used the Vehicles Hour of Travel (VHT) fractions to derive the Ramp Fractions shown in Table 5. The future-year networks also used the base-year fractions.

Table 5
RAMP FRACTIONS

roadTypeID	roadDesc	rampFraction
2	Rural Restricted Access	0.05
4	Urban Restricted Access	0.13

SOURCE-TYPE POPULATION

A combination of local and MOVES default data is the Source-Type Population for vehicle classifications. The MOVES default values provided the data for Source-Type Population 51, 52, 53, 61, and 62 while local data from Ohio motor vehicle registrations accounted for all other Source-Type

Population needed to run the MOVES model. Table 6 shows the Source-Type Population identifications, the corresponding Source-Type Name, and the number of vehicles analyzed for Stark County.

Table 6
SOURCE-TYPE POPULATION FOR YEAR 2005

sourceTypeID	sourceTypeName	sourceTypePopulation
11	MotorCycle	24,199
21	Passenger Car	282,913
31	Passenger Truck	129,129
32	Light Commercial Truck	2,916
41	Intercity Bus	129
42	Transit Bus	19
43	School Bus	744
51	Refuse truck	86
52	Single Unit Short-haul Truck	182
53	Single Unit Long-haul Truck	138
54	Motor Home	418
61	Combination Short-haul Truck	1,063
62	Combination Long-haul Truck	1,223

VEHICLE-AGE DISTRIBUTION

A grouping of data from Ohio sources along with the MOVES model defaults make up the Vehicle-Age Distribution. MOVES default values included Vehicle-Type ID 41, 42, 51, 52, 53, 61, and 62. Local data from Ohio motor vehicle registrations accounted for all other Vehicle-Type ID. Table 7 shows the Vehicle-Age Distribution for Stark County.

Table 7
VEHICLE-AGE DISTRIBUTION FOR STARK COUNTY, OH

Year	Source Type	Age	Fraction	Year	Source Type	Age	Fraction
2005	11	0	0.0015	2005	21	0	0.0060
2005	11	1	0.0214	2005	21	1	0.0238
2005	11	2	0.0508	2005	21	2	0.0362
2005	11	3	0.0633	2005	21	3	0.0440
2005	11	4	0.0790	2005	21	4	0.0471
2005	11	5	0.0733	2005	21	5	0.0510
2005	11	6	0.0719	2005	21	6	0.0491
2005	11	7	0.0794	2005	21	7	0.0530
2005	11	8	0.0576	2005	21	8	0.0562
2005	11	9	0.0530	2005	21	9	0.0545
2005	11	10	0.0446	2005	21	10	0.0624
2005	11	11	0.0365	2005	21	11	0.0613
2005	11	12	0.0260	2005	21	12	0.0562
2005	11	13	0.0217	2005	21	13	0.0543
2005	11	14	0.0203	2005	21	14	0.0487
2005	11	15	0.0210	2005	21	15	0.0500
2005	11	16	0.0167	2005	21	16	0.0398
2005	11	17	0.0114	2005	21	17	0.0337
2005	11	18	0.0087	2005	21	18	0.0282
2005	11	19	0.0077	2005	21	19	0.0215
2005	11	20	0.0073	2005	21	20	0.0178
2005	11	21	0.0088	2005	21	21	0.0150
2005	11	22	0.0091	2005	21	22	0.0111
2005	11	23	0.0103	2005	21	23	0.0082
2005	11	24	0.0177	2005	21	24	0.0069
2005	11	25	0.0159	2005	21	25	0.0057
2005	11	26	0.0135	2005	21	26	0.0045
2005	11	27	0.0162	2005	21	27	0.0026
2005	11	28	0.0241	2005	21	28	0.0017
2005	11	29	0.0186	2005	21	29	0.0017
2005	11	30	0.0927	2005	21	30	0.0478

ROAD-TYPE DISTRIBUTION

The ODOT Division of Highways produced a summary of Vehicle Miles Traveled (VMT), categorized by federal functional class, for Stark County. This summary was used as the basis for the Road-Type-Distribution Fractions. Table 8 illustrates Road-Type Distribution.

Table 8
**ROAD-TYPE DISTRIBUTION FOR STARK COUNTY
NON-ATTAINMENT AREA**

Source Type	Road Type	Road Description	Road-Type VMT Fraction		Source Type	Road Type	Road Description	Road-Type VMT Fraction
11	1	Off-Network	0		43	4	Urban Restricted Access	0.19
11	2	Rural Restricted Access	0.01		43	5	Urban Unrestricted Access	0.62
11	3	Rural Unrestricted Access	0.18		51	1	Off-Network	0
11	4	Urban Restricted Access	0.19		51	2	Rural Restricted Access	0.01
11	5	Urban Unrestricted Access	0.62		51	3	Rural Unrestricted Access	0.18
21	1	Off-Network	0		51	4	Urban Restricted Access	0.19
21	2	Rural Restricted Access	0.01		51	5	Urban Unrestricted Access	0.62
21	3	Rural Unrestricted Access	0.18		52	1	Off-Network	0
21	4	Urban Restricted Access	0.19		52	2	Rural Restricted Access	0.01
21	5	Urban Unrestricted Access	0.62		52	3	Rural Unrestricted Access	0.18
31	1	Off-Network	0		52	4	Urban Restricted Access	0.19
31	2	Rural Restricted Access	0.01		52	5	Urban Unrestricted Access	0.62
31	3	Rural Unrestricted Access	0.18		53	1	Off-Network	0
31	4	Urban Restricted Access	0.19		53	2	Rural Restricted Access	0.01
31	5	Urban Unrestricted Access	0.62		53	3	Rural Unrestricted Access	0.18
32	1	Off-Network	0		53	4	Urban Restricted Access	0.19
32	2	Rural Restricted Access	0.01		53	5	Urban Unrestricted Access	0.62
32	3	Rural Unrestricted Access	0.18		54	1	Off-Network	0
32	4	Urban Restricted Access	0.19		54	2	Rural Restricted Access	0.01
32	5	Urban Unrestricted Access	0.62		54	3	Rural Unrestricted Access	0.18
41	1	Off-Network	0		54	4	Urban Restricted Access	0.19
41	2	Rural Restricted Access	0.01		54	5	Urban Unrestricted Access	0.62
41	3	Rural Unrestricted Access	0.18		61	1	Off-Network	0
41	4	Urban Restricted Access	0.19		61	2	Rural Restricted Access	0.01
41	5	Urban Unrestricted Access	0.62		61	3	Rural Unrestricted Access	0.18
42	1	Off-Network	0		61	4	Urban Restricted Access	0.19
42	2	Rural Restricted Access	0.01		61	5	Urban Unrestricted Access	0.62
42	3	Rural Unrestricted Access	0.18		62	1	Off-Network	0
42	4	Urban Restricted Access	0.19		62	2	Rural Restricted Access	0.01
42	5	Urban Unrestricted Access	0.62		62	3	Rural Unrestricted Access	0.18
43	1	Off-Network	0		62	4	Urban Restricted Access	0.19
43	2	Rural Restricted Access	0.01		62	5	Urban Unrestricted Access	0.62
43	3	Rural Unrestricted Access	0.18					

