RICHLAND COUNTY REGIONAL PLANNING COMMISSION

LOOKING FORWARD:

2025-2050 LONG RANGE TRANSPORTATION PLAN

ADOPTED MAY 28, 2025

OUR FUTURE STARTS WITH YOU

RICHLAND COUNTY

RICHLAND COUNTY
REGIONAL PLANNING

RESOLUTION 25-17

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

ADOPTING THE MPO UPDATED 2025-2050 LONG-RANGE TRANSPORTATION PLAN

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, title 23 USC 135 and 23 CFR 450.324 require that transportation projects in urbanized areas, funded by the Federal Highway Administration and the Federal Transit Administration, be derived from the adopted Long Range Transportation Plan; and

WHEREAS, the federal regulations require the MPO's LRTP to be updated every five years and the currently RCRPC MPO's 2045 LRTP will be expired after June 24, 2025; and

WHEREAS, consistent with the declaration of these provision, RCRPC has prepared the 2025-2050 Long Range Transportation Plan; and

WHEREAS, The MPO has conducted a public involvement program throughout the 2025-2050 LRTP development process that is consistent with the MPO Public Participation Plan, including advertised public workshops, online transportation need survey, call-for-project, public meetings with interested community groups, and distribution of materials (electronic, media, web-based and hard copy) throughout the Richland County; and

WHEREAS, The MPO has advertised the draft 2025-2050 Long Range Transportation Plan in accordance with the planning process for a 30-day comment period (March 15, 2025 through April 15, 2025), provided copies of the 2050 LRTP throughout the region's three major public libraries (Mansfield, Belleville and Plymouth), in addition to a hard copy and comment sheets at the front desk in RCRPC office, held an open house to facilitate public comment (April 3rd, 2025); and

WHEREAS, In accordance with the Infrastructure Investment and Jobs Act (IIJA), RCRPC hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is conducted in accordance with all applicable requirements including; and

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

Adopt the MPO Updated 2025-2050 Long Range Transportation Plan and recommends the 2025-2050 Long-Range Transportation Plan for MPO effective July 1, 2025

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 May 28, 2025.

By: _____ 5/28/25
Adam Gove — Date
President

Attest: _____ 5/28/25
Jotika Shetty — Date
Executive Director/Secretary

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EXECUTIVE SUMMARY

The **Looking Forward 2050 Long-Range Transportation Plan (LRTP)** establishes a forward-thinking vision for Richland County's transportation network, outlining a comprehensive strategy to meet the region's mobility, safety, and infrastructure needs over the next two decades. Developed by the Richland County Regional Planning Commission (RCRPC) in collaboration with the Technical Advisory Committee (TAC) and community stakeholders, the LRTP is a roadmap for creating a multimodal, equitable, and sustainable transportation system. The plan prioritizes addressing current challenges, preparing for future growth, and enhancing quality of life while maintaining fiscal responsibility.

A key component of the LRTP is the **Needs Plan**, which identifies all capacity expansion projects deemed necessary to support the region's long-term goals. This inclusive list reflects input from TAC members, existing commitments from the Ohio Department of Transportation (ODOT), and newly proposed projects scored based on criteria developed by the RCRPC. While the Needs Plan is not constrained by available funding, it provides a comprehensive picture of the transportation projects essential to the region's development and lays the foundation for prioritization in the Cost-Constrained Plan.

The **Cost-Constrained Plan** takes a pragmatic approach, ranking projects from the Needs Plan by their scores and aligning them with available funding. With an estimated $13.9 million in MPO Transportation Grant for the 2025-2030 timeframe, $19.1 million for 2031-2040, and $20.3 million for 2041-2050, the plan strategically allocates resources to achieve maximum regional benefit. It incorporates commitments from competitive discretionary funds, such as the ODOT Discretionary Funds program, to stretch limited resources further. The iterative process of shifting projects between timeframes ensures that high-priority initiatives are funded appropriately while maintaining fiscal balance.

Public engagement and **environmental justice considerations** were central to the LRTP's development. The RCRPC conducted extensive outreach to gather community input, particularly from historically underserved populations, ensuring that the plan addresses the needs of all residents. The LRTP also incorporates measures to assess and mitigate environmental and social impacts, aligning with federal equity mandates and fostering an inclusive transportation network. These efforts reflect the MPO's commitment to equity, accessibility, and sustainability in transportation planning.

The LRTP findings underscore the need for **innovative funding strategies** to bridge the gap between identified needs and available resources. While traditional funding sources like STBG funds and ODOT discretionary programs provide a foundation, the MPO must pursue additional streams such as federal competitive grants, public-private partnerships, and local funding mechanisms. Diversifying funding sources will be crucial for advancing critical projects that might otherwise remain unfunded, ensuring the region's transportation network remains resilient and capable of meeting future challenges.

Ultimately, the **Looking Forward 2050 LRTP** represents a shared vision for the future of Richland County's transportation system. It balances ambition with practicality, identifying a clear path forward while acknowledging the constraints and challenges ahead. By prioritizing safety, mobility, sustainability, and equity, the plan provides a framework for coordinated action that enhances connectivity, fosters economic development, and improves the quality of life for all residents.

ACKNOWLEDGEMENTS

RCRPC TAC and Coordinating Committee

Richland County Government

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A special “thank you” goes to those individuals who retired or experienced job changes during the development of this document.

1. INTRODUCTION

The Richland County Long-Range Transportation Plan (LRTP) serves as a comprehensive guide for the development of the county's transportation system over the next several decades. This plan identifies strategies, priorities, and projects to ensure the transportation network remains safe, reliable, and efficient while supporting the community's economic growth and quality of life. By addressing current conditions, projected trends, and future needs, the LRTP aims to align transportation investments with the county's broader vision for a sustainable and connected future.

Purpose of the LRTP

The **Richland County Long-Range Transportation Plan (LRTP)** serves as the foundation for the county's transportation planning efforts and is a critical component in securing federal transportation funding. As a federally mandated document, the LRTP ensures that the Richland County Regional Planning Commission (RCRPC), acting as the Metropolitan Planning Organization (MPO), complies with the requirements of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). This compliance is essential for maintaining eligibility for federal transportation funds, which are vital for implementing infrastructure projects that support mobility, safety, and economic growth in the region.

Securing Federal Transportation Funds

The LRTP is a prerequisite for the allocation of federal transportation funds to the region. It outlines a fiscally constrained plan for the development of the county's transportation system over a minimum 20-year planning horizon, identifying projects and strategies that align with local, regional, and national goals. By demonstrating that proposed projects are prioritized, financially feasible, and supportive of the region's mobility needs, the LRTP enables the MPO to qualify for federal funding programs such as:

- Surface Transportation Block Grant (STBG) Program
- Federal Transit Administration (FTA) formula grants
- Highway Safety Improvement Program (HSIP)

Without an approved LRTP, the MPO would be unable to access these critical funding sources, severely limiting its ability to implement transportation projects and maintain infrastructure.

Meeting Federal Planning Requirements

The LRTP also meets other federal requirements, including those outlined in the Fixing America's Surface Transportation (FAST) Act and its successors. These requirements include:

- Adopting a performance-based approach to planning and programming.
- Ensuring public and stakeholder participation in the planning process.
- Coordinating with state and regional agencies to develop a unified vision for transportation.

Overview of the MPO and Its Jurisdiction

The **Richland County Regional Planning Commission (RCRPC)** serves as the designated Metropolitan Planning Organization (MPO) for Richland County, Ohio. In this role, the RCRPC is responsible for overseeing the transportation planning process for the entire county, ensuring compliance with federal requirements, and fostering collaboration among local, regional, and state stakeholders. The MPO's jurisdiction includes the urbanized areas of Mansfield and Ontario as well as the county's rural regions, reflecting its commitment to addressing transportation needs across diverse communities.

Governance Structure

The RCRPC operates under a governance structure designed to promote transparency, inclusivity, and cooperative decision-making. The commission itself is composed of representatives from local governments, public agencies, and other key stakeholders throughout Richland County. This diverse membership ensures that the planning process reflects the needs and priorities of all communities within the region.

As an MPO, the RCRPC functions through a cooperative decision-making framework centered around the **Transportation Advisory Committee (TAC)**. The TAC serves as the primary advisory body for transportation-related matters, including the development of the Long-Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), and other planning efforts. It provides a forum for collaboration among local governments, the Ohio Department of Transportation (ODOT), transit operators, and other stakeholders.

The TAC plays a critical role in facilitating informed and cooperative decision-making for the Richland County MPO. Its members include representatives from municipalities, townships, ODOT, transit agencies, and other organizations involved in transportation planning and operations. The TAC ensures that technical expertise and local perspectives are integrated into the planning process. Key responsibilities of the TAC include:

- Reviewing and providing recommendations on the LRTP, TIP, and other planning documents.
- Identifying regional transportation priorities and projects for inclusion in funding programs.
- Advising on technical and policy issues related to the transportation system.
- Ensuring that public input and community concerns are reflected in transportation decisions.

The TAC's structure fosters collaboration across jurisdictions and agencies, helping to align local, regional, and state transportation goals. By leveraging the knowledge and expertise of its members, the TAC ensures that the MPO's plans and programs are both technically sound and responsive to community needs.

Cooperative Decision-Making Framework

The MPO's cooperative decision-making framework is designed to balance the interests of various stakeholders while maintaining compliance with federal requirements. Decisions made by the RCRPC and its committees, including the TAC, are based on a consensus-building approach that considers technical data, public input, and policy objectives. This framework ensures that transportation investments are prioritized based on factors such as safety, efficiency, equity, and sustainability. By promoting collaboration and shared responsibility among stakeholders, the RCRPC's governance structure and decision-making processes enable the MPO to effectively address Richland County's

transportation challenges and opportunities. The result is a comprehensive and inclusive approach to transportation planning that benefits the entire community.

Comparison to other MPOs

A comparative analysis of Richland County's Metropolitan Planning Organization (MPO) with other small MPOs in Ohio highlights several shared challenges and diverse approaches to transportation management. Examining MPOs such as the Erie Regional Planning Commission (ERPC), Lima-Allen County Regional Planning Commission (LACRPC), Clark County-Springfield Transportation Coordinating Committee, and Licking County Area Transportation Study (LCATS) reveals a consistent focus on safety, multimodal integration, and economic vitality. However, the scope and priorities of each MPO vary based on the geographic size, urban-rural composition, and economic drivers of their regions. For instance, while Richland County must address both urban and rural transportation challenges, other MPOs often concentrate on urban-centric concerns like traffic congestion and public transit enhancements.

One key finding is that Richland County's dual focus on urban and rural connectivity distinguishes its planning efforts. While MPOs like LCATS prioritize managing suburban growth and urban traffic flow due to proximity to Columbus, Richland County must ensure accessibility for its rural populations and maintain efficient connections between urban hubs like Mansfield and surrounding areas. Similarly, LACRPC's engagement with public feedback in planning processes offers an example of how Richland County might enhance stakeholder collaboration, particularly in addressing the specific needs of its diverse communities. The differences underscore the importance of tailoring planning approaches to meet unique regional needs while drawing on best practices from comparable MPOs.

Richland County’s transportation policies already align with many strategies seen across other MPOs, such as safety-focused initiatives and multimodal enhancements. However, there is an opportunity to further emphasize active transportation and freight management. For instance, ERPC's success in developing recreational and multi-use trails, such as the Sandusky Bay Pathway, could inspire expanded investments in Richland County’s trail networks like the B&O Trail. Additionally, LACRPC's focus on addressing industrial and freight needs may inform improvements to Richland County’s freight corridors, aligning with regional economic priorities. These strategies can provide valuable insights for optimizing transportation planning and project prioritization.

The implications for Richland County’s transportation management are significant. The comparison highlights the importance of leveraging tailored policies that address both local and regional needs, such as maintaining rural accessibility while enhancing urban mobility. Richland County can also adopt innovative practices from peer MPOs, such as expanding multimodal transportation systems, integrating public feedback into the planning process, and emphasizing connectivity between land use and transportation.

Objectives of the Long-Range Transportation Plan

The LRTP is guided by a series of objectives that reflect the county's transportation priorities and aspirations:

- **Enhance Safety**: Develop a transportation system that minimizes crashes and improves safety for all users, including motorists, pedestrians, and cyclists.
- **Preserve and Maintain Infrastructure**: Ensure the long-term reliability and functionality of the existing transportation network through proactive maintenance and strategic investments.
- **Support Economic Growth**: Align transportation planning with economic development goals to improve access to employment centers, facilitate freight movement, and attract businesses to the region.
- **Promote Sustainability**: Foster environmentally responsible transportation solutions that reduce emissions, support active transportation, and integrate renewable energy technologies.
- **Increase Equity and Accessibility**: Address transportation disparities by prioritizing investments in underserved areas and ensuring that all residents have access to safe and reliable mobility options.
- **Encourage Public Participation**: Engage residents, stakeholders, and local agencies in a collaborative planning process to reflect the community's needs and values in transportation decisions.

