



Transportation Improvement Program

FY2018-FY2021

Transportation Improvement Program

FY2018-FY2021

Richland County Regional Planning Commission
35 North Park Street
Mansfield, OH 44902

www.rcrpc.org

Prepared in cooperation with the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, the Ohio Department of Transportation, and local communities

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**Richland County Regional Planning Commission
Transportation Improvement Program (TIP)
FY2018 – FY2021**

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RCPRC Transportation Improvement Program FY2018 – FY2021

INTRODUCTION

What is the Transportation Improvement Program (TIP)?

The Transportation Improvement Program or TIP is the Metropolitan Planning Organization's (MPO) 4 year transportation planning document. This document presents a fiscally balanced, multimodal transportation program for the region that includes projects which have received federal funding and state and locally funded projects of regional significance that have been identified through the transportation planning process. **It is also a document required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for approving the use of federal funds for transportation projects in Richland County.**

Richland County Regional Planning Commission (RCRPC) and the Metropolitan Planning Organization (MPO)

The MPO for the Mansfield Urbanized Area is the Coordinating Committee of the Continuing Comprehensive Land Use and Transportation Study. The MPO is organized through the RCRPC, which operates under the provisions of Section 713.21 & 713.23 of the Ohio Revised Code.

In 1959, a group of Richland County community leaders saw the need for planning. They envisioned that the issues a regional planning agency could address would range from infrastructure to zoning. They wanted to deal with issues affecting the development of the region as a whole, or more than one political subdivision within the region, which do not begin and terminate within the boundaries of any single municipality.

The City of Mansfield and Richland County Commissioner's jointly created the RCRPC in 1959 to undertake this planning. The organization carries on today, still true to its original purpose -- most notably the ongoing focus on issues that *affect the development of the Region as a whole.*

In 1966 it was decided that the most appropriate existing agency in Richland County to perform the Comprehensive Land Use and Transportation Study was the Regional Planning Commission. However, due to the fact that there were conflicts in the rules and regulations governing membership on the RCRPC and membership on the Policy Body of the Comprehensive Land Use and Transportation Study, it was necessary that a separate autonomous body, the "Coordinating Committee", be formed to oversee this new transportation responsibility.

Regional Vision

Richland County will have a transportation system that meets the needs of the 21st Century. A truly multimodal system will operate to move people and goods safely and efficiently throughout Richland County.

The development of Richland County will be supported by a framework of transportation options, with the goal of protecting physical, social and economic environments.

Mobility and access will be optimized by a balanced system of roadway networks, transit, rail freight, pedestrian, and bicycle modes.

There are five core functions of the RCRPC MPO:

- 1) **Establish a setting**: Establish and provide a fair and impartial setting for effective regional transportation related decision making in Richland County.
- 2) **Evaluate alternatives**: Evaluate transportation alternatives, scaled to the size and complexity of the region, to the nature of its transportation issues, and to the realistically available options, including funding resources.
- 3) **Maintain a Long-Range Transportation Plan (LRTP)**: Develop and update a long-range transportation plan for the area which spans a planning horizon of at least twenty (20) years. This plan should foster mobility and access for people and goods, efficient system performance and preservation, and improved quality of life.
- 4) **Develop a Transportation Improvement Program (TIP)**: Develop a four (4) year project implementation program that is based on the long-range transportation plan, and designed to serve the area's goals, using spending, regulating, operating, management, and financial tools.
- 5) **Involve the Public**: Ensure that the general public, and all of the significantly affected sub-groups, have the opportunity to be actively involved in the core functions that are listed above

The Richland County Regional Planning Commission employs a staff of professionals to undertake a variety of programs and projects.

Activities to address all functions of the MPO will take into account the direction set forth in the RCRPC Public Involvement Plan.

Overview RCRPC Public Involvement Plan

The goals of the RCRPC regarding public involvement in the planning process are as follows:

- Provide general public with thorough information on transportation planning activities and project development, in a convenient and timely manner.
- Assure that plans and activities have the support of those affected and those who must implement them.
- Achieve a level and mix public involvement appropriate to the scope and nature of planning activities or projects.
- Meet the letter and spirit of the current federal transportation legislation public participation requirements

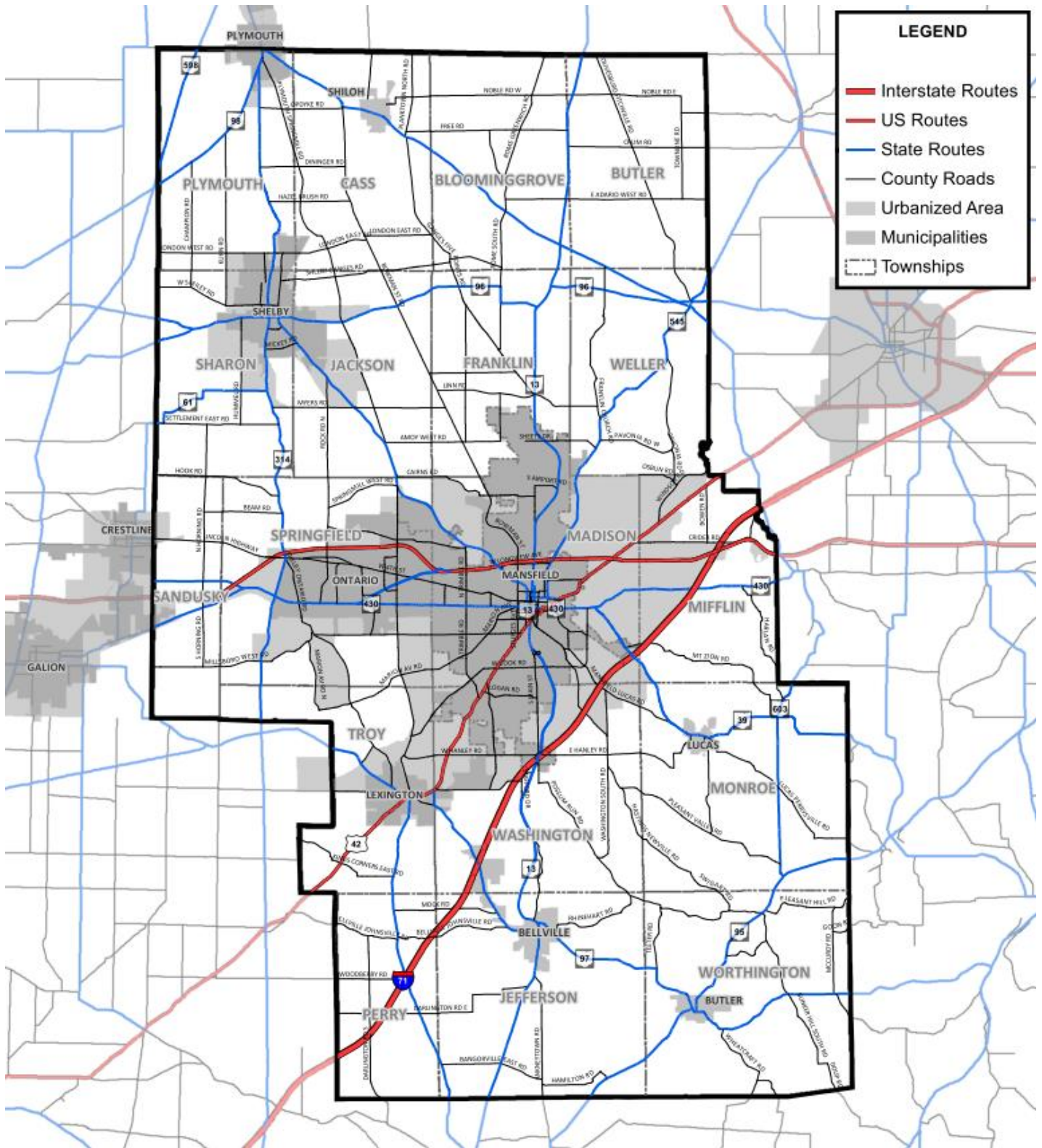
The public involvement process establishes goals, objectives and policies to be carried out at the three distinct but interacting levels of activity. These can be described as *identify*, *inform*, and *involve*.

This Public Involvement Plan outlines ways to.....

Identify and contact the community affected by the plan or activity;
Inform them of the need for the plan or activity through brochures, draft plans and summaries;
Involve them in decision making process.

For the entire RCRPC Public Involvement Plan see appendix A

RICHLAND COUNTY



Transportation Improvement Program (TIP)

As part of the Urban Transportation Planning Process, under the Federal Planning regulations (Title 23 U.S.C and Title 49 U.S.C.), the Metropolitan Planning Organization (MPO) is required to develop, and keep current, a Transportation Improvement Program (TIP) in cooperation with implementing agencies including but not limited to State and local officials and the regional transit operator.

The first TIP was prepared in Richland County as part of the Transportation Planning Process in 1973, as part of the 1990 Long Range Transportation Plan. Federal requirements necessitate that a TIP be updated every four years, and to identify upcoming four years of federally funded projects. Ohio MPO TIPs are updated on the same schedule as the ODOT STIP, which is done every two years. This report describes the methodology used, financial resources expected to be available based on historical allocations, and the summary of expected program spending.

The TIP is a prioritized program of projects within the MPO area to be implemented in appropriate stages over several years which receive federal funding. The projects must be consistent with the MPO's Long Range Transportation Plan. (DIRECTION Looking Forward 2040) A project is required to be on the TIP to utilize federal transit and highway funds in an MPO area.

In Ohio the MPO TIPs are incorporated into the Statewide Transportation Improvement Program (STIP) by reference. Not required, the TIP may include other projects in Richland County, that are significant to the transportation system, for which funding has not yet been identified.

Typically, completion of a highway project involves three major phases; Preliminary Engineering (PE), Right-of-Way (RW), and Construction (CO). Transits projects include the funding of Planning, Capital, and Operating. Transportation Alternative Program (TAP) may include projects primarily developed to establish and improve the infrastructure for non-motorized transportation.

The TIP lists all project activities and estimated cost during the program years. The cost shown must be reasonable and should not exceed the estimated federal and state funding sources that are available. As part of the planning process, priorities are established in order to have a final approved TIP that is financially constrained.

TIP Revisions

Revisions to the TIP are completed by amendments or modifications per the *Procedures for the Ohio Statewide Transportation Program (STIP) Amendments and Administrative Modifications*. RCRPC adopted these procedures with Resolution RCRPC 14-07 dated 03-26-2014.

This STIP/TIP revision process can be seen in appendix B.

Modifications are minor revisions to the TIP that do not impact fiscal constraint, public review/comment or require federal authorization.

Amendments are major revisions to the TIP that require federal approval, public review/comment, re-demonstrated fiscal constraint.

STIP/TIP revisions (modifications/amendments) are only needed for federal or state funded projects that require federal approval or authorization action prior to the next scheduled biennial update. A TIP revision must meet three major criteria.

- Fiscal constraint must be maintained
- Transportation conformity requirements must be met for air quality non-attainment and maintenance area (**Richland County is currently exempt from air quality requirements**)
- Must have an appropriate level of Public Involvement as per the current RCRPC Public Involvement Plan

TIP Development

The approach to the development of this Transportation Improvement Program consists of a variety of processes:

The Technical Advisory Committee (TAC) established a sub-committee to work with staff to develop and compile the proposed TIP for the next four (4) fiscal years. This subcommittee consists of persons who are familiar with the specific transportation projects, the funding capabilities of the implementing agencies, and the RCRPC Long Range Transportation Plan.

Although the majority of the project listed are funded by ODOT and allocated through ODOT's project selection process for that specific type of funding, the phase estimates for year of expenditure, schedules and consistency with the Long Range Plan are reviewed by RCRPC and approved for the TIP.

When a project is requested to be added, The TAC subcommittee evaluates the project to determine its benefit to the Transportation System, effect on Federal and State targets and priorities, consistency with the Long Range Transportation Plan and financial impact of the project. The TAC determines what funds can be used and in what Fiscal Year the project should be scheduled. The lack of multiple funding requests in any given fiscal year has enabled RCRPC to historically have open discussion about project prioritizations with very minimal actual project scoring criteria, if any. Formal policy development as to specific project selection criteria is currently underway for both MPO directed STP and TAP funds.

Once the final draft of the projects has been developed by the TAC staff provides the 1st draft of the proposed program to ODOT for review and comment. This is done to ensure that the narrative portion addresses the federal Metropolitan Planning regulations, and that there is consistency between the local TIP and the STIP project schedules and costs. The comments received from ODOT are then incorporated into a 2nd draft, which is made available to the Coordinating Committee (Policy Board) and for use in the Ohio STIP public involvement process and RCRPC initiates the local public involvement process.

Public Involvement of the TIP

The Richland County Regional Planning Commission Public Involvement Plan sets forth federal requirements, states local goals and objectives and describes public participation procedures to be followed in the development of this Transportation Improvement Program (TIP) as well as other documents and policies under the control of RCRPC.

An initial draft of the TIP document was prepared by RCRPC and submitted to ODOT February 2017. The document was also distributed to the Technical Advisory Committee (TAC) and to the entire Planning Commission for review and comment. These groups include public officials, transportation and economic development professionals, and representatives of all types of business in the region.

The 2nd draft of the TIP was then prepared incorporating comments from RCRPC, ODOT Central Office and the comments of the TAC. Notices were published in the local newspaper and sent to local media of the 2 week Draft TIP comment period as well as a public notice announcing an OPEN HOUSE to be held **April 5, 2017** at the offices of the Richland County Regional Planning Commission.

The Richland County Regional Planning Commission (RCRPC) Coordinating Committee, the designated Metropolitan Planning Organization (MPO) for Richland County has completed a draft of the Transportation Improvement Program (TIP). This draft will be available for review and comment at the RCRPC Offices at 35 North Park Street, Mansfield OH 44902 from April 5, 2017 thru April 19, 2017. The TIP contains a listing of planned multi modal transportation improvement projects that are funded in part with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), State, and Local funds during the next 4 State Fiscal Years. This process satisfies the RCRPC Public Involvement Plan and the Richland County Transit Board's Public participation requirements of FTA funded projects. In addition, an "Open House" will be held April 5 2017 from 9:00 am to 5:00 pm at RCRPC Offices where staff will be available to receive comments and answer questions. The draft will also be available for viewing at www.rcrpc.org Questions may be directed to Todd Blankenship at 419.774.5968 or tblankenship@rcrpc.org.

The RCRPC TIP was also presented for comment at the Statewide Transportation Improvement Program (STIP) Public Open House at the ODOT District 3 Offices in Ashland, Ohio April 4, 2017.

No comments were received from these public meetings or website. Copies of the press release and sign in sheets from these 2 public Open Houses are included in **Appendix C**.

Performance Measures

Federal transportation legislation establishes the requirements of incorporating performance management into transportation planning and programming. RCRPC is working closely with ODOT as they interpret the FHWA performance management final rules and subsequently set state targets. RCRPC plans to adopt the ODOT performance targets until such time that we determine a more appropriate way of establishing, monitoring and achieving these targets will better serve the region.

Federal-Aid Highway Program Performance Target Categories

Safety

Infrastructure Condition

Congestion Reduction

System Reliability

Freight Movement & Economic Vitality

Environmental Sustainability

Reduced Project Delivery Days

Financial Resources / Fiscal Analysis

One of the requirements of this program is that it must be financially constrained; meaning that it is reasonable to believe that funding is available to fund the projects that are programmed. The Transportation Improvement Program should conform to the financial resources set forth in the Fiscal Analysis section.

The Richland County Regional Planning Commission continually tracks available financial resources and history of spending. There are many sources of funds, some of which are spent at the discretion of the local areas, and others that are spent at the discretion of state agencies. There are specific sources of funds, Surface Transportation Program (STP) and Transportation Alternative Program (TAP) that are allocated and spent at the discretion of the MPO.

The Financial Constraint Assessment, located at the end of this document, summarizes the status of the STP and TAP Funds that are reasonably expected to be allocated and available to Richland County for federal fiscal years 2018 through 2021. Projects are listed in the fiscal year that we believe they will be developed and ready for implementation.

Funding for any future year is difficult if not impossible to predict. However, using historical revenues developed in cooperation with ODOT Central Office, it is anticipated that the MPO has been able to reasonably identify the obligation authority for projects being developed for FY 2018 through 2021.

Air Quality

The Richland County Study Area is considered to be an attainment area under the present Clean Air Act and meets the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter. As such we are not subject to transportation conformity requirements. However, we feel that our planning program and improvement program lends itself to minimizing increases in emissions and maintaining the attainment status. Furthermore, the program lends itself to being expanded and redirected towards efforts related to mitigation should Richland County's status change.

Federal Transit Administration Funded Projects

Process Description:

The planning of public transportation services in Richland County is the responsibility of the Richland County Regional Planning Commission. Implementation of these services is the responsibility of the Richland County Transit Board (RCTB). The Long Range Transportation Plan identifies what public transportation service would best serve the community, within the financial constraints of anticipated funding. The development of this plan is reviewed by the Technical Advisory Committee, whose membership includes both local public and private stakeholders.

Public transportation service, as identified in the Long Range Transportation Plan, will be provided by whatever method requires the least public subsidy. Any interested private provider will be given the opportunity to submit a proposal to provide this service. The subsidy required for the alternative of public operation will be compared with that required for private company proposals.

Analysis of Existing Public Services:

The existing public transportation service is provided through a contract with a private company. The fixed route and para-transit bus service is managed through a contract with First Transit, with the operations being accomplished through the First Transit sub-corporation, Transit Management of Richland. All equipment and facilities are owned by the Transit Board, and all expenses incurred from the operation and maintenance of the system are reimbursed to the operator. The private operator has no assets invested in the transit operation

The subsidized taxi service in Shelby is provided through an agreement with the City of Shelby. The City of Shelby owns and maintains the equipment and contracts with a private employment service to provide the driver for this service. All expenses of the service are born by the City of Shelby, and the appropriate reimbursement is received from the Federal Transit Administration.

Because of the designation as a small urban system, funding from the Federal Transit Administration (FTA) is able to be used as operating support, in addition to the more customary use for capital, planning and support of the service that is provided as required by the Americans with Disabilities Act. The RCTB plans to use FTA funding for all of these activities in each of the four years included here.

The majority of capital expenses over the time period spanned by this document are for preventive maintenance for both the vehicles, and the buildings and grounds that are owned by the Transit Board. Other capital improvement projects will be incorporated by amendment as they are identified.

Local matching funds for all activities are received from a wide variety of sources including Community Development Block Grant, service contracts with human service agencies, funding from a local technical college, and funds generated from the sale of on vehicle advertising and rent at the transit center.

There is no expectation of private sector capital investment activities.

RCTB Private Enterprise Dispute Process:

In the event that any party should file a protest with the RCTB regarding the procurement of any services, goods, or equipment, the following action will be taken. The fiscal officer will conduct an analysis of the procurement procedures utilized, and the issues raised in the protest. These will be compared to the procurement policy. The fiscal officer will present the protest, the procurement analysis, and a recommendation at the next RCTB meeting. The RCTB will review this information and decide whether to deny or accept the protest. This decision will be made and the person, or persons, filing the protest shall be notified in writing within 30 days from the receipt of the protest. If the protest is accepted by the RCTB, the procurement in question will be revised; if the protest is denied, no change will be made in the procurement. The Richland County Regional Planning Commission verifies that this private sector participation process has been followed.

Mobility Management Project:

The RCRPC receives FTA funds that are administered through ODOT for the purpose of assisting individuals and human service agencies in identifying and accessing transportation options. This includes ongoing observation and assessment of available personal transportation options, and evaluation of unmet needs.

Local Financial Resources

Even though local governments receive State gas tax and vehicle registration funds, those funds are usually used to meet local street maintenance and operational needs. Matching funds for federally funded projects for major maintenance or capital projects are usually taken from the local general fund on a case by case basis. What is spent in one year, very seldom is an indication of what can be expected the following year. The local representatives involved in the development of the TIP are as familiar as anyone with the financial situation of their governmental subdivision, we use the following logic in regards to these financial resources:

Every effort will be made to match available Federal funding and State funds.

No local agency, or their representative, will commit themselves to a project that they do not feel there is a realistic chance of funding at the local level.

Beginning in FY 1989, the State instituted a local infrastructure bond program (State Issue 2, currently State Issue 1), a major emphasis of this program is local decision making. Maintenance and reconstruction of roads, streets, and bridges are objectives of this program, and these funds can and have been used to match Federal and State highway funds.

Receiving local funds to support Transit is always challenging, RCRPC continues to work to financially stabilize the local transit system.

Maintenance and Operations

Historically the Richland County MPO has recognized and adopted the philosophy that priority should be given to “System Preservation” over construction of new facilities in the use of available Federal and State resources. This philosophy is reaffirmed by Performance Measures and/or Goals in Access Ohio 2040 and FAST-Act.

Within the RCRPC Region, The City of Mansfield and the City of Shelby have passed tax legislation specifically focused on the preservation of roadway surfaces.

Program Accomplishments

For the most part the scheduled program over the last 2 years, FY2016 and FY2017 of the previous TIP, has been maintained. 28 regional projects have been sold totaling over \$ 42.5 million and 6 projects totaling \$4.5 million of projects will sell before July 1, 2017 . These projects have primarily been roadway and bridge preservation projects but have included a culvert project, Garage Rehab project and the construction of a Noise Wall. The TIP has been amended and modified as needed to maintain an accurate program.