POST PROCESSING

Several custom programs created by ODOT were used to compute the total emissions. The process uses data on daily and directional traffic distributions as well as more up-to-date volume/delay functions from the 2000 Highway Capacity Manual (HCM). This process, described below and illustrated in Figure 4, also uses rewritten code able to handle the newer model network formats and MOVES-generated emission factors.

The first step in the process involves running `postcms.exe` to calculate hourly link volumes based on the percentage of the daily volume (travel demand model output) determined by a link's facility and area type. The analysis does not use the link speeds from the travel demand model. Using a link's volume-to-capacity ratio and link group code, a post-process to the model based on HCM methods estimates the link speeds.

The second step (`mmoves.exe`) uses a combination of the MOVES emission factors and the hourly link volumes that are output of the `postcms.exe` program. The hourly volumes are multiplied by the MOVES emission factor for the corresponding hour of day, speed bin, and road type to calculate emissions for every network link for each hour. The total link on-road vehicle emissions for the area are the sum of all individual link-hour emissions.

The third step, (`vehcalm.exe`), calculates vehicle-based emissions for each source type for each hour of the day. A combination of local and default data is the source for the vehicle source type. The final vehicle emissions are the sum of all individual hourly emissions for all vehicle types.

Since the intrazonal trips are not loaded onto the network, the fourth step in the process requires a separate method to account for those trips that use local roads to travel within a zone. The `intracalm.exe` program uses intrazonal trips to estimate VMT using the area in square miles and intrazonal trips of each zone. The computer program assumes that the zone is circular and uses the radius of the circle as the average trip length for these intrazonal trips. By combining MOVES-generated emissions with estimated intrazonal VMT, the intrazonal emissions are then calculated. The emission rates are the same as those used to calculate link-based emissions.

The final step is to summarize link, vehicle, and intrazonal emissions for each pollutant, and analyzed year, and to multiply annual average daily emissions by 365 to produce an annual estimate.

INTERAGENCY CONSULTATION DOCUMENTATION

The Canton MPO (Stark County, Ohio) is initiating a new transportation conformity determination for its existing 2040 Transportation Plan and new 2021-2024 Transportation Improvement Program (TIP).

Stark County is a US EPA designated 1997 Ozone Standard “Orphan” area and a 2006 PM_{2.5} Standard Maintenance area.

SCATS proposes advancing a new 2040 Transportation Plan and 2021 – 2024 TIP conformity determination based on “**reliance on previous emissions analyses**” – 40 CFR 93.122(g). SCATS most recent regional emissions analysis was completed concurrent with development of the 2018 – 2021 TIP – see PM_{2.5} budget test table, below. The existing SCATS 2040 Transportation Plan and 2018 – 2021 TIP highway and transit networks are exactly as previously analyzed.

Interagency consultation topics:

- Latest planning assumptions – SCATS maintains current travel demand model socio-economic variables and highway/transit networks used to develop the SCATS Transportation Plan and in the event that a future quantitative regional emissions analysis transportation conformity analysis is needed.
- Latest emission modeling – Should a future quantitative be needed, SCATS and ODOT will use MOVES2014a
- TCMs – The Ohio SIP does not include any TCM
- Conformity process schedule
 - o SCATS TIP Public Involvement schedule – SCATS will begin soliciting public comments on its website starting in December of 2019. In addition, SCATS will hold public meetings between March 30 and April 10 of 2020
 - SCATS TIP Public Involvement effort will include transportation conformity emissions results
 - o SCATS 2021- 2024 TIP Approval and Conformity Determination schedule – The SCATS Policy Board will adopt the 2021 -2024 TIP approval and conformity determination resolution on March 23, 2020.
- Conformity Test –
 - o 1997 Standard Ozone “Orphan Area” qualitative conformity determination
 - o 2006 Standard PM_{2.5} budget tests – **reliance on previous emissions analysis**
 - See 2006 PM_{2.5} Standard previous regional emissions analyses table below

Ozone

Attainment status: 1997 8-Hour Ozone Standard Maintenance “Orphan” Area

Geography: Stark County, Ohio

Conformity Tests: Qualitative Conformity Determination consistent with US EPA’s November 29, 2018 guidance resulting from the South Coast II Court Decision.

PM_{2.5}

Attainment status: 1997 PM_{2.5} (Annual) Standard and 2006 PM_{2.5} (Daily) Standard Maintenance area 78 FR 6245, effective 10/22/2013

Geography: Stark County, Ohio

Conformity Tests: PM_{2.5} SIP Budget tests

Analysis Years: 2021 1st analysis year – [Within 5 years of conformity determination timeframe](#)

2025 Budget year
2030 Interim year
2040 T-Plan horizon year

Conformity status: The table below reflects the PM_{2.5} SIP budget tests that were conducted for the current SCATS 2018 – 2021 TIP. SCATS and ODOT propose reliance on this previous emissions analysis for this new regional conformity analysis.

PM _{2.5} Finding Budget Tests						
Stark Co.	Tons/Year					
	2015 Budget	2021 Emissions	2025 Budget	2025 Emissions	2030 Emissions	2040 Emissions
Direct PM	204.33	54.79	101.50	43.76	39.27	36.83
NOx Precursors	7,782.84	1352.36	4673.83	925.60	665.51	455.92

The interagency consultation process was accomplished through a series of electronic mail messages (email). The relevant emails have been reproduced below in reverse chronological order.