The **3C Planning Process**—a foundational requirement for Metropolitan Planning Organizations (MPOs) under federal law—ensures that transportation planning is conducted in a Continuing, Cooperative, and Comprehensive manner. This approach reflects a commitment to developing transportation systems that address the diverse needs of communities, promote economic growth, and safeguard environmental sustainability.

- **Continuing:** The "Continuing" aspect of the 3C process emphasizes that transportation planning is not a one-time event but an ongoing effort. It requires MPOs like the Richland County Regional Planning Commission (RCRPC) to regularly update their plans and programs to reflect changing conditions, emerging trends, and evolving community needs. This involves periodic updates to the Long-Range Transportation Plan (LRTP) and the development of short-term plans, such as the Transportation Improvement Program (TIP), which identifies specific projects for near-term implementation. The continuous nature of the 3C process ensures that the transportation system remains responsive and adaptable to demographic, economic, and technological changes.
- **Cooperative:** The "Cooperative" principle underscores the importance of collaboration among various stakeholders in the transportation planning process. MPOs are required to work with federal, state, and local agencies, as well as with transit operators, freight providers, and the public. For RCRPC, this means fostering strong partnerships with the Ohio Department of Transportation (ODOT), local municipalities, regional transit authorities, and private sector stakeholders. Public involvement is also a cornerstone of the cooperative process, ensuring that the voices of residents, businesses, and community organizations are heard and incorporated into decision-making. By building consensus among diverse stakeholders, the 3C process promotes transportation solutions that are widely supported and effectively implemented.
- **Comprehensive:** The "Comprehensive" element ensures that transportation planning considers a wide range of factors, including mobility, safety, economic development, environmental impacts, land use, and social equity. MPOs must evaluate the entire transportation network—

covering highways, transit systems, freight corridors, pedestrian pathways, and bicycle routes—to ensure that the system functions as an integrated whole. For RCRPC, this means addressing the needs of urban and rural areas alike, balancing the priorities of commuters, freight operators, and underserved populations, and aligning transportation investments with land use and economic development goals.

The 3C process is deeply embedded in RCRPC's approach to developing the LRTP and other planning initiatives. For example, data on traffic volumes, safety, freight movement, and environmental factors are continuously collected and analyzed to inform planning decisions. Cooperative partnerships with ODOT and local governments ensure that projects are aligned with state and regional priorities, while public outreach efforts provide opportunities for residents to shape the county's transportation future. The comprehensive nature of RCRPC's planning is reflected in its emphasis on multimodal solutions, sustainability, and equity, ensuring that transportation investments deliver maximum benefits for the entire community.

The 3C process is mandated under federal transportation law and serves as a framework for ensuring that MPOs meet the requirements of the Fixing America's Surface Transportation (FAST) Act and its successors. These laws require MPOs to develop plans that are data-driven, performance-based, and fiscally constrained. The LRTP must include a long-term vision for the transportation system, strategies to achieve performance goals, and a financially realistic project list. The 3C process ensures that Richland County's LRTP not only complies with these federal requirements but also aligns with the county's unique needs and aspirations.

Scope of the LRTP Update

The LRTP serves as the central document guiding investment decisions and policy development across all transportation modes, ensuring that projects align with regional priorities, comply with federal requirements, and meet fiscal and environmental constraints. The LRTP addresses critical aspects of the county's transportation system, from roadways and transit to freight and multimodal infrastructure, to support the needs of residents, businesses, and visitors.

Ensuring Fiscal Constraint

A key requirement of the LRTP is to demonstrate **fiscal constraint**, meaning that the plan includes only those projects and strategies that can be realistically funded within the expected financial resources over the planning period. The LRTP identifies funding sources, such as federal grants, state allocations, and local revenues, to support proposed projects and ensures that costs do not exceed anticipated revenues. This fiscal discipline allows the MPO to prioritize projects effectively, focusing on those that deliver the greatest benefits in terms of safety, mobility, and economic impact.

The fiscal constraint requirement also ensures that the MPO maintains eligibility for federal funding, as only those added capacity projects (see next section) included in the fiscally constrained LRTP can be advanced into the Transportation Improvement Program (TIP) for implementation. By aligning project priorities with available resources, the LRTP supports the sustainable development of the transportation system.

Addressing Added Capacity Projects

While Richland County is not designated as a nonattainment area under the Clean Air Act, the LRTP still identifies **added capacity projects** that could potentially impact air quality. These include road expansions, new highway construction, and major intersection improvements designed to address congestion and enhance mobility. Although air quality conformity analysis is not required for the region, the MPO proactively evaluates the potential environmental impacts of these projects and incorporates strategies to mitigate emissions. This approach reflects the MPO's commitment to aligning transportation investments with broader sustainability and environmental goals.

By identifying and analyzing added capacity projects, the LRTP ensures that growth in the transportation network is managed responsibly, minimizing adverse effects on air quality while supporting economic and population growth.

Setting Policy Across Transportation Modes

The LRTP establishes policies and priorities for all aspects of Richland County's transportation system, ensuring a balanced and interconnected approach to mobility:

- **Transit**: The plan provides a framework for improving public transportation services, including fixed-route buses and demand-response systems, to enhance accessibility and meet the needs of all residents, including those in underserved areas.
- **Roadways**: The LRTP outlines strategies for maintaining and upgrading the county's road network, with an emphasis on safety, congestion management, and system preservation.
- **Multimodal Infrastructure**: Recognizing the importance of active transportation, the plan promotes the development of pedestrian and bicycle facilities, including sidewalks, bike lanes, and trails, to create a more connected and sustainable community.
- **Freight Movements**: The plan addresses the critical role of freight in the regional economy, identifying strategies to improve the efficiency of goods movement, enhance connectivity to industrial hubs, and support logistics growth.
- **Sustainability**: The LRTP integrates policies to support the adoption of electric vehicles, reduce greenhouse gas emissions, and promote renewable energy infrastructure in transportation planning.

The LRTP is comprehensive in scope, addressing current conditions, emerging trends, and anticipated future needs. It considers factors such as population growth, economic development, technological advances, and environmental sustainability to ensure that the transportation system evolves to meet the region's changing demands. Through its broad scope and strategic focus, the LRTP provides a roadmap for the development of a safe, efficient, and equitable transportation system that supports Richland County's long-term goals.

2. PLANNING PROCESS

Role of the Transportation Advisory Committee

The Transportation Advisory Committee (TAC) played a central role in the Long-Range Transportation Plan (LRTP) update process, serving as the technical body that guided the Metropolitan Planning Organization (MPO) in shaping transportation policies, projects, and priorities. Comprised of representatives from local governments, state agencies, transit providers, and other stakeholders, the TAC functioned as a forum for collaborative decision-making. Its primary responsibility was to provide expert advice and recommendations to ensure the LRTP was comprehensive, forward-looking, and aligned with federal, state, and regional transportation goals.

During the LRTP update, the TAC's involvement began with identifying regional transportation needs and challenges. Members brought their expertise and on-the-ground knowledge to evaluate existing conditions, such as roadway capacity, safety issues, and transit performance. This data-driven approach enabled the TAC to highlight critical gaps in the transportation system and prioritize areas requiring improvement. For Richland County, the TAC's role in identifying these priorities was particularly significant, given the region’s mix of urban and rural transportation needs, ensuring that the plan served diverse populations effectively.

The TAC also facilitated coordination among various stakeholders during the planning process. By including representatives from municipalities, transit agencies, and economic development organizations, the committee ensured that different perspectives were considered. This cooperative framework allowed the TAC to address cross-jurisdictional issues, such as regional connectivity and freight movement, which required alignment between local and state initiatives. Additionally, the TAC helped integrate public feedback into the planning process by reviewing comments from public meetings and surveys, ensuring that community concerns were reflected in the plan’s goals and projects.

Finally, the TAC played a critical role in maintaining fiscal constraint and ensuring the LRTP met regulatory requirements. The committee reviewed proposed projects to assess their feasibility, cost-effectiveness, and alignment with regional objectives. It also evaluated performance measures and targets, ensuring compliance with federal mandates for transportation planning. By providing technical expertise and strategic oversight, the TAC ensured that the LRTP was not only a visionary document but also a practical roadmap for implementing transportation improvements over the next 25 years. This comprehensive role made the TAC an indispensable part of the planning process, shaping a transportation system that was safe, efficient, and equitable for all users.

Public and Stakeholder Input

As noted in the Environmental Justice section, public and community stakeholder input is essential for this planning process to assess community needs, priorities, and reception of the projects contained within this LRTP. In addition to the project steering committee, Regional Transportation Team (RTT), and RCRPC staff, the following engagement efforts contributed to the needs and existing conditions assessment:

- **Stakeholder group interviews**. Group interviews were conducted with community representatives in February and April 2024. These groups represented local leaders and government, industry and employers, freight and logistics, non-profit organizations, health and social services, education, public transit, and state coordination (FHWA/ODOT). In addition to interviews, participants were encouraged to engage in a prioritization exercise and "spend" play money on project categories, with the most important categories receiving the most funds.

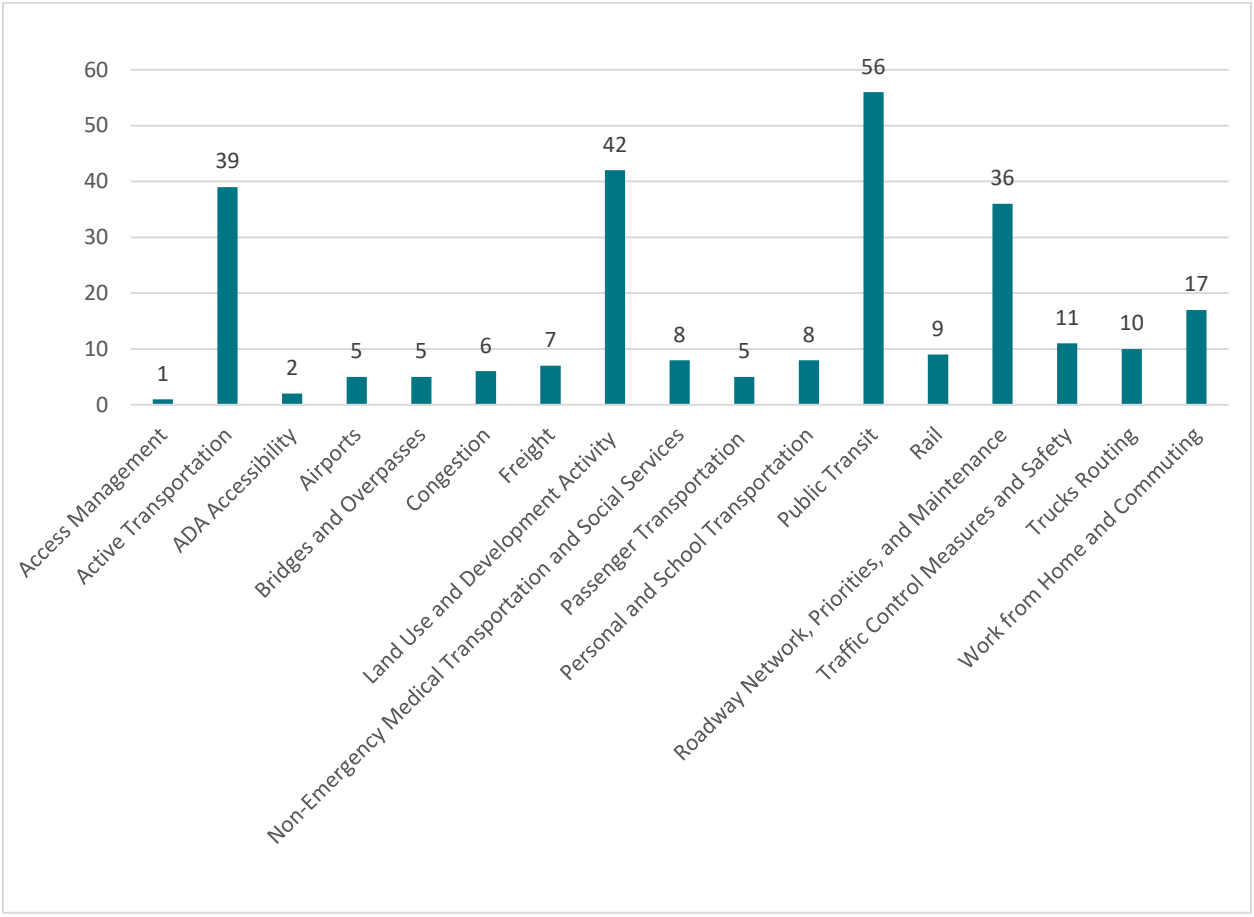
- **Public workshops.** Public workshops were conducted at various locations throughout the County as well as at the RCRPC offices.
    - Existing Conditions Open Houses – June 18, 2024
        - Plymouth Branch Library
        - RCRPC Office
    - Needs Plan Open Houses – August 13, 2024
        - Mansfield Main Branch Library
        - RCRPC Office
    - Cost-Constrained Plan Open Houses – October 24, 2024
        - Bellville Branch Library
        - RCRPC Office

  Despite the extensive advertising, the workshops were lightly attended; however, attendees were engaged and provided thoughtful feedback.
- **Public survey.** A web-based survey was conducted by Corradino from April 1 to June 30, 2024.
- **Richland County Fair.** A public engagement booth at the Richland County Fair was available from August 4 to 10, 2024. Staff were available in person during peak fair attendance times of August 8 and 9 to answer questions and provide feedback on project needs.
- **Call for projects.** A public call for projects was conducted to invite local municipalities to share priority projects important to their communities. Projects were accepted between August 26 and October 4, 2024.