Previous TIP Construction Contracts

PID	Project Name	Primary Work Category	Construction Contract	Sale Date
93096	RIC US 0030 09.13 FY16 RM	Reactive Maintenance	\$ 369,665	06/18/15
79792	RIC IR 0071 00.00 PM	Preventive Maintenance	\$ 4,037,289	06/18/15
86698	D03 SMOOTH FY2016	Preventive Maintenance	\$ 3,852,581	06/18/15
93118	RIC SR 0039 24.93	Minor Rehabilitation – Pavement	\$ 3,049,608	07/02/15
86839	RIC SR 0039 01.85	Minor Rehabilitation – Pavement	\$ 1,747,693	07/16/15
96451	RIC - County Garage Rehab	Facility Renovation	\$ 240,630	09/17/15
93122	RIC SR 0314 00.00	Minor Rehabilitation – Pavement	\$ 1,540,267	09/24/15
79766	RIC SR 0013 04.60	Minor Rehabilitation – Pavement	\$ 3,671,501	11/05/15
88809	RIC SR 0430 10.11	Minor Rehabilitation – Pavement	\$ 604,324	11/19/15
96274	RIC IR 0071 Bridge Sealing	Bridge Maintenance	\$ 118,261	12/03/15
92895	RIC SR 0097 06.01	Section Improvement	\$ 2,774,384	01/14/16
87695	RIC CULVERTS FY2016 (B)	Culvert Construction/Reconstr/Repair	\$ 449,091	01/28/16
93120	RIC SR 0061 13.17	Minor Rehabilitation – Pavement	\$ 762,782	01/28/16
93121	RIC SR 0096 12.72	Minor Rehabilitation - Pavement	\$ 3,001,499	04/07/16
97022	D03 SRTS Butler	Add Sidewalks	\$ 278,386	04/21/16
97355	RIC-97-19.63/19.67, RIC-39-24.73	Culvert Construction/Reconstr/Repair	\$ 331,260	05/05/16
97939	RIC SR 0039 03.68(Mansfield Ave)	Intersection Improvement	\$ 2,954,365	05/20/16
97337	RIC SR 0545 04.72	Culvert Construction/Reconstr/Repair	\$ 342,897	06/02/16
100383	RIC IR71/US30 Noise Wall	Noise Wall	\$ 1,680,750	06/02/16
92857	RIC TR 0426 00.26 (Geisinger Rd)	Bridge Replacement	\$ 738,315	06/30/16
103804	RIC US 0030 14.09 Overhead Sign	Signing	\$ 65,000	08/19/16
88337	RIC TR 0438 00.81 (Bromfield Rd)	Bridge Replacement	\$ 641,667	08/31/16
75610	RIC TR 0403 02.87 (Stoffer Rd)	Bridge Replacement	\$ 1,029,216	09/27/16
97552	RIC CR 371 / TR 37 / CR 48	Bridge Replacement	\$ 1,433,740	10/20/16
98078	RIC CR 0281 00.58 (Trimble Rd.)	Major Widening	\$ 4,663,989	10/25/16
98488	RIC SR 0546 00.00	Chip Seal	\$ 656,045	11/17/16
97544	HUR TR 107 / CR 138 / RIC CR 184	Bridge Replacement	\$ 1,193,979	01/19/17
98627	RIC CR 0048 04.18	Bridge Replacement	\$ 341,435	01/19/17
		Total	\$ 42,570,618	
98817	RIC Bowman Street Bridge Repl	Bridge Replacement	\$ 865,275	03/15/17
94402	RIC SR 0097 00.00	Minor Rehabilitation - Pavement	\$ 1,592,544	03/30/17
82267	D03 SYSSIGN FY2017	Signs	\$ 250,000	04/27/17
99487	RIC US 0030 09.13 FY17 RM	Reactive Maintenance	\$ 758,280	05/11/17
99549	RIC CULVERT FY2017	Culvert Construction/Reconstr/Repair	\$ 225,000	05/25/17
104251	CRA/RIC CHIP FY2018	Preventive Maintenance	\$ 852,125	06/08/17
		Total	\$4,543,224	

Regionally Significant Projects

The following projects, which are at various stages of implementation, can be considered regionally significant in that they evolved as part of the transportation planning process.

PID: 97939 RIC SR 0039 03.95 (Mansfield Ave)

This project is located on State Route 39 (Mansfield Avenue) from Franklin Avenue to Mickey Road in the city of Shelby. This is a section improvement project including curbs, ADA ramps, intersection improvements, turn lanes, signal upgrades and resurfacing. This project is scheduled to be completed spring/summer 2017.

PID: 92895 RIC SR 0097 06.07

This project is a result of a locally funded safety study. The work will take place at the Interstate 71 and State Route 97 interchange within the Village of Bellville corporation limit. Turn lanes and widening at commercial drives and interchange ramps will be completed. This project is behind schedule but scheduled to be completed spring/summer 2017.

PID: 98078 RIC CR 0281 00.58 (Trimble Road)

This project involves improving Trimble Road in the City of Mansfield from Marion Avenue to Cook Road. The project will bring the roadway up to urban standards and will include intersection and turn lane improvements and signal upgrades. This project is scheduled to begin spring 2017.

PID: 96345 RIC CR 0048 07.44 (Millsboro E)

This project starts east of the Millsboro Road and Lexington Springmill Road intersection and extends 0.62 miles. It involves reconstructing the roadway on a new vertical alignment, widen pavement, improve shoulders, replace storm sewers and culverts, the traffic signal will also be upgraded at Millsboro and Lex-Springmill. This project will be under construction summer 2018

PID: 93455 RIC US 0030 09.13

This is a major reconstruction project of US 30 in the City of Mansfield. It will be from SR 309 to the Fifth Avenue interchange ramps. It will replace all pavement and shoulders and convert to an urban typical section with median barrier. Significant improvements at the SR 39 interchange will take place as well as a redesign of the SR13 and SR545 interchanges into a single interchange with multiple connector roads. Noise walls, lighting and right of way fence will also be addressed. Construction is scheduled to begin in the summer of 2019.

Environmental Justice in the Transportation Planning Process

As a public agency receiving federal funds and making recommendations on federal expenditures, RCRPC is affected by Environmental Justice requirements for ensuring that federal funds are used fairly and without discrimination. The basis for environmental justice is Title VI of the Civil Rights Act of 1964.

Transportation program Environmental Justice (EJ) regulations are embodied in the US DOT Order 5610.2 (a), Executive Order 12898, FHWA Order 6640.23A, and FTA Circular 4703.1.

The primary purpose of EJ principals are to:

- avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
- ensure the full and fair participation by all potentially affected communities in the transportation decision making process
- prevent the denial or, or reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

Environmental Justice (EJ) as defined is 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 no group should bear a disproportionate share of the negative environmental consequences resulting from the plan, program, or policy.

Meaningful Involvement means that people have an opportunity to participate and have influence, based on their concerns, in decisions about activities that may affect their environment and/or health. The decision makers shall seek out and facilitate involvement of those potentially affected.

RCRPC continues to consider environmental justice principals in all programs, policies, and activities. This strategy is integrated into planning, programming, and policy making in order to prevent disproportionately high and adverse effects to minority or low income populations.

Adverse Effects: The totality of significant individual or cumulative human health or environmental effects, including but not 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 the diminishing 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*
- *Displacements of persons, businesses, farms or nonprofit organizations*

- Increased traffic congestion
- Isolation
- Exclusion or separation of minority or low income individuals within a given community from the broader community
- Denial of, reduction in, significant delay in the receipt of, benefits of DOT programs, policies, or activities

Minority Population: Any readily identifiable group of minority persons who live in geographic proximity, and if circumstances warrant geographically dispersed/transient persons (such as migrant workers) who will be similarly affected.

Minority A person who is:

Black: a person having origins in any black racial group of Africa

Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South America, or other Spanish culture or origin regardless of race;

Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent;

American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification though tribal affiliation or community recognition;

Native Hawaiian and Other Pacific Islanders: a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other pacific islands.

Low Income Population: Any readily identifiable group of low income persons who live in geographic proximity, and if circumstances warrant geographically dispersed/transient persons (such as migrant workers) who will be similarly affected.

Low Income

A person whose median household income is at or below the Department of Health and Human Services

2017 Poverty Guidelines of Richland County Ohio

Persons in Family/ Household	Poverty Guideline Income
1	\$12,060
2	\$16,240
3	\$20,420
4	\$24,600
5	\$28,780
6	\$32,960
7	\$37,140
8	\$41,320
Additional	Add \$4,180 per

Identification of Environmental Justice Areas:

To identify the Environmental Justice areas RCRPC analyzed the 2015 American Community Survey data to determine areas that include a 2 times higher than average low income and minority populations.

The MPO staff and various committees are committed to evaluation of all proposed projects. Real estate activity, noise impacts, system condition and overall economic effect on the area are considered for projects within an identified environmental justice area. The majority of the projects in this TIP are system preservation projects (resurfacing, bridge rehabilitation and replacements, and general maintenance) that have little to no adverse effects on the immediate area.

Preferred alternatives for the US 30 project in Mansfield are still being determined and potential adverse effects due to this project will be evaluated when those decisions are made.

RCRPC continues to identify advocates from these EJ areas to improve the public involvement process.

	Population	Number of Projects	Project Length (miles)	Construction Costs
Total County	122,313	41	219.0	\$158,628,690
Total EJ Area (Minority and Low Income)	20,659 (16.9%)	11 (26.8%)	83.5 (38.1%)	\$119,862,805 (75.6%)
Outside EJ Area	101,654 (83.1%)	30 (73.2%)	135.5 (61.9%)	\$38,765,885 (24.4%)

The included map shows the identified Environment Justice Area (Minority and Low Income) and the projects included in this program.

Title VI and ADA Compliance

As per 23 CFR 450.220(a) RCRPC must certify through an official self-certification that the transportation planning process is carried out in accordance with all applicable requirements of Title VI of the Civil Rights Act of 1964 and the provisions of the Americans with Disabilities Act of 1990.

Title VI of the Civil Rights Act of 1964

It is the policy of ODOT that all recipients of Federal funds, including divisions of the Department, **MPOs**, and sub-recipients, ensure that they are in full compliance with Title VI and all related regulations and directives in all programs and activities. As the MPO, RCRPC through its self-certification verifies that no person shall, on the grounds of race, color, national origin, sex, disability, age, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of our programs, policies, or activities.

Americans with Disabilities Act of 1990

The Americans with Disabilities Act (ADA) of 1990, as amended in the ADA Amendments Act of 2008, is a civil rights statute that prohibits discrimination against people who have disabilities. Title II of the ADA Act outlines protections in the area of State and Local Government Services. As the MPO, RCRPC is a provider of services and programs of ODOT and must comply with this section of the Act. An integral part of the transportation planning process is for local government transportation infrastructure owners, to prepare and implement ADA Transition plans that inventory accessibility conditions and define strategies and schedules for implementing fully accessible pedestrian networks. RCRPC is working to assist our member local governments in establishing and implementing the required ADA Transition Plan.

RCRPC strongly opposes the discrimination of any person whether among our employees, our business partners, or the citizens who benefit from the region's transportation system for any reason.

2018-2021 TIP

**The Projects
- Highway/Bridge/Other -**

2018-2021 TIP

**The Projects
- Transit -**

2018-2021 TIP

**The Projects
- Statewide Line Item -**

2018-2021 TIP

Fiscal Analysis

2018-2021 TIP

Appendix A

RCRPC
Public Involvement Plan

2018-2021 TIP

Appendix B

**STIP/TIP
Revision Process**

2018-2021 TIP

Appendix C

**Public
Review/Comments**

2018-2021 TIP

Appendix D

**RCRPC TIP
Approval Resolution**

2018-2021 TIP

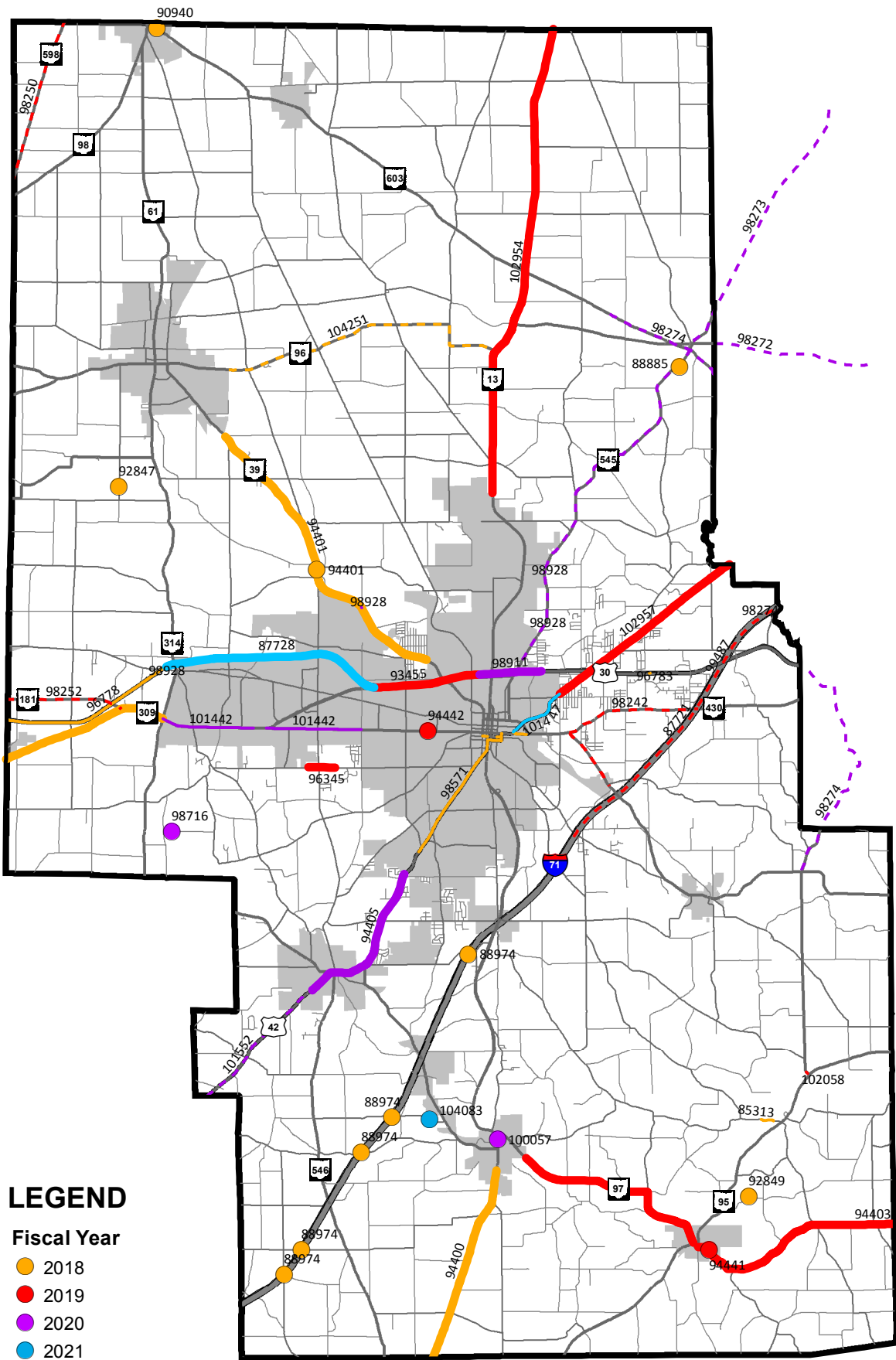
Appendix E

Statewide Line Items

2018-2021 TIP

Maps

FY 2018-2021 RCRPC TIP



LEGEND

- Fiscal Year**
- 2018
 - 2019
 - 2020
 - 2021

Document Path: \\ch-vm-fs01\Regional Planning\Transportation\GIS Mapping & PROJECTS\2017 02 TIP Projects\Richland County TIP Projects.mxd

* Includes all future SFYs and uncommitted funding.

Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	STIP Phase Estimate	Total Phase Encumbered	STIP Phase Total	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	Air Quality Status	ALI - Qty XXX	STIP ID	
FHWA	3	93455	RIC US 0030 09.13	RIC	Major Rehabilitation - US 30 in Mansfield (Part 1)RIC-030-09.13 (US 30 / SR 309 connection) to 11.58 (western edge of Structure RIC-30-11.58) Part 2 - Split out 9/17/2014: PID 98911 (RIC US 0030 11.58 - 13.00)	RIC-030-09.13 - 11.58 (US 30 Mansfield)	ODOT SPONSORING AGENCY	RCRPC	CO	CO Contr	\$14,093,600	\$0	\$55,263,620	\$60,488,371	2019	4RC7	Federal	Major Rehabilitation	M001	National Hwy Performance Prgm	2.45	Air Quality Exempt		TBD	
FHWA	3	93455							CO	CO Contr	\$3,523,400				2019	4RA7	State		002	State Funds (002)					
FHWA	3	93455							CO	CO Contr	\$28,829,600				2019	4RC7	Federal		M001	National Hwy Performance Prgm					
FHWA	3	93455							CO	CO Contr	\$7,207,400				2019	4RA7	State		002	State Funds (002)					
FHWA	3	93455							CO	CO Engr	\$864,888				2019	LABR	Federal		M001	National Hwy Performance Prgm					
FHWA	3	93455							CO	CO Engr	\$216,222				2019	LABR	State		002	Labor - State Match					
FHWA	3	93455							CO	CO Engr	\$422,808				2019	LABR	Federal		M001	National Hwy Performance Prgm					
FHWA	3	93455							CO	CO Engr	\$105,702				2019	LABR	State		002	Labor - State Match					
FHWA	3	96345	RIC CR 0048 07.44 (Millsboro E)	RIC	Reconstruct roadway on a new vertical alignment: widen pavement, improve shoulders and resurface salvage roadway. Improve drainage and replace storm sewers and culverts. Upgrade existing signal at Millsboro Road and Lexington-Springmill Road intersectio	begins 1/4 mile east of Lex-Springmill Rd and extends 0.62 miles	RICHLAND COUNTY ENGINEER	RCRPC	CO	CO Contr	\$1,396,075	\$0	\$1,920,603	\$2,308,561	2019	4TA7	Federal	Minor Rehabilitation - Pavement Gnril Sys	M231	STBG	0.62	Air Quality Exempt		TBD	
FHWA	3	96345							CO	CO Contr	\$349,019				2019	LNTF	Local Match		LNTF	Local Match					
FHWA	3	96345							CO	CO Contr	\$1,000				2019	LNTF	Local Match		LNTF	Local Match					
FHWA	3	96345							CO	CO Engr	\$139,607				2019	4TA7	Federal		M231	STBG					
FHWA	3	96345							CO	CO Engr	\$34,902				2019	LNTF	Local Match		LNTF	Local Match					
FHWA	3	98911	RIC US 0030 11.58	RIC	Major Rehabilitation - US 30 in Mansfield (Part 2)RIC-030-11.58 (western edge of Structure RIC-30-11.58) to 13.00 (East side of 5th Avenue interchange)Part 1: PID 93455 (RIC-0030-09.13 - 11.58)	RIC-030-11.58 - 13.00 (US 30 Mansfield)	ODOT SPONSORING AGENCY	RCRPC	PE	Env RW Serv	\$40,000	\$164,000	\$304,000	\$59,627,280	2018	4RA7	State	Major Rehabilitation	002	State Funds (002)	1.42	Air Quality Exempt		TBD	
FHWA	3	98911							PE	Env RW Serv	\$100,000				2018	4RA7	State		002	State Funds (002)					
FHWA	3	98911	RIC US 0030 11.58	RIC	Major Rehabilitation - US 30 in Mansfield (Part 2)RIC-030-11.58 (western edge of Structure RIC-30-11.58) to 13.00 (East side of 5th Avenue interchange)Part 1: PID 93455 (RIC-0030-09.13 - 11.58)	RIC-030-11.58 - 13.00 (US 30 Mansfield)	ODOT SPONSORING AGENCY	RCRPC	RW	Acquis	\$2,500,000	\$0	\$4,040,000	\$59,627,280	2018	4RA7	State	Major Rehabilitation	002	State Funds (002)	1.42	Air Quality Exempt		TBD	
FHWA	3	98911							RW	RW Serv	\$50,000				2018	4RA7	State		002	State Funds (002)					
FHWA	3	98911							RW	RW Serv	\$140,000				2018	4RA7	State		002	State Funds (002)					
FHWA	3	98911							RW	RW Serv	\$50,000				2018	LABR	State		002	Labor - State Match					
FHWA	3	98911							RW	Utl Remb	\$1,300,000				2018	4RA7	State		002	State Funds (002)					

* Includes all future SFYs and uncommitted funding.