From: Dave.Moore1@dot.ohio.gov [mailto:Dave.Moore1@dot.ohio.gov]
Sent: Wednesday, January 22, 2020 9:51 AM
To: Maietta, Anthony <maietta.anthony@epa.gov>; paul.braun@epa.ohio.gov; noel.mehlo@dot.gov; Kane, Mark (FTA) <Mark.Kane@dot.gov>; Dan K. Slicker <dkslicker@starkcountyohio.gov>; ANTHONY.HILL@dot.ohio.gov
Cc: Johns, Andy (FHWA) <Andy.Johns@dot.gov>
Subject: RE: Ohio 2021 - 2024 TIP AQ Conformity Interagency Consultation - SCATS

Thank you, all.

Dave Moore
ODOT Statewide Planning Manager

From: Maietta, Anthony <maietta.anthony@epa.gov>
Sent: Wednesday, January 22, 2020 9:48 AM
To: Braun, Paul <paul.braun@epa.ohio.gov>; Mehlo, Noel <noel.mehlo@dot.gov>; Moore, David <Dave.Moore1@dot.ohio.gov>; Kane, Mark (FTA) <Mark.Kane@dot.gov>; Dan K. Slicker <dkslicker@starkcountyohio.gov>; Hill, Anthony <ANTHONY.HILL@dot.ohio.gov>
Cc: Johns, Andy (FHWA) <Andy.Johns@dot.gov>
Subject: RE: Ohio 2021 - 2024 TIP AQ Conformity Interagency Consultation - SCATS

As indicated to Noel yesterday, EPA concurs with the analyses for BHJ and SCATS.

-Tony

Anthony Maietta
EPA Region 5
(312) 353-8777
maietta.anthony@epa.gov

From: paul.braun@epa.ohio.gov <paul.braun@epa.ohio.gov>
Sent: Wednesday, January 22, 2020 8:33 AM
To: noel.mehlo@dot.gov; Dave.Moore1@dot.ohio.gov; Maietta, Anthony <maietta.anthony@epa.gov>; Kane, Mark (FTA) <Mark.Kane@dot.gov>; Dan K. Slicker <dkslicker@starkcountyohio.gov>; ANTHONY.HILL@dot.ohio.gov
Cc: Johns, Andy (FHWA) <Andy.Johns@dot.gov>
Subject: RE: Ohio 2021 - 2024 TIP AQ Conformity Interagency Consultation - SCATS

Good morning Noel,

Ohio EPA concurs with this analysis.

Please contact me with any questions.

Thanks
Paul

Paul J. Braun, P.E.
Air Quality Evaluation and Planning (AQE&P)
Ohio EPA Division of Air Pollution Control
614-644-3734

From: Mehlo, Noel (FHWA) <Noel.Mehlo@dot.gov>
Sent: Tuesday, January 21, 2020 1:14 PM
To: Moore, David <Dave.Moore1@dot.ohio.gov>; Anthony Maietta (Maietta.Anthony@epamail.epa.gov) <Maietta.Anthony@epamail.epa.gov>; Braun, Paul <paul.braun@epa.ohio.gov>; Kane, Mark (FTA) <Mark.Kane@dot.gov>; Dan K. Slicker <dkslicker@starkcountyohio.gov>; Hill, Anthony <ANTHONY.HILL@dot.ohio.gov>
Cc: Johns, Andy (FHWA) <Andy.Johns@dot.gov>
Subject: RE: Ohio 2021 - 2024 TIP AQ Conformity Interagency Consultation - SCATS

Gentlemen,

I had a call with Anthony Maietta at USEPA today regarding the requested air quality conformity interagency consultation. FHWA reviewed the attached documents and has no concerns or comments for the SCATS analysis. Anthony indicated that he likewise had no comments. He will respond in the morning. Mark Kane from FTA likewise indicated on a call that he is fine with this analysis. Please respond to this email with your comments, recommendations and/or concurrence. FHWA and FTA stand ready to provide concurrence should no other partners have issues and close the interagency consultation.

Noel F. Mehlo, Jr.
Planning & Environmental Specialist
FHWA Ohio Division Office; HPD-OH

200 North High Street, Room 328
Columbus, Ohio 43215-2408
(614) 280-6841 (Office)
(614) 259-3407 (Telework: M, W & F)
(614) 280-6876 (fax)

From: Dave.Moore1@dot.ohio.gov [mailto:Dave.Moore1@dot.ohio.gov]
Sent: Thursday, January 09, 2020 12:34 PM
To: andrew.johns@dot.gov; Anthony Maietta (Maietta.Anthony@epamail.epa.gov) <Maietta.Anthony@epamail.epa.gov>; paul.braun@epa.ohio.gov; Kane, Mark (FTA) <Mark.Kane@dot.gov>
Cc: noel.mehlo@dot.gov; Dan K. Slicker <dkslicker@starkcountyohio.gov>; mikepap@bhjmpc.org; ANTHONY.HILL@dot.ohio.gov
Subject: RE: Ohio 2021 - 2024 TIP AQ Conformity Interagency Consultation

All,

Attached is air quality interagency consultation documentation for the Steubenville and Canton Ohio MPOs 2021 – 2024 TIPs. See summary details below. ODOT and the MPOs request your email responses, comments or approval, regarding the MPOs' approaches for demonstrating transportation conformity for their existing or updated Transportation Plans and 2021 – 2024 TIPs.

You have previously responded to the interagency consultation documentation for Ohio's seven areas that are solely 1997 Ozone standard orphan areas. We are now requesting you respond to this documentation for the Steubenville and Canton Ohio MPOs.

Thanks
Dave Moore
ODOT Statewide Planning Manager

From: Mehlo, Noel (FHWA) [mailto:Noel.Mehlo@dot.gov]
Sent: Monday, December 30, 2019 1:57 PM
To: Dave.Moore1@dot.ohio.gov; Johns, Andy (FHWA) <Andy.Johns@dot.gov>; Anthony Maietta (Maietta.Anthony@epamail.epa.gov) <Maietta.Anthony@epamail.epa.gov>; paul.braun@epa.ohio.gov; Kane, Mark (FTA) <Mark.Kane@dot.gov>; Burkett, Frank (FHWA) <Frank.Burkett@dot.gov>; Stemen, Carmen (FHWA) <carmen.stemen@dot.gov>
Cc: Dan K. Slicker <dkslicker@starkcountyohio.gov>; mikepap@bhjmpc.org <mikepap@bhjmpc.org>; ANTHONY.HILL@dot.ohio.gov
Subject: RE: Ohio 2021 - 2024 TIP AQ Conformity Interagency Consultation

Interagency Partners,

FHWA supports ODOT in this. Let's set this up as soon as possible. I will provide summary of comments for each MPO from our Planners by sometime early next week as a lot of folks are still on holiday vacations.