Public engagement efforts were advertised via Facebook, community message boards around the County, direct email, and the RCRPC website.

Figure 1: LRTP engagement at the Richland County Fair.

Figure 2: Stakeholder and Survey Comment Theme Distribution

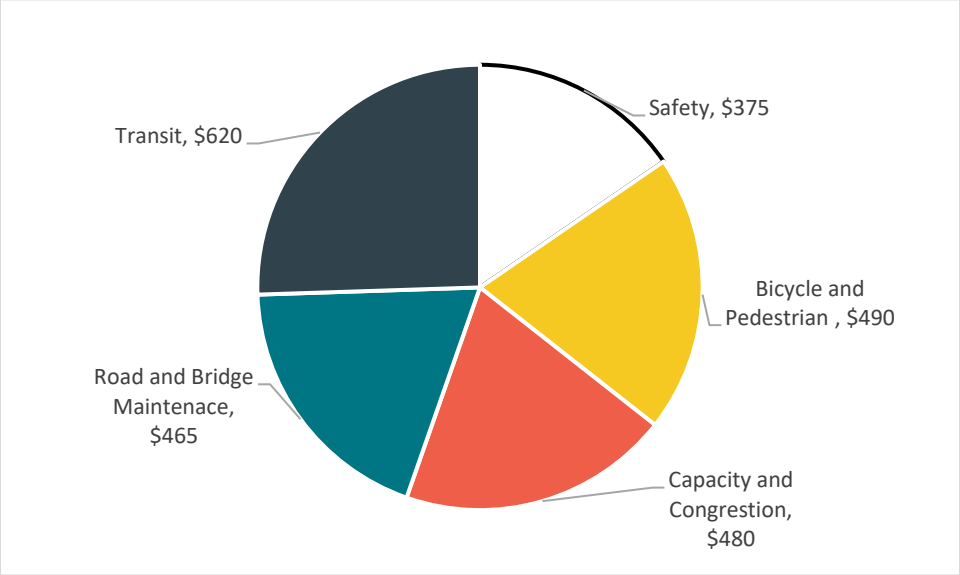


The top category among the stakeholders and survey respondents was public transit; however, there was a slight skew due to a stakeholder group dedicated to public transit being held. Regardless, the top four discussion topics for open-ended responses were active transportation, land use and development activity, public transit, and roadway network, priorities, and maintenance.

Budget Bucks Exercise

During stakeholder sessions, all stakeholders were encouraged to participate in a budget bucks exercise to "spend" $100 on transportation. Responses were received from municipal, economic development, and community advocate stakeholders. Those total amounts by category are summarized in Figure 3, with the top category as transit. When looking at responses broken out by stakeholder group, the top priority shifts. Transit remains the top priority for community advocates, many of whom belong to social service organizations. Economic development stakeholders prioritized bridge and road maintenance, while municipalities had clear preferences for active transportation and capacity and congestion.

Figure 3: Budget Bucks Exercise Results ($)



Public Online Survey Results

Of the 147 respondents who participated in the online survey, 81% were residents within the MPO, and 75% were in the workforce (ages 18 to 65). Participants added more than 770 markers to the map showing locations where they think there are transportation issues or needs for transportation improvements.

40% of respondents felt crash reduction was the top priority, and 26% felt that bridge and road maintenance should be the second priority. Interestingly, improving existing public transportation was notably the lowest priority identified, contrary to comments made by stakeholders. Those ranked priorities from the public online survey are summarized in Table 1. The budgeting exercise results from the survey are shown in Table 2.

Respondents were asked to rate access to the following everyday transportation need categories:

- Access to Public Transit
- Access to Walking and Biking Facilities
- Ability to Conduct Travel for Work or School
- Ability to Travel Between Multiple Destinations
- Ability to Conduct Travel for Shopping and Personal Services
- Ability to Conduct Travel for Medical Care
- Ability to Conduct Travel for Recreation

At least 70% of respondents rated every category "OK" or better, except for access to public transit and access to active transportation facilities.

Table 1: Ranked Priorities from the Public Survey

What is important to you?	Priority Rank						
	1	2	3	4	5	6	7
Reduce crashes	40%	20%	15%	10%	8%	6%	1%
Improve bicycle and pedestrian connections	10%	21%	19%	13%	10%	16%	11%
Reduce Traffic Bottlenecks	4%	14%	27%	23%	21%	6%	4%
Maintain and repair roads and bridges	30%	26%	12%	20%	8%	3%	1%
Extend or add lanes to major roads	3%	5%	10%	13%	32%	23%	13%
Improve freight routing	2%	3%	11%	8%	14%	33%	28%
Improve existing public transportation service	10%	10%	6%	12%	8%	12%	42%

Table 2: Survey Budget Exercise Results

Priority	Average Allocation	Percentage
Reduce crashes	$17.31	17%
Improve bicycle and pedestrian connections	$12.76	13%
Reduce Traffic Bottlenecks	$9.86	10%
Maintain and repair roads and bridges	$29.24	29%
Extend or add lanes to major roads	$7.45	7%
Improve freight routing	$7.79	8%
Improve existing public transportation service	$15.59	16%

Over 770 location-based responses were received, indicating transportation issues within the MPO. Figure 4 shows the distribution of these responses by category. The top three issues are safety, bike/pedestrian, and congestion.

Figure 5 shows clusters of transportation issues identified by survey respondents, providing some insight to where issues are reported to occur most. Congestion and bike/pedestrian issues are most clustered within the Central Business District Area (CBD), the most populated area of Mansfield. Safety concerns are widespread across the region, with higher concentrations in Lexington, Bellville, and the north side and east of Mansfield. As with many communities, public transit issues are widely distributed throughout less populated, rural areas, such as near Lucas.

Figure 4: Distribution of Identified Issues

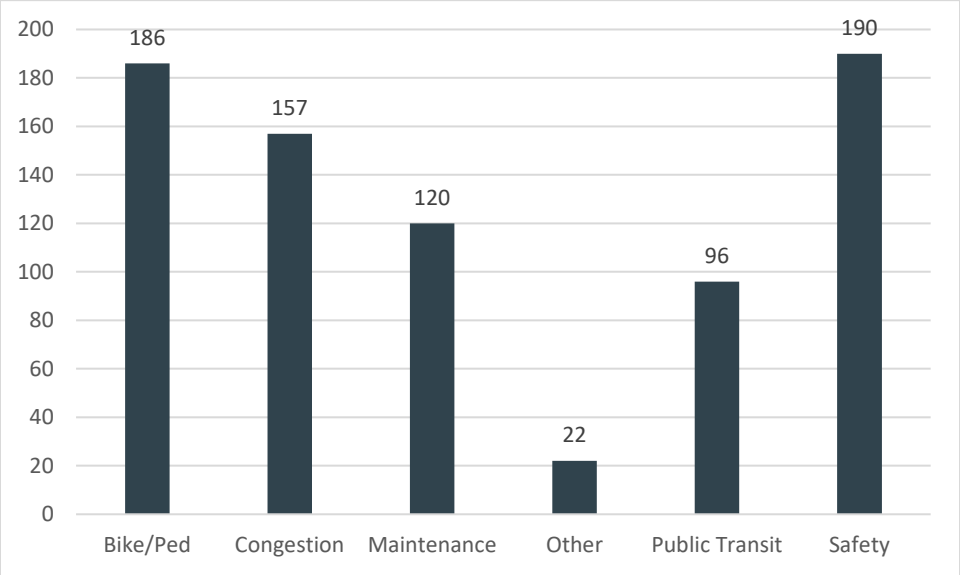
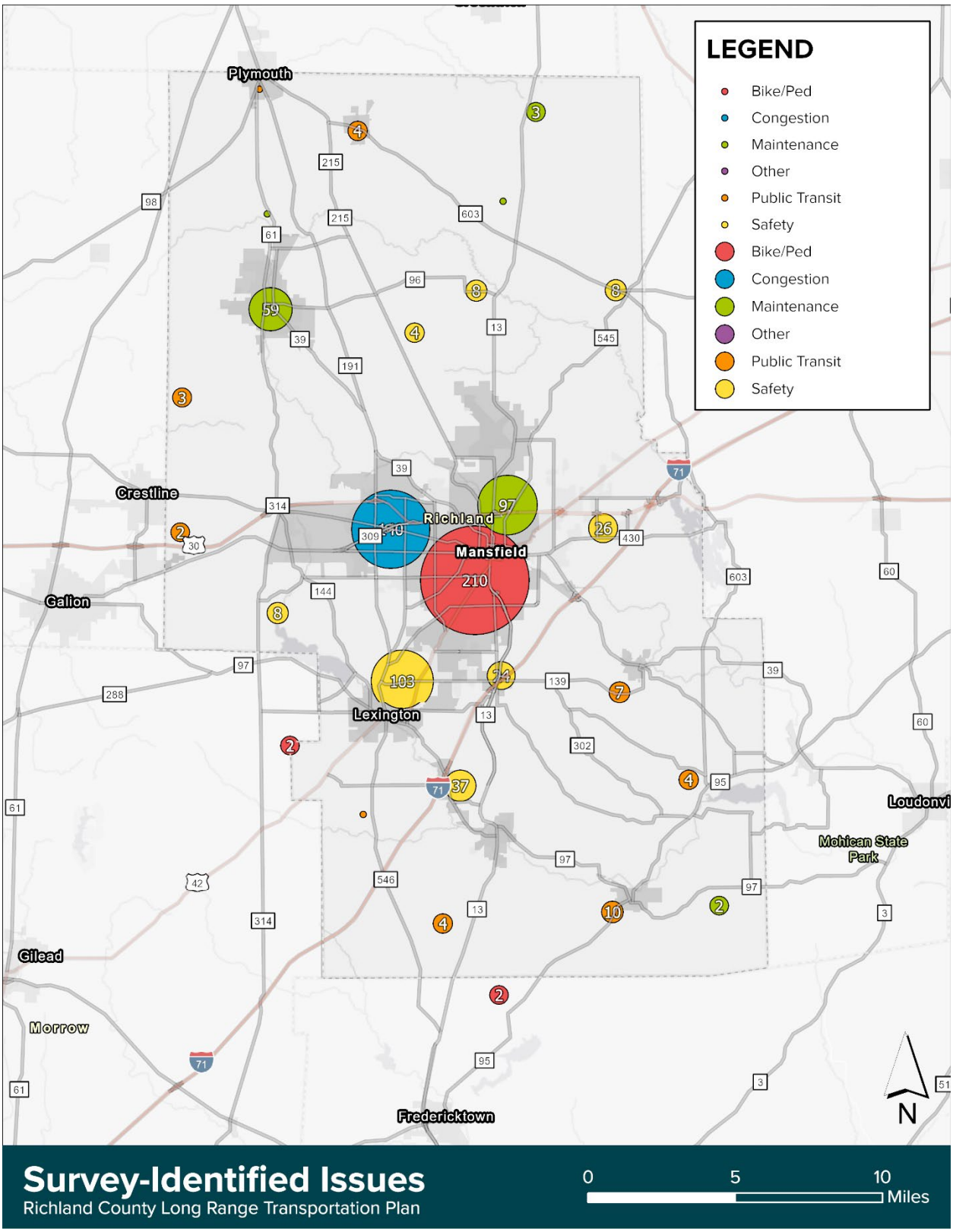


Figure 5: Transportation Issues Identified by Public Survey Respondents



3. THE REGION: YESTERDAY, TODAY, AND TOMORROW

Introduction

A thorough understanding of Richland County's historical, current, and projected conditions is essential to developing a transportation plan that effectively serves its residents and businesses. This chapter provides a comprehensive overview of the region's demographic trends, land use patterns, transportation infrastructure, and economic drivers—insights that form the foundation for long-range planning decisions. Key planning objectives, drawn from previous studies and regional plans, establish a framework for identifying opportunities and challenges in enhancing connectivity, safety, and economic vitality.

This chapter also explores the county's multimodal transportation network, including roadways, transit services, active transportation facilities, and freight corridors. Understanding the performance of these systems and their relationship to land use, economic activity, and community priorities helps guide investment decisions that support regional growth while maintaining fiscal and environmental responsibility.

Ultimately, this analysis informs the long-range transportation strategies outlined in subsequent chapters, ensuring that Richland County's transportation system remains resilient, inclusive, and adaptable to future demands.