Agency	Dist	PID	Project Name (e CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	STIP Phase Estimate	Total Phase Encumbered	STIP Phase Total	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SUM Miles	Air Quality Status	ALI - Qty XXX	STIP ID
FTA	3	104671	RCRPC Mobility Management	RIC	RCRPC Mobility Management	Mansfield	MANSFIELD (TCC)	RCRPC	Capital	Oth Remb	\$64,000	\$0	\$337,500	\$337,500	2018	FTAD	Federal	Transit	5310	5310 - Enhanced Mobility	0	Air Quality Exempt	11.7L.00 2018	TBD
FTA	3	104671							Capital	Oth Remb	\$16,000				2018	LNTF	Local Match		LNTF	Local Match			11.7L.00 2018	
FTA	3	104671							Capital	Oth Remb	\$64,000				2019	FTAD	Federal		5310	5310 - Enhanced Mobility			11.7L.00 2019	
FTA	3	104671							Capital	Oth Remb	\$16,000				2019	LNTF	Local Match		LNTF	Local Match			11.7L.00 2019	
FTA	3	104671							Capital	Oth Remb	\$70,000				2020	FTAD	Federal		5310	5310 - Enhanced Mobility			11.7L.00 2020	
FTA	3	104671							Capital	Oth Remb	\$17,500				2020	LNTF	Local Match		LNTF	Local Match			11.7L.00 2020	
FTA	3	104671							Capital	Oth Remb	\$72,000				2021	FTAD	Federal		5310	5310 - Enhanced Mobility			11.7L.00 2021	
FTA	3	104671							Capital	Oth Remb	\$18,000				2021	LNTF	Local Match		LNTF	Local Match			11.7L.00 2021	
FTA	3	94753	RCTB FY2018 5307 Program	RIC	Operating assistance, preventive maintenance, transit operator planning, short range planning and ADA service	Mansfield	Richland County Transit Board	RCRPC	Capital	Oth Remb	\$360,000	\$0	\$575,000	\$2,015,000	2018	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	0	Air Quality Exempt	11.7A.00	TBD
FTA	3	94753							Capital	Oth Remb	\$90,000				2018	LNTF	Local Match		LNTF	Local Match			11.7A.00	
FTA	3	94753							Capital	Oth Remb	\$100,000				2018	FTAD	Federal		5307	5307 - Urban Formula Program			11.7C.00	
FTA	3	94753							Capital	Oth Remb	\$25,000				2018	LNTF	Local Match		LNTF	Local Match			11.7C.00	
FTA	3	94753	RCTB FY2018 5307 Program	RIC	Operating assistance, preventive maintenance, transit operator planning, short range planning and ADA service	Mansfield	Richland County Transit Board	RCRPC	Operating	Trnst/Av	\$530,000	\$0	\$1,260,000	\$2,015,000	2018	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	0	Air Quality Exempt	30.09.00 5307	TBD
FTA	3	94753							Operating	Trnst/Av	\$133,500				2018	4E05	State		GRF	GRF			30.09.00 E&D	
FTA	3	94753							Operating	Trnst/Av	\$505,500				2018	LNTF	Local Match		LNTF	Local Match			30.09.00 Local	
FTA	3	94753							Operating	Trnst/Av	\$91,000				2018	4E65	State		GRF	GRF			30.09.00 OPTGP	
FTA	3	94753	RCTB FY2018 5307 Program	RIC	Operating assistance, preventive maintenance, transit operator planning, short range planning and ADA service	Mansfield	Richland County Transit Board	RCRPC	Planning	Planning	\$68,000	\$0	\$180,000	\$2,015,000	2018	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	0	Air Quality Exempt	44.24.00	TBD
FTA	3	94753							Planning	Planning	\$17,000				2018	LNTF	Local Match		LNTF	Local Match			44.24.00	
FTA	3	94753							Planning	Planning	\$76,000				2018	FTAD	Federal		5307	5307 - Urban Formula Program			44.26.13	
FTA	3	94753							Planning	Planning	\$19,000				2018	LNTF	Local Match		LNTF	Local Match			44.26.13	
FTA	3	94760	RCTB FY2019 5307 Program	RIC	Operating assistance, preventive maintenance, transit operator planning, short range planning and ADA service	Mansfield	Richland County Transit Board	RCRPC	Capital	Oth Remb	\$320,000	\$0	\$525,000	\$1,950,000	2019	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	0	Air Quality Exempt	11.7A.00	TBD
FTA	3	94760							Capital	Oth Remb	\$80,000				2019	LNTF	Local Match		LNTF	Local Match			11.7A.00	
FTA	3	94760							Capital	Oth Remb	\$100,000				2019	FTAD	Federal		5307	5307 - Urban Formula Program			11.7C.00	
FTA	3	94760							Capital	Oth Remb	\$25,000				2019	LNTF	Local Match		LNTF	Local Match			11.7C.00	
FTA	3	94760	RCTB FY2019 5307 Program	RIC	Operating assistance, preventive maintenance, transit operator planning, short range planning and ADA service	Mansfield	Richland County Transit Board	RCRPC	Operating	Trnst/Av	\$530,000	\$0	\$1,260,000	\$1,950,000	2019	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	0	Air Quality Exempt	30.09.00 5307	TBD
FTA	3	94760							Operating	Trnst/Av	\$133,500				2019	4E05	State		GRF	GRF			30.09.00 E&D	
FTA	3	94760							Operating	Trnst/Av	\$505,500				2019	LNTF	Local Match		LNTF	Local Match			30.09.00 Local	
FTA	3	94760							Operating	Trnst/Av	\$91,000				2019	4E65	State		GRF	GRF			30.09.00 OPTGP	
FTA	3	94760	RCTB FY2019 5307 Program	RIC	Operating assistance, preventive maintenance, transit operator planning, short range planning and ADA service	Mansfield	Richland County Transit Board	RCRPC	Planning	Planning	\$60,000	\$0	\$165,000	\$1,950,000	2019	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	0	Air Quality Exempt	44.24.00	TBD
FTA	3	94760							Planning	Planning	\$15,000				2019	LNTF	Local Match		LNTF	Local Match			44.24.00	
FTA	3	94760							Planning	Planning	\$72,000				2019	FTAD	Federal		5307	5307 - Urban Formula Program			44.26.13	
FTA	3	94760							Planning	Planning	\$18,000				2019	LNTF	Local Match		LNTF	Local Match			44.26.13	
FTA	3	104402	RCTB FY2020 5307 Program	RIC	Operating assistance, preventive maintenance, transit operator planning, short range planning and ADA service	Mansfield	Richland County Transit Board	RCRPC	Capital	Oth Remb	\$320,000	\$0	\$525,000	\$1,950,000	2020	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	0	Air Quality Exempt	11.7A.00	TBD
FTA	3	104402							Capital	Oth Remb	\$80,000				2020	LNTF	Local Match		LNTF	Local Match			11.7A.00	
FTA	3	104402							Capital	Oth Remb	\$100,000				2020	FTAD	Federal		5307	5307 - Urban Formula Program			11.7C.00	
FTA	3	104402							Capital	Oth Remb	\$25,000				2020	LNTF	Local Match		LNTF	Local Match			11.7C.00	
FTA	3	104402	RCTB FY2020 5307 Program	RIC	Operating assistance, preventive maintenance, transit operator planning, short range planning and ADA service	Mansfield	Richland County Transit Board	RCRPC	Operating	Trnst/Av	\$530,000	\$0	\$1,260,000	\$1,950,000	2020	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	0	Air Quality Exempt	30.09.00 5307	TBD
FTA	3	104402							Operating	Trnst/Av	\$133,500				2020	4E05	State		GRF	GRF			30.09.00 E&D	
FTA	3	104402							Operating	Trnst/Av	\$505,500				2020	LNTF	Local Match		LNTF	Local Match			30.09.00 Local	
FTA	3	104402							Operating	Trnst/Av	\$91,000				2020	4E65	State		GRF	GRF			30.09.00 OPTGP	
FTA	3	104402	RCTB FY2020 5307 Program	RIC	Operating assistance, preventive maintenance, transit operator planning, short range planning and ADA service	Mansfield	Richland County Transit Board	RCRPC	Planning	Planning	\$60,000	\$0	\$165,000	\$1,950,000	2020	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	0	Air Quality Exempt	44.24.00	TBD
FTA	3	104402							Planning	Planning	\$15,000				2020	LNTF	Local Match		LNTF	Local Match			44.24.00	
FTA	3	104402							Planning	Planning	\$72,000				2020	FTAD	Federal		5307	5307 - Urban Formula Program			44.26.13	
FTA	3	104402							Planning	Planning	\$18,000				2020	LNTF	Local Match		LNTF	Local Match			44.26.13	
FTA	3	104403	RCTB FY2021 5307 Program	RIC	Operating assistance, preventive maintenance, transit operator planning, short range planning and ADA service	Mansfield	Richland County Transit Board	RCRPC	Capital	Oth Remb	\$320,000	\$0	\$525,000	\$1,950,000	2021	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	0	Air Quality Exempt	11.7A.00	TBD
FTA	3	104403							Capital	Oth Remb	\$80,000				2021	LNTF	Local Match		LNTF	Local Match			11.7A.00	
FTA	3	104403							Capital	Oth Remb	\$100,000				2021	FTAD	Federal		5307	5307 - Urban Formula Program			11.7C.00	
FTA	3	104403							Capital	Oth Remb	\$25,000				2021	LNTF	Local Match		LNTF	Local Match			11.7C.00	
FTA	3	104403	RCTB FY2021 5307 Program	RIC	Operating assistance, preventive maintenance, transit operator planning, short range planning and ADA service	Mansfield	Richland County Transit Board	RCRPC	Operating	Trnst/Av	\$530,000	\$0	\$1,260,000	\$1,950,000	2021	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	0	Air Quality Exempt	30.09.00 5307	TBD
FTA	3	104403							Operating	Trnst/Av	\$133,500				2021	4E05	State		GRF	GRF			30.09.00 E&D	
FTA	3	104403							Operating	Trnst/Av	\$505,500				2021	LNTF	Local Match		LNTF	Local Match			30.09.00 Local	
FTA	3	104403							Operating	Trnst/Av	\$91,000				2021	4E65	State		GRF	GRF			30.09.00 OPTGP	
FTA	3	104403	RCTB FY2021 5307 Program	RIC	Operating assistance, preventive maintenance, transit operator planning, short range planning and ADA service	Mansfield	Richland County Transit Board	RCRPC	Planning	Planning	\$60,000	\$0	\$165,000	\$1,950,000	2021	FTAD	Federal	Transit	5307	5307 - Urban Formula Program	0	Air Quality Exempt	44.24.00	TBD
FTA	3	104403							Planning	Planning	\$15,000				2021	LNTF	Local Match		LNTF	Local Match			44.24.00	
FTA	3	104403							Planning	Planning	\$72,000				2021	FTAD	Federal		5307	5307 - Urban Formula Program			44.26.13	
FTA	3	104403							Planning	Planning	\$18,000				2021	LNTF	Local Match		LNTF	Local Match			44.26.13	

* Includes all future SFYs and uncommitted funding.

Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	STIP Phase Estimate	Total Phase Encumbered	STIP Phase Total	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	Air Quality Status	ALI - Qty XXX	STIP ID
FHWA	3	96783	ASD/RIC CULVERT FY2018	D03	Culvert Repairs ASD-42-16.86 / ASD-71-0.60 / RIC-30-15.50 (under Laver Rd)	ASD-42-16.86 / ASD-71-0.60 / RIC-30-15.50	ODOT SPONSORING AGENCY	RCRPC	CO	CO Contr	\$50,000	\$0	\$165,000	\$197,378	2018	4PS7	State	Culvert Construction/Reconstr/Repair	002	State Funds (002)	0.06	Air Quality Exempt		TBD
FHWA	3	96783							CO	CO Contr	\$50,000				2018	4PS7	State		002	State Funds (002)				
FHWA	3	96783							CO	CO Contr	\$50,000				2018	4PS7	State		002	State Funds (002)				
FHWA	3	96783							CO	CO Engr	\$5,000				2018	LABR	State		002	Labor - State Match				
FHWA	3	96783							CO	CO Engr	\$5,000				2018	LABR	State		002	Labor - State Match				
FHWA	3	96783							CO	CO Engr	\$5,000				2018	LABR	State		002	Labor - State Match				
FHWA	3	98250	D03 SMOOTH FY2019	D03	SmoothSeal: ERI 6 0.00-3.63, HUR 162 12.18-13.1, HUR 162 8.94-12.18, HUR 598 0.00-2.64, MED-3-22.22-24.81, MED 3- 12.97-13.42 MED 42 0.00-1.89, MED 252 0.93-7.79, RIC 39 17.34-18.88, RIC 598 0.00-3.86	Various routes and sections throughout District 3	ODOT SPONSORING AGENCY	RCRPC	CO	CO Contr	\$241,405	\$0	\$4,688,157	\$4,793,698	2019	4PF7	Federal	Preventive Maintenance	Z231	STBG	35.36	Air Quality Exempt		TBD
FHWA	3	98250							CO	CO Contr	\$60,351				2019	4PS7	State		002	State Funds (002)				
FHWA	3	98250							CO	CO Contr	\$2,577,468				2019	4PF7	Federal		Z232	STBG				
FHWA	3	98250							CO	CO Contr	\$644,367				2019	4PS7	State		002	State Funds (002)				
FHWA	3	98250							CO	CO Contr	\$837,635				2019	4PF7	Federal		Z001	National Hwy Performance Prgm				
FHWA	3	98250							CO	CO Contr	\$209,409				2019	4PS7	State		002	State Funds (002)				
FHWA	3	98250							CO	CO Engr	\$16,579				2019	LABR	Federal		Z001	National Hwy Performance Prgm				
FHWA	3	98250							CO	CO Engr	\$4,145				2019	LABR	State		002	Labor - State Match				
FHWA	3	98250							CO	CO Engr	\$71,427				2019	LABR	Federal		Z232	STBG				
FHWA	3	98250							CO	CO Engr	\$17,857				2019	LABR	State		002	Labor - State Match				
FHWA	3	98250							CO	CO Engr	\$6,011				2019	LABR	Federal		Z231	STBG				
FHWA	3	98250							CO	CO Engr	\$1,503				2019	LABR	State		002	Labor - State Match				
FHWA	3	98250	D03 SMOOTH FY2019	D03	SmoothSeal: ERI 6 0.00-3.63, HUR 162 12.18-13.1, HUR 162 8.94-12.18, HUR 598 0.00-2.64, MED-3-22.22-24.81, MED 3- 12.97-13.42 MED 42 0.00-1.89, MED 252 0.93-7.79, RIC 39 17.34-18.88, RIC 598 0.00-3.86	Various routes and sections throughout District 3	ODOT SPONSORING AGENCY	RCRPC	PE	Dtl Dsgn	\$15,831	\$0	\$105,541	\$4,793,698	2018	LABR	State	Preventive Maintenance	002	Labor - State Match	35.36	Air Quality Exempt		TBD
FHWA	3	98250							PE	Env PE	\$89,710				2018	LABR	State		002	Labor - State Match				
FHWA	3	98274	D03 CHIP FY2020	D03	Chip Seal ASD-603-0.00 (Richland Co. Line) to 6.33 (becomes RIC-603), RIC-603-5.85 to 6.32, ASD-603-6.33 to 11.57 (Richland Co. Line), RIC-603-6.32 (Ashland Co. Line) to 9.36 CRA-97-1.96 (Nazor Rd) to 3.63 (Morrow Co. Line)	Various routes and sections throughout District 3	ODOT SPONSORING AGENCY	RCRPC	CO	CO Contr	\$905,909	\$0	\$1,162,386	\$1,224,788	2020	4PF7	Federal	Preventive Maintenance	Z232	STBG	10.58	Air Quality Exempt		TBD
FHWA	3	98274							CO	CO Contr	\$226,477				2020	4PS7	State		002	State Funds (002)				
FHWA	3	98274							CO	CO Engr	\$24,000				2020	LABR	Federal		Z232	STBG				
FHWA	3	98274							CO	CO Engr	\$6,000				2020	LABR	State		002	Labor - State Match				
FHWA	3	98274	D03 CHIP FY2020	D03	Chip Seal ASD-603-0.00 (Richland Co. Line) to 6.33 (becomes RIC-603), RIC-603-5.85 to 6.32, ASD-603-6.33 to 11.57 (Richland Co. Line), RIC-603-6.32 (Ashland Co. Line) to 9.36 CRA-97-1.96 (Nazor Rd) to 3.63 (Morrow Co. Line)	Various routes and sections throughout District 3	ODOT SPONSORING AGENCY	RCRPC	PE	Dtl Dsgn	\$9,360	\$0	\$62,402	\$1,224,788	2019	LABR	State	Preventive Maintenance	002	Labor - State Match	10.58	Air Quality Exempt		TBD
FHWA	3	98274							PE	Env PE	\$53,042				2019	LABR	State		002	Labor - State Match				
FHWA	3	104251	CRA/RIC CHIP FY2018	D03	Chip Seal CRA-98-9.83 - 19.20 / RIC-96-5.13 - 11.99	CRA-98-9.83 - 19.20 / RIC-96-5.13 - 11.99	ODOT SPONSORING AGENCY	RCRPC	CO	CO Contr	\$74,488	\$0	\$1,073,367	\$1,093,785	2018	4PF7	Federal	Preventive Maintenance	Z231	STBG	16.23	Air Quality Exempt		TBD
FHWA	3	104251							CO	CO Contr	\$18,622				2018	4PS7	State		002	State Funds (002)				
FHWA	3	104251							CO	CO Contr	\$751,179				2018	4PF7	Federal		Z232	STBG				
FHWA	3	104251							CO	CO Contr	\$187,795				2018	4PS7	State		002	State Funds (002)				
FHWA	3	104251							CO	CO Engr	\$2,979				2018	LABR	Federal		Z231	STBG				
FHWA	3	104251							CO	CO Engr	\$745				2018	LABR	State		002	Labor - State Match				
FHWA	3	104251							CO	CO Engr	\$30,047				2018	LABR	Federal		Z232	STBG				
FHWA	3	104251							CO	CO Engr	\$7,512				2018	LABR	State		002	Labor - State Match				
FHWA	3	104821	RIC US 0030 09.26 Const Insp	D03	RIC-US-0030-09.26 Construction Consultant Inspection for PID 93455 from SLM 9.13 (US30/309 ramp) to 13.00	RIC-US-0030-09.26 Construction Inspection	ODOT SPONSORING AGENCY	RCRPC	CO	CO Engr	\$640,000	\$0	\$1,200,000	\$2,200,000	2021	4PF7	Federal	Construction Inspection		Un-Assigned Federal	3.87	Air Quality Exempt		TBD
FHWA	3	104821							CO	CO Engr	\$160,000				2021	4PS7	State		002	State Funds (002)				
FHWA	3	104821							CO	CO Engr	\$320,000				2020	4PF7	Federal			Un-Assigned Federal				
FHWA	3	104821							CO	CO Engr	\$80,000				2020	4PS7	State		002	State Funds (002)				
FHWA	3	104841	D03 LG FY2018	D03	Replacement of lowering device cables at RIC IR-71 and US 30 Interchange. Installation of electric meter and base for traffic light at RIC SR 0314 and West 4th Street. Replacement of a wooden pole control center with a new ground mounted control center at R	RIC -IR-71 & US 030, RIC-US-0030 & West 4th Street (CR 330), RIC-SR 0314 & West 4th Street	ODOT SPONSORING AGENCY	RCRPC	CO	CO Contr	\$10,000	\$0	\$176,000	\$183,500	2018	4CP7	State	Lighting Maintenance	002	State Funds (002)	1.02	Air Quality Exempt		TBD
FHWA	3	104841							CO	CO Contr	\$10,000				2018	4CP7	State		002	State Funds (002)				
FHWA	3	104841							CO	CO Contr	\$140,000				2018	4CP7	State		002	State Funds (002)				
FHWA	3	104841							CO	CO Engr	\$14,000				2018	LABR	State		002	Labor - State Match				
FHWA	3	104841							CO	CO Engr	\$1,000				2018	LABR	State		002	Labor - State Match				
FHWA	3	104841							CO	CO Engr	\$1,000				2018	LABR	State		002	Labor - State Match				
FHWA	3	104841	D03 LG FY2018	D03	Replacement of lowering device cables at RIC IR-71 and US 30 Interchange. Installation of electric meter and base for traffic light at RIC SR 0314 and West 4th Street. Replacement of a wooden pole control center with a new ground mounted control center at R	RIC -IR-71 & US 030, RIC-US-0030 & West 4th Street (CR 330), RIC-SR 0314 & West 4th Street	ODOT SPONSORING AGENCY	RCRPC	PE	Dtl Dsgn	\$1,125	\$0	\$7,500	\$183,500	2018	LABR	State	Lighting Maintenance	002	Labor - State Match	1.02	Air Quality Exempt		TBD
FHWA	3	104841							PE	Env PE	\$6,375				2018	LABR	State		002	Labor - State Match				

* Includes all future SFYs and uncommitted funding.

Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	STIP Phase Estimate	Total Phase Encumbered	STIP Phase Total	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	Air Quality Status	ALI - Qty XXX	STIP ID
FHWA	3	79740	RIC US 0030 13.00	RIC	Resurfacing RIC-030-13.00 (Fifth Ave Interchange Ramps) to 19.20 (Ashland Co Line) / ASD-030-00.00 to 00.13 (concrete)	RIC-030-13.00 to 19.20 / ASD-030-00.00 to 00.13 (concrete)	ODOT SPONSORING AGENCY	RCRPC	PE	Dtl Dsgn	\$24,693	\$0	\$164,617	\$5,816,463	2021	LABR	State	Resurfacing, Divided System	002	Labor - State Match	6.33	Air Quality Exempt		TBD
FHWA	3	79740						PE	Env PE	\$139,924				2021	LABR	State			002	Labor - State Match				
FHWA	3	85313	RIC CR 0320 08.75 (Possum Run)	RIC	Reconstruct Possum Run Road to correct horizontal and vertical deficiencies to enhance safety. Realignment of German Church Road to connect into relocated Possum Run Road.	CR 320 (Possum Run Road) from approximately 600' east of German Church Road to reconstructed section at Walmart	RICHLAND COUNTY ENGINEER	RCRPC	CO	CO Contr	\$1,073,926	\$0	\$1,476,648	\$1,551,492	2018	4B77	Federal	Relocation Safety	L250	STBG	0.3	Air Quality Exempt		TBD
FHWA	3	85313						CO	CO Contr	\$268,481				2018	LNTF	Local Match			LNTF	Local Match				
FHWA	3	85313						CO	CO Engr	\$107,393				2018	4B77	Federal			L250	STBG				
FHWA	3	85313						CO	CO Engr	\$26,848				2018	LNTF	Local Match			LNTF	Local Match				
FHWA	3	87690	RIC SR 0013 11.01	RIC	Resurfacing RIC SR 13 11.01 (Hanley Rd) to 14.40 (0.02 miles south of East Raleigh Ave.)	RIC SR 13 11.01 - 14.40	ODOT SPONSORING AGENCY	RCRPC	PE	Dtl Dsgn	\$18,000	\$0	\$120,000	\$4,240,000	2021	LABR	State	Minor Rehabilitation - Pavement Prmy Sys	002	Labor - State Match	3.39	Air Quality Exempt		TBD
FHWA	3	87690						PE	Env PE	\$102,000				2021	LABR	State			002	Labor - State Match				
FHWA	3	87721	RIC IR 0071 13.45	RIC	Double Micro RIC-071-13.45 - 20.64	RIC-071-13.45 - 20.64	ODOT SPONSORING AGENCY	RCRPC	CO	CO Contr	\$1,852,667	\$0	\$2,120,275	\$2,182,030	2019	4PF7	Federal	Preventive Maintenance	Z001	National Hwy Performance Prgm	7.19	Air Quality Exempt		TBD
FHWA	3	87721						CO	CO Contr	\$205,852				2019	4PS7	State			002	State Funds (002)				
FHWA	3	87721						CO	CO Engr	\$55,580				2019	LABR	Federal			Z001	National Hwy Performance Prgm				
FHWA	3	87721						CO	CO Engr	\$6,176				2019	LABR	State			002	Labor - State Match				
FHWA	3	87721	RIC IR 0071 13.45	RIC	Double Micro RIC-071-13.45 - 20.64	RIC-071-13.45 - 20.64	ODOT SPONSORING AGENCY	RCRPC	PE	Dtl Dsgn	\$9,263	\$0	\$61,755	\$2,182,030	2018	LABR	State	Preventive Maintenance	002	Labor - State Match	7.19	Air Quality Exempt		TBD
FHWA	3	87721						PE	Env PE	\$52,492				2018	LABR	State			002	Labor - State Match				
FHWA	3	87728	RIC US 0030 04.07	RIC	Minor Rehab / 4 Lane Resurfacing RIC-030-04.07 - 09.13	RIC-030-04.07 - 09.13	ODOT SPONSORING AGENCY	RCRPC	CO	CO Contr	\$2,860,726	\$0	\$3,683,185	\$3,790,463	2021	4PF7	Federal	Minor Rehabilitation - Pavement Prmy Sys	Z001	National Hwy Performance Prgm	5.06	Air Quality Exempt		TBD
FHWA	3	87728						CO	CO Contr	\$715,182				2021	4PS7	State			002	State Funds (002)				
FHWA	3	87728						CO	CO Engr	\$85,822				2021	LABR	Federal			Z001	National Hwy Performance Prgm				
FHWA	3	87728						CO	CO Engr	\$21,455				2021	LABR	State			002	Labor - State Match				
FHWA	3	87728	RIC US 0030 04.07	RIC	Minor Rehab / 4 Lane Resurfacing RIC-030-04.07 - 09.13	RIC-030-04.07 - 09.13	ODOT SPONSORING AGENCY	RCRPC	PE	Dtl Dsgn	\$16,092	\$0	\$107,278	\$3,790,463	2019	LABR	State	Minor Rehabilitation - Pavement Prmy Sys	002	Labor - State Match	5.06	Air Quality Exempt		TBD
FHWA	3	87728						PE	Env PE	\$91,186				2019	LABR	State			002	Labor - State Match				
FHWA	3	88885	RIC SR 0545 09.93	RIC	Rehab/Repair 12' culvert over Levi's Creek.	RIC-SR-545-9.93	ODOT SPONSORING AGENCY	RCRPC	CO	CO Contr	\$200,000	\$0	\$275,000	\$315,000	2018	4PF7	Federal	Bridge Repair	M232	STBG	0.01	Air Quality Exempt		TBD
FHWA	3	88885						CO	CO Contr	\$50,000				2018	4PS7	State			002	State Funds (002)				
FHWA	3	88885						CO	CO Engr	\$20,000				2018	LABR	Federal			M232	STBG				
FHWA	3	88885						CO	CO Engr	\$5,000				2018	LABR	State			002	Labor - State Match				
FHWA	3	88974	RIC BH FY2018	RIC	Miscellaneous Bridge Repairs RIC-71-1.22 (Darlington South Rd) RIC-71-1.93 (Darlington East Rd) RIC-71-4.57 (Bellville-Johnsville Rd) RIC-71-5.64 (Mock Rd) RIC-71-9.78 (Orchard Park Rd)	RIC-71-1.22 / RIC-71-1.93 / RIC-71-4.57 / RIC-71-5.64 / RIC-71-9.78	ODOT SPONSORING AGENCY	RCRPC	CO	CO Contr	\$180,000	\$0	\$220,000	\$227,754	2018	4PF7	Federal	Bridge Repair	Z001	National Hwy Performance Prgm	0	Air Quality Exempt		TBD
FHWA	3	88974						CO	CO Contr	\$20,000				2018	4PS7	State			002	State Funds (002)				
FHWA	3	88974						CO	CO Engr	\$18,000				2018	LABR	Federal			Z001	National Hwy Performance Prgm				
FHWA	3	88974						CO	CO Engr	\$2,000				2018	LABR	State			002	Labor - State Match				
FHWA	3	90765	RIC US 0030 17.50	RIC	Bridge Replacement - Twin structures over Koogle Road	RIC-030-17.50 (US 30 over Koogle Rd TR 291)	ODOT SPONSORING AGENCY	RCRPC	PE	Dtl Dsgn	\$346,500	\$0	\$2,310,000	\$11,910,000	2018	LABR	State	Bridge Replacement	002	Labor - State Match	0.02	Air Quality Exempt		TBD
FHWA	3	90765						PE	Env PE	\$1,963,500				2019	LABR	State			002	Labor - State Match				
FHWA	3	90940	RIC SR 0603 21.74	RIC	Bridge Rehabilitation RIC-603-21.74 (0.22 miles north of Mill St) Design to be completed by District 3 Task Order consultant.	RIC-603-21.74 (0.22 miles north of Mill St)	ODOT SPONSORING AGENCY	RCRPC	CO	CO Contr	\$392,675	\$0	\$539,844	\$681,138	2018	4PF7	Federal	Bridge Deck Replacement	M231	STBG	0.02	Air Quality Exempt		TBD
FHWA	3	90940						CO	CO Contr	\$98,169				2018	4PS7	State			002	State Funds (002)				
FHWA	3	90940						CO	CO Engr	\$39,200				2018	LABR	Federal			M231	STBG				
FHWA	3	90940						CO	CO Engr	\$9,800				2018	LABR	State			002	Labor - State Match				
FHWA	3	92847	RIC CR 0171 00.85 (Hummel Road)	RIC	Bridge Replacement using CEAO Federal/State Exchange Program funding.	Hummel Road Bridge Replacement	RICHLAND COUNTY ENGINEER	RCRPC	CO	CO Contr	\$259,200	\$0	\$356,000	\$384,800	2018	4C87	State	Bridge Replacement	002	State Funds (002)	0.04	Air Quality Exempt		TBD
FHWA	3	92847						CO	CO Contr	\$64,800				2018	LNTF	Local Match			LNTF	Local Match				
FHWA	3	92847						CO	CO Engr	\$25,600				2018	4C87	State			002	State Funds (002)				
FHWA	3	92847						CO	CO Engr	\$6,400				2018	LNTF	Local Match			LNTF	Local Match				
FHWA	3	92849	RIC TR 0349 00.81 (Benedict Rd)	RIC	Bridge Replacement, part of the Federal/State Funding Swap program.	Benedict Road Bridge Replacement	RICHLAND COUNTY ENGINEER	RCRPC	CO	CO Contr	\$214,085	\$0	\$295,039	\$327,239	2018	4C87	State	Bridge Replacement	002	State Funds (002)	0.1	Air Quality Exempt		TBD
FHWA	3	92849						CO	CO Contr	\$53,521				2018	LNTF	Local Match			LNTF	Local Match				
FHWA	3	92849						CO	CO Contr	\$665				2018	LNTF	Local Match			LNTF	Local Match				
FHWA	3	92849						CO	CO Engr	\$21,409				2018	4C87	State			002	State Funds (002)				
FHWA	3	92849						CO	CO Engr	\$5,352				2018	LNTF	Local Match			LNTF	Local Match				
FHWA	3	92849						CO	CO Engr	\$7				2018	LNTF	Local Match			LNTF	Local Match				
FHWA	3	94400	RIC SR 0013 00.00	RIC	Resurfacing RIC-013-0.00 (Knox County Line) to 4.60 (Pavement Joint Hillview St in Bellville)	RIC-013-0.00 to 4.60	ODOT SPONSORING AGENCY	RCRPC	CO	CO Contr	\$23,200	\$0	\$952,581	\$978,965	2018	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys	Z001	National Hwy Performance Prgm	4.6	Air Quality Exempt		TBD
FHWA	3	94400						CO	CO Contr	\$5,800				2018	4PS7	State			002	State Funds (002)				
FHWA	3	94400						CO	CO Contr	\$709,554				2018	4PF7	Federal			M001	National Hwy Performance Prgm				
FHWA	3	94400						CO	CO Contr	\$177,389				2018	4PS7	State			002	State Funds (002)				
FHWA	3	94400						CO	CO Engr	\$28,382				2018	LABR	Federal			M001	National Hwy Performance Prgm				
FHWA	3	94400						CO	CO Engr	\$7,096				2018	LABR	State			002	Labor - State Match				
FHWA	3	94400						CO	CO Engr	\$928				2018	LABR	Federal			Z001	National Hwy Performance Prgm				
FHWA	3	94400						CO	CO Engr	\$232				2018	LABR	State			002	Labor - State Match				

* Includes all future SFYs and uncommitted funding.

Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	STIP Phase Estimate	Total Phase Encumbered	STIP Phase Total	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	Air Quality Status	ALI - Qty XXX	STIP ID	
FHWA	3	94401	RIC SR 0039 05.86	RIC	ResurfacingRIC-039-5.86(Taylorstown Rd.) to 13.15 (Mansfield Corp/Country Club Dr)Added from PID 94404: RIC-309-0.00 (Crawford Co. Line) to 3.91 (SR 314/Ontario West Corp)Safety Project to realign Lexington Springmill Rd (CR133)RIC-039-9.95 to 10.00Safety	RIC-039-5.86 to 13.15 / RIC-309-0.00 to 3.91	ODOT SPONSORING AGENCY	RCRPC	CO	CO Contr	\$678,425	\$0	\$3,748,220	\$3,822,640	2018	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys	M001	National Hwy Performance Prgm	11.2	Air Quality Exempt		TBD	
FHWA	3	94401							CO	CO Contr	\$169,606				2018	4PS7	State		002	State Funds (002)					
FHWA	3	94401							CO	CO Contr	\$865,177				2018	4PF7	Federal		M232	STBG					
FHWA	3	94401							CO	CO Contr	\$216,294				2018	4PS7	State		002	State Funds (002)					
FHWA	3	94401							CO	CO Contr	\$70,450				2018	4PF7	Federal		2232	STBG					
FHWA	3	94401							CO	CO Contr	\$17,613				2018	4PS7	State		002	State Funds (002)					
FHWA	3	94401							CO	CO Contr	\$42,094				2018	4BG7	Local Match		002	Local Match					
FHWA	3	94401							CO	CO Contr	\$127,915				2018	4HJ7	Federal		2530	Highway Safety Imp Prog					
FHWA	3	94401							CO	CO Contr	\$14,213				2018	4BC7	State		002	State Funds (002)					
FHWA	3	94401							CO	CO Contr	\$892,621				2018	4PF7	Federal		2231	STBG					
FHWA	3	94401							CO	CO Contr	\$223,155				2018	4PS7	State		002	State Funds (002)					
FHWA	3	94401							CO	CO Contr	\$249,461				2018	4PF7	Federal		M001	National Hwy Performance Prgm					
FHWA	3	94401							CO	CO Contr	\$62,365				2018	4BG7	Local Match		002	Local Match					
FHWA	3	94401							CO	CO Engr	\$25,955				2018	LABR	Federal		M232	STBG					
FHWA	3	94401							CO	CO Engr	\$6,489				2018	LABR	State		002	Labor - State Match					
FHWA	3	94401							CO	CO Engr	\$7,484				2018	LABR	Federal		M001	National Hwy Performance Prgm					
FHWA	3	94401							CO	CO Engr	\$1,871				2018	LABR	Local Match		002	Labor - Local Match					
FHWA	3	94401							CO	CO Engr	\$2,114				2018	LABR	Federal		2232	STBG					
FHWA	3	94401							CO	CO Engr	\$528				2018	LABR	State		002	Labor - State Match					
FHWA	3	94401							CO	CO Engr	\$12,792				2018	LABR	Federal		2530	Highway Safety Imp Prog					
FHWA	3	94401							CO	CO Engr	\$1,421				2018	LABR	State		002	Labor - State Match					
FHWA	3	94401							CO	CO Engr	\$20,353				2018	LABR	Federal		M001	National Hwy Performance Prgm					
FHWA	3	94401							CO	CO Engr	\$5,088				2018	LABR	State		002	Labor - State Match					
FHWA	3	94401							CO	CO Engr	\$26,778				2018	LABR	Federal		2231	STBG					
FHWA	3	94401							CO	CO Engr	\$6,695				2018	LABR	State		002	Labor - State Match					
FHWA	3	94401							CO	CO Engr	\$1,263				2018	LABR	Local Match		002	Labor - Local Match					
FHWA	3	94403	RIC SR 0097 10.53	RIC	ResurfacingRIC-097-10.53(Belleville Corp Limit) to 15.35(begin SR 95 overlap)RIC-097-15.53(end SR 95 overlap) to 20.65(Ashland County Line)ASD-097-0.00 (Richland Co. Line) to 4.39 (SR003)	RIC-097-10.53 to 20.65 / ASD-097-0.00 to 4.39	ODOT SPONSORING AGENCY	RCRPC	CO	CO Contr	\$3,009,459	\$0	\$3,874,678	\$3,987,533	2019	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys	M232	STBG	14.33	Air Quality Exempt		TBD	
FHWA	3	94403							CO	CO Contr	\$752,365				2019	4PS7	State		002	State Funds (002)					
FHWA	3	94403							CO	CO Engr	\$90,283				2019	LABR	Federal		M232	STBG					
FHWA	3	94403							CO	CO Engr	\$22,571				2019	LABR	State		002	Labor - State Match					
FHWA	3	94403	RIC SR 0097 10.53	RIC	ResurfacingRIC-097-10.53(Belleville Corp Limit) to 15.35(begin SR 95 overlap)RIC-097-15.53(end SR 95 overlap) to 20.65(Ashland County Line)ASD-097-0.00 (Richland Co. Line) to 4.39 (SR003)	RIC-097-10.53 to 20.65 / ASD-097-0.00 to 4.39	ODOT SPONSORING AGENCY	RCRPC	PE	Dtl Dsgn	\$16,928	\$0	\$112,855	\$3,987,533	2020	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	14.33	Air Quality Exempt		TBD	
FHWA	3	94403							PE	Env PE	\$95,927				2020	LABR	State		002	Labor - State Match					
FHWA	3	94405	RIC US 0042 03.48	RIC	ResurfacingRIC-042-3.48(0.03 miles south of Fox Rd.) to 7.22(Mansfield Corp. Limit)	RIC-042-3.48 to 7.22	ODOT SPONSORING AGENCY	RCRPC	CO	CO Contr	\$1,361,561	\$0	\$1,753,010	\$1,804,069	2020	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys	M001	National Hwy Performance Prgm	3.74	Air Quality Exempt		TBD	
FHWA	3	94405							CO	CO Contr	\$340,390				2020	4PS7	State		002	State Funds (002)					
FHWA	3	94405							CO	CO Engr	\$40,847				2020	LABR	Federal		M001	National Hwy Performance Prgm					
FHWA	3	94405							CO	CO Engr	\$10,212				2020	LABR	State		002	Labor - State Match					
FHWA	3	94405	RIC US 0042 03.48	RIC	ResurfacingRIC-042-3.48(0.03 miles south of Fox Rd.) to 7.22(Mansfield Corp. Limit)	RIC-042-3.48 to 7.22	ODOT SPONSORING AGENCY	RCRPC	PE	Dtl Dsgn	\$7,659	\$0	\$51,059	\$1,804,069	2019	LABR	State	Minor Rehabilitation - Pavement Gnrl Sys	002	Labor - State Match	3.74	Air Quality Exempt		TBD	
FHWA	3	94405							PE	Env PE	\$43,400				2019	LABR	State		002	Labor - State Match					
FHWA	3	94441	RIC SR 0097 15.78	RIC	Bridge Rehabilitation - Replace Box Beam SuperstructureRIC-097-15.78-Slater RunDesign to be completed by District 3 Task Order consultant.	RIC-097-15.78-Slater Run	ODOT SPONSORING AGENCY	RCRPC	CO	CO Contr	\$463,504	\$0	\$648,380	\$835,144	2019	4PF7	Federal	Bridge Deck Replacement	M232	STBG	0.01	Air Quality Exempt		TBD	
FHWA	3	94441							CO	CO Contr	\$115,876				2019	4PS7	State		002	State Funds (002)					
FHWA	3	94441							CO	CO Engr	\$55,200				2019	LABR	Federal		M232	STBG					
FHWA	3	94441							CO	CO Engr	\$13,800				2019	LABR	State		002	Labor - State Match					
FHWA	3	94442	RIC SR 0430 03.66	RIC	Bridge RepairRIC-430-3.66-Maple Run	RIC-430-3.66-Maple Run	ODOT SPONSORING AGENCY	RCRPC	CO	CO Contr	\$400,000	\$0	\$550,000	\$650,000	2019	4PF7	Federal	Bridge Repair	M231	STBG	0.01	Air Quality Exempt		TBD	
FHWA	3	94442							CO	CO Contr	\$100,000				2019	4PS7	State		002	State Funds (002)					
FHWA	3	94442							CO	CO Engr	\$40,000				2019	LABR	Federal		M231	STBG					
FHWA	3	94442							CO	CO Engr	\$10,000				2019	LABR	State		002	Labor - State Match					
FHWA	3	94442	RIC SR 0430 03.66	RIC	Bridge RepairRIC-430-3.66-Maple Run	RIC-430-3.66-Maple Run	ODOT SPONSORING AGENCY	RCRPC	RW	Acquis	\$10,000	\$0	\$20,000	\$650,000	2018	4PS7	State	Bridge Repair	002	State Funds (002)	0.01	Air Quality Exempt		TBD	
FHWA	3	94442							RW	RW Serv	\$10,000				2018	LABR	State		002	Labor - State Match					
FHWA	3	95427	RIC Lexington OP Cld Strg Bldg	RIC	Construct 40' x 120' (4,800 sq ft) 6 bay Cold Storage Building	Richland County Lexington Outpost	ODOT SPONSORING AGENCY	RCRPC	CO	CO Contr	\$400,000	\$0	\$440,000	\$514,080	2021	LBP7	State	Buildings - Mix Shed,etc.	002	State Funds (002)	0	Air Quality Exempt		TBD	
FHWA	3	95427							CO	CO Engr	\$40,000				2021	LABR	State		002	Labor - State Match					
FHWA	3	95427	RIC Lexington OP Cld Strg Bldg	RIC	Construct 40' x 120' (4,800 sq ft) 6 bay Cold Storage Building	Richland County Lexington Outpost	ODOT SPONSORING AGENCY	RCRPC	PE	Dtl Dsgn	\$35,000	\$0	\$74,080	\$514,080	2020	LBP7	State	Buildings - Mix Shed,etc.	002	State Funds (002)	0	Air Quality Exempt		TBD	
FHWA	3	95427							PE	Dtl Dsgn	\$5,862				2020	LABR	State		002	Labor - State Match					
FHWA	3	95427							PE	Env PE	\$33,218				2020	LABR	State		002	Labor - State Match					
FHWA	3	97427	RIC CR VAR PM FY2019	RIC	Pavement Markings on various county roads within Richland County.	Various Richland County Roads	RICHLAND COUNTY ENGINEER	RCRPC	CO	CO Contr	\$144,200	\$0	\$150,000	\$150,000	2019	4HB7	Federal	Pavement Marking	MS3E	Highway Safety Imp Prog	0	Air Quality Exempt		TBD	
FHWA	3	97427							CO	CO Engr	\$5,800				2019	4HB7	Federal		MS3E	Highway Safety Imp Prog					
FHWA	3	97428	RIC CR VAR GR FY2019	RIC	Installation of new or upgrading of existing guardrail on various routes within Richland County.	Various County roads.	RICHLAND COUNTY ENGINEER	RCRPC	CO	CO Contr	\$95,200	\$0	\$99,000	\$99,000	2019	4HB7	Federal	Guardrail upgrade/replace	MS3E	Highway Safety Imp Prog	0	Air Quality Exempt		TBD	
FHWA	3	97428							CO	CO Engr	\$3,800				2019	4HB7	Federal		MS3E	Highway Safety Imp Prog					

* Includes all future SFYs and uncommitted funding.

Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	STIP Phase Estimate	Total Phase Encumbered	STIP Phase Total	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	Air Quality Status	ALI - Qty XXX	STIP ID
FHWA	3	98571	RIC US 0042 07.84	RIC	Mansfield Urban PavingRIC-042-7.84 to 11.38/RIC-042D-0.00 to 0.10/RIC-013S-0.92 to 1.04/RIC-0430-5.69-6.01	RIC-042-7.84 to 11.38/RIC-042D-0.00 to 0.10/RIC-013S-0.92 to 1.04/RIC-0430-5.69-6.01	ODOT SPONSORING AGENCY	RCRPC	CO	CO Contr	\$401,289	\$0	\$2,036,696	\$2,108,096	2018	4BG7	Local Match	Resurfacing, Undivided System	002	Local Match	4.09	Air Quality Exempt		TBD
FHWA	3	98571							CO	CO Contr	\$50,928				2018	4PF7	Federal		2001	National Hwy Performance Prgm				
FHWA	3	98571							CO	CO Contr	\$12,732				2018	4PS7	State		002	State Funds (002)				
FHWA	3	98571							CO	CO Contr	\$1,209,940				2018	4PF7	Federal		M001	National Hwy Performance Prgm				
FHWA	3	98571							CO	CO Contr	\$302,485				2018	4BG7	Local Match		002	Local Match				
FHWA	3	98571							CO	CO Engr	\$36,298				2018	LABR	Federal		M001	National Hwy Performance Prgm				
FHWA	3	98571							CO	CO Engr	\$9,075				2018	LABR	Local Match		002	Labor - Local Match				
FHWA	3	98571							CO	CO Engr	\$12,039				2018	LABR	Local Match		002	Labor - Local Match				
FHWA	3	98571							CO	CO Engr	\$1,528				2018	LABR	Federal		2001	National Hwy Performance Prgm				
FHWA	3	98571							CO	CO Engr	\$382				2018	LABR	State		002	Labor - State Match				
FHWA	3	98716	RIC TR 0152 00.20 (Orweiler Rd)	RIC	Structure replacement on TR 152 0.20 (Orweiler Road) over the Clear Fork Mohican River.	100' before the forward abutment to 100' past the rear abutment	RICHLAND COUNTY ENGINEER	RCRPC	CO	CO Contr	\$487,200	\$0	\$670,000	\$702,698	2020	4B87	Federal	Bridge Replacement	Z233	Bridge	0.08	Air Quality Exempt		TBD
FHWA	3	98716							CO	CO Contr	\$121,800				2020	LNTF	Local Match		LNTF	Local Match				
FHWA	3	98716							CO	CO Engr	\$48,800				2020	4B87	Federal		Z233	Bridge				
FHWA	3	98716							CO	CO Engr	\$12,200				2020	LNTF	Local Match		LNTF	Local Match				
FHWA	3	99576	RIC CR VAR GR FY2020	RIC	Upgrade existing guardrail on various Richland County roads.	Various County roads.	RICHLAND COUNTY ENGINEER	RCRPC	CO	CO Contr	\$144,250	\$0	\$150,000	\$150,000	2020	4HB7	Federal	Guardrail upgrade/replace	Z530	Highway Safety Imp Prog	0	Air Quality Exempt		TBD
FHWA	3	99576							CO	CO Engr	\$5,750				2020	4HB7	Federal		Z530	Highway Safety Imp Prog				
FHWA	3	99591	RIC CR VAR PM FY2020	RIC	Upgrade pavement markings on various Richland County roads.	Various Richland County Roads.	RICHLAND COUNTY ENGINEER	RCRPC	CO	CO Contr	\$144,250	\$0	\$150,000	\$150,000	2020	4HB7	Federal	Pavement Marking	Z530	Highway Safety Imp Prog	0	Air Quality Exempt		TBD
FHWA	3	99591							CO	CO Engr	\$5,750				2020	4HB7	Federal		Z530	Highway Safety Imp Prog				
FHWA	3	100057	RIC SR 0013 05.30	RIC	Zone Paint Lower Cord of StructureRIC-SR 0013-05.30	RIC-0013-05.30	ODOT SPONSORING AGENCY	RCRPC	CO	CO Contr	\$800,000	\$0	\$1,100,000	\$1,130,000	2020	4PF7	Federal	Bridge Painting	2001	National Hwy Performance Prgm	0	Air Quality Exempt		TBD
FHWA	3	100057							CO	CO Contr	\$200,000				2020	4PS7	State		002	State Funds (002)				
FHWA	3	100057							CO	CO Engr	\$80,000				2020	LABR	Federal		2001	National Hwy Performance Prgm				
FHWA	3	100057							CO	CO Engr	\$20,000				2020	LABR	State		002	Labor - State Match				
FHWA	3	100057	RIC SR 0013 05.30	RIC	Zone Paint Lower Cord of StructureRIC-SR 0013-05.30	RIC-0013-05.30	ODOT SPONSORING AGENCY	RCRPC	PE	Dtl Dsgn	\$4,500	\$0	\$30,000	\$1,130,000	2020	LABR	State	Bridge Painting	002	Labor - State Match	0	Air Quality Exempt		TBD
FHWA	3	100057							PE	Env PE	\$25,500				2020	LABR	State		002	Labor - State Match				
FHWA	3	101442	RIC SR 0309 03.91	RIC	Urban Paving - City of OntarioRIC 309 3.91-6.04 / RIC 430 0.00-2.19	RIC-309-3.91-6.04 / RIC-430-0.00-2.19	ODOT SPONSORING AGENCY	RCRPC	CO	CO Contr	\$78,356	\$0	\$1,059,568	\$1,074,749	2020	4BG7	Local Match	Resurfacing, Undivided System	002	Local Match	4.32	Air Quality Exempt		TBD
FHWA	3	101442							CO	CO Contr	\$355,458				2020	4PF7	Federal		Z231	STBG				
FHWA	3	101442							CO	CO Contr	\$88,864				2020	4BG7	Local Match		002	Local Match				
FHWA	3	101442							CO	CO Contr	\$27,246				2020	4PF7	Federal		2001	National Hwy Performance Prgm				
FHWA	3	101442							CO	CO Contr	\$6,811				2020	4PS7	State		002	State Funds (002)				
FHWA	3	101442							CO	CO Contr	\$117,975				2020	4BG7	Local Match		002	Local Match				
FHWA	3	101442							CO	CO Contr	\$283,197				2020	4PF7	Federal		2001	National Hwy Performance Prgm				
FHWA	3	101442							CO	CO Contr	\$70,799				2020	4BG7	Local Match		002	Local Match				
FHWA	3	101442							CO	CO Engr	\$8,496				2020	LABR	Federal		2001	National Hwy Performance Prgm				
FHWA	3	101442							CO	CO Engr	\$2,124				2020	LABR	Local Match		002	Labor - Local Match				
FHWA	3	101442							CO	CO Engr	\$10,664				2020	LABR	Federal		Z231	STBG				
FHWA	3	101442							CO	CO Engr	\$2,666				2020	LABR	Local Match		002	Labor - Local Match				
FHWA	3	101442							CO	CO Engr	\$2,351				2020	LABR	Local Match		002	Labor - Local Match				
FHWA	3	101442							CO	CO Engr	\$818				2020	LABR	Federal		2001	National Hwy Performance Prgm				
FHWA	3	101442							CO	CO Engr	\$204				2020	LABR	State		002	Labor - State Match				
FHWA	3	101442							CO	CO Engr	\$3,539				2020	LABR	Local Match		002	Labor - Local Match				
FHWA	3	101442	RIC SR 0309 03.91	RIC	Urban Paving - City of OntarioRIC 309 3.91-6.04 / RIC 430 0.00-2.19	RIC-309-3.91-6.04 / RIC-430-0.00-2.19	ODOT SPONSORING AGENCY	RCRPC	PE	Dtl Dsgn	\$2,277	\$0	\$15,181	\$1,074,749	2019	LABR	State	Resurfacing, Undivided System	002	Labor - State Match	4.32	Air Quality Exempt		TBD
FHWA	3	101442							PE	Env PE	\$12,904				2019	LABR	State		002	Labor - State Match				
FHWA	3	101447	RIC US 0042 11.66	RIC	City of Mansfield Urban PavingRIC 42 11.66-13.13 / RIC 430 5.68-6.01	RIC-42-11.66-13.13 / RIC-430-5.68-6.01	ODOT SPONSORING AGENCY	RCRPC	CO	CO Contr	\$178,474	\$0	\$498,866	\$513,257	2021	4PF7	Federal	Resurfacing, Undivided System	2001	National Hwy Performance Prgm	1.46	Air Quality Exempt		TBD
FHWA	3	101447							CO	CO Contr	\$44,619				2021	4BG7	Local Match		002	Local Match				
FHWA	3	101447							CO	CO Contr	\$95,281				2021	4PF7	Federal		2001	National Hwy Performance Prgm				
FHWA	3	101447							CO	CO Contr	\$23,820				2021	4PS7	State		002	State Funds (002)				
FHWA	3	101447							CO	CO Contr	\$137,485				2021	4BG7	Local Match		002	Local Match				
FHWA	3	101447							CO	CO Engr	\$5,499				2021	LABR	Local Match		002	Labor - Local Match				
FHWA	3	101447							CO	CO Engr	\$3,811				2021	LABR	Federal		2001	National Hwy Performance Prgm				
FHWA	3	101447							CO	CO Engr	\$953				2021	LABR	State		002	Labor - State Match				
FHWA	3	101447							CO	CO Engr	\$7,139				2021	LABR	Federal		2001	National Hwy Performance Prgm				
FHWA	3	101447							CO	CO Engr	\$1,785				2021	LABR	Local Match		002	Labor - Local Match				
FHWA	3	101447	RIC US 0042 11.66	RIC	City of Mansfield Urban PavingRIC 42 11.66-13.13 / RIC 430 5.68-6.01	RIC-42-11.66-13.13 / RIC-430-5.68-6.01	ODOT SPONSORING AGENCY	RCRPC	PE	Dtl Dsgn	\$2,159	\$0	\$14,391	\$513,257	2020	LABR	State	Resurfacing, Undivided System	002	Labor - State Match	1.46	Air Quality Exempt		TBD
FHWA	3	101447							PE	Env PE	\$12,232				2020	LABR	State		002	Labor - State Match				
FHWA	3	101552	RIC US 0042 00.00	RIC	MicrosurfacingRIC-42-0.00-3.48	RIC-42-0.00-3.48	ODOT SPONSORING AGENCY	RCRPC	CO	CO Contr	\$451,082	\$0	\$728,818	\$749,842	2021	4PF7	Federal	Preventive Maintenance	Z232	STBG	3.48	Air Quality Exempt		TBD
FHWA	3	101552							CO	CO Contr	\$112,770				2021	4PS7	State		002	State Funds (002)				
FHWA	3	101552							CO	CO Contr	\$109,548				2021	4PF7	Federal		Z231	STBG				
FHWA	3	101552							CO	CO Contr	\$27,387				2021	4PS7	State		002	State Funds (002)				
FHWA	3	101552							CO	CO Engr	\$4,382				2021	LABR	Federal		Z231	STBG				
FHWA	3	101552							CO	CO Engr	\$1,095				2021	LABR	State		002	Labor - State Match				
FHWA	3	101552							CO	CO Engr	\$18,043				2021	LABR	Federal							

* Includes all future SFYs and uncommitted funding.

Agency	Dist	PID	Project Name (ie CRS)	Cnty	Project Description	Project Termini	Sponsoring Agency	MPO	Ph	Subphase	STIP Phase Estimate	Total Phase Encumbered	STIP Phase Total	*Project Total	SFY	SAC	Fund Type (F, S, B, O)	Primary Work Category	Oblig. Code	Obligation Description	SLM Miles	Air Quality Status	ALI - Qty XXX	STIP ID
FHWA	3	102058							CO	CO Contr	\$48,340				2019	4PS7	State		002	State Funds (002)				
FHWA	3	102058							CO	CO Engr	\$69,535				2019	LABR	Federal		Z232	STBG				
FHWA	3	102058							CO	CO Engr	\$17,384				2019	LABR	State		002	Labor - State Match				
FHWA	3	102058	RIC SR 0603 00.05	RIC	FY2019 Geologic Site Management Funds Application	RIC-603-0.05	ODOT SPONSORING AGENCY	RCRPC	RW	Acquis	\$10,000	\$0	\$10,000	\$1,659,043	2018	4PS7	State	Slide Repair	002	State Funds (002)	0.05	Air Quality Exempt		TBD
FHWA	3	102607	RIC New Salt Yard	RIC	Construct a new salt yard on ODOT property at US 30 and IR 71, with salt and loader storage buildings, site preparation, fencing, gates, lighting, and paving.	IR 71/US 30 Interchange	ODOT SPONSORING AGENCY	RCRPC	CO	CO Contr	\$750,000	\$0	\$825,000	\$890,117	2018	LBP7	State	Buildings - Mix Shed,etc.	002	State Funds (002)	0	Air Quality Exempt		TBD
FHWA	3	102607							CO	CO Engr	\$75,000				2018	LABR	State		002	Labor - State Match				
FHWA	3	102739	RIC SR 0603 13.57	RIC	Bridge Replacement	RIC-603-13.57	ODOT SPONSORING AGENCY	RCRPC	PE	Dtl Dsgn	\$24,750	\$0	\$165,000	\$715,000	2020	LABR	State	Bridge Replacement	002	Labor - State Match	0.02	Air Quality Exempt		TBD
FHWA	3	102739							PE	Env PE	\$140,250				2020	LABR	State		002	Labor - State Match				
FHWA	3	102901	RIC-CR VAR GR FY2021	RIC	Upgrade existing guardrail in various locations on Richland County Roads.	Various Richland County roads.	RICHLAND COUNTY ENGINEER	RCRPC	CO	CO Contr	\$192,300	\$0	\$200,000	\$200,000	2021	4HB7	Federal	Guardrail upgrade/replace	Z530	Highway Safety Imp Prog	0	Air Quality Exempt		TBD
FHWA	3	102901							CO	CO Engr	\$7,700				2021	4HB7	Federal		Z530	Highway Safety Imp Prog				
FHWA	3	102903	RIC-CR VAR PM FY2021	RIC	Pavement markings on various Richland County roads.	Various Richland County locations	RICHLAND COUNTY ENGINEER	RCRPC	CO	CO Contr	\$144,200	\$0	\$150,000	\$150,000	2021	4HB7	Federal	Pavement Marking	Z530	Highway Safety Imp Prog	0	Air Quality Exempt		TBD
FHWA	3	102903							CO	CO Engr	\$5,800				2021	4HB7	Federal		Z530	Highway Safety Imp Prog				
FHWA	3	102954	RIC SR 0013 21.69	RIC	Smoothseal	RIC 13-21.69 to 32.63	ODOT SPONSORING AGENCY	RCRPC	CO	CO Contr	\$565,784	\$0	\$735,519	\$735,519	2019	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys	Z232	STBG	10.94	Air Quality Exempt		TBD
FHWA	3	102954							CO	CO Contr	\$141,446				2019	4PS7	State		002	State Funds (002)				
FHWA	3	102954							CO	CO Engr	\$22,631				2019	LABR	Federal		Z232	STBG				
FHWA	3	102954							CO	CO Engr	\$5,658				2019	LABR	State		002	Labor - State Match				
FHWA	3	102957	RIC US 0042 13.13	RIC	Resurfacing	RIC 42 13.13-18.08 ASD 42 0.00-3.80	ODOT SPONSORING AGENCY	RCRPC	CO	CO Contr	\$143,276	\$0	\$2,650,915	\$2,650,915	2019	4PF7	Federal	Minor Rehabilitation - Pavement Gnrl Sys	Z231	STBG	8.72	Air Quality Exempt		TBD
FHWA	3	102957							CO	CO Contr	\$35,819				2019	4PS7	State		002	State Funds (002)				
FHWA	3	102957							CO	CO Contr	\$1,025,986				2019	4PF7	Federal		Z232	STBG				
FHWA	3	102957							CO	CO Contr	\$256,497				2019	4PS7	State		002	State Funds (002)				
FHWA	3	102957							CO	CO Contr	\$889,700				2019	4PF7	Federal		Z001	National Hwy Performance Prgm				
FHWA	3	102957							CO	CO Contr	\$222,425				2019	4PS7	State		002	State Funds (002)				
FHWA	3	102957							CO	CO Engr	\$30,780				2019	LABR	Federal		Z232	STBG				
FHWA	3	102957							CO	CO Engr	\$7,695				2019	LABR	State		002	Labor - State Match				
FHWA	3	102957							CO	CO Engr	\$4,298				2019	LABR	Federal		Z231	STBG				
FHWA	3	102957							CO	CO Engr	\$1,075				2019	LABR	State		002	Labor - State Match				
FHWA	3	102957							CO	CO Engr	\$26,691				2019	LABR	Federal		Z001	National Hwy Performance Prgm				
FHWA	3	102957							CO	CO Engr	\$6,673				2019	LABR	State		002	Labor - State Match				
FHWA	3	103717	RIC SR 0309 06.04	RIC	Ontario Urban Paving: RIC-309-6.04-8.73 Mansfield Urban Paving: RIC-309-8.73-9.30	RIC-309-6.04-9.30	ODOT SPONSORING AGENCY	RCRPC	PE	Dtl Dsgn	\$7,678	\$0	\$51,186	\$1,757,397	2021	LABR	State	Resurfacing, Divided System	002	Labor - State Match	3.26	Air Quality Exempt		TBD
FHWA	3	103717							PE	Env PE	\$43,508				2021	LABR	State		002	Labor - State Match				
FHWA	3	104083	RIC CR 32 3.65 (Mock Road)	RIC	Bridge replacement on Mock Road. Federal/State Exchange program.	100' on each side of the bridge	RICHLAND COUNTY ENGINEER	RCRPC	CO	CO Contr	\$440,800	\$0	\$606,000	\$606,000	2021	4C87	State	Bridge Replacement	002	State Funds (002)	0.1	Air Quality Exempt		TBD
FHWA	3	104083							CO	CO Contr	\$110,200				2021	LNTP	Local Match		LNTP	Local Match				
FHWA	3	104083							CO	CO Engr	\$44,000				2021	4C87	State		002	State Funds (002)				
FHWA	3	104083							CO	CO Engr	\$11,000				2021	LNTP	Local Match		LNTP	Local Match				
FHWA	3	105576	RIC SR 0039 14.98	RIC	Bridge Replacement	RIC-SR-0039-14.98	ODOT SPONSORING AGENCY	RCRPC	PE	Dtl Dsgn	\$120,000	\$0	\$120,000	\$1,190,000	2020	4PS7	State	Bridge Replacement	002	State Funds (002)	0	Air Quality Exempt		TBD

RCRPC - 2018 through 2021 STIP Fiscal Analysis Draft as of 03/10/2017

Note: Analysis only includes projects indicated as Primary MPO/Large City/RTPO.

Includes Line Item Projects		SFY 2018			SFY 2019			SFY 2020			SFY 2021			4 Year STIP			
Line #	Type	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	
Federal Flexible																	
1	STBG	\$4,574,983	\$0	\$4,574,983	\$9,810,408	\$0	\$9,810,408	\$1,296,030	\$0	\$1,296,030	\$583,054	\$0	\$583,054	\$16,264,475	\$0	\$16,264,475	
--	STBG/Safe Routes to School	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
2	National Hwy Performance Prgm	\$3,214,482	\$0	\$3,214,482	\$47,889,749	\$0	\$47,889,749	\$2,602,164	\$0	\$2,602,164	\$3,231,254	\$0	\$3,231,254	\$56,937,648	\$0	\$56,937,648	
3	Interstate Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
4	National Highway System	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
5	Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$536,000	\$0	\$536,000	\$0	\$0	\$0	\$536,000	\$0	\$536,000	
6	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
7	Highway Safety Imp Prog	\$140,707	\$0	\$140,707	\$249,000	\$0	\$249,000	\$300,000	\$0	\$300,000	\$350,000	\$0	\$350,000	\$1,039,707	\$0	\$1,039,707	
8	Garvee Bond-Fund 045-Longtm AC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
9	SIB Loan-Fund 212-Longterm AC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
10	Redistributed Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Federal Appropriation Changes Needed																	
11	Un-Assigned Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$320,000	\$0	\$320,000	\$640,000	\$0	\$640,000	\$960,000	\$0	\$960,000	
12	Un-Assigned Federal Labor	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
13	Non-Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
56	Not Grouped	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Sub-Totals Federal Flexible		\$7,930,171	\$0	\$7,930,171	\$57,949,157	\$0	\$57,949,157	\$5,054,194	\$0	\$5,054,194	\$4,804,308	\$0	\$4,804,308	\$75,737,831	\$0	\$75,737,831	
MPO Sub-allocated budgets for SFY 2016 include estimated SFY budget balance carryforward from SFY 2015.																	
MPO Sub-allocated STP Funds - SAC 4TA7																	
RI03	4TA7	STBG	\$837,748	\$837,748	\$0	\$1,209,921	-\$325,761	\$1,535,682	\$1,249,888	\$1,249,888	\$0	\$1,249,888	\$1,249,888	\$0	\$4,547,445	\$3,011,763	\$1,535,682
		CMAQ	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		Bridge	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		National Hwy Performance Prgm	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		TAP/Enhancements	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		Un-Assigned Federal	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
4TA7	MPO Sub-Total		\$837,748	\$837,748	\$0	\$1,209,921	-\$325,761	\$1,535,682	\$1,249,888	\$1,249,888	\$0	\$1,249,888	\$1,249,888	\$0	\$4,547,445	\$3,011,763	\$1,535,682
MPO "Statewide" CMAQ Funds - SAC 4TB7																	
RI03	4TB7	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		National Hwy Performance Prgm	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		5307 - Urban Formula Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STBG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Un-Assigned Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4TB7	MPO Sub-Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MPO Sub-allocated Enhancement Funds - SAC 4TC7																	
RI03	4TC7	TAP/Enhancements	\$137,922	\$137,922	\$0	\$141,030	\$141,030	\$0	\$124,989	\$124,989	\$0	\$124,989	\$124,989	\$0	\$528,930	\$528,930	\$0
		Un-Assigned Federal	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
4TC7	MPO Sub-Total		\$137,922	\$137,922	\$0	\$141,030	\$141,030	\$0	\$124,989	\$124,989	\$0	\$124,989	\$124,989	\$0	\$528,930	\$528,930	\$0
MPO Sub-allocated Planning STP Funds - SAC 4TD7																	
RI03	4TD7	STBG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Bridge	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		Highway Planning (2%)	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		Metro Planning	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		Un-Assigned Federal	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
4TD7	MPO Sub-Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MPO Sub-allocated Planning CMAQ Funds - SAC 4TE7																	
RI03	4TE7	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		National Hwy Performance Prgm	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
		Un-Assigned Federal	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0	N/A	\$0	\$0
4TE7	MPO Sub-Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

RCRPC - 2018 through 2021 STIP Fiscal Analysis Draft as of 03/10/2017

Note: Analysis only includes projects indicated as Primary MPO/Large City/RTPO.

Includes Line Item Projects		SFY 2018			SFY 2019			SFY 2020			SFY 2021			4 Year STIP		
Line #	Type	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates
	MPO Sub-Total	\$975,670	\$975,670	\$0	\$1,350,951	-\$184,731	\$1,535,682	\$1,374,877	\$1,374,877	\$0	\$1,374,877	\$1,374,877	\$0	\$5,076,375	\$3,540,693	\$1,535,682
State/Local Match Program 002/042/Labor/Local Match																
14	State Funds (002)	\$6,941,681	\$0	\$6,941,681	\$13,873,546	\$0	\$13,873,546	\$1,108,679	\$0	\$1,108,679	\$1,923,959	\$0	\$1,923,959	\$23,847,865	\$0	\$23,847,865
15	State Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
16	Labor - State Match	\$761,308	\$0	\$761,308	\$2,650,879	\$0	\$2,650,879	\$407,742	\$0	\$407,742	\$403,817	\$0	\$403,817	\$4,223,746	\$0	\$4,223,746
17	Labor - Local Match	\$24,248	\$0	\$24,248	\$0	\$0	\$0	\$10,680	\$0	\$10,680	\$7,284	\$0	\$7,284	\$42,211	\$0	\$42,211
18	Local Match	\$1,234,308	\$0	\$1,234,308	\$384,921	\$0	\$384,921	\$489,995	\$0	\$489,995	\$303,304	\$0	\$303,304	\$2,412,527	\$0	\$2,412,527
	Grand Totals State/Local/GRF	\$8,961,544	\$0	\$8,961,544	\$16,909,346	\$0	\$16,909,346	\$2,017,096	\$0	\$2,017,096	\$2,638,364	\$0	\$2,638,364	\$30,526,349	\$0	\$30,526,349
	Sub-Totals Fed Flex/State/Local Match (Above)	\$16,891,715	\$0	\$16,891,715	\$74,858,503	\$0	\$74,858,503	\$7,071,290	\$0	\$7,071,290	\$7,442,672	\$0	\$7,442,672	\$106,264,179	\$0	\$106,264,179
Other Federal																
19	Earmarks / High Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
20	Appalachian Hwys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
21	Other Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
22	Tiger Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
23	Highway Planning (2%)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
24	TAP/Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
25	TAP/Safe Routes to School	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
26	Forest Highways	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
27	Metro Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
28	RR Hazard Elimination	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
29	Trans & Com Sys Pres (TCSP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
30	Nat'l Historic Covered Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
31	National Corridor Boarder	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
32	Ntl Cor Planning & Dev (NCPD)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
33	LTAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Sub-Totals	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Discretionary																
34	Emergency Relief	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
35	Scenic Byway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
36	Ferry Boat	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Sub-Totals Discretionary Programs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Grand Totals FHWA	\$17,867,385	\$975,670	\$16,891,715	\$76,209,454	-\$184,731	\$76,394,185	\$8,446,167	\$1,374,877	\$7,071,290	\$8,817,549	\$1,374,877	\$7,442,672	\$111,340,555	\$3,540,693	\$107,799,862

RCRPC - 2018 through 2021 STIP Fiscal Analysis Draft as of 03/10/2017

Note: Analysis only includes projects indicated as Primary MPO/Large City/RTPO.