Noel F. Mehlo, Jr.
Planning & Environmental Specialist
FHWA Ohio Division Office; HPD-OH
200 North High Street, Room 328
Columbus, Ohio 43215-2408
(614) 280-6841 (Office)
(614) 259-3407 (Telework: M, W & F)
(614) 280-6876 (fax)

From: Michael Paprocki [mailto:mikepap@bhjmpc.org]
Sent: Friday, December 27, 2019 12:28 PM
To: Dave.Moore1@dot.ohio.gov; andrew.johns@dot.gov; 'Anthony Maietta' <Maietta.Anthony@epamail.epa.gov>; paul.braun@epa.ohio.gov; 'Kane, Mark (FTA)' <Mark.Kane@dot.gov>
Cc: noel.mehlo@dot.gov; Dan K. Slicker <dkslicker@starkcountyohio.gov>; ANTHONY.HILL@dot.ohio.gov
Subject: RE: Ohio 2021 - 2024 TIP AQ Conformity Interagency Consultation

Dave,

I have reviewed attached content for the BHJ TIP AQ Conformity Consultation. I concur with the content of the summary document.

Thank you.

Michael J Paprocki, Executive Director
BHJ Metropolitan Planning Commission
124 N 4th Street, Second Floor | Steubenville, OH 43952



Phone: (740) 282-3685 ext 209 | Mobile: (740) 424-7897
(304) 797-9666
Fax: (740) 282-1821
Email: mikepap@bhjmpc.org | Web site: www.bhjmpc.org

From: Dave.Moore1@dot.ohio.gov [mailto:Dave.Moore1@dot.ohio.gov]
Sent: Monday, December 23, 2019 10:34 AM
To: Johns, Andy (FHWA) <Andy.Johns@dot.gov>; Anthony Maietta (Maietta.Anthony@epamail.epa.gov) <Maietta.Anthony@epamail.epa.gov>; paul.braun@epa.ohio.gov; Kane, Mark (FTA) <Mark.Kane@dot.gov>
Cc: Mehlo, Noel (FHWA) <Noel.Mehlo@dot.gov>; Dan K. Slicker <dkslicker@starkcountyohio.gov>; mikepap bhjmpc.org <mikepap@bhjmpc.org>; ANTHONY.HILL@dot.ohio.gov
Subject: Ohio 2021 - 2024 TIP AQ Conformity Interagency Consultation

All,

Ohio is initiating air quality conformity interagency consultation for the Steubenville (BHJ) and Canton (SCATS), Ohio MPOs 2021 – 2024 Transportation Improvement Programs (TIP). See attached conformity summaries for the respective MPOs.

- BHJ is advancing a new transportation conformity determination for its 2045 Transportation Plan Update and new 2021 – 2024 TIP.
 - BHJ air quality status
 - OH/WV 1997 Ozone Standard “Orphan” Area
 - OH/WV 2006 PM_{2.5} Standard Maintenance Area – with OH and WV mobile source insignificance findings

- o BHJ proposes advancing a **qualitative** 1997 Ozone Standard 2045 Transportation Plan Update and 2021 – 2024 TIP conformity determination, pursuant to US EPA’s November 2018 Transportation Conformity Guidance for the *South Coast II* Court Case.
- o BHJ will similarly make a **qualitative** 2006 PM_{2.5} Standard Maintenance Area 2045 Transportation Plan Update and 2021 – 2024 TIP conformity determination, pursuant to 40 CFR 93.109(f) – “**Areas with insignificant motor vehicle emissions**. Notwithstanding the other paragraphs in this section, an area is not required to satisfy a regional emissions analysis.....”
- SCATS is advancing a new transportation conformity determination for its existing 2040 Transportation Plan Update and new 2021 – 2024 TIP
 - o SCATS air quality status
 - OH 1997 Ozone Standard “Orphan” Area
 - OH 2006 PM_{2.5} Standard Maintenance Area
 - o SCATS proposes advancing a **qualitative** 1997 Ozone Standard 2040 Transportation Plan Update and 2021 – 2024 TIP conformity determination, pursuant to US EPA’s November 2018 Transportation Conformity Guidance for the *South Coast II* Court Case.
 - o SCATS proposes advancing 2006 PM_{2.5} Standard Maintenance Area 2040 Transportation Plan Update and 2021 – 2024 TIP conformity determination, based on **reliance on previous regional emissions analyses**, pursuant to 40 CFR 93.122(g). SCATS most recent regional emissions analyses were conducted concurrent with development of the SCATS 2018 – 2021 TIP. The transportation networks for the new 2040 Plan/2021 – 2024 TIP are same as were used for the 2018 – 2021 TIP.

Please review the attached BHJ and SCATS conformity summaries and provide email comments, recommendations, and/or concurrence that the proposed conformity procedures meet the regulations embodied in 40 CFR 93.

Note, a conference call can be conducted, as needed.

Thanks
 Dave Moore
 ODOT Statewide Planning Manager

From: Dave.Moore1@dot.ohio.gov [mailto:Dave.Moore1@dot.ohio.gov]
Sent: Tuesday, December 10, 2019 9:56 AM
To: Dan K. Slicker <dkslicker@starkcountyohio.gov>
Cc: ANTHONY.HILL@dot.ohio.gov
Subject: RE: Air Quality Conformity Interagency Consultation - SCATS 2021 - 2024 TIP

Yea, I fixed that yesterday and will assure the final document is correct.

Thanks
 DM

From: Dan K. Slicker <dkslicker@starkcountyohio.gov>
Sent: Tuesday, December 10, 2019 9:54 AM
To: Moore, David <Dave.Moore1@dot.ohio.gov>
Cc: Hill, Anthony <ANTHONY.HILL@dot.ohio.gov>
Subject: RE: Air Quality Conformity Interagency Consultation - SCATS 2021 - 2024 TIP

Dave,

We've filled in the red areas, but there is one other thing: In the Ozone summary section, it reads,
"Conformity Tests: Qualitative Conformity Determination consistent with"
and then stops.