Richland County Regional Planning Commission[1]

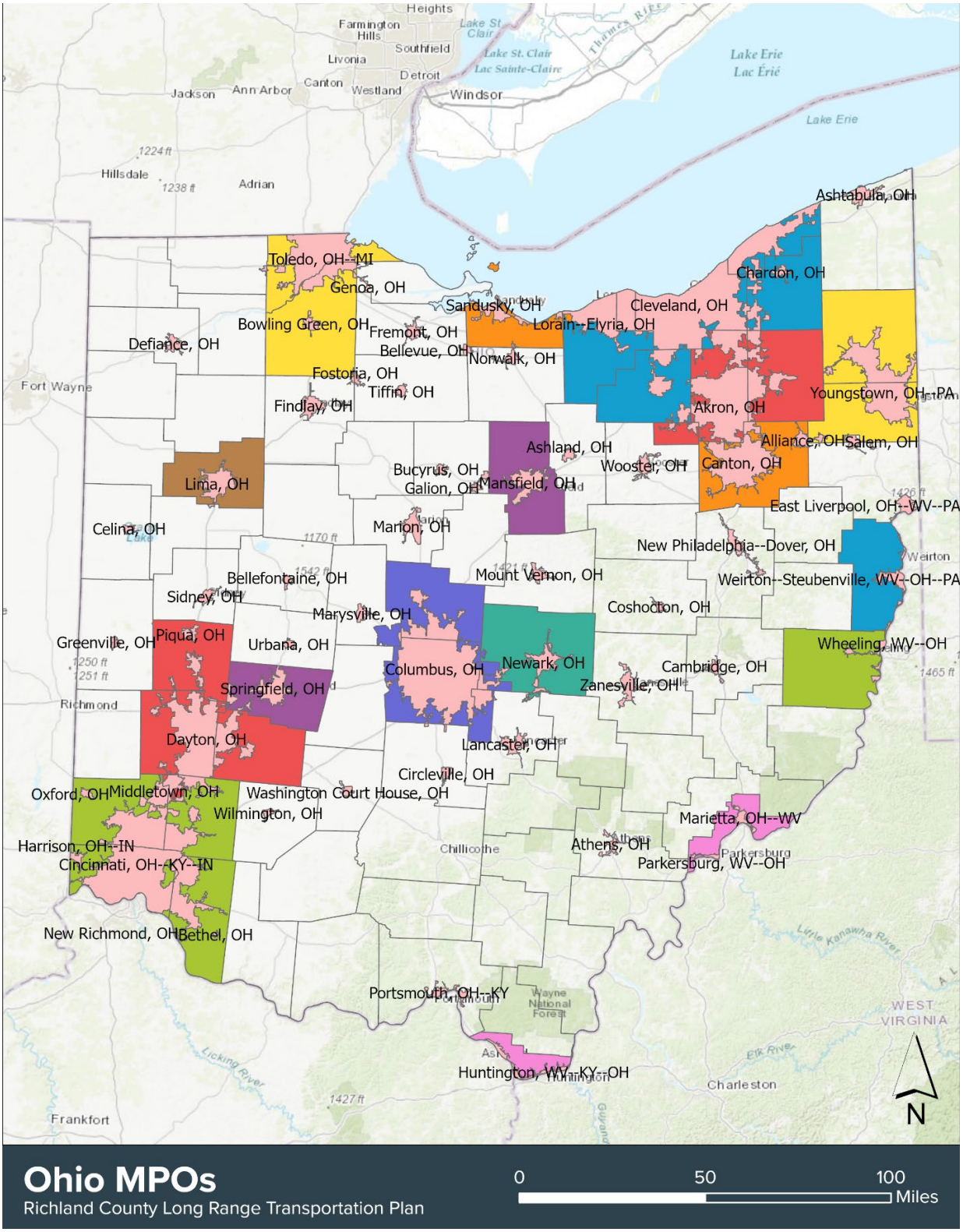
Since the 1970s, RCRPC has been a Metropolitan Planning Organization (MPO), an organization responsible for carrying out the metropolitan transportation planning process required for the eligibility of federal transportation funds.[2] MPOs represent all US Census-designated urbanized areas (UZAs) with populations over 50,000. The City of Mansfield, which is the county seat of Richland County, is the only UZA within the MPO.

MPOs are required by the Federal Highway Administration (FHWA) to perform three planning efforts in order to maintain their designation as an MPO and be eligible for federal transportation funding: the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), and the Long-Range Transportation Plan (LRTP). In compliance with federal requirements, the Metropolitan Planning Organization (MPO) develops a biennial TIP that outlines and prioritizes transportation projects scheduled for implementation over a four-year period. TIP projects are drawn from initiatives developed in the Long-Range Transportation Plan, which the MPO is required to update every five years, and the UPWP, a strategic document serving as both a statement of work tasks and annual business plan that identifies the MPO's key planning activities for each fiscal year.

[1] RCRPC Website

[2] Federal Highway Administration and Federal Transit Administration

Figure 6: Ohio MPOs



Long Range Transportation Plan Objectives

Federal regulations for the LRTP update ensure compliance and eligibility for funding, including the following:

1. Address future transportation needs within a minimum 20-year planning horizon (23 CFR 450.324(a));
2. Update the LRTP at least every five years (23 CFR 450.324(b));
3. Provide a financial plan demonstrating how the transportation improvements can be funded (23 CFR 450.324(f));
4. Conduct public and stakeholder engagement to ensure environmental justice (23 CFR 450.316(a));
5. Integrate transportation performance measures and targets (23 CFR 450.306(d)(2));
6. Coordinate the development of the LRTP with state and public transportation providers (23 CFR 450.324(c)); and
7. Ensure consistency with the goals and objectives of the statewide transportation plan (23 CFR 450.324(e)).

Review of Existing Plans

Part of the planning process involves revisiting past transportation planning efforts from the county, region, and state. Past plans provide an insight into what was essential to the community and how it has changed. The goals and objectives discussed in the following sections were partly developed based on goals from the previous plans.

Each past planning effort is unique and offers a particular perspective on the county's desired goals and outcomes. To better understand past plans' content, purpose, impact, and relevance to this plan, an overview was completed. The following plans and documents were reviewed for relevance to this plan and their relevant goals.

Direction: Looking Forward 2045[3]

Direction: Looking Forward 2045 is the current LRTP developed by RCRPC in 2019 using a Continuous, Comprehensive, and Coordinated (3C) Planning Process. The 2025-2050 LRTP update will build on this previous effort by offering the federally-required project priority list with financial constraints and updated data. The current plan relied on 2018 US Census data.

"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."

Regional Vision Statement from "Direction: Looking Forward 2045"

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[3] Direction: Looking Forward 2045

Public engagement efforts for the current plan arrived at the list of regional strengths and concerns found in Table 3.

Table 3: Strengths and Concerns Summary from Current LRTP

Strengths	Concerns
- Proximity to the three major metropolitan regions of Cleveland, Columbus, and Akron - Access to the major freeways of I-71 and US 30 - The capacity and condition of multimodal freight and motorized passenger vehicle infrastructure are generally seen as adequate to good - Local taxes have ensured that city and county roads and bridges provide adequate service and are maintained in good condition - Established transit system - Excess infrastructure is not built speculatively as industrial development is concentrated into regional industrial parks - The 18-mile B & O Trail links communities in the southern half of the county and is a boon for regional Active Transportation - Mobility and housing are generally affordable	- Access to Airport West Industrial Park requires improvement - Lack of appropriate or adequate North-South truck routing encumbers downtown Mansfield and Shelby - Poor I-71 and US 30 interchange design - Balance of destinations to attract visitors and efficient movement of vehicles passing through the community - Younger professional workforce attraction and retention - Uncertainty of adequate funding to maintain existing infrastructure - Lack of non-motorized connectivity between residential and retail/commercial areas - Lack of connection to the B & O Trail from surrounding residential and commercial areas - Lack of bicycle and pedestrian facility master planning - Limited availability of the public transit system

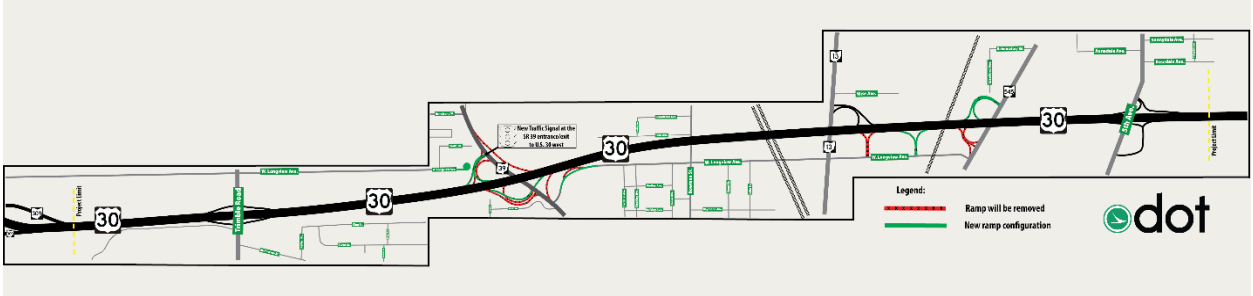
The following are the legacy goals from the current LRTP:

1. Safety: Transportation modes and facilities in the region will be safe for all users
    a. Objectives
        i. Reduce total number of crashes
        ii. Reduce crash severity
        iii. Prevent bicycle and pedestrian crashes
    b. Strategies
        i. Continue to identify high crash locations in an effort to assist in improving these areas
        ii. Continue to implement county-wide safety program
        iii. Continue to support all local Safe Routes to School
        iv. Assist ODOT and all local partners with their safety goals
        v. Continue to monitor statewide crash database
        vi. Initiate strategies from Active Transportation Plan
        vii. Emphasize safety improvements within the project selection process
2. Economic Vitality: A regional transportation system that supports and furthers economic vitality
    a. Objectives
        i. Integrate transportation and land use planning to ensure future decisions support keeping Richland County a place where people want to reside and businesses want to be located
        ii. Improve multimodal freight system for the movement of goods
        iii. Improve access to and from major employment areas
    b. Strategies
        i. The MPO will work with local governments to ensure transportation and mobility strategies and local land use plans are compatible and mutually supportive
        ii. RCRPC will support roadway design standards that balance the need to improve operations and traffic carrying capacity with the economic viability of adjacent land uses
        iii. Coordinate long range planning activities with land use, economic development and local community organizations
        iv. Encourage ODOT and local governments to employ context sensitive solutions in the planning and development of transportation projects
        v. Maintain an efficient transportation system
        vi. Promote the region's logistical advantages
        vii. Continue to participate in statewide planning efforts
3. System Preservation and Reliability: Preserve, operate, and manage an efficient transportation system
    a. Objectives
        i. Maintain reliable transportation infrastructure in a state of good repair
        ii. Improve and optimize the existing system through innovative transportation system management and operations
    b. Strategies

        i. We will encourage local and state agencies to maintain adequate funding programs for the operation and maintenance of the transportation system
        ii. Promote system preservation through the project selection process
        iii. Assist in promoting development plans along the existing transportation network where capacity is sufficient to minimize the construction and maintenance of new roadways
        iv. Introduce innovative transportation solutions such as access management or signal coordination to reduce the need for new roadways and added capacity
4. Public Involvement: Public participation in the Long Range Transportation Plan and other MPO planning activities that reflect the needs of the region, particularly those that are traditionally underserved
    a. Objectives
        i. Provide opportunities to engage citizens and other public and private sector entities
        ii. Consider and respond as appropriate to all comments and concerns
    b. Strategies
        i. Continue to implement, evaluate, and update its Public Involvement Plan
        ii. Continue to be a readily accessible forum of cooperative decision-making by local government officials with regard to land use and transportation-related issues and the development and implementation of transportation-related plans and programs
        iii. Expand web-based and social media activities in an effort to increase input
        iv. Participate in organizations and events targeted to underserved populations and areas
5. Quality of Life: Enhance the quality of life and promote sustainability
    a. Objectives
        i. Protect the environment from any adverse impacts of the transportation system and mitigate as appropriate
        ii. Provide users in the region access to a network of transportation modes and infrastructure that maximizes connectivity and promotes the use of motorized and non-motorized modes of travel
        iii. Support active living, universal design, and place making
        iv. Ensure the benefits and impacts of the transportation investments are equitably distributed.
    b. Strategies
        i. The MPO will continue to support the construction of infrastructure that makes walking, biking, and riding transit safer, accessible, and more efficient
        ii. Develop a County-Wide Complete Streets Policy that can act as a catalyst for local governments to adopt their own policies.
        iii. Continue to support local bike lane striping and signing
        iv. Develop a Countywide Bicycle and Pedestrian Plan
        v. Encourage transportation design standards and consider community and environmental impacts through the incorporation of context-sensitive solutions into projects

Two major regional projects are noted which were incomplete at the time the current LRTP was published. The first was the US 30 Major Rehabilitation, which was let in 2020; the scope includes pavement reconstruction, interchange improvements, and reconfiguration between OH 309 and just west of 5th Avenue along US 30, as shown Figure 7. That project was completed in August 2023[4]. The second was the Illinois Avenue/Cook Road/Mansfield-Lucas Road Roundabout, which was developed in 2019 to mitigate a high crash intersection. Construction was scheduled for 2022 and the project is completed.