Includes Line Item Projects		SFY 2018			SFY 2019			SFY 2020			SFY 2021			4 Year STIP		
Line #	Type	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates	Budget	Est'd Balance	Estimates
Transit Funding by Line Item																
5307 - Urban Formula Program																
37	5307 - Urban Formula Program	\$1,134,000	\$0	\$1,134,000	\$1,082,000	\$0	\$1,082,000	\$1,082,000	\$0	\$1,082,000	\$1,082,000	\$0	\$1,082,000	\$4,380,000	\$0	\$4,380,000
5309 Bus & Bus Facil																
38	5309 / 0003 - New Starts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
39	5309 / 0004 - Small Starts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5309 - Capital Investment Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310 - Enhanced Mobility																
40	5310 - Enhanced Mobility	\$64,000	\$0	\$64,000	\$64,000	\$0	\$64,000	\$70,000	\$0	\$70,000	\$72,000	\$0	\$72,000	\$270,000	\$0	\$270,000
41	5310 - Enhanced Mobility Small Urban	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
42	5310 - Enhanced Mobility Rural	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5310 - Enhanced Mobility	\$64,000	\$0	\$64,000	\$64,000	\$0	\$64,000	\$70,000	\$0	\$70,000	\$72,000	\$0	\$72,000	\$270,000	\$0	\$270,000
5311 - Rural Transit Program																
43	5311 - Rural Transit Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5312 - Natl Res & Techlgy Prgm																
44	5312 - Natl Res & Techlgy Prgm	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5329 - "State Safety Security Oversight"																
45	5329 State Safety Security Ovr	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5337 - "Fixed Guideway Modernization"																
46	5337 / 0001 - Fixed Guidwy Mod	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
48	5337 / 0003-High Int Mtr Bus	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
48	5337 / 0001-State of Good Rpr	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5337 - "State of Good Repair"	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5339 - "Bus & Bus Facilities"																
49	5339 / 0002 - Bus & Bus Facil	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
50	5339 - Bus & Bus Fac Sm Urb	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
51	5339 - Bus & Bus Fac Rural	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Sub-Totals	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Transit State/Local Match																
52	Local Match-0001-Farbx Rev-Lcl	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
53	Local Match-0002-Local Ded-Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
54	Local Match - 0003 - Local Oth	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
55	FTA Local Match	\$672,500	\$0	\$672,500	\$659,500	\$0	\$659,500	\$661,000	\$0	\$661,000	\$661,500	\$0	\$661,500	\$2,654,500	\$0	\$2,654,500
55	GRF	\$224,500	\$0	\$224,500	\$224,500	\$0	\$224,500	\$224,500	\$0	\$224,500	\$224,500	\$0	\$224,500	\$898,000	\$0	\$898,000
	Transit Local Match	\$897,000	\$0	\$897,000	\$884,000	\$0	\$884,000	\$885,500	\$0	\$885,500	\$886,000	\$0	\$886,000	\$3,552,500	\$0	\$3,552,500
	Sub-Totals	\$2,095,000	\$0	\$2,095,000	\$2,030,000	\$0	\$2,030,000	\$2,037,500	\$0	\$2,037,500	\$2,040,000	\$0	\$2,040,000	\$8,202,500	\$0	\$8,202,500

Line # Legend

- 11-etc. "Un-Assigned Federal" - Federal SAC codes but no Federal billing fund yet assigned (ie SACs 4PF7, 4BK7, TRAN, TRTR, etc.)
- 17-18 "Local Match" = Budget matches estimates in that the local quarantees the source of funding based on the entire revenue sources for specific projects. (SACs LNTP, 4BG6, 4BG7, & 4BG9)

Note: Garvee Bond, State Bond used Business Plan for Budgets. Also used Business Plan for Garvee Debt Service Estimates.

RCRPC PUBLIC INVOLVEMENT PLAN

Approved May 28, 2014

INTRODUCTION:

Public participation is an integral part of the transportation process which helps to ensure that decisions are made in consideration of and to benefit public needs and preferences. Early and continuous public involvement; reasonable public availability of technical and other information; collaborative input on alternatives, evaluation criteria and mitigation needs; open public meetings where matters related to Federal-aid highway and transit programs are being considered; and open access to decision-making process prior to closure helps bring diverse viewpoints and values into the decision-making process. This process enables Richland County Regional Planning Commission (RCRPC) to make better informed decisions through collaborative efforts and builds mutual understanding and trust between the RCRPC and the public we serve. Successful public participation is a continuous process, consisting of a series of activities and actions to both inform the public and stakeholders and to obtain input from them which influence decisions that affect their lives.

The purpose of this document is to describe the public involvement process for the transportation planning program in Richland County, Ohio, which is conducted by the designated Metropolitan Planning Organization (MPO). The Coordinating Committee of RCRPC has been designated by the State and Federal governments as the MPO for Richland County. This document sets forth federal requirements, states local goals and objectives, and describes specific public participation procedures to be followed in the development of the Long Range Transportation Plan, the Transportation Improvement Program (TIP), and other documents and/or policies, as appropriate.

This Public Involvement Plan is intended to provide direction for public involvement activities to be conducted by RCRPC and contains the policies, goals, objectives, and techniques used by this MPO to solicit public involvement. **This plan is also used to meet the public participation requirements for planning for the Program of Projects of public transportation, and other transit related activities, that are carried out by the Richland County Transit Board.**

RCRPC, along with FHWA and FTA, commit to:

1. Promoting an active role for the public in the development of transportation plans, programs and projects from the early stages of the planning process through detailed project development.
2. Promoting the shared obligation of the public and decision makers to define goals and objectives for the State and/or metropolitan transportation system, to identify

- transportation and related problems, to develop alternatives to address the problems, and to evaluate the alternatives on the basis of collaboratively identified criteria.
3. Ensuring that, the public is actively involved in the development of public involvement procedures themselves in ways that go beyond commenting on drafts. (Notice in News Journal, May 1; Open House held May 16)
 4. Strongly encouraging the State departments of transportation, RCRPC, and transportation providers to aggressively seek to identify and involve the affected and interested public, including those traditionally underserved by existing transportation systems and facilities.
 5. Strongly encourage using combinations of different public involvement techniques designed to meet the diverse needs of the general public.
 6. Sponsoring outreach, training, and technical assistance and providing information for Federal, State, regional, and local transportation agencies on effective public involvement procedures.
 7. Ensuring that statewide and RCRPC work programs provide for effective public involvement.
 8. Carefully evaluating public involvement processes and procedures to assess their success at meeting the performance requirements specified in the appropriate regulations during joint certification reviews, metropolitan planning and conformity findings, State Transportation Improvement Program (STIP) approvals and project oversight.

Purpose of Transportation Planning

The purpose of transportation planning is to fulfill goals by developing strategies to meet transportation needs. These strategies address current and future land use, economic development, traffic demand, public safety, health, and social needs. RCRPC considers there being two (2) fundamental reasons to undertake transportation planning in Richland County. They are:

1. Planning is the logical and reasonable thing to do.
2. Planning is required to receive Federal and State assistance for transportation projects.

Planning is a logical, systematic approach to problem solving and decision making. RCRPC's process for transportation planning includes the following steps:

1. Setting goals and objectives
2. Collection of data
3. Analysis of data to identify problems, needs and available resources
4. Identification of alternative solutions
5. Evaluation of alternatives
6. Selection of alternatives and establishing priorities
7. Implementation

History of Transportation Planning in Richland County

The federal regulations that provide for transportation planning at the local level pertain to urbanized areas. The Census Bureau delineates urbanized areas (UA's) to provide a better separation of urban and rural territory, population, and housing in the vicinity of large places. An UA comprises one or more places ("central place") and the adjacent densely settled surrounding territory ("urban fringe") that together have a minimum of 50,000 persons.

The population of the City of Mansfield as determined by the 1960 decennial census was 47,325. In 1965, the Census Bureau conducted a canvas of the annexations to the City of Mansfield from 1960 to 1965. On the basis of the revised boundary, the 1960 population was determined to be 51,418 for the combination of the City and its annexations. The Mansfield urban area therefore was determined to be an urbanized area, and fell under the transportation planning requirements that were described in *the Federal Bureau of Public Roads Policy and Procedural Memorandum (PPM) 50-9*.

In 1966 it was determined that the planning process should be performed by the RCRPC. A Prospectus and a Work Program were developed and approved, a staff was hired, and the study was underway.

The year 1967 was established as the base year for the study. Social and economic data was collected, and an origin and destinations study was performed during that year. In the following years the base year data was analyzed, an ultimate land use plan was developed, socio-economic forecasts (1990) were made, transportation goals and objectives were established, financial resources were analyzed, traffic forecasts were developed and alternative networks were tested. In 1975, the first Richland County Wide Long Range Transportation Plan (1990) and Transportation Improvement Plan were adopted.

The initial Long Range Plan was considered to be a realistic plan that concentrated on improvements to existing facilities. A major project that was a part of the initial plan was the completion of missing or connecting links to the U.S. 30 expressway across the County. This first plan was highway oriented. By the time the Plan was completed in 1975 the community's public transportation service had been discontinued, and it did not appear that service would ever be restored to a point that it would affect automobile travel within the area. The planning process found that public transportation service was needed, and it

was feasible, so in December, 1977, a limited amount of public transportation was restored in Richland County.

As a result of federal rules and regulations promulgated in 1975, the transportation planning of the “Coordinating Committee of the Comprehensive Land Use and Transportation Study” being performed by the RCRPC was designated as the Metropolitan Planning Organization (MPO) by the State of Ohio. A “Transportation System Management” element was added to the planning program in 1979. In 1983 the federal rules and regulations recognized the differences between large and small urban areas, and that planning programs should be tailored to meet the areas’ varied needs.

The RCRPC’s transportation planning program has continued through the years to be flexible, and has adapted to changing state and federal requirements, policies, and program emphasis areas. The program also has been flexible in its capacity to adapt to local planning needs, and balancing its appreciation of the local issues, with the requirements from the state and federal level. This approach would seem to support the concept of the MPO planning, in that local decision makers understand the needs and priorities of an area, and can best decide how limited resources can be allocated to meet these needs.

Agency Description

The MPO for the Mansfield Urbanized Area is the Coordinating Committee of the Continuing Comprehensive Land Use and Transportation Study. The MPO is organized through the RCRPC, which operates under the provisions of Section 713.21 & 713.23 of the Ohio Revised Code.

In 1959, a group of Richland County community leaders saw the need for planning. They envisioned that the issues a regional planning agency could address would range from infrastructure to zoning. They wanted to deal with issues affecting the development of the region as a whole, or more than one political subdivision within the region, which do not begin and terminate within the boundaries of any single municipality.

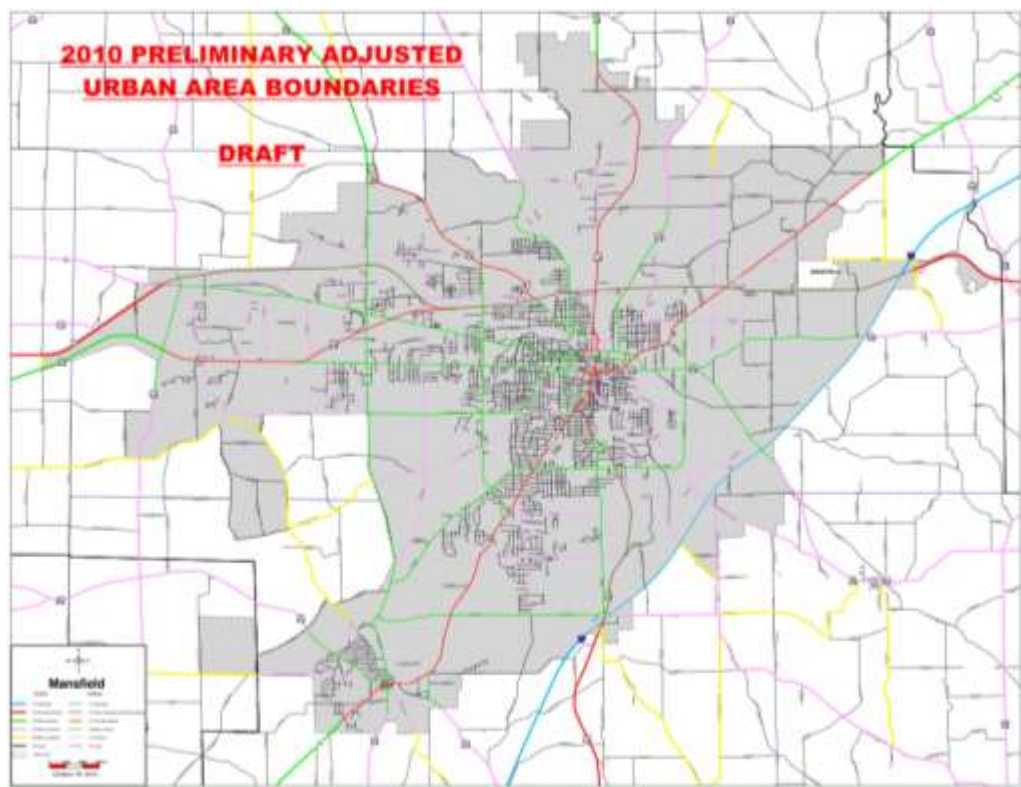
The City of Mansfield and Richland County Commissioner’s jointly created the RCRPC in 1959 to undertake this planning. The organization carries on today, still true to its original purpose -- most notably the ongoing focus on issues that *affect the development of the Region as a whole*.

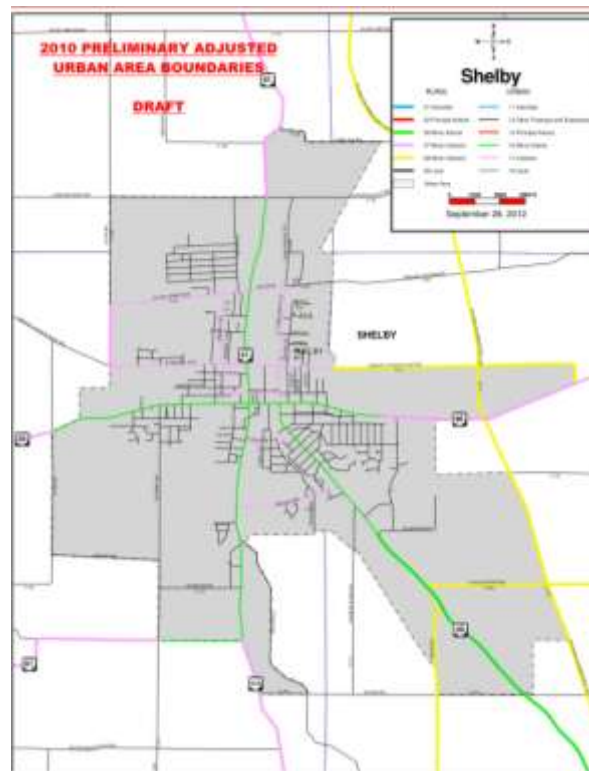
In 1966 it was decided that the most appropriate existing agency in Richland County to perform the Comprehensive Land Use and Transportation Study was the Regional Planning Commission. However, due to the fact that there were conflicts in the rules and regulations governing membership on the RCRPC and membership on the Policy Body of the Comprehensive Land Use and Transportation Study, it was necessary that a separate autonomous body, the “Coordinating Committee”, be formed to oversee this new transportation responsibility.

Agency Geography & MPO Boundary

The RCRPC's geographic area of responsibility is all of Richland County, including every municipality and all of the unincorporated territory. The urbanized area geography for the MPO is identified on the following map, and generally corresponds to the more densely populated areas in and around Mansfield, Ontario and Shelby. It includes the following political subdivisions.

Richland County Political Subdivision	All or Partial
City of Mansfield	All
City of Ontario	All
City of Shelby	All
Village of Lexington	All
Madison Township	Partial
Washington Township	Partial
Springfield Township	Partial
Troy Township	Partial
Mifflin Township	Partial
Sharon Township	Partial
Franklin Township	Partial
Jackson Township	Partial
City of Galion	Partial

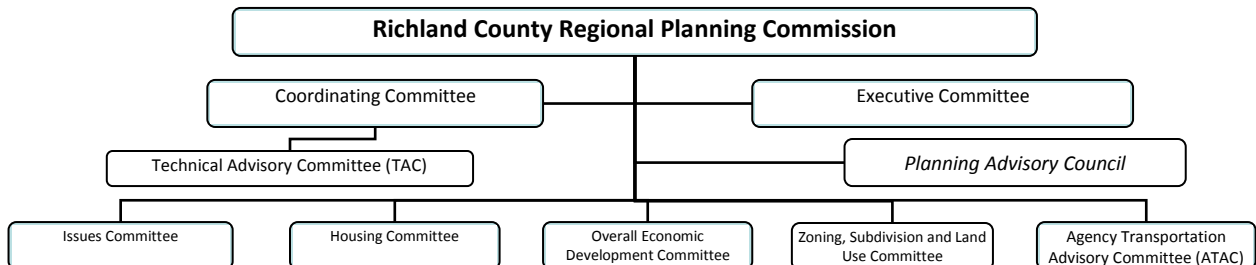




Agency Organizational Structure

The RCRPC is the organizational unit for transportation planning in Richland County. The Coordinating Committee is the decision making "Policy Body" for Transportation Planning.

Organizational Chart



Outline of Organizational Arrangements & Relationships

Organizational Unit	Role & Responsibility	Membership
Richland County Regional Planning Commission	Organization established under Ohio Law.	Established by the Bylaws- Elected and appointed government officials as well as “at-large” membership representing various county interests.
Coordinating Committee of the Continuing Comprehensive Land Use and Transportation Program	As the Metropolitan Planning Organization, it is the decision making body for the transportation planning program.	All members of the RCRPC plus additional membership seats for additional elected officials from the urbanized area so that the MPO decision making is by a group with at least 51% elected officials. Also membership positions for ODOT representatives.
Planning Advisory Council	All past presidents of the RCRPC.	Those who choose to remain active are entitled to voting privileges on the RCRPC

Agency Committees and Roles

Committee	Role
Technical Advisory Committee (TAC)	Technical oversight of Transportation Planning Program
Executive Committee	Administrative and financial oversight of the RCRPC
Personnel Committee	Staff employment, compensation and policy issues
Zoning, Subdivision & Land Use Committee	Advisory assistance to RCRPC on matters relating to subdivision regulations and zoning, recommendations
Agency Transportation Advisory Committee (ATAC)	Guidance and oversight of personal transportation coordination efforts and programs
Special Committees	Ad Hoc committees may be formed at the discretion of the Commission to address such topics as long term comprehensive planning, economic, and community development.

Generally speaking any transportation planning activity that the RCRPC undertakes follows the following basic steps:

1. The staff, along with the involvement of other technical persons, completes the necessary studies and develops recommendations that are forwarded to the TAC.
2. The TAC reviews the scope, status, and progress of work, and considers the staff recommendations.
3. The Coordinating Committee considers the results of the studies along with recommendations of staff and TAC and adopts plans and programs including the Transportation Plan and the Transportation Improvement Program.