201 3rd. St. NE, STE. 201, Canton OH 44702-1211

Dan Slicker, P.E.
Senior Transportation
Engineer
t:330-451-7346
f:330-451-7990
e:dkslicker@starkcountyohio.gov
www.rpc.starkcountyohio.gov



From: Dave.Moore1@dot.ohio.gov [<mailto:Dave.Moore1@dot.ohio.gov>]
Sent: Tuesday, December 10, 2019 9:25 AM
To: Dan K. Slicker <dkslicker@starkcountyohio.gov>
Cc: ANTHONY.HILL@dot.ohio.gov; Nino.Brunello@dot.ohio.gov; noel.mehlo@dot.gov
Subject: RE: Air Quality Conformity Interagency Consultation - SCATS 2021 - 2024 TIP

Dan,

I believe the June 2018 effort was principally related to the 1997 Ozone Standard South Coast Court Case. The feds initial response to the case was for 1997 Orphan areas to complete a new quantitative regional emissions analysis. Which we did. Subsequently, in November 2018, (see below) US EPA issued guidance saying 97 Ozone areas are to advance qualitative conformity determinations.

<https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100VQME.pdf>

So, the page you are reviewing/editing provides for a qualitative 97 Ozone conformity determination and reliance on previous regional emissions analyses for 2006 Pm_{2.5}. ODOT will coordinate interagency consultation to confirm this approach is consistent with the regulatory guidance.

Thanks
DM

From: Dan K. Slicker <dkslicker@starkcountyohio.gov>
Sent: Tuesday, December 10, 2019 8:52 AM
To: Moore, David <Dave.Moore1@dot.ohio.gov>
Cc: Hill, Anthony <ANTHONY.HILL@dot.ohio.gov>
Subject: RE: Air Quality Conformity Interagency Consultation - SCATS 2021 - 2024 TIP

Dave,

We did a quantitative conformity analysis for ozone in June of 2018. Shouldn't that be reflected in this summary?

Dan



201 3rd. St. NE, STE. 201, Canton OH 44702-1211

Dan Slicker, P.E.
Senior Transportation
Engineer

t:330-451-7346

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e:dkslicker@starkcountyohio.gov

www.rpc.starkcountyohio.gov



From: Dave.Moore1@dot.ohio.gov [<mailto:Dave.Moore1@dot.ohio.gov>]

Sent: Monday, December 09, 2019 9:59 AM

To: Dan K. Slicker <dkslicker@starkcountyohio.gov>

Cc: ANTHONY.HILL@dot.ohio.gov

Subject: RE: Air Quality Conformity Interagency Consultation - SCATS 2021 - 2024 TIP

Dan,

See attachment. Please review for accuracy and provide SCATS information related to **red** narrative. Return resulting document. ODOT incorporate this document in the 2021 – 2024 S/TIP Interagency Consultation process.

Thanks

DM

From: Dave.Moore1@dot.ohio.gov [<mailto:Dave.Moore1@dot.ohio.gov>]

Sent: Friday, December 06, 2019 11:27 AM

To: Dan K. Slicker <dkslicker@starkcountyohio.gov>

Cc: ANTHONY.HILL@dot.ohio.gov

Subject: FW: Air Quality Conformity Interagency Consultation - SCATS 2021 - 2024 TIP

Dan,

Please incorporate this email stream in SCATS 2021-2024 TIP conformity documentation. Additional Interagency consultation to follow.

Thanks

DM

From: Kane, Mark (FTA) <Mark.Kane@dot.gov>

Sent: Friday, December 6, 2019 10:20 AM

To: Braun, Paul <paul.braun@epa.ohio.gov>; Maietta, Anthony <maietta.anthony@epa.gov>; Moore, David <Dave.Moore1@dot.ohio.gov>; Dan K. Slicker <dkslicker@starkcountyohio.gov>; Hill, Anthony <ANTHONY.HILL@dot.ohio.gov>; Burkett, Frank <frank.burkett@dot.gov>; McKenzie, Stewart (FTA) <Stewart.Mckenzie@dot.gov>

Cc: Shepler, Andrew <Andrew.Shepler@dot.ohio.gov>; Jeff G. Dotson

<JGDotson@starkcountyohio.gov>; Hill, Anthony <ANTHONY.HILL@dot.ohio.gov>; Brugler,

Nathaniel <Nathaniel.Brugler@dot.ohio.gov>

Subject: RE: Air Quality Conformity Interagency Consultation - SCATS 2021 - 2024 TIP

FTA Region V agrees.

Mark Kane
Community Planner
Federal Transit Administration
200 West Adams Street, Suite 320
Chicago, IL 60606
312.353.1552

From: paul.braun@epa.ohio.gov [<mailto:paul.braun@epa.ohio.gov>]
Sent: Friday, December 6, 2019 9:11 AM
To: Maietta, Anthony <maietta.anthony@epa.gov>; Dave.Moore1@dot.ohio.gov; Dan K. Slicker <dkslicker@starkcountyohio.gov>; ANTHONY.HILL@dot.ohio.gov; Burkett, Frank (FHWA) <Frank.Burkett@dot.gov>; McKenzie, Stewart (FTA) <Stewart.Mckenzie@dot.gov>; Kane, Mark (FTA) <Mark.Kane@dot.gov>
Cc: andrew.shepler@dot.ohio.gov <andrew.shepler@dot.ohio.gov>; Jeff G. Dotson <JGDotson@starkcountyohio.gov>; ANTHONY.HILL@dot.ohio.gov; Nathaniel.Brugler@dot.ohio.gov
Subject: RE: Air Quality Conformity Interagency Consultation - SCATS 2021 - 2024 TIP

Dave,

Ohio EPA also agrees these projects are exempt.

Paul

Paul J. Braun, P.E.
Air Quality Evaluation and Planning (AQE&P)
Ohio EPA Division of Air Pollution Control
614-644-3734

From: Maietta, Anthony <maietta.anthony@epa.gov>
Sent: Friday, December 6, 2019 10:05 AM
To: Moore, David <Dave.Moore1@dot.ohio.gov>; Dan K. Slicker <dkslicker@starkcountyohio.gov>; Hill, Anthony <ANTHONY.HILL@dot.ohio.gov>; Burkett, Frank <frank.burkett@dot.gov>; Braun, Paul <paul.braun@epa.ohio.gov>; McKenzie, Stewart (FTA) <Stewart.Mckenzie@dot.gov>; Kane, Mark (FTA) <Mark.Kane@dot.gov>
Cc: Shepler, Andrew <Andrew.Shepler@dot.ohio.gov>; Jeff G. Dotson <JGDotson@starkcountyohio.gov>; Hill, Anthony <ANTHONY.HILL@dot.ohio.gov>; Brugler, Nathaniel <Nathaniel.Brugler@dot.ohio.gov>
Subject: RE: Air Quality Conformity Interagency Consultation - SCATS 2021 - 2024 TIP

Dave,

EPA agrees that these projects are exempt.