Figure 7: US 30 Major Rehabilitation



Source: ODOT

2024 – Richland County Transit Development Plan (TDP)

In March of 2024, Richland County Transit (RCT) issued its ten-year plan strategic plan for its service area. Based on the Federal Transit Administration (FTA) funding it receives, RCT serves the Mansfield urban area, which includes Mansfield as well as portions of Ontario and Madison Township. For the service area, near-term, mid-term, and long-term strategies were arranged into a workplan based on existing conditions analysis and public input, including a public survey.

Near-term strategies, planned for 2024 to 2026, include expanding on-demand and fixed route services that enhance workforce access, such as evening routes to industrial parks, and overall restructuring, such as a shift from a flag stop to a designated bus stop system. Mid-term strategies, 2027 to 2029, are designed to meet more transportation needs, particularly for unserved or underserved areas of the county, by introducing pilot projects. These pilot projects include on-demand service on Saturdays, restoring service to Shelby, and general public demand response service for rural portions of the County. For the long-term, 2030 to 2033, the plan focuses on formalizing the successful strategies and pilots of the other two terms and presents alternate scenarios of how these elements can be combined, how much the described mix of fixed and on-demand services will cost, and the projected 2033 ridership. The alternatives project between approximately 140,000 and 320,000 annual ridership, compared to the over 100,000 rides RCT currently provides.

2021 – Richland County Coordinated Public Transit Human Services Transportation Plan

The 2021 Coordinated Public Transit Human Services Transportation Plan for Richland County is to fulfill the Federal Transit Administration (FTA) requirements under the Fixing America's Surface Transportation (FAST) Act. The primary focus of this plan is to address transportation as a critical component of the

[4] U.S. 30 Major Rehabilitation

communities in Richland County. Transportation is vital for providing access to jobs, education, health care, and human services.

The information from the 2021 Coordinated Public Transit Human Services Transportation Plan provides insights into the transportation priorities, gaps, and strategies developed by local stakeholders. Reviewing the past priorities listed in the 2021 Coordinated Public Transit Human Services Transportation Plan also helps in understanding the progress made on previously identified projects and their relevance to the current planning efforts.

The goals and objectives listed under this plan were:

- Provide non-typical transportation.
    - Explore various opportunities to seek funding and possibly pool funding to meet non-typical transportation needs.
- Increase access and coverage areas for transportation.
    - Maintain and Improve the Mobility Manager's role in coordinating transportation.
    - Coordinating with Richland County Transit to increase Coverage Areas and Hours of Operation.
- Improve transportation choices.
    - Improve Information on Transportation Choices Available to the Public.
- Provide out-of-county medical appointments.
    - Hospitals/Non-Profits/Various Human Service Organizations will explore opportunities to seek funding or ways to raise funds to meet out-of-county medical needs.

2024-2027 ODOT Statewide Transportation Improvement Program[5]

"The Statewide Transportation Improvement Program (STIP) is Ohio's four-year planning document as required by Title 23 and Title 49 of the United States Code. The STIP identifies all state and local transportation federal highway or federal transit-funded projects as well as state-funded projects scheduled for some phase of implementation during the fiscal (July 1 to June 30) four-year period. Types of projects include highway, public transit, rail, freight, bicycle, and pedestrian.

ODOT develops the STIP in cooperation with the Metropolitan Planning Organizations (MPOs) and in consultation with the Regional Transportation Planning Organizations (RTPOs), non-metropolitan local officials, and transit authorities as part of a comprehensive planning process during the STIP development period. The STIP is approved jointly by the Federal Highway Administration and the Federal Transit Administration."

Task Force Summary Report: 2035 Comprehensive Plan for Richland County[6]

The 2035 Comprehensive Plan for Richland County, developed in 2006, is an extensive document detailing strategic planning and development for the county up to the year 2035. It emphasizes

[5] ODOT
[6] Richland County Comprehensive Planning

community involvement and professional planning to address various aspects of county development, including housing, demographics, economic development, transportation, and land use.

The Comprehensive Plan sets out a vision and framework for the future development of Richland County, balancing growth with the preservation of natural and agricultural resources, enhancing economic opportunities, and improving the overall quality of life for its residents. Here are its key components:

- **Community Involvement**: The plan was shaped by extensive community involvement, spearheaded by the Comprehensive Plan Task Force, which evolved from earlier community planning efforts. The Task Force includes diverse representation from government, business, and civic sectors from all geographic parts of Richland County.
- **Demographics and Housing**: The plan discusses the aging population and the shift in housing needs towards condominiums and assisted living centers due to the aging baby boom generation. There's a noted decrease in the school-age population, impacting housing trends and necessitating different types of housing solutions to balance homeownership and rental spaces.
- **Economic Development**: The plan highlights a shift from manufacturing to service and retail sectors, now the predominant economic activities. It also outlines the necessity of enhancing transportation access as a crucial advantage for economic development.
- **Land Use and Regulation**: Updated zoning and subdivision regulations reflect current development trends and community needs, focusing on the protection of farmland and encouraging development that is environmentally sensitive and economically beneficial.
- **Transportation**: It advocates for a multimodal and comprehensive approach to regional transportation planning, emphasizing maintaining and upgrading the existing network and improving public transportation services.
- **Infrastructure**: The plan underlines the importance of leveraging existing infrastructure for development, ensuring efficient use of resources, and supporting growth in a way that preserves environmental quality.
- **Quality of Life**: The plan integrates health, safety, reliable services, and recreation into the quality of life considerations, aiming for a community that supports a healthy lifestyle and provides ample public spaces and services.
- **Public Participation and Implementation**: The plan stresses ongoing public involvement in refining and implementing the strategies outlined, ensuring that the comprehensive plan remains relevant and responsive to the community's needs.

The findings and recommendations of the Comprehensive Plan have significant implications for the Long-Range Transportation Plan (LRTP) update process. By detailing the expected demographic and economic shifts, the Comprehensive Plan provides a foundational understanding that should guide the prioritization of transportation projects in the LRTP. For instance, the aging population highlighted in the Comprehensive Plan suggests a growing need for transportation options that are accessible to elderly residents, potentially leading to increased investments in public transit solutions and infrastructure improvements tailored to enhance safety and accessibility. Similarly, the plan’s focus on economic shifts towards service and retail sectors, particularly in health services, underscores the necessity for the LRTP to facilitate efficient transportation links to major employment centers, healthcare facilities, and commercial areas to support economic growth and access to essential services.

The Comprehensive Plan's emphasis on land use and environmental sustainability also directly impacts the strategic direction of the LRTP update. Recommendations to protect farmland and manage urban sprawl call for transportation planning that supports controlled growth, such as developing transportation corridors that integrate with planned land use patterns and discourage haphazard development. This integration is crucial to preventing the adverse effects of urban sprawl, such as increased traffic congestion and environmental degradation. The Comprehensive Plan's call for multi-modal transportation networks also suggests that the LRTP should not only focus on improving road and highway systems but also on enhancing public transit, pedestrian pathways, and cycling infrastructure. This holistic approach to transportation planning will help Richland County develop a more sustainable, efficient, and inclusive transportation system that aligns with the broader goals of economic vitality, community well-being, and environmental stewardship outlined in the Comprehensive Plan.

Transportation Improvement Program: FY2024-FY2027[7]

The Transportation Improvement Program (TIP) is a key document prepared by the Metropolitan Planning Organization (MPO) as part of the urban transportation planning process. The document outlines upcoming federally funded transportation projects over a four-year period, ensuring that these projects are aligned with the long-range transportation plan (LRTP) of the area. This requirement ensures that the projects are part of a comprehensive strategy to meet regional transportation needs.

The TIP must be updated every two years, aligning with updates to the Statewide Transportation Improvement Program (STIP) and demonstrating a prioritized list of transportation projects planned in the region. It includes all modes of transportation and ensures that federal funds are used efficiently. The TIP development process involves multiple phases, including planning, public involvement, and interagency coordination, ensuring that all projects listed are consistent with the overarching goals of the LRTP.

The TIP directly implements the transportation strategies outlined in the LRTP by scheduling and funding projects that contribute to the long-term transportation goals of the region. The development of the TIP also involves public participation and interagency coordination, reflecting broader community and regional priorities. This public involvement ensures that the TIP is not only a technical document but also one that reflects the transportation needs and priorities of the community it serves. This process makes the TIP a critical link between policy, planning, and the actual implementation of transportation projects that support the economic, environmental, and social goals of the region.

The projects listed in the Transportation Improvement Program (TIP) for Richland County reflect the policies and priorities identified in other planning documents reviewed here, including the following:

- **Safety and Infrastructure Improvement**: The TIP includes numerous projects focused on safety enhancements and infrastructure improvements. This directly aligns with goals from Access Ohio 2045, which emphasizes safety and infrastructure conditions. Projects such as intersection improvements, roundabouts at high-crash locations, and systematic safety treatments reflect a commitment to reducing crashes and enhancing safety, which is a key goal across all planning documents.

[7] Richland County Regional Planning Transportation Improvement Program

- **Multimodal and Non-Motorized Transportation**: The inclusion of projects that focus on pedestrian facilities, bicycle paths, and transit improvements reflects the multimodal transportation policies stated in the "Access Ohio 2045" plan. This plan emphasizes the development of a transportation system that supports multiple modes of transportation to enhance accessibility and connectivity. The TIP's focus on pedestrian pathways and the Transportation Alternatives Program (TAP) projects for non-motorized transportation is consistent with these policy directions.

- **Public Engagement and Environmental Justice**: The TIP process involves significant public engagement, aligning with the community engagement goals outlined in the Mansfield Rising Plan and other documents. Moreover, the consideration of environmental justice in the TIP ensures that projects do not disproportionately impact minority or low-income communities, adhering to broader state and federal mandates for inclusive planning.

- **System Preservation and Reliability**: Many projects in the TIP focus on pavement preservation, bridge rehabilitation, and maintenance activities that support system preservation goals set forth in Access Ohio 2045 and the local long-range plans. These projects are crucial for maintaining the existing infrastructure, which is a cornerstone of sustainable transportation planning emphasized across the planning documents.

- **Economic Vitality and Connectivity**: Several projects aim to improve major corridors, enhance freight mobility, and support economic centers, aligning with economic vitality goals. For example, major rehabilitation of US 30 and improvements on SR 39 support regional commerce and connectivity, which are important for economic development as highlighted in both local and state transportation plans.

- **Funding and Financial Planning**: The TIP outlines a financially constrained list of projects, ensuring that planning remains realistic with available funding. This reflects the fiscal responsibility and strategic funding use advocated in the statewide and regional plans.

Richland County Housing Needs Assessment and Action Plan[8]

The 2023 Housing Needs Assessment for Richland County divides the housing market into three categories: affordable, attainable, and market-rate housing, and analyzes housing needs across seven specific areas within the county. The assessment highlights a growing demand for senior-friendly housing options due to an aging population, a pressing need for the rehabilitation of older housing stock, and the development of new housing to cater to various income groups. It identifies significant gaps in housing for low to moderate-income households, especially those needing maintenance on older properties. Additionally, the county faces challenges in development capacity, lacking sufficient expertise in construction, architecture, and development, particularly for affordable housing.

The assessment proposes strategies to improve housing availability and development processes, including streamlining zoning and permitting, expanding affordable housing options, and fostering development capacity. Specific actions suggested include the adoption of more flexible zoning districts to facilitate attainable housing and the creation of a Housing Coordinator position to oversee housing initiatives. The report forecasts the need for an increase in both owner-occupied and renter-occupied

[8] Richland County Regional Planning Housing

units by 2032, emphasizing the economic benefits of housing development, such as job creation and local economic growth. The strategic plan aims to address these needs by enhancing local development capabilities, simplifying regulatory processes, and expanding housing for vulnerable populations.

The Housing Needs Assessment presents several implications for the ongoing Long-Range Transportation Plan (LRTP) Update, which both reinforces and complements the broader regional planning goals discussed in earlier documents like the Comprehensive Plan.

- Firstly, the Housing Needs Assessment's emphasis on the aging population and the need for senior-friendly housing underscores the importance of enhancing transportation options that are accessible and suitable for older residents. This aligns with the LRTP's focus on multimodal transportation and the need to provide services to elderly, disabled, or disadvantaged persons, as highlighted in the Coordinated Public Transit Human Services Transportation Plan. The transportation plan should consider ways to improve connectivity between residential areas, particularly those with high concentrations of senior housing, and critical services like healthcare and retail, facilitating aging in place.

- Secondly, the Housing Needs Assessment's identification of the need for new housing development in various segments (affordable, attainable, and market-rate) suggests an impending increase in localized population densities, particularly in nodes like Mansfield and Ontario. This development pattern should inform the LRTP's strategies on managing increased traffic flows, enhancing road safety, and possibly expanding public transit routes to support growing residential areas. Such developments could necessitate revisiting infrastructure capacities, something the LRTP would need to integrate into its updates.