Voting Representation

Richland County Regional Planning Commission Membership	
Representing	Appointed By
County Commissioner	<i>Office</i>
County Commissioner	<i>Office</i>
County Commissioner	<i>Office</i>
County Engineer	<i>Office</i>
Mansfield-Ontario Richland Health Department	<i>Office</i>
Appointed/Elected County Official	<i>County Commissioners</i>
Appointed/Elected County Official	<i>County Commissioners</i>
County Priority Interest	<i>County Commissioners</i>
Mansfield Mayor	<i>Office</i>
Mansfield Public Works, Safety/Service Director	<i>Office</i>
Appointed/Elected Mansfield Official	<i>Mansfield Mayor</i>
Community Development/Law/Codes/Codes & Permits	<i>Mansfield Mayor</i>
Mansfield City Engineer	<i>Office</i>
Chair, Mansfield Council Zoning Committee	<i>Office</i>
President Mansfield City Council	<i>Office</i>
Mansfield City Priority Interest	<i>Mansfield Mayor</i>
Shelby Mayor	<i>Office</i>
Shelby Planning Commission	<i>Shelby Mayor</i>
Shelby Council Member	<i>Shelby Council</i>
Bellville Mayor Or Appointee	<i>Office</i>
Lexington Mayor Or Appointee	<i>Office</i>
Lexington Council Or Appointee	<i>Lexington Council</i>
Ontario Mayor Or Appointee	<i>Office</i>
Ontario Council Or Appointee	<i>Ontario Council</i>
Plymouth Mayor Or Appointee	<i>Office</i>
Shiloh Mayor Or Appointee	<i>Office</i>
Butler Mayor Or Appointee	<i>Office</i>
Lucas Mayor Or Appointee	<i>Office</i>
Township Trustee	<i>Township Association</i>
Madison Township	<i>Madison Township Trustees</i>
Mifflin Township	<i>Mifflin Township Trustees</i>
Washington Township	<i>Washington Township Trustees</i>
Industry	<i>At Large By Executive Committee</i>
Industry	<i>At Large By Executive Committee</i>
Industry	<i>At Large By Executive Committee</i>
Business (Realtors)	<i>At Large By Executive Committee</i>
Business (Shelby Economic Development)	<i>At Large By Executive Committee</i>
Business (Mansfield. Richland County Chamber)	<i>At Large By Executive Committee</i>
Civic	<i>At Large By Executive Committee</i>
Civic	<i>At Large By Executive Committee</i>
Civic	<i>At Large By Executive Committee</i>
Civic	<i>At Large By Executive Committee</i>
Civic (Economic Development)	<i>At Large By Executive Committee</i>
Education	<i>At Large By Executive Committee</i>
Minority Interests	<i>At Large By Executive Committee</i>
Minority Interests	<i>At Large By Executive Committee</i>

Richland County Regional Planning Commission Membership	
Representing	Appointed By
Richland County Transit Board	<i>At Large By Executive Committee</i>
Elderly/Senior Citizen's Interests	<i>At Large By Executive Committee</i>
Persons With Disabilities	<i>At Large By Executive Committee</i>
Agriculture	<i>At Large By Executive Committee</i>
Coordinating Committee - In addition to all RCRPC Members	Appointed By
Coordinating Committee-ODOT District 3	<i>ODOT</i>
Coordinating Committee-ODOT County Manager	<i>ODOT</i>
Coordinating Committee-Madison Township Trustee	<i>Madison Township</i>
Coordinating Committee-Washington Township Trustee	<i>Washington Township</i>
Coordinating Committee-Springfield Township Trustee	<i>Springfield Township</i>
Coordinating Committee- Trustee Association	<i>Township Association</i>
Coordinating Committee-Mansfield Council	<i>Council President</i>
Coordinating Committee-Mansfield Council	<i>Council President</i>
Coordinating Committee-Mansfield Council	<i>Council President</i>
Coordinating Committee-Mansfield Council	<i>Council President</i>
Coordinating Committee-Mansfield Council	<i>Council President</i>

MAP-21

MAP-21 is a milestone for the U.S. economy and the Nation's surface transportation program. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

INFRASTRUCTURE

- Program guidance:
 - National Highway Performance Program
 - Surface Transportation Program
 - Emergency Relief Program
 - Appalachian Development Highway System
 - Ferry Boats
 - Territorial and Puerto Rico Highways
- Guidance on infrastructure topics:
 - Asset management
 - National Highway System design standards
 - Construction management/general contractor contracting method
 - Buy America (including impact on utility relocations)
 - Stewardship and oversight
 - Collection of element-level bridge data
 - Interstate access justifications

- Strategy, schedule, and outreach on performance management
- Supplemental notice of proposed rulemaking on National Tunnel Inspection Standards
- Guidance and notice of proposed rulemaking (NPRM) on value engineering

UP NEXT

- Guidance on FHWA's revised stewardship and oversight process
- Rulemaking activity:
 - Final rule on value engineering
 - NPRM on establishing performance measures
 - NPRM on State asset management plans
 - NPRM on updated National Bridge Inspection Standards
 - Rule on National Tunnel Inspection Standards

SAFETY

- Guidance on safety programs and related topics:
 - Highway Safety Improvement Program (HSIP) eligibility and reporting
 - Strategic Highway Safety Plan (SHSP)
 - High Risk Rural Roads
 - State safety data systems
 - Penalty transfer provisions
 - Older road users
 - Railway-highway crossings

UP NEXT

- Activities related to High Risk Rural Roads:
 - Report to Congress
 - Best practices manual

FREIGHT

- Process for development of National Freight Network
- Guidance on freight-related topics:
 - Higher Federal share for freight projects
 - State freight advisory committees and plans
- Guidance and best practices re: special permits in emergencies

UP NEXT

- Draft map of Primary Freight Network
- Guidance to States on designation of critical rural freight corridors
- Final guidance on some freight-related topics

- Survey on projects of national and regional significance
- Report to Congress on State capacity to provide commercial truck parking
- Rule on 550 lb. weight exemption for idle-reduction equipment

CIVIL RIGHTS

- Guidance on new MAP-21 requirements
- Monthly civil rights webinars to all Division Offices & stakeholders

UP NEXT

- Revised guidance for On-the-Job-Training Supportive Services and Disadvantaged Business Enterprise Supportive Services programs
- Call for statements of work on these two programs

ENVIRONMENT & REALTY

- Congestion Mitigation & Air Quality Improvement (CMAQ) Program
 - Interim guidance (including regarding operating assistance)
 - Proposed final guidance posted for comment in Federal Register
- Transportation Alternatives Program
 - Program guidance
 - Related webinars
- Accelerating project delivery:
 - Final rule on categorical exclusion (CE) for emergency repairs
 - Survey on use of CEs; solicitation of recommendations for new CEs
 - NPRM on CE for projects in the operational right-of-way
 - NPRM on CE for projects with limited Federal funding
 - NPRM for Surface Transportation Project Delivery Program (State assumption of NEPA responsibilities)
 - NPRM on programmatic agreements and CEs
 - Accelerated environmental decision-making guidance
 - Solicitation for participation in Relocation Demonstration Program
 - Guidance on State assumption of CEs

UP NEXT

- CMAQ-related activities:
 - Final CMAQ guidance
 - CMAQ cost-effectiveness tables
- Rulemaking activity on various topics:
 - NPRM on transportation planning
 - NPRM on advance acquisition of property
 - Rule on Surface Transportation Project Delivery Program

- Rule on CEs in operational right-of-way and projects with limited Federal funding
 - Rule on programmatic agreements and CEs
- Report to Congress on project delivery timeframes (2005 and prior)

FEDERAL LANDS HIGHWAYS & TRIBAL TRANSPORTATION

- Guidance on Federal Lands & Tribal Transportation programs
- Notice of funding availability and solicitation of grants for the 2% safety set-aside from the Tribal Transportation program (TTP)
- Establishment of Federal Lands Access Program decision committees in most States

UP NEXT

- Selection and announcement of 2% TTP Safety set-aside tribal awards
- Selection and announcement of FY14 funding for Federal Lands Transportation Program and Federal Lands Planning Program
- Establishment of remaining Access Program decision committees

INNOVATIVE PROGRAM DELIVERY

- Transportation Infrastructure Finance and Innovation Act (TIFIA) activities:
 - Notice of funding availability; responses to letters of interest
 - Revised program guide
- Interim tolling guidance and Q&As re: toll authority under 23 USC 129
- Major project financial plans:
 - Interim guidance
 - Draft final guidance posted for comment in Federal Register
- Federal Register notice for input on public-private partnership model contracts

UP NEXT

- Additional guidance on tolling
- Final guidance on major project financial plans
- Completion of public-private partnership model contracts

RESEARCH, DEVELOPMENT & TECHNOLOGY

COMPLETE

- Strategic Highway Research Program II (SHRP2) implementation:
 - Guidance on transfer of State Planning and Research funds
 - Two rounds of Implementation Assistance Program
 - Revised list of priority projects
 - Implementation planning workshops for eight products

- Launch of FHWA Research & Technology website
- Announcement of the State Transportation Innovation Council Incentive Program and notice of funding availability

UP NEXT

- Development of long-range plan for SHRP2
- Round three of the Implementation Assistance Program
- Implementation planning workshops for additional products

FINANCIAL

- MAP-21 apportionments and obligation limitation calculations and notices
- Guidance on use of funds from older programs
- FHWA Order on fund transfers to other agencies, between States, and between apportioned programs

PUBLIC INVOLVEMENT GOALS, OBJECTIVES and POLICIES

Goals are broad; objectives are narrow.

Goals are general intentions; objectives are precise.

Goals are intangible; objectives are tangible.

Goals are abstract; objectives are concrete.

Goals can't be validated as is; objectives can be validated.

GOAL: The aim or object towards which an endeavor is directed. They are general expressions of community values. Goals set the direction rather than define the action needed.

OBJECTIVE: Based on facts rather than thoughts or opinions. Objectives set more specific directions.

POLICY: A course of action. Specific tasks or statements guiding decision-making, actions, and implying clear commitment.

The Goals of the RCRPC regarding public participation in the planning process are as follows:

1. Provide the public with thorough information on transportation planning activities and project development, in a convenient and timely manner.
2. Assure that plans and activities have the support of those affected and those who must implement them.
 - a. Those affected by plans and programs should have the opportunity to learn about them and review and comment.
 - b. Those responsible for development of the plans and programs should have the responsibility to hear comments and respond.
 - c. Those responsible for implementation should have the opportunity to know what the public has said about the plan and how those comments have been responded to by plan developers.
3. Achieve a level and mix of public involvement appropriate to the scope and nature of planning activities or projects.
4. Meet the letter and spirit of MAP-21 public participation requirements.

The public involvement process establishes goals, objectives and policies to be carried out at three distinct but interacting tiers, or levels of activity. These can be described as ***Identify, Inform, and Involve***. Stakeholders and affected populations must first be ***Identified***, then ***Informed***, and finally ***Involved***.

This Public Involvement Plan outlines ways to **identify** and contact the community affected by the plan or activity; **inform** them of the need for the plan or activity through brochures, draft plans and activity summaries; and **involve** them in the decision-making process.

To **identify** the public, we have or can create an inventory of neighborhoods and school organizations, businesses, church groups, ethnic organizations, and special interest groups. The RCRPC has analyzed US census data using Geographic Information System (GIS) to identify targeted populations for Environmental Justice in the past and will continue to do so under MAP-21 requirements.

To **inform** the public, RCRPC utilizes memorandums to local governments, press releases, display ads, agendas, marketing materials, flyers and social media. The RCRPC shall distribute transportation plans, agendas and brochures that are written to familiarize the public with transportation projects and publish newsletters, newspaper inserts or social media describing ongoing transportation planning. Future plans may be distributed to local high school seniors as part of school government curriculum

To **involve** the public, the RCRPC holds public hearings and workshops or transportation summits. Staff will participate in established community events, create surveys and comment forms, and find opportunities to gauge public sentiment. Our public involvement plan philosophy and process will evolve to “take transportation planning to the people” rather than expecting them to find their way and attend formal meetings.

Goal 1

Objective 1: The RCRPC shall actively **identify** and engage the public in the transportation planning process according to the policies, objectives and goals contained in this Public Participation Plan.

Policy 1: RCRPC shall maintain an up-to-date database of contacts including, at a minimum, the following persons to provide that all interested parties have reasonable opportunities to comment on the transportation planning process and products:

- A. Elected Officials
- B. Transportation Agencies (Airports, Transit, etc.)
- C. Local Media (TV, Radio, Print, etc.)
- D. Board of Realtors
- E. Civic Groups
- F. Special Interest Groups (Other Interested Parties)
- G. Libraries (For Public Display)
- H. Federal, State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation and other environmental issues for consultation on Transportation Plans and Transportation Improvement Programs.
- I. Private Freight Shippers

- J. Private Providers of Transportation
- K. Representatives of Public Transportation
- L. Representatives of Bicycle/Pedestrian Walkways Groups
- M. Representatives of Social Service Agencies involved in Transportation
- N. Persons who have requested updated information developed through the transportation planning process

Policy 1.2: The RCRPC shall employ visualization techniques to depict transportation plans. Examples of visualization techniques include: charts, graphs, photo interpretation, maps, use of GIS technology, artist renderings, physical models, and / or computer simulation.

Goal 2

Objective 2: The RCRPC shall *inform* the public of significant on-going transportation related activities on a continuous basis through notices to the media and social media.

Policy 2: News media will be notified of any significant transportation activity that may affect the region.

Policy 2.1: RCRPC staff shall be available to provide general and project-specific information at a central location during normal business hours, and after hours at the request of community interest groups with reasonable notice.

Policy 2.2: RCRPC shall produce a transportation report for distribution to the public a minimum of once every two years and publish and/or advertised in the media.

Policy 2.3: The RCRPC shall maintain an internet web site to provide the most current and accurate transportation planning information available. The web site shall, at a minimum, contain the following information:

- A. Contact information (mailing address, phone, fax, and e-mail)
- B. Current RCRPC committee membership
- C. Meeting calendars
- D. Work products and publications (Transportation Improvement Program, Long Range Transportation Plans, Unified Planning Work Program, etc.)
- E. An annual listing of multimodal transportation projects funded for each federal fiscal year
- F. Comment/Question Form (See Appendix A)
- G. Links to related Federal and State agencies

Policy 2.4: The RCRPC will publish on an annual basis a listing of projects funded by the State and Federal Highway Administration and Federal Transit Administration.

Goal 3

Objective 3: RCRPC shall *involve* all area citizens in the transportation planning process.

Policy 3: The RCRPC shall, whenever feasible, hold public meetings at a site convenient to public transportation and is accessible to persons with disabilities.

Policy 3.1: The RCRPC shall continuously evaluate public involvement techniques. This Public Participation Plan shall be reviewed and adopted, with revisions if necessary; at least every 3 years in order to improve the effectiveness of public involvement (see evaluation section).

PUBLIC OUTREACH TOOLS

Listed below are descriptions of public participation tools currently being used, or with potential for use, by the RCRPC:

RCRPC Web Site

Description: The site is used to provide basic information about the RCRPC process, members, meeting times, and contact information. Work products, such as the draft, and adopted, Public Participation Plan, Overall Work Program, Transportation Improvement Program and Long Range Transportation Plan are available from the site. Also, citizens will be able to submit comments to RCRPC. The site provides links to other transportation related sites at the local and national level. The website address is www.rcrpc.org. The web site is maintained and updated by the RCRPC Web Site Coordinator and regularly reviewed.

Biennial Transportation Report

Description: RCRPC staff produces a biennial transportation report that is published and widely distributed through various means and posted at www.rcrpc.org.

Direct Mailings

Description: Used to announce upcoming meetings or activities or to provide information to a targeted area or group of people. Direct mailings are usually post cards, but can be letters or flyers. An area may be targeted for a direct mailing because of potential impacts from a project developed through the transportation planning process. Groups are targeted that may have an interest in a specific issue, for example avid cyclists and pedestrians may be targeted for pathways and trail projects.

Project Workshops/Open Houses/Transportation Summits

Description: These are targeted public meetings that are open and informal, with project team members interacting with the public on a one-on-one basis. Short presentations may be given at these meetings. The purpose of project-specific meetings is to provide project information to the public and to solicit public comment and a sense of public priorities.

E-mail Announcements/Internet Message Boards

Description: Meeting announcements and RCRPC information can be e-mailed to interested persons that have submitted their e-mail addresses to RCRPC staff.

Public Hearings

Description: These are public meetings used to solicit public comment on a project or issue being considered for adoption by the Coordinating Committee. Hearings provide a formal setting for citizens to provide comments to the RCRPC or another decision-making body.

Comment Forms

Description: Comment forms are often used to solicit public comment on specific issues being presented at a workshop or other public meeting.

Surveys

Description: Surveys are used when very specific input from the public is desired. A survey can be used in place of comment cards to ask very specific questions such as whether a person supports a specific alignment in a corridor study. Surveys are also used to gather technical data during corridor and planning studies. For example, participants may be asked about their daily travel patterns.

Social Media

Description: RCRPC has both Facebook (<https://www.facebook.com/pages/Richland-County-Regional-Planning-Commission/138886562795659?ref=hl#!/>) and Twitter (<https://twitter.com/RichlandCRPC>) accounts where information is presented.

APPENDIX A

Public Comment Form

The RCRPC welcomes public comment and feedback on regional transportation issues. There are three ways that you can submit comments:

1. Fill out the form found on our website, and attached:
http://www.rcrpc.org/documents/Complaint_Form_&_Directions.pdf
2. Call RCRPC at 419-774-5684.
3. Attend RCRPC meetings, which are open to the public.



Procedures for Ohio Statewide Transportation Improvement Program (STIP) Amendments and Administrative Modifications

On February 14, 2007, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued their final rule for Statewide and Metropolitan Transportation Planning (72 Fed. Reg. 7224). On July 6, 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law which created a streamlined, performance-based, multimodal program to address the many challenges facing the U.S. transportation system and continued the requirements for a Statewide Transportation Improvement Program (STIP) that was originally established in 1991. In the final rule, the FHWA and the FTA have further clarified the differences between amendments and administrative modifications found in 23 CFR Part 450 and 49 CFR Part 613. The purpose of this document is to further define administrative modifications and amendments and to establish the procedures for processing administrative modifications and amendments in Ohio.

The following procedures are applicable for processing revisions (both administrative modifications and amendments) to the Ohio STIP. In accordance with the provisions of 23 CFR 450 and 49 CFR 613, Transportation Improvement Programs (TIPs) developed by Metropolitan Planning Organizations (MPOs) are incorporated into the STIP, and as such these procedures are also applicable to TIP modifications.

1. DEFINITIONS

A. Administrative Modifications

Per 23 CFR 450.104 and in compliance with 49 CFR 613: *Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).*

Administrative Modifications do not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas). Administrative Modifications are minor changes to the STIP/TIP that:

1. Revise a project description without causing significant change to the project scope or conflict with the environmental document.
2. Revise a project's fiscal year within the current STIP/TIP in accordance with 23 CFR 450.216(n) and in compliance with 49 CFR 613.
3. Change the source/type of federal funds (between federal, state, and local funds) by phase on a listed project or an individual statewide line item.
4. Split or combine individually listed projects in the current STIP/TIP without causing significant change to the project scope, environmental document, or air quality conformity.
5. Change the project lead agency.
6. Revise the ALI code with similar scope, project name, number of vehicles, or type of vehicles.

Administrative Modifications may be processed in accordance to these procedures and the procedures described in 23 CFR 450 and in compliance with 49 CFR 613, provided that the air quality conformity determinations, including the timely implementation of Transportation Control Measures (TCMs), are not affected and financial constraint is not impacted.

B. Amendment

Per 23 CFR 450.104 and in compliance with 49 CFR 613: *Amendment means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving “non-exempt” projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.*

Amendments are major revisions to the STIP/TIP that require federal approval, require public review and comment, redemonstration of fiscal constraint, or a conformity determination. Amendments are major revisions to the STIP/TIP that:

1. Add or delete a project or project phase into or out of the current STIP/TIP that are not categorized as statewide line items.
2. Significantly/majorly change the project description or scope.
3. Affect financial constraint or affect air quality conformity (regardless of the funding source).
4. Revise the project or project phase cost estimate over the thresholds noted in the below tables.

Highway/FHWA Projects		Transit/FTA Projects	
STIP Estimate	Amendment Needed if	STIP Estimate	Amendment Needed if
\$1 - \$2,999,999	Over 50% of the project/phase cost	\$1 - \$999,999	Over 50% of the project/phase cost
\$3,000,000 - \$9,999,999	Over 30% of the project/phase cost	\$1,000,000 - \$4,999,999	Over 30% of the project/phase cost
\$10,000,000 and Above	Over 20% of the project/phase cost	\$5,000,000 and Above	Over 20% of the project/phase cost

5. Revisions to the STIP/TIP and cannot be completed by an Administrative Modification.

2. PROCEDURES

A. Administrative Modifications

Each MPO may elect to adopt procedures for administrative modifications which are the same as the procedures described above or more restrictive. An MPO may elect not to process any TIP changes as administrative modifications and as a result all changes would be processed as amendments. Each MPO-approved administrative modification will be forwarded to the ODOT Office of Systems Planning and Program Management and/or ODOT Office of Transit through the appropriate ODOT District Office for approval on behalf of the Governor. The MPO Board may delegate approval of Administrative Modifications to the MPO’s Executive Director. If the MPO Board delegates approval of Administrative Modifications to the Executive Director, the MPO will need to provide copies of the delegation to ODOT.

Once approved by ODOT, on behalf of the Governor, the Administrative Modification will be incorporated into Ohio's STIP and no Federal action will be required. ODOT will notify the MPO of the approved administrative modification.

B. Amendments

Amendments to the Ohio STIP must be developed in accordance with the provisions of 23 CFR 450.326 and/or 23 CFR 450.216 and in compliance with 49 CFR 613 and approved by the appropriate federal agency in accordance with 23 CFR 450.218. Each approved MPO TIP amendment will be forwarded to the ODOT Office of Systems Planning and Program Management and/or ODOT Office of Transit through the appropriate ODOT District office for approval on behalf of the Governor. Once approved by ODOT on behalf of the Governor, ODOT will forward the amendment to FHWA or FTA for federal approval according to the established quarterly scheduled submittal or necessary special submittal. Once approved by FHWA or FTA the amendment will be incorporated into Ohio's STIP.

SUMMARY OF ACTIONS

ACTION (STIP/TIP Change/Revision)	MODIFICATION (Minor Revisions – Federal Approval Not Required)	AMENDMENT (Major Revisions – Federal Approval Required)
Revise a project description without causing *significant change to the project scope or conflict with the environmental document	X	
Revise a project’s fiscal year within the current STIP/TIP	X	
Change the source/type of federal funds (from federal to state funds, state to federal funds, federal to local funds, local to federal funds, state to local funds, or local to state funds)	X	
Split or combine individually listed projects in the current STIP/TIP without causing *significant change to the project scope, environmental document, or air quality conformity	X	
Change funding types for individual statewide line items	X	
Change in the project lead agency	X	
Revise the ALI code, project name, number of vehicles, or type of vehicles	X	
Adding or deleting projects or project phases into or out of the current STIP/TIP that are not categorized as statewide line items		X
Any *significant or major change to the project description or scope		X
Any change that affects financial constraint or affects air quality conformity (regardless of the funding source)		X
Funding Changes over the threshold (see below tables)		X

**Significant change is when a transportation feature is added or removed.*

Note: Amendments are major revisions to the STIP/TIP that require federal approval, require public review and comment, redemonstration of fiscal constraint, or a conformity determination.

Highway/FHWA Projects	
STIP Estimate	Amendment Needed if
\$1 - \$2,999,999	Over 50% of the project/phase cost
\$3,000,000 - \$9,999,999	Over 30% of the project/phase cost
\$10,000,000 and Above	Over 20% of the project/phase cost

Transit/FTA Projects	
STIP Estimate	Amendment Needed if
\$1 - \$999,999	Over 50% of the project/phase cost
\$1,000,000 - \$4,999,999	Over 30% of the project/phase cost
\$5,000,000 and Above	Over 20% of the project/phase cost

3. DISPUTE RESOLUTION

If a question arises on the interpretation of the definition of an Amendment or Administrative Modification, ODOT, the MPO, FHWA, and FTA (the parties) will consult with each other to resolve the question. If after consultation, the parties disagree on the definition of what constitutes an Amendment or Administrative Modification, the final decision rests with the FHWA for highway projects and FTA for transit projects.

Procedures of Ohio STIP Amendments and Administrative Modifications Approved by ODOT, FHWA, and FTA

Note: Signatures appear on separate pages.

Date: 9/24/13 Signed: 
Jerry Wray, Director, ODOT / jw


**Procedures of Ohio STIP Amendments and Administrative Modifications
Approved by ODOT, FHWA, and FTA**

Note: Signatures appear on separate pages.