-Tony

Anthony Maietta
EPA Region 5
(312) 353-8777
maietta.anthony@epa.gov

From: Burkett, Frank (FHWA) [mailto:Frank.Burkett@dot.gov]
Sent: Friday, December 06, 2019 6:26 AM
To: Dave.Moore1@dot.ohio.gov; Dan K. Slicker <dkslicker@starkcountyohio.gov>; ANTHONY.HILL@dot.ohio.gov; paul.braun@epa.ohio.gov; Anthony Maietta (Maietta.Anthony@epamail.epa.gov) <Maietta.Anthony@epamail.epa.gov>; McKenzie, Stewart (FTA) <Stewart.Mckenzie@dot.gov>; Kane, Mark (FTA) <Mark.Kane@dot.gov>
Cc: andrew.shepler dot.ohio.gov <andrew.shepler@dot.ohio.gov>; Jeff G. Dotson <JGDotson@starkcountyohio.gov>; ANTHONY.HILL@dot.ohio.gov; Nathaniel.Brugler@dot.ohio.gov
Subject: RE: Air Quality Conformity Interagency Consultation - SCATS 2021 - 2024 TIP

Dave,

The Ohio Division agrees.

Frank

Frank Burkett, Senior Planning Specialist
Federal Highway Administration - Ohio Division
200 N. High St. - Rm 328
Columbus, OH 43215
614-280-6838

From: Dave.Moore1@dot.ohio.gov <Dave.Moore1@dot.ohio.gov>
Sent: Friday, December 06, 2019 5:11 AM
To: Dan K. Slicker <dkslicker@starkcountyohio.gov>; ANTHONY.HILL@dot.ohio.gov; frank.burkett@dot.gov; paul.braun@epa.ohio.gov; Maietta, Anthony <maietta.anthony@epa.gov>; McKenzie, Stewart (FTA) <Stewart.Mckenzie@dot.gov>; Kane, Mark (FTA) <Mark.Kane@dot.gov>
Cc: Andrew.Shepler@dot.ohio.gov; Jeff G. Dotson <JGDotson@starkcountyohio.gov>; ANTHONY.HILL@dot.ohio.gov; Nathaniel.Brugler@dot.ohio.gov
Subject: RE: Air Quality Conformity Interagency Consultation - SCATS 2021 - 2024 TIP

Interagency consultation partners, do you agree these are exempt projects?

Thanks
DM

From: Moore, David
Sent: Wednesday, December 4, 2019 12:22 PM
To: Dan K. Slicker <dkslicker@starkcountyohio.gov>; Hill, Anthony <ANTHONY.HILL@dot.ohio.gov>; 'Burkett, Frank (frank.burkett@dot.gov)' <Frank.Burkett@dot.gov>; Braun, Paul <paul.braun@epa.ohio.gov>; Anthony Maietta (Maietta.Anthony@epamail.epa.gov) <Maietta.Anthony@epamail.epa.gov>; McKenzie, Stewart (FTA) <Stewart.Mckenzie@dot.gov>; Kane, Mark (FTA) <Mark.Kane@dot.gov>
Cc: Shepler, Andrew <Andrew.Shepler@dot.ohio.gov>; Jeff G. Dotson <JGDotson@starkcountyohio.gov>; Hill, Anthony <ANTHONY.HILL@dot.ohio.gov>; Brugler, Nathaniel <Nathaniel.Brugler@dot.ohio.gov>
Subject: RE: Air Quality Conformity Interagency Consultation - SCATS 2021 - 2024 TIP

All,

Ohio is in the initial stage of effecting interagency consultation for the SFY 2021 – 2024 Ohio S/TIP. We are currently surveying the MPOs to determine whether their TIP conformity determinations will be based on new emissions analyses or reliance on previous emissions analyses.

The Canton MPO (SCATS) has identified the projects listed below “[that haven’t been part of any previously analyzed network](#)”. We ask that the Interagency Consultation partners review these project descriptions to determine whether they are conformity exempt or nonexempt. ODOT’s and SCATS’ perspective is that turn lanes, roundabouts, signals, and medians are exempt projects. Please respond with your agency perspective.

If we collectively determine these are exempt projects, SCATS SFY 2021 – 2024 TIP conformity determination will be based on previous emissions analyses.

Please also note that in the near future, ODOT will be initiating a more through Ohio S/TIP Air Quality Conformity Interagency Consultation effort, addressing all required MPOs conformity processes.

Thanks
DM

From: Dan K. Slicker <dkslicker@starkcountyohio.gov>
Sent: Wednesday, December 4, 2019 9:32 AM
To: Moore, David <Dave.Moore1@dot.ohio.gov>; Hill, Anthony <ANTHONY.HILL@dot.ohio.gov>
Cc: Shepler, Andrew <Andrew.Shepler@dot.ohio.gov>; Jeff G. Dotson <JGDotson@starkcountyohio.gov>
Subject: RE: SCATS Conformity Determination

Dave,

Here are the projects that will affect our air-quality analysis in the upcoming TIP that haven’t been part of any previously analyzed network:

- Addition of a right-turn lane on Brunnerdale NB at SR 687 in FY 21
- Pittsburg-Mt. Pleasant roundabout in FY 23
- Strausser-Lake O’Springs roundabout in FY 24
- Elimination of NB to WB turns, plus addition of dual left-turn lanes at Everhard & Dressler in FY 25
- Addition of right-turn lanes at Dressler & Belden Village in FY 25
- Construction of raised median on Dressler between Belden Village and Everhard in FY 25
- New traffic signal at Dressler & Holiday Inn driveway in FY 25
- Tuscarawas-Broad roundabout in FY 25
- Tuscarawas-Arlington roundabout in FY 25
- Addition of dual left-turn lanes at State-Sawburg-Beechwood in FY 25

So, should we pursue the air quality conformity exemption option? All but three projects are outside of the official years of the TIP. The Brunnerdale project has already had a CMAQ Justification Analysis approved.