- Moreover, the Assessment’s focus on the diversification of housing stock and the rehabilitation of older homes can influence the LRTP by highlighting areas where transportation infrastructure improvements could support or stimulate housing development and rehabilitation efforts. This could mean prioritizing transportation projects that enhance access to emerging housing markets or underserved areas, aligning with the Comprehensive Plan's goals of integrated land use and transportation planning.

In summary, the Housing Needs Assessment adds depth to the understanding of Richland County’s demographic and economic shifts, reinforcing the need for a responsive and adaptive transportation system that supports broader urban development and housing strategies. The integration of these findings into the LRTP can ensure that transportation planning is not only reactive but also proactive, anticipating changes and needs before they become acute challenges.

2022 Transportation Safety Report

The 2022 Biennial Regional Traffic Crash Analysis provides a detailed examination of traffic crash patterns in the Richland County region from 2017 to 2021, focusing on the types, locations, and causes of these incidents. A significant finding from the analysis is that the majority of traffic crashes occurred on locally maintained roadways, particularly on Minor Arterial Roads, Major Collector Roads, and Local Roads. These types of roads accounted for 20%, 14%, and 19% of crashes, respectively, highlighting a clear need for targeted safety improvements in these areas.

The analysis also notes that two-lane roads were the most common sites for crashes, comprising 62% of all incidents, followed by four-lane roads at 28%. This distribution underscores the importance of addressing safety issues prevalent on smaller road networks, which bear a disproportionate share of traffic incidents. Furthermore, the most frequent initial harmful events causing these crashes were collisions with other vehicles and road departure incidents, indicating common trends in driver behavior and road conditions that could be targeted for improvement.

Other findings include the following:

- **High Frequency of Intersection Crashes**: Nearly half of all traffic crashes occurred at intersections, pointing to the need for targeted safety improvements in these areas. The top 50 highest crash roadway intersections in the MPO area were identified and mapped.
- **Prevalence of Alcohol-Related Crashes**: There is a significant correlation between alcohol use and the severity of crashes, especially on weekends. This suggests a targeted need for increased enforcement and public awareness campaigns around DUI.
- **Economic Impact of Crashes**: The economic cost associated with traffic crashes is substantial, with intersection-related crashes accounting for nearly half of these costs. This emphasizes the importance of effective traffic management and safety improvements to reduce financial burdens on the community.
- **Temporal Patterns of Crashes**: Crashes peak on Fridays and during typical commuting hours, underscoring the relationship between traffic volume and crash rates. Fatal crashes are more frequent on weekends, indicating different risk factors such as alcohol influence during these times.

The relevancy of this data to the Richland County Long-Range Transportation Plan (LRTP) update is substantial. These findings underscore the need for enhanced safety measures and infrastructure improvements at high-risk intersections and on roadways that have been identified as particularly hazardous. This aligns with goals from other reviewed documents, such as the Comprehensive Plan and the Housing Needs Assessment, which emphasize the importance of safety and infrastructure in supporting regional growth and enhancing quality of life. Integrating these insights into the LRTP update will help prioritize projects that address these critical areas, potentially reducing crash rates and improving overall traffic safety in Richland County.

2021 RCRPC Active Transportation Plan

The Richland County Active Transportation Plan emphasizes the importance of human-powered forms of travel, such as walking and biking, and the integration of these modes with public transit. This approach not only supports health and wellness through increased physical activity but also contributes to environmental sustainability and economic vitality.

Key Aspects of the Plan:

- **Educational and Encouragement Initiatives**: The plan outlines educational activities to improve safety awareness among all road users and encouragement strategies to motivate residents to adopt more active modes of transportation.
- **Engineering and Enforcement**: Focus is placed on developing pedestrian and bicycle infrastructure, such as sidewalks, crosswalks, and bike lanes. The plan also discusses the enforcement of traffic safety laws to enhance road safety.

- **Evaluation and Equity**: There is a commitment to continuous evaluation to guide improvements and ensure that the infrastructure meets the needs of all community members, especially those from underrepresented or vulnerable groups.
- **Economic and Environmental Benefits**: The plan highlights the positive economic impacts of active transportation, including potential savings in healthcare costs and increased local business activity due to higher foot traffic.

The Active Transportation Plan aligns with broader regional goals by promoting safety, enhancing public health, and reducing environmental impacts.

Access Ohio 2045 – Ohio's Transportation Plan

Access Ohio 2045 (AO45) is a comprehensive and visionary long-range transportation plan for the State of Ohio, orchestrated by the Ohio Department of Transportation (ODOT) in collaboration with various stakeholders. The plan emphasizes a safe, smart, and collaborative multimodal transportation system that efficiently moves people and freight, enhancing the quality of life for all Ohioans. Here are some key highlights of AO45:

- **Vision and Goals**: AO45 envisions a connected transportation system that supports community visions, prioritizes safety, and enhances the efficiency and reliability of the transportation network. It adds new goals focusing on quality of life and environmental stewardship, alongside traditional goals like safety and economic competitiveness.
- **Plan Structure**: Described as a "Plan of Plans," AO45 serves as a guiding framework for individual modal plans, aligning and integrating various transportation initiatives across the state. It is designed to be dynamic and capable of adapting to changes in demographics, technology, and economic conditions.
- **Public Involvement**: The plan's development was marked by extensive public engagement, including public meetings, statewide surveys, and stakeholder workshops, ensuring that the needs and preferences of Ohio residents directly influence transportation policies and decisions.
- **Implementation Strategies**: AO45 introduces strategic actions across several themes—safety, smart technology, connectivity, community orientation, and collaboration. Each strategy supports the overarching goals and is intended to adapt to potential future scenarios outlined in the plan.
- **Funding and Future Planning**: The plan recognizes the need for innovative and sustainable funding solutions to meet long-term transportation needs, suggesting strategies like public-private partnerships and exploring new funding mechanisms such as vehicle miles traveled fees.
- **Advisory Committee**: To ensure ongoing relevance and implementation, AO45 establishes an Advisory Committee to guide the execution of the plan, monitor progress, and adjust strategies as necessary.

Mansfield Rising Plan

The Mansfield Rising Downtown Investment Plan provides a comprehensive roadmap for revitalizing Downtown Mansfield, Ohio, with a strong focus on community involvement, economic development, and sustainable infrastructure. It outlines a variety of strategies aimed at improving public spaces, enhancing connectivity, and boosting economic vitality. Here's a summary of its key findings and action items:

- **Community Enhancement**: The plan advocates for creating engaging public spaces, like parks and pedestrian zones, and for infrastructure improvements that promote a vibrant community. It suggests establishing free public WiFi, enacting a Community Reinvestment Area for tax incentives, and enhancing public transportation options.
- **Economic Development**: Initiatives include attracting businesses through a Business Concierge service, fostering entrepreneurship with an alliance, and creating a leadership cohort to enhance diversity in business leadership. The plan also recommends building facilities that support community gatherings and recreational activities.
- **Infrastructure and Policy Changes**: The proposal supports adopting a Complete Streets policy to make transportation more inclusive and implementing traffic calming measures. It also emphasizes the importance of developing sustainable features like rain gardens and an urban tree canopy.
- **Technology and Innovation**: Suggested are the installation of a central processing system for event coordination, a Chief Digital Officer to manage digital transformation, and a mobile app to promote downtown businesses and events.

This plan's focus on enhancing community engagement, revitalizing public spaces, and fostering economic growth complements the LRTP update, by advocating for sustainable practices and improved connectivity, and aiming to create more accessible and livable urban environments. Additionally, the Investment Plan's emphasis on technological integration and innovative transportation solutions resonates with the goals outlined in the State of Ohio's Transportation Plan, "Access Ohio 2045," and the Coordinated Public Transit-Human Services Transportation Plan, further underscoring its relevance. By focusing on pedestrian-friendly initiatives and community-driven economic development, the Investment Plan not only supports the regional transportation goals but also enhances the overall quality of life, making it a vital component in the collective effort to transform Mansfield's urban landscape in alignment with state and regional transportation strategies.

Shelby Ohio Strategic Plan 2010-2030

The Shelby Ohio Strategic Plan 2010-2030 provides a comprehensive framework for the city's development across various key areas such as Housing, Transportation, Land Use Management, Government, Economic Development, and Quality of Life. The plan identifies specific challenges and opportunities in each area, proposing actionable steps to promote sustainable growth and enhance community well-being. For example, it addresses housing needs through programs like the Community Reinvestment Area, aims to improve transportation flow by engaging with regional planning efforts, and promotes economic development through targeted initiatives for industrial and retail sectors. Several findings, policies, and recommendations are relevant and can be integrated to enhance the overall transportation framework, including the following:

- **Transportation Infrastructure Improvements**: The Shelby plan outlines specific improvements to reduce congestion and enhance traffic flow, such as widening key avenues and implementing strategic turn lanes. These improvements align with LRTP goals of enhancing road efficiency and safety.
- **Public Transportation Enhancements**: Shelby's plan highlights the need for better public transportation options within the city and to neighboring areas, which could be integrated into the LRTP to improve regional mobility and accessibility.

- **Traffic Management**: Proposals to address downtown congestion and manage truck traffic through designated bypass routes could inform similar strategies in the LRTP, focusing on reducing congestion and improving urban mobility.
- **Parking and Signage**: Shelby's strategic focus on improving parking infrastructure and signage can be relevant for the LRTP, particularly in enhancing the usability of transportation facilities and easing vehicle flows in congested areas.
- **Flood Management and Infrastructure Resilience**: Given Shelby's emphasis on flood management and infrastructure resilience, especially in transportation planning, the LRTP could incorporate similar strategies to ensure that transportation infrastructure is resilient against natural disasters, aligning with broader safety and sustainability goals.
- **Pedestrian and Bicycle Infrastructure**: The LRTP could include recommendations for improving sidewalks and creating more pedestrian-friendly environments in Shelby, promoting non-motorized transportation modes, and contributing to safer and more accessible urban areas.
- **Economic Development and Transportation**: The strategic plan's focus on leveraging transportation for economic development, such as supporting the industrial sector and enhancing access to commercial areas, could guide LRTP policies to align transportation improvements with economic growth objectives.

North End Community Economic Development Plan

The North End Community Economic Development Plan provides a comprehensive analysis and strategic direction for the North End of Mansfield, aiming to address economic, housing, and workforce challenges within a postindustrial context. The plan is structured into two primary chapters: an Economic Base Assessment (EBA) and the Community Economic Development (CED) Plan, both tailored to reflect and respond to the unique characteristics and needs of the North End.

The EBA chapter delineates a clear picture of the demographic and economic landscape, focusing on income levels, consumer trends, local economic activity, barriers to prosperity, educational attainment, and housing conditions. This assessment is crucial as it provides the data foundation upon which targeted interventions are proposed, ensuring that the recommendations are data-driven and relevant to the North End's specific circumstances.

The CED Plan outlines a future-focused strategy, prioritizing comprehensive community development. It is shaped significantly by resident input, ensuring that the plan resonates with the community's needs and aspirations. Key areas of focus include:

- **Land Use**: Recommendations to optimize land use through zoning reforms and public information improvements, ensuring sustainable and community-focused development.
- **Housing**: Strategies to increase code enforcement, reduce speculative practices, develop affordable housing, and improve housing education and capacity.
- **Economic Development**: A push for local business growth, particularly in sectors desired by the community such as grocery stores and recreational businesses, alongside strategies for redeveloping vacant properties.
- **Education**: Proposals to enhance educational equity, increase financial literacy, and boost civic engagement.
- **Public Infrastructure/Transit**: Initiatives to improve streets, sidewalks, public transit, and sewer systems to enhance the livability and connectivity of the North End.

- **Community Spaces and Health & Safety**: Efforts to maintain and beautify public spaces, address public health issues like opioid addiction, and implement community-centric health and safety strategies.

The policies and recommendations of the North End Community Economic Development Plan align closely with the broader objectives and strategies of the LRTP Update. Here's how the plans interconnect:

- **Multimodal Transportation**: The North End plan emphasizes improving public transportation options and infrastructure to enhance connectivity and accessibility, reflecting a goal of a more integrated and multimodal transportation system.
- **Economic Revitalization**: The economic development strategies in the North End plan support fostering economic vitality through improved transportation infrastructure that can attract businesses and facilitate easier access to jobs.
- **Public Health and Safety**: Recommendations for addressing health disparities and safety through transportation and community planning in the North End plan are complementary to the LRTP's focus on creating safe and healthy environments via thoughtful transportation solutions.

Richland Public Health Community Health Improvement Plan 2017-2020

The Richland County Community Health Improvement Plan (CHIP) is a strategic blueprint designed to address various health issues in Richland County through collaborative efforts and targeted interventions. Based on the comprehensive 2016 Richland County Community Health Assessment, the plan identifies priority health issues such as chronic disease, mental health, and addiction, outlining specific strategies and actions to address these concerns over a three-year period (2017-2020). Key components of the CHIP include the following:

- **Strategic Planning and Assessment**: The plan leverages a structured process involving community assessments like the MAPP (Mobilizing for Action through Planning and Partnerships) framework. This includes visioning exercises and the identification of strategic issues based on community health assessments.
- **Priority Health Issues**:
    - **Mental Health and Addiction**: Focus on decreasing substance abuse, depression, and suicide among adults and youth.
    - **Chronic Disease**: Target reduction in obesity, diabetes, and asthma through lifestyle changes and access to healthy food options.
- **Implementation and Evaluation**: Detailed action steps include enhancing existing programs, introducing new services, and building necessary infrastructure to support health improvements. Each action is coupled with specific outcome indicators to measure success.
- **Collaborative Approach**: Emphasizes the involvement of various stakeholders including health departments, hospitals, community leaders, and other agencies to ensure a comprehensive approach to public health.
- **Alignment with National and State Standards**: The plan aligns with priorities set by the U.S. Department of Health and Human Services and Ohio's State Health Improvement Plan, ensuring consistency with broader health objectives.