Date: 9-24-2013 Signed: 
Laura S. Leffler, Division Administrator, FHWA

**Procedures of Ohio STIP Amendments and Administrative Modifications
Approved by ODOT, FHWA, and FTA**

Note: Signatures appear on separate pages.

Date: 9-24-2013 Signed: 
Marisol R. Simón, Regional Administrator, FTA

For Immediate Release: March 30, 2017

Contact:

Lyndsie Martin
RCRPC Communications Specialist
419-774-6203
lmartin@rcrpc.org

Richland County Regional Planning Transportation Improvement Program

Richland County, Ohio . The Richland County Regional Planning Commission (RCRPC), the designated Metropolitan Planning Organization (MPO) for Richland County has completed a draft of the Transportation Improvement Program (TIP).

The TIP contains a listing of planned multi modal transportation improvement projects that are funded in part with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), State, and Local funds during the next 4 State Fiscal Years.

This draft will be available for review and comment, in accordance with their Public Involvement Plan, at the RCRPC Offices at 35 North Park Street, Mansfield, OH 44902 on April 5th 2017 from 9:00am . 5:00pm. The draft will also be available for viewing and comment at www.rcrpc.org between April 3rd 2017 and April 17th 2017. This process also satisfies The Richland County Transit Board's public participation requirements of FTA funded projects. Questions may be directed to Todd Blankenship at 419.774.5968 or tblankenship@rcrpc.org.

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THE OHIO DEPARTMENT OF TRANSPORTATION

2018-2021 Draft Statewide Transportation Improvement Program (STIP) Public Involvement
 ODOT District 3 - Open House Tuesday, April 4, 2017
 Comment Period - Monday, March 27, 2017 through Friday, April 7, 2017
SIGN IN SHEET

	NAME	ADDRESS	EMAIL
1	LEE EVANS	Westfield Twp	WestfieldTWP@sevier.com
2	Rick Evans	Westfield Twp	rgmarr.com
3	John Renee	City of Wooster	jrre@woosterol.com
4	Roger Koblenick	" "	rkoblanick@woostport.com
5	Dave Grock	N. Rockville	djgrock@nridgeville.org
6	JEFF ARBUHUSTER	" "	JARBUHUSTER@NEDGEVILLE.ORG
7	Scott Dangler	" "	Swangler@Nridgeville.org
8	Eric Whitaker	ERPCMPD, 2905 Columbus Ave, Sandusky	ewhitaker@ericounty.oh.gov
9	Toba Blankenship	ERPC	tblankenship@erpc.org
10	GARY HEERS	P.O. BOX 175, BURLINGHAM, OH 44414	gheers@k18812@comcast.net



THE OHIO DEPARTMENT OF TRANSPORTATION

2018-2021 Draft Statewide Transportation Improvement Program (STIP) Public Involvement

ODOT District 3 - Open House Tuesday, April 4, 2017

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	NAME	ADDRESS	EMAIL
1	Sharon Rickert	115 E. Main Street, New London	shadmri@newlondonohio.com
2	John Martin	115 E. Main Street, New London, Ohio	johnmartin@newlondonohio.com
3	Ed May (NOACA)	1299 Superior Ave Cleveland Ohio	emay@mpo.noaca.org
4	Bob Gember	15034 Burkert Rd Orrville OH	BGember@trons.com
5	Rob Rathke	5615 1st St W 44820	landlinecityofburgersh.us
6	Jeff Wagner	5. Good St	ssd@
7	Jeff Reser	500 Parkers	Mayer@
8	Ron Amelty	428 W. Liberty, Wooster	ramstret@wayneohio.org
9	Ann Obercht - Wayne Co. Commissioner	428 W. Liberty, Wooster	aoberchte@wayneohio.org
10	Sue Smoil - Commissioner	" " "	ssmoil@wayneohio.org



THE OHIO DEPARTMENT OF TRANSPORTATION

2018-2021 Draft Statewide Transportation Improvement Program (STIP) Public Involvement

ODOT District 3 – Open House Tuesday, April 4, 2017

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SIGN IN SHEET

	NAME	ADDRESS	EMAIL
1	Diane Fishpaw	Ashland Mayor	DVFishpaw@zoominternet.net
2	Richard Monroe	3311 Lester Rd Medina, Ohio 44136	rmmunroe7@yahoo.com
3			
4			
5			
6			
7			
8			
9			
10			



**Transportation
Improvement
Program
FY2018 – FY2021**

**OPEN
HOUSE**

2nd Floor



Transportation Improvement Program FY2018 – FY2021

Comment Sheet

<i>Name</i>	
<i>Email Address</i>	
<i>Postal Address</i>	
<i>City, State ZIP</i>	

<i>Comment</i>

Please leave form or mail to

Todd Blankenship 35 North Park Street Suite 230 Mansfield OH 44902



RESOLUTION 17-04

OF THE COORDINATING COMMITTEE OF THE CONTINUING COMPREHENSIVE
LAND-USE AND TRANSPORTATION PROGRAM FOR RICHLAND COUNTY, OHIO

**A RESOLUTION ADOPTING THE
TRANSPORTATION IMPROVEMENT PROGRAM FY2018 – FY2021**

WHEREAS, the Coordinating Committee of the Continuing Comprehensive Land-Use and Transportation Program of the Richland County Regional Planning Commission who is designated as the Metropolitan Planning Organization (MPO) for the Mansfield urbanized area by the Governor acting through the Ohio Department of Transportation (ODOT) in cooperation with locally elected officials of Richland County; and

WHEREAS, the MPO, pursuant to 23 USC 134/49 USC 5303(j)(1)(d) and 23 USC 135/49 5304(g)(1) developed the Long Range Transportation Plan and approved it April 26th 2017; and

WHEREAS, the MPO, has prepared and reviewed a Transportation Improvement Program for fiscal years 2018 – 2021 and found the projects consistent with the approved Long Range Transportation Plan for Richland County.

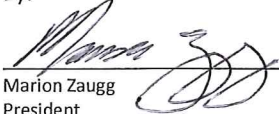
NOW, THEREFORE, BE IT RESOLVED THAT, the Coordinating Committee of the Continuing Comprehensive Land Use and Transportation Program for Richland County:

Adopts the Transportation Improvement Program for fiscal years 2018 – 2021 and recommends incorporating these improvements into local government improvement programs.

Certification:

The foregoing resolution was approved by the Coordinating Committee of the Continuing Comprehensive Land-Use and Transportation Program of the Richland County Regional Planning Commission at its regular meeting held on April 26, 2017.


By:



Marion Zaugg
President

4-26-17
Date

Attest:



Jotika Shetty
Executive Director/Secretary

4/26/17
Date

OHIO 2018-2021 TIP Statewide Line Items (SLI)/Grouped Projects List

<i>Notes: Missing Reference ID's are no longer active. TIP with \$0 in Program SFY indicates MPO funding not planned for SLI usage.</i>			TOTAL TIP PROGRAM COST
STIP REF ID	PROGRAM	DEFINITION	2018-2021
SLI 02	APPALACHIAN DEVELOPMENT LOCAL ACCESS	Local governments in eligible Appalachian Regional Council counties may apply for funding for local access roads serving industrial, commercial, residential, recreational and educational areas; funds may pay for preliminary engineering, right of way and/or construction which will improve economic development opportunities.	\$0
SLI 06	CEAO PROGRAM ADMINISTRATION	ODOT allocates federal funds to the counties for safety and preservation programs. This covers the County Engineers Association of Ohio's costs for administrating the program.	\$0
SLI 07	EMERGENCY RELIEF PROJECTS	ODOT emergency category A, B, or C projects; these projects are usually weather related and require prompt action	\$0
SLI 09	FEDERAL DISCRETIONARY PROGRAMS AND EARMARKS	Programs funded on the national level by discretionary award and/or earmarks (e.g. interstate maintenance, covered bridge, ferry boat, innovative bridge)	\$0
SLI 11	GEOLOGIC SITE ASSESSMENT	ODOT provides construction funding for the remediation of landslide, rock fall, underground mine, erosion and sinkhole sites. Eligible activities include both preventive site mitigation and reactive repair. To be eligible, a project must be identified on the District Geologic Site Inventory and have undergone a Cost to Benefit analysis to determine if the site is a viable project.	\$0
SLI 12	HIGHWAY MAINTENANCE ACTIVITIES	ODOT completes numerous small projects which are planned, designed, and constructed quickly to maintain the highway system (e.g., mowing, lighting, signing, guardrail, city maintenance contracts, spot safety improvements, traffic signals, patching and pavement markings, shoulder work, spot pavement repair).	\$0
SLI 15	HIGHWAY SAFETY PROGRAM	Highway Safety - ODOT targets specific safety concerns for hazard elimination (e.g., vertical and horizontal alignment, signalizations, intersection channelization)	\$0
SLI 16	LOCAL GOVERNMENT PROGRAMS	Local Government Programs - numerous small projects which are planned, designed, and constructed quickly to maintain the local systems (includes eligible Ohio Bridge Partnership Program projects and CEAO task order funded projects).	\$0
SLI 17	LOCAL PLANNING AGENCIES	ODOT and Local Planning Agencies sponsor transportation planning studies and programs financed consistent with the provisions of 23 USC 133. Planning studies and programs may be within Ohio Metropolitan Planning Organizations and Regional Transportation Planning Organizations. Includes Rideshare and Air Quality Awareness Programs.	\$0
SLI 18	RECREATIONAL TRAILS PROGRAM	Recreational Trails Program is a federally funded program coordinated by the Ohio Department of Natural Resources. Funding goes to projects that create and maintain trails and trail support facilities, improve access for people with disabilities and provide education about trail safety and the environment.	\$0
SLI 21	RAIL HIGHWAY CROSSING SAFETY	Rail Highway Crossing Safety program funds rail grade crossing protection improvements. Projects are selected by Ohio Rail Development Commission and the Ohio Public Utilities Commission with the work being performed by the railroad companies.	\$0

Notes: Missing Reference ID's are no longer active. TIP with \$0 in Program SFY indicates MPO funding not planned for SLI usage.			TOTAL TIP PROGRAM COST
STIP REF ID	PROGRAM	DEFINITION	2018-2021
SLI 23	RIGHT-OF-WAY HARDSHIP AND PROTECTIVE BUYING	Right-of-way Hardship and Protective Buying - Prior to the completion of a transportation system improvement environmental assessment which would determine exactly which properties need to be purchased under the right-of-way phase, an individual property becomes available. When ODOT is reasonably certain the property will be required for the planned improvement the property may be purchased ahead of the complete right-of-way plan approval.	\$0
SLI 24	SAFE ROUTES TO SCHOOL	This program includes activities which improve the ability of primary and middle school students to walk and bicycle to school safely. Projects can be either engineering (e.g., improve crossings, sidewalks) or non-engineering (education and encouraging programs).	\$0
SLI 25	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES (5310)	ODOT provides funding, vehicles, and related equipment for special services for the elderly and people with disabilities. The local agencies which participate in this program operate on calendar year basis and the federal program funding appropriations are made on an annual basis. (Rural & Small Urban)	\$0
SLI 26	TRANSPORTATION ALTERNATIVES PROGRAM	The Transportation Alternatives Program (TAP) provides funds for projects that support transportation by improving non-motorized transportation facilities, historic preservation, scenic and environmental aspects.	\$0
SLI 27	DEISEL EMISSIONS REDUCTION GRANT PROGRAM	Ohio EPA administers the DERG program. This is a biennium budget focused on reducing mobile source diesel emissions. Phase Type Other.	\$0
SLI 28	NOISE WALL PROGRAM	ODOT allocates design and construction funding for Type II noise walls (new noise walls for communities that predate the freeway and desire a noise wall) and noise wall maintenance/replacement projects.	\$0
SLI 29	BUS & BUS FACILITIES (5339)	Capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities for both small urban and rural transit systems (Rural & Small Urban)	\$0
SLI 30	EASTERN FEDERAL LANDS HIGHWAY DIVISION	The Eastern Federal Lands Highway Divisions (EFLHD) develops and administers transportation projects that provide access to, are adjacent to, or are located within federal lands.	\$0
SLI 31	RURAL TRANSIT PROGRAM (5311)	Federal funds provided for the purpose of supporting public transportation in rural areas with population of less than 50,000. ODOT applies for these funds on behalf of the rural transit systems. (Rural Line Item)	\$0
SLI 32	PRESERVATION	ODOT completes numerous vital projects to maintain Ohio's transportation system (e.g., pavement rehabilitation, resurfacing, bridge replacement, bridge inspections and maintenance, bridge and pavement repair, bridge painting and sealing, culverts, raised pavement markers, striping)	\$0
SLI 34	OHIO RAIL FIXED GUIDEWAY SYSTEM SAFETY & SECURITY OVERSIGHT PROGRAM (5329)	The ODOT Rail Fixed Guideway Safety and Security Oversight (SSO) Program is required by FTA in 49 CFR Part 659 to provide safety and security oversight for Ohio passenger rail systems not regulated by FRA. The ODOT SSO program is designed to be cooperative with the Ohio Regional Transit Authorities and with the FTA SSO program in order to encourage the efficient and effective management of safety and security risk.	\$0
SLI 36	BUS & BUS FACILITIES 5339(b)	Discretionary funding to replace buses for 33 of Ohio's rural transit systems.	\$0

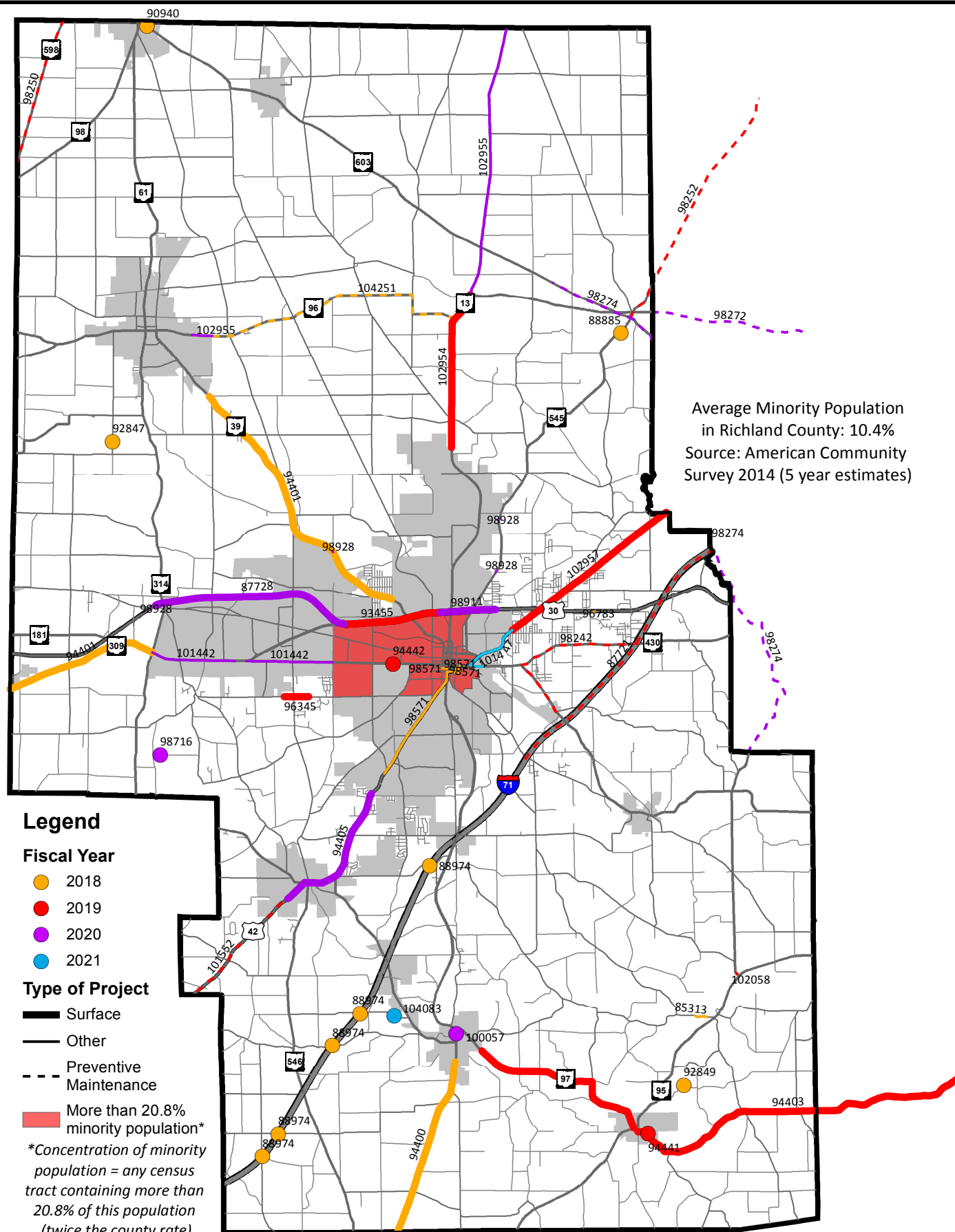
Notes: Missing Reference ID's are no longer active. TIP with \$0 in Program SFY indicates MPO funding not planned for SLI usage.			TOTAL TIP PROGRAM COST
STIP REF ID	PROGRAM	DEFINITION	2018-2021
SLI 37	FREIGHT RAIL DEVELOPMENT	The Ohio Rail Development Commission (ORDC) provides assistance to railroads, companies and communities for rail and rail-related infrastructure. The goal of this program is to promote the retention and development of Ohio companies through the use of effective rail transportation.	\$0
SLI 99	STATE FUNDED PROGRAMS	Miscellaneous State Funded Programs: Parks, Geological Site Management Equipment, Unrestricted state Revenue, Unmanned Aerial, Storm Water Mitigation, and Lands & Buildings.	\$0

RCRPC FY2018-2021 TIP

Minority Population Environmental Justice Area



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Average Minority Population
in Richland County: 10.4%
Source: American Community
Survey 2014 (5 year estimates)

Legend

Fiscal Year

- 2018
- 2019
- 2020
- 2021

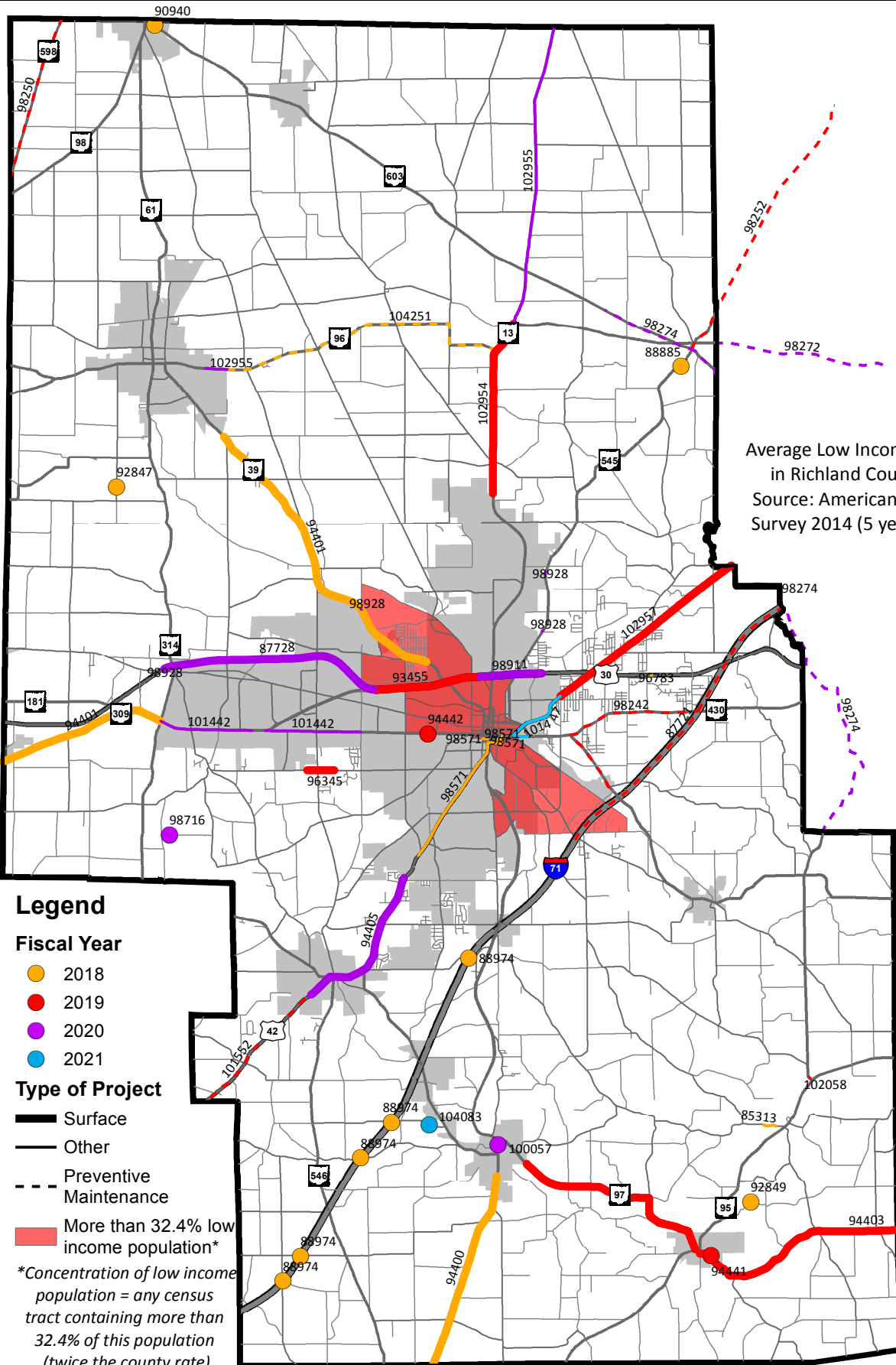
Type of Project

- Surface
- Other
- - - Preventive Maintenance
- More than 20.8% minority population*

*Concentration of minority population = any census tract containing more than 20.8% of this population (twice the county rate)

RCRPC FY2018-2021 TIP

Low Income Population Environmental Justice Area



Average Low Income Population in Richland County: 16.2%
 Source: American Community Survey 2014 (5 year estimates)

Legend

Fiscal Year

- 2018
- 2019
- 2020
- 2021

Type of Project

- Surface
- Other
- - - Preventive Maintenance
- More than 32.4% low income population*

*Concentration of low income population = any census tract containing more than 32.4% of this population (twice the county rate)

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