Dan

Dan Slicker, P.E.
Senior Transportation
Engineer
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From: Dave.Moore1@dot.ohio.gov [<mailto:Dave.Moore1@dot.ohio.gov>]
Sent: Thursday, October 31, 2019 9:42 AM
To: Dan K. Slicker <dkslicker@starkcountyohio.gov>; ANTHONY.HILL@dot.ohio.gov
Cc: Andrew.Shepler@dot.ohio.gov; Jeff G. Dotson <JGDotson@starkcountyohio.gov>
Subject: RE: SCATS Conformity Determination

Dan,

SCATS can submit this project for air quality interagency consultation review. Provide a thorough scope description and ask the interagency consultation (IAC) partners perspective on whether the project is air quality conformity exempt pursuant to 40 CFR 93.126. SCATS should provide the reviewers with its conformity recommendation on the project.

Assuming IAC determines the project is exempt, SCATS can advance the TIP via “reliance on previous emissions analyses”.

Thanks
DM

From: Dan K. Slicker <dkslicker@starkcountyohio.gov>
Sent: Thursday, October 31, 2019 9:05 AM
To: Moore, David <Dave.Moore1@dot.ohio.gov>; Hill, Anthony <ANTHONY.HILL@dot.ohio.gov>
Cc: Shepler, Andrew <Andrew.Shepler@dot.ohio.gov>; Jeff G. Dotson <JGDotson@starkcountyohio.gov>
Subject: RE: SCATS Conformity Determination

Dave and Anthony,

I spoke too soon. Our CMAQ project that will probably be approved by the OARC executive directors will eliminate some left turns and add some turn lanes at an intersection, which will require changes to the network beyond 2025.

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From: Dave.Moore1@dot.ohio.gov [<mailto:Dave.Moore1@dot.ohio.gov>]
Sent: Monday, October 28, 2019 2:26 PM
To: Dan K. Slicker <dkslicker@starkcountyohio.gov>; ANTHONY.HILL@dot.ohio.gov
Cc: Andrew.Shepler@dot.ohio.gov; Jeff G. Dotson <JGDotson@starkcountyohio.gov>
Subject: RE: SCATS Conformity Determination

Dan,

SCATS' 2021-2024 TIP air quality narrative will need to include a summary of the previous emissions analysis – date, pollutants, emissions outcome, SIB budgets, budget test results, project networks, confirmation the 2021- 2024 TIP networks are exactly the same as the previous effort, etc.

Thanks
DM

From: Dan K. Slicker <dkslicker@starkcountyohio.gov>
Sent: Monday, October 28, 2019 2:16 PM
To: Moore, David <Dave.Moore1@dot.ohio.gov>; Hill, Anthony <ANTHONY.HILL@dot.ohio.gov>
Cc: Shepler, Andrew <Andrew.Shepler@dot.ohio.gov>; Jeff G. Dotson <JGDotson@starkcountyohio.gov>
Subject: RE: SCATS Conformity Determination

Dave and Anthony,

I think we can rely on a previous analysis. We are not anticipating any big new projects in the TIP update.

201 3rd. St. NE, STE. 201, Canton OH 44702-1211

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From: Dave.Moore1@dot.ohio.gov [<mailto:Dave.Moore1@dot.ohio.gov>]
Sent: Monday, October 28, 2019 12:44 PM
To: ANTHONY.HILL@dot.ohio.gov; Dan K. Slicker <dkslicker@starkcountyohio.gov>
Cc: Andrew.Shepler@dot.ohio.gov; Jeff G. Dotson <JGDotson@starkcountyohio.gov>
Subject: RE: SCATS Conformity Determination

Dan,

The question at hand is how does SCATS intend to advance transportation conformity for the 2021 – 2024 TIP. TIP development will begin December 2019 with approval scheduled for July 1, 2020 (SFY

2021). The two options are a new regional emissions analysis or reliance on a previous emissions analysis.

Then a year later – 7/1/21 – SCATS’ quadrennial Transportation Plan Update and conformity determination will need completed.

Thanks
DM

From: Hill, Anthony

Sent: Monday, October 28, 2019 12:19 PM

To: dkslicker@starkcountyohio.gov

Cc: Moore, David <Dave.Moore1@dot.ohio.gov>; Shepler, Andrew <Andrew.Shepler@dot.ohio.gov>

Subject: SCATS Conformity Determination

Hello Dan,

I noticed that SCATS has a MTP update on 07/01/21 and needing a new conformity determination. Will SCATS be relying on previous emissions levels or anticipating needing a new regional analysis?

Anthony Hill

Transportation Planner

ODOT Office of Statewide Planning & Research

1980 W. Broad Street, Columbus, Ohio 43223

(p) 614.752.2965

transportation.ohio.gov



APPENDIX C

to the FY 2021 - 2024 Transportation Improvement Plan for Stark County Ohio

PUBLIC INVOLVEMENT and COMMENT

At the November SCATS Policy Committee meeting a draft list of projects for the FY 2021-2024 TIP was presented and approved. The first draft of the TIP was submitted for review and comment in February.

The Final Draft of the TIP was made available March 23rd and approved April 27, 2020 by the SCATS Policy Committee. This draft was used for a two-week public comment period from March 30, 2020, until April 10, 2020. The complete FY 2021-2024 TIP was also posted on the SCATS website at <http://www.starkcountyohio.gov/transportation>.

This is a record of public comment efforts for the development of the FY 2021-2024 TIP incorporating alterations to the efforts as the result of limitations on the congregation of persons made by the Ohio Department of Public Health as a result of the Covid-19 Pandemic. Please see the following pages for additional information (advertisement copy, online comments and responses, etc.):

- SCATS announced a draft TIP and placed draft TIP documents on the SCRPC website on January 20, 2020, updated on February 6th, and the final draft on March 26th;
- As per ODOT guidance on shared public involvement efforts, SCATS initially scheduled a public meeting for the McKinley Room at the Stark County District Library Main Branch (715 Market Avenue N, Canton- on SARTA Route 108) for Wednesday, April 1, 2020 from 5:00 to 7:00 p.m. This meeting was advertised in the Alliance Review, Canton Repository, and Massillon Independent in the second week of March, as well as being posted on the SCRPC website;
- Prior to the Ohio Department of Health orders regarding social distancing, we received notice from the Stark County District Library on March 12 that all meeting room reservations were canceled:
 - As concerns around COVID-19 (Coronavirus) grow, we want to assure you that the health and safety of our patrons and staff is of utmost importance to us. While the library remains open, we are canceling all events, meeting room bookings, and programs from March 13, 2020, through April 13, 2020. In addition, we will be closed on Sundays. You are receiving this email because you have booked a meeting room during this time. Please note that these bookings are *all canceled*.
- SCATS, on receiving the cancelation notice from the library, began reviewing alternate dates and locations for a public meeting and initiated the development of additional visualization aids for presenting information on the TIP. On March 14 the Ohio