The goals and strategies of the Richland Public Health CHIP relate closely to the LRTP update process in several key areas:

- **Public Infrastructure and Accessibility**: Both plans emphasize the importance of improving infrastructure to support healthier lifestyles. For instance, the CHIP's focus on chronic disease includes enhancing pedestrian infrastructure which aligns with the LRTP's goal of improving sidewalks and streets for better mobility and accessibility.
- **Social Determinants of Health**: The CHIP addresses social determinants such as access to nutritious food and healthcare, which can be influenced by transportation policies like those outlined in the LRTP that aim to improve connectivity to critical services and economic opportunities.
- **Community Engagement and Collaboration**: Both plans prioritize community involvement and multi-sectoral collaboration, recognizing that comprehensive community health and transportation improvements require broad-based support and coordinated efforts.
- **Environmental and Safety Improvements**: The CHIP's strategies to reduce environmental health risks and improve public safety through better community design and emergency response initiatives complement the LRTP's focus on creating safe and sustainable transportation options.

Summary

The collection of planning documents for Richland County reviewed here converge on several key themes, with each document placing a strong emphasis on improving community welfare through various lenses—economic development, health, urban planning, and transportation.

Firstly, economic revitalization and community engagement are recurrent themes, notably underscored in the North End Community Economic Development Plan and the Mansfield Rising Plan. These plans focus on reinvigorating neighborhoods and downtown areas by fostering local business growth, improving housing options, and enhancing public spaces to attract investment and improve community life. This economic revitalization is paired with a strong call for increased public participation, ensuring that redevelopment efforts align with the needs and visions of the residents.

On the health front, the Richland Public Health Community Health Improvement Plan highlights the necessity of addressing chronic diseases, mental health, and addiction within the community. This plan advocates for a holistic approach to health, emphasizing preventive care and the integration of health considerations into broader policy areas, such as transportation and urban planning. This focus aligns well with the objectives in other plans that promote physical activity and access to healthy foods, but it also introduces the unique angle of healthcare accessibility, which is less prominent in the other documents.

However, inconsistencies arise primarily in the degree of emphasis on transportation. While the Coordinated Public Transit Human Services Transportation Plan and Access Ohio 2045 heavily advocate for enhancing multimodal transportation networks and integrating technology to improve efficiency and connectivity, the other plans touch less explicitly on these aspects. The emphasis in the broader transportation discourse shifts from improving public transit accessibility and infrastructure in support of economic and community development to leveraging technology and multimodal systems primarily for efficiency and safety. This indicates a potential area for greater synergy in future planning, ensuring that transportation strategies comprehensively support economic, health, and social objectives

simultaneously. These documents collectively provide a robust framework for strategic development in Richland County, yet the challenge lies in harmonizing these plans to optimize resource use and impact across these interconnected domains.

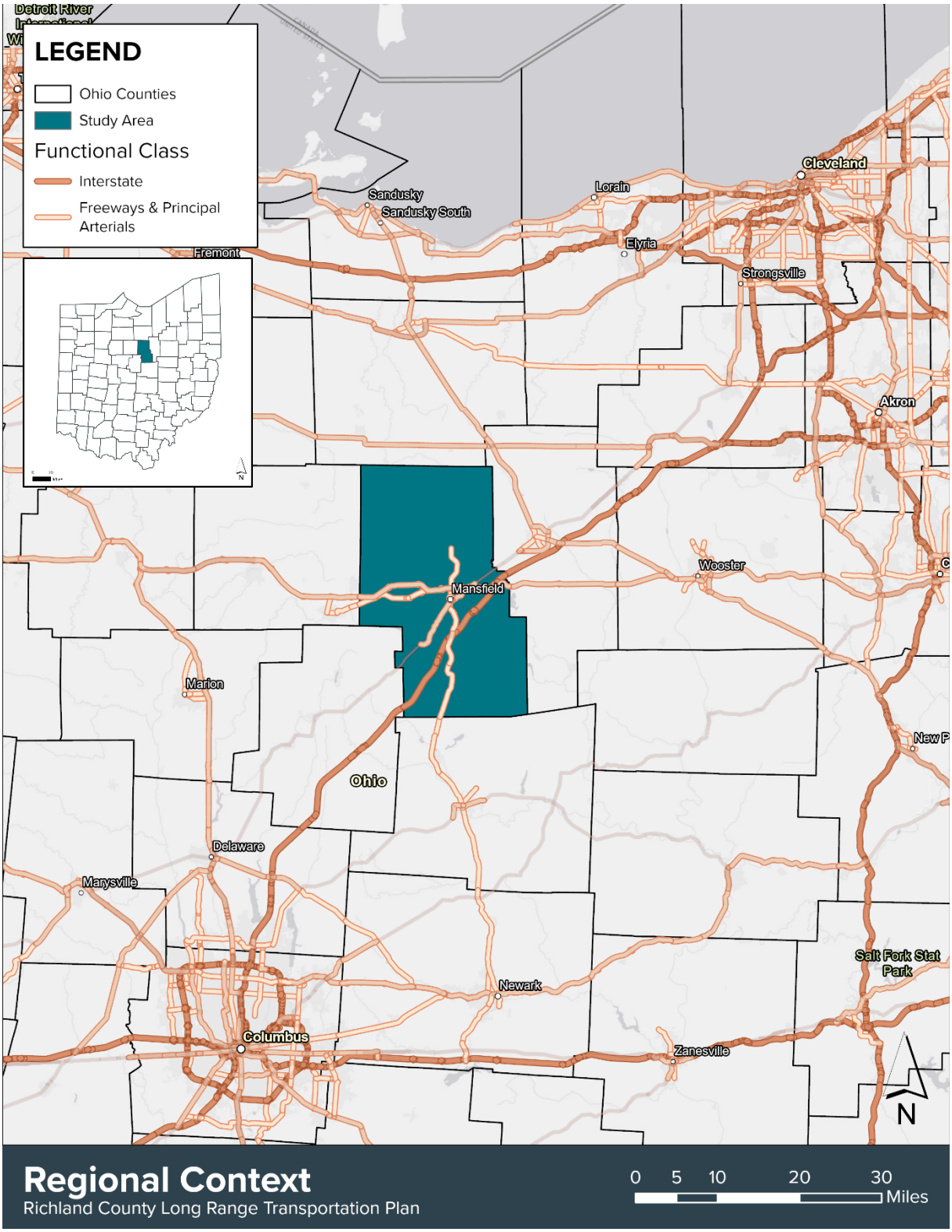
Regional Profile

Home to several regional draws, such as Malabar Farm and The Ohio State Reformatory, Richland County is seated midway between Cleveland and Columbus along I-71. The county's relative position and connectivity to the rest of the state are an economic advantage. These assets are anticipated to be directly and indirectly amplified in 2025 by the 20,000 jobs and supply logistics demand induced by the planned opening of the Intel plant in New Albany, some 60 miles away.[9]

Mansfield, as the largest city and county seat, serves as the urban center and primary transportation hub of Richland County. Surrounding Mansfield are smaller towns and rural areas, where agriculture has historically and continues to play a significant role.

[9] Richland Source

Figure 8: Regional Context



Comparison Regions

This section of the Existing Conditions Report provides a comparative analysis between Richland County's MPO and other small MPOs in Ohio, including the Erie Regional Planning Commission in Sandusky, Lima-Allen County Regional Planning Commission, Clark County-Springfield Transportation Coordinating Committee, and the Licking County Area Transportation Study. These comparisons are important for identifying strategic insights and emerging trends that can influence the County's approach to regional transportation planning.

The objective of this comparative analysis is to glean lessons and best practices from other small MPOs that have faced similar challenges and opportunities in their efforts to develop effective and forward-looking transportation systems. By examining aspects such as planning processes, stakeholder engagement, project prioritization, and policy implementation, this report aims to refine the County's planning strategies and ensure that transportation infrastructure effectively meets future demands.

Sandusky (Erie Regional Planning Commission [ERPC])

- **Organizational Structure**: The ERPC operates under a comprehensive structure that includes various departments focusing on transportation, economic development, environmental planning, and community development. This structure facilitates a multidisciplinary approach to regional planning. In contrast, the Richland County Regional Planning Commission maintains a similar multidisciplinary structure but with a more pronounced focus on transportation due to its role as a Metropolitan Planning Organization (MPO).

- **Location and Size**: Located in Sandusky, Ohio, the ERPC serves Erie County, which includes not only the city of Sandusky but also surrounding townships and municipalities. The geographic size of the areas served by ERPC is relatively smaller compared to the larger and more diverse region covered by the Richland County Regional Planning Commission, which includes multiple urban and rural areas.

- **Funding**: Like Richland County, funding for the ERPC comes from a combination of federal grants, state contributions, and local government memberships. Similar to Richland County, ERPC leverages funds from the United States Department of Transportation and Ohio Department of Transportation for specific transportation projects.

- **Policies**: ERPC's policies predominantly focus on sustainable development, with significant emphasis on balancing economic growth with environmental stewardship. The commission has been actively involved in promoting green infrastructure projects and sustainable land use practices. Richland County, while also prioritizing sustainability, places a stronger emphasis on multimodal transportation systems to enhance connectivity and accessibility across its more extensive network.

- **Projects**: Key projects undertaken by the ERPC include the Sandusky Bay Pathway, a multi-use trail designed to enhance recreational opportunities and non-motorized transportation, and waterfront revitalization projects aimed at boosting tourism and local economic development. In comparison, recent projects in Richland County have included major infrastructure upgrades such as the US 30 Major Rehabilitation and the development of roundabouts to improve traffic flow and safety.

Lima-Allen County Regional Planning Commission (LACRPC)

Organization Structure: LACRPC is organized to address a wide range of urban and regional planning issues, including transportation, land use, economic development, and environmental planning. It includes various committees, such as the Technical Advisory Committee and the Citizens Advisory Committee, which help integrate technical expertise and community perspectives into planning processes. This structure mirrors the community-engaged framework of the Richland County Regional Planning Commission, although LACRPC tends to have a more pronounced emphasis on integrating public feedback at multiple stages of the planning process.

- **Location and Size**: LACRPC operates primarily within the confines of Allen County, which encompasses the city of Lima and several smaller townships and villages. The geographic scope is somewhat smaller than that of Richland County, allowing LACRPC to focus more intensively on urban planning challenges and solutions tailored to a more concentrated urban population.

- **Funding**: Funding for LACRPC comes from local, state, and federal sources, with a significant portion derived from federal transportation grants due to its status as an MPO. This is similar to Richland County, although LACRPC may engage in additional state-supported economic development initiatives due to its economic profile and the presence of major industrial and manufacturing sectors in Lima.

- **Policies**: LACRPC has developed robust policies focusing on transportation safety, economic development, and urban revitalization. Their strategic plans often emphasize improving public transportation systems and reducing congestion in key economic corridors. Richland County shares similar priorities but with an added focus on rural connectivity and multimodal transportation options to serve its more diverse regional landscape.

- **Projects**: Notable projects spearheaded by LACRPC include the Lima Urbanized Area Transportation Study and the Allen County Bike and Pedestrian Task Force initiatives. These projects aim to enhance transportation safety and promote active transportation options. In contrast, Richland County's projects, such as the US 30 Major Rehabilitation, often focus more on major infrastructure improvements and large-scale traffic flow enhancements.

Clark County-Springfield Transportation Coordinating Committee

- **Organizational Structure**: The TCC is structured to facilitate coordinated transportation planning across Clark County, encompassing Springfield and its environs. It features several committees, including an Executive Committee, a Technical Advisory Committee, and a Citizen’s Advisory Committee, which are integral in fostering collaborative decision-making processes. This mirrors the participative approach of the Richland County Regional Planning Commission, although the TCC tends to focus more on integrating diverse transportation stakeholders, including public transit representatives and bicycle advocacy groups.

- **Location and Size**: The TCC operates within Clark County, primarily focused on the urban and suburban areas around Springfield. This smaller, more urban-centric scope allows for a targeted approach to transportation challenges in densely populated areas, contrasting with Richland County’s broader geographic focus that includes significant rural areas.

- **Funding**: Funding for the TCC derives from a combination of federal, state, and local sources, with a significant emphasis on federal transportation planning funds due to its MPO status. Like Richland County, the TCC leverages these funds to support infrastructure projects and planning studies. However, the TCC may also receive specific state grants aimed at addressing urban transit needs and enhancing pedestrian safety in Springfield's dense urban core.