Department of Health issued an Order to Limit and/or Prohibit Mass Gatherings in the State of Ohio;

- SCATS posted additional visualization documents on the website including a pdf summary of the TIP (on 3/26) and an interactive GIS map (on 3/25);
- SCATS placed an advertisement in the Alliance Review, Canton Repository, and Massillon Independent in the third and fourth weeks of March describing the TIP, highlighting several noteworthy projects, listing where to review it on-line, and requesting comments by April 10th;
- SCATS placed posts on the SCRPC Facebook page describing the TIP, highlighting projects, providing links for additional information, and requesting comments on March 26, 27, 31 and April 2 and 7th.

Revised Ad text due to Ohio Department of Health orders as placed in the Alliance Review, Canton Repository, and Massillon Independent:

The Stark County Regional Planning Commission
in cooperation with
**The Stark Area Regional Transit Authority and
The Ohio Department of Transportation**

are encouraging the public to review and comment on the

**STARK COUNTY FY 2021-2024
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**
and the
**OHIO ODOT FY 2021-2024
STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)**

These documents can be found online at

**<http://www.starkcountyohio.gov/transportation>
and
transportation.ohio.gov/stip**

This consultation is being held in conjunction with the public comment period of March 30th-April 10th for all TIPs throughout Ohio.

The Transportation Improvement Program is the schedule of highway, transit, and other transportation projects that will be implemented over the next four years. Projects must be included in the TIP to be eligible for federal funding.

This ad, in part, is to meet requirements for public notice and participation under FTA requirements listed in 49 U.S.C. 5303 (i)(5).

Written Comments will be taken until April 10th.

For further information, please contact SCRPC at 330-451-7389

Stark County 2021-2024 TIP Comments Submitted via email, phone, regular mail, or other means:

None.

Stark County 2021-2024 TIP Comments recorded from the SCRPC Facebook Page

Stark County Regional Planning Commission (SCRPC)

March 31 at 11:02 AM ·

"Future Project Description of the Day"

Looking east just off the intersection of Market Ave. and Colonial Blvd. This project will include the reconstruction of Colonial Blvd. to accommodate a new bike trail, lighting facilities, and upgraded ADA wheelchair accessible ramps.



[7 Comments](#)[5 Shares](#)

Karl Lucas This will be part of U.S. Bicycle Route 44. Here is a link to ODOT's description and maps of the routes in Ohio. <http://www.dot.state.oh.us/.../OH%20US%20Bike%20Route...>

Joe Thompson Has there been any residential or neighborhood discussions, input or community meetings about this project? Does ODOT even ask the residents what they want? The state and city needs to repave these dangerous

Timothy Maser Been here 65 years and I can tell you firmly that I don't want a bike path I like to boulevards just they way they are. Please tell me what idiot decided to put a bike path through" my Boulevards"???????? What we really need is all of colonial Boulevard to be paved I'm tired of getting flat tires!!!!!!!!!!!!!!!!!!!!

Denise Reed Timothy Maser so true

Wanda Forrester Bicycle route tgis isn't New York fixed tge dam streets paved Mahoning Rd tge man holes are sticking way up this town rediclous

Alexa Goffus Jim Baker

Jim Baker 2022. I'll put in a request for an Ellie access.

Karl Lucas The Colonial Blvd Project (PID # 111059) is sponsored by the City of Canton. The project description is described as follows: "Reconstruct Colonial Blvd NE from Market Ave N to Gibbs Ave NE to accommodate a new bike trail and upgrade ADA and lighting facilities." Our understanding of the project is that it will enhance and expand the "boulevard" character of the street as well as update it to meet ADA requirements. For more details please contact the City of Canton Engineering Department

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and the
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STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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Written Comments will be taken until April 10th.

For further information, please contact SCRPC at 330-451-7389

RESOLUTION OF THE POLICY COMMITTEE OF THE STARK COUNTY AREA TRANSPORTATION STUDY

ADOPTION OF THE TRANSPORTATION IMPROVEMENT PROGRAM FY 2021-2024

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 2021 through 2024; and

WHEREAS, SCATS completed a public involvement process consistent with SCATS Public Participation Plan during the designated period between March 30th and April 10th, 2020; 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

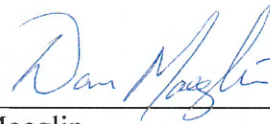
WHEREAS, Section 176(c)(3) of the Clean Air Act Amendments of 1990 requires that the MPO make a determination that the Transportation Improvement Program and the Regional Transportation Plan and Transportation Improvement Program are in conformity with respect to Ohio's State Implementation Plan for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

WHEREAS, a quantitative air quality analysis demonstrating transportation conformity of the "Year 2040 Transportation Plan for Stark County, Ohio" has been completed in accordance with the requirements specified by the Moving Ahead for Progress in the 21st Century Act (MAP-21), Fixing America's Surface Transportation Act (FAST Act) and the Clean Air Act Amendments of 1990 specifically addressing the 2006 daily standard for PM_{2.5} and the 1997 8-hour standard for ozone, and

WHEREAS, the projects programmed in the SCATS Fiscal Years 2021 - 2024 Transportation Improvement Program are consistent with the "Year 2040 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 2021 – 2024 and recommends that its members incorporate the improvements into their planning for transportation improvements in their governmental units.
2. That this Committee affirms that the public had adequate opportunity to comment on the Transportation Improvement Program for Fiscal Years 2021 – 2024.
3. That this Committee affirms the consistency between the Year 2040 Transportation Plan for Stark County, Ohio, the Transportation Improvement Program FY 2021 - 2024 and affirms their conformity with the State Implementation Plan for air quality.
4. That this Committee approves the Transportation Improvement Program for fiscal years 2021 through 2024.
5. That this Committee authorizes the staff to provide copies of this Resolution to the appropriate parties as evidence of action by the MPO.



Dan Moeglin
Chair, SCATS Policy Committee

4/27/2020

Date