- **Policies**: TCC's policy framework is heavily oriented towards enhancing urban mobility and improving public transportation options to reduce reliance on private vehicles. Policies also focus on safety improvements, especially for non-motorized users. In comparison, Richland County's policies include a broader focus on multimodal transportation and rural connectivity, reflecting its diverse landscape and demographic needs.

- **Projects**: Key initiatives by the TCC include the Springfield Urban Thoroughfare Plan, which focuses on optimizing urban road layouts to enhance traffic flow and safety, and the Safe Routes to School programs aimed at improving pedestrian and bicyclist safety. Richland County's projects, such as the multimodal pathways and the US 30 rehabilitation, tend to address a wider range of transportation modes and include significant rural components.

Licking County Area Transportation Study (LCATS)

- **Organizational Structure**: LCATS is organized to manage and coordinate transportation planning within Licking County. It includes a Policy Committee and a Technical Review Committee, which collectively work on developing and overseeing the transportation planning process. This structure is somewhat streamlined compared to the more complex committee structure of the Richland County Regional Planning Commission, which involves multiple layers of stakeholder engagement across various sectors.

- **Location and Size**: LCATS operates within Licking County, covering both urban centers like Newark and rural expanses. This blend of urban and rural planning concerns mirrors the geographic diversity of Richland County, although LCATS tends to have a stronger focus on addressing suburban and exurban development pressures due to Licking County's proximity to the Columbus metropolitan area.

- **Funding**: Funding for LCATS primarily comes from federal and state transportation grants, supplemented by local government contributions. Similar to Richland County, LCATS uses these funds for a broad array of projects, from road improvements to safety studies. However, LCATS may face unique funding challenges related to managing growth and development pressures spilling over from nearby Columbus.

- **Policies**: The policy focus of LCATS is on improving transportation efficiency, enhancing public safety, and supporting economic development within Licking County. There is a significant emphasis on managing growth effectively, particularly in areas experiencing rapid suburban expansion. Richland County, with its mix of urban and rural concerns, shares similar policy goals but also deals with unique challenges such as maintaining rural accessibility and connectivity.

- **Projects**: Notable projects managed by LCATS include roadway capacity enhancements in rapidly growing areas, intersection improvements for safety, and the development of multimodal pathways to support active transportation. In contrast, Richland County's projects often

encompass larger-scale infrastructure undertakings that address a wider range of transportation modes, reflecting its broader scope of responsibilities.

Conclusions

- **Organizational Structure and Public Engagement**: Richland County MPO and the other MPOs employ a structured committee system that includes technical and citizen advisory committees to incorporate a wide range of stakeholder inputs into the planning process. However, Richland County's approach is notably comprehensive, encompassing a wider variety of transportation modes and planning scopes due to its diverse geographic coverage.

- **Funding Sources and Allocation**: All MPOs utilize a mix of federal, state, and local funding, with specific allocations often influenced by their respective regional priorities. Richland County's funding is geared towards a mix of rural and urban infrastructure improvements, whereas the other MPOs may focus more heavily on urban or specific regional economic drivers, such as tourism in Erie or industrial access in Lima-Allen.

- **Policy Focus and Strategic Priorities**: Safety, economic vitality, and quality of life are common themes across all MPOs. However, Richland County's strategies are tailored to manage a balance of rural accessibility and urban congestion, reflecting its broader jurisdiction. In contrast, MPOs like Clark County-Springfield and Licking County emphasize urban traffic flow and safety due to their denser populations.

- **Key Projects and Infrastructure Development**: Richland County's key projects, such as the US 30 Major Rehabilitation and the development of roundabouts, reflect its need to improve major transportation corridors and address safety. These projects compare to the more urban-centric initiatives seen in Clark County-Springfield and Licking County, such as urban thoroughfare plans and safety enhancements for pedestrians.

- **Comparative Insights and Opportunities**: Richland County can learn from the suburban growth management strategies of Licking County and the urban safety enhancements of Clark County-Springfield. Conversely, Richland County's extensive experience with large-scale rural and urban infrastructure projects could provide valuable insights for other MPOs dealing with similar geographic and demographic diversity.

Demographic Trends[10]

Overview

An analysis of Richland County's current conditions was carried out to help guide the planning process and provide the necessary background information to develop project and policy recommendations. Topics considered in the analysis included: community demographics, current market conditions, resident amenities, transportation elements, community infrastructure, and the natural environment.

Data used in this analysis was pulled primarily from the US Census Bureau via the following sources:

- American Community Survey (ACS)

[10] American Community Survey, ESRI Business Analyst.

In addition to the decennial census, the US Census Bureau conducts dozens of other censuses and surveys, including the ACS. The ACS is an ongoing effort that gathers information from a community through a small sample rather than the extensive 10-year survey with which most people are familiar.

- ESRI Business Analyst
  ESRI Business Analyst is a powerful tool for analyzing data within a specific geographic location. ESRI allows data to be observed at a very local level and compared with surrounding groups.

Data from the US 2010 and 2020 Census, ACS, and Bureau of Labor Statistics (BLS) were used.

Population

Table 4 below shows the population history for the County at-large.

Table 4: Population

Year	Population	Households	% White	% Black	% Asian	% Other	% Hispanic
1990	121,154	46,106	93.5%	4.7%	0.5%	0.5%	0.8%
2000	128,852	49,534	91.7%	5.5%	0.8%	0.9%	1.1%
2010	124,475	49,246	89.8%	7.7%	0.7%	0.1%	1.7%
2020	121,099	48,914	87.1%	8.3%	0.8%	1.5%	2.3%
2021 (ACS)	121,154	49,000	86.7%	8.6%	0.9%	1.2%	2.6%

Sources:

- U.S. Census Bureau, Decennial Census Data (1990, 2000, 2010, 2020).
- U.S. Census Bureau, American Community Survey 5-Year Estimates (2021).

Notes:

1. **Total Population** represents the count of all residents in Richland County.
2. **Total Households** refers to the number of occupied housing units in the county.
3. **Race/Ethnicity** data is broken down by major categories. "Other" includes Native American, Pacific Islander, and two or more races.

The percentages for race and ethnicity may not total 100% due to rounding and the presence of other minor racial/ethnic groups not detailed in the table. Also, Ethnicity (Hispanic) and Race are considered separate (and therefore overlapping) categories.

Richland County's population peaked in 2000 at 128,852 residents after a period of growth during the 1990s. Since then, the population has gradually decreased, with the most recent estimates in 2021 indicating a population roughly equivalent to that of 1990. This contraction may be attributed to various factors including economic shifts, migration patterns towards larger urban centers, and changes in birth rates, typical of many Midwestern counties experiencing similar trends. Some large-scale trends include the following:

- The number of households in Richland County has remained relatively stable despite the population decline, suggesting a decrease in average household size. This is consistent with national trends towards smaller household units, driven by an aging population, delayed

marriage and childbearing among younger generations, and an increase in single-person households.

- Over the three decades from 1990 to 2021, there has been a noticeable diversification within the county's demographic makeup. The percentage of White residents decreased from 93.5% in 1990 to 86.7% in 2021, while the percentages of Black or African American residents increased from 4.7% to 8.6%. The Hispanic or Latino population, although still a small proportion, more than tripled in size from 0.8% to 2.6% over the same period. The Asian population has seen a slight increase. Additionally, the category of "Other" races has also grown, reflecting a broader diversification of the county's racial and ethnic landscape.

- These demographic changes have various implications for Richland County's public policy and planning efforts. The aging population and smaller household sizes may influence housing market demands, necessitating adjustments in housing stock to accommodate smaller, potentially single-occupant homes, and increased services for elderly residents. The increasing racial and ethnic diversity brings a richness of culture but also presents the need for inclusive community planning that addresses the varied needs of a more diverse populace.

These trends signal significant implications for the County's transportation planning and infrastructure. As the population ages, the necessity for accessible transport options heightens, emphasizing the need for ADA-compliant facilities and expanded paratransit services. Concurrently, the decrease in household size suggests a potential increase in traffic and parking demand, requiring enhanced traffic management and parking solutions. The growing racial and ethnic diversity underscores the importance of culturally sensitive and inclusive transportation systems that cater to varied linguistic needs and cultural practices. Moreover, the blend of urban and rural areas within the county demands distinct strategies to improve connectivity and support economic development through robust transportation networks.

Race and Ethnicity

Based on data from the U.S. Census Bureau's American Community Survey (ACS) 2018-2022 5-Year Estimates, Table 5 provides a comparison of the racial and ethnic composition of Richland County with the state of Ohio.

Table 5: Race and Ethnicity

Race/Ethnicity	Richland County Percentage	Ohio Percentage
White	84.5%	78.7%
Black or African American	7.7%	12.1%
Two or More Races	4.0%	3.4%
Hispanic or Latino	2.0%	4.3%
Asian	1.0%	2.5%
Other Races	0.8%	1.0%

Note: Percentages are calculated based on the total population. Hispanic or Latino individuals may be of any race.

This comparison indicates that Richland County has a higher percentage of White residents (84.5%) compared to the state average (78.7%). Conversely, the county has lower percentages of Black or African American residents (7.7% vs. 12.1%) and Hispanic or Latino residents (2.0% vs. 4.3%) compared

to the state of Ohio. The proportions of individuals identifying as Two or More Races and Asian are also slightly lower in Richland County than the state averages.

Households and Household Size

Based on available data, Table 6 is a summary of the number of households and average household size in Richland County, Ohio, over recent decades.

Table 6: Households

Year	Number of Households	Average Household Size
2000	49,534	2.47
2010	48,921	2.40
2020	51,046	2.34

This data indicates a slight decrease in both the number of households and the average household size in Richland County over the past two decades. The decline in average household size reflects broader national trends, which may be attributed to factors such as lower birth rates, an increase in single-person households, and changing family dynamics.

Age of Population

Based on the most recent data from the U.S. Census Bureau's American Community Survey (2018-2022), Table 7 is a breakdown of Richland County, Ohio's population by age group.

Table 7: Age Cohorts

Age Group	Population	Percentage of Total Population
Under 5 years	7,116	5.6%
5 to 9 years	7,357	5.9%
10 to 14 years	7,899	6.3%
15 to 19 years	7,549	6.0%
20 to 24 years	7,842	6.3%
25 to 29 years	8,350	6.7%
30 to 34 years	7,470	6.0%
35 to 39 years	7,417	5.9%
40 to 44 years	7,825	6.2%
45 to 49 years	7,456	5.9%
50 to 54 years	7,459	5.9%
55 to 59 years	8,464	6.8%
60 to 64 years	8,348	6.7%
65 to 69 years	7,456	5.9%
70 to 74 years	6,402	5.1%
75 to 79 years	4,575	3.6%
80 to 84 years	2,788	2.2%
85 years and over	3,235	2.6%

The median age in Richland County is approximately 40.9 years, indicating a relatively balanced age distribution. Notably, individuals aged 65 and over comprise about 20.5% of the population, reflecting a

significant senior demographic. Conversely, residents under 18 years old make up approximately 21.7% of the population, suggesting a stable youth presence in the county.

Educational Attainment

Based on data from the U.S. Census Bureau's American Community Survey (ACS) 2018-2022 5-Year Estimates, Table 8 below compares the educational attainment of Richland County residents to those of the state of Ohio for residents aged 25 and over:

Table 8: Educational Attainment

Educational Attainment Level	Richland County Percentage	Ohio Percentage
Less than 9th grade	3.1%	3.0%
9th to 12th grade, no diploma	7.4%	6.6%
High school graduate (includes equivalency)	41.9%	32.9%
Some college, no degree	20.2%	20.5%
Associate's degree	9.5%	9.1%
Bachelor's degree	11.2%	17.3%
Graduate or professional degree	6.6%	10.6%

Note: Percentages are calculated based on the total population aged 25 and over.

This comparison reveals that Richland County has a higher percentage of residents whose highest educational attainment is a high school diploma (41.9%) compared to the state average (32.9%). However, the county has a lower percentage of residents with a bachelor's degree (11.2%) and those with a graduate or professional degree (6.6%) compared to the state averages of 17.3% and 10.6%, respectively. These differences highlight areas where educational initiatives could be focused to encourage higher educational attainment within the county.

Poverty Populations

Based on data from the U.S. Census Bureau's American Community Survey (ACS) 2018-2022 5-Year Estimates, Table 9 is a table detailing the poverty status of various age groups in Richland County, Ohio.

Table 9: Poverty Status by Age Group

Age Group	Total Population	Population Below Poverty Level	Percentage Below Poverty Level
Under 5 years	7,116	1,423	20.0%
5 to 17 years	20,805	3,745	18.0%
18 to 34 years	23,662	3,550	15.0%
35 to 64 years	45,519	4,552	10.0%
65 years and over	18,962	1,137	6.0%

This data indicates that younger age groups in Richland County experience higher poverty rates, with the under 5 years and 5 to 17 years cohorts exhibiting the highest percentages below the poverty level. In contrast, the 65 years and over age group has the lowest percentage of individuals living below the poverty line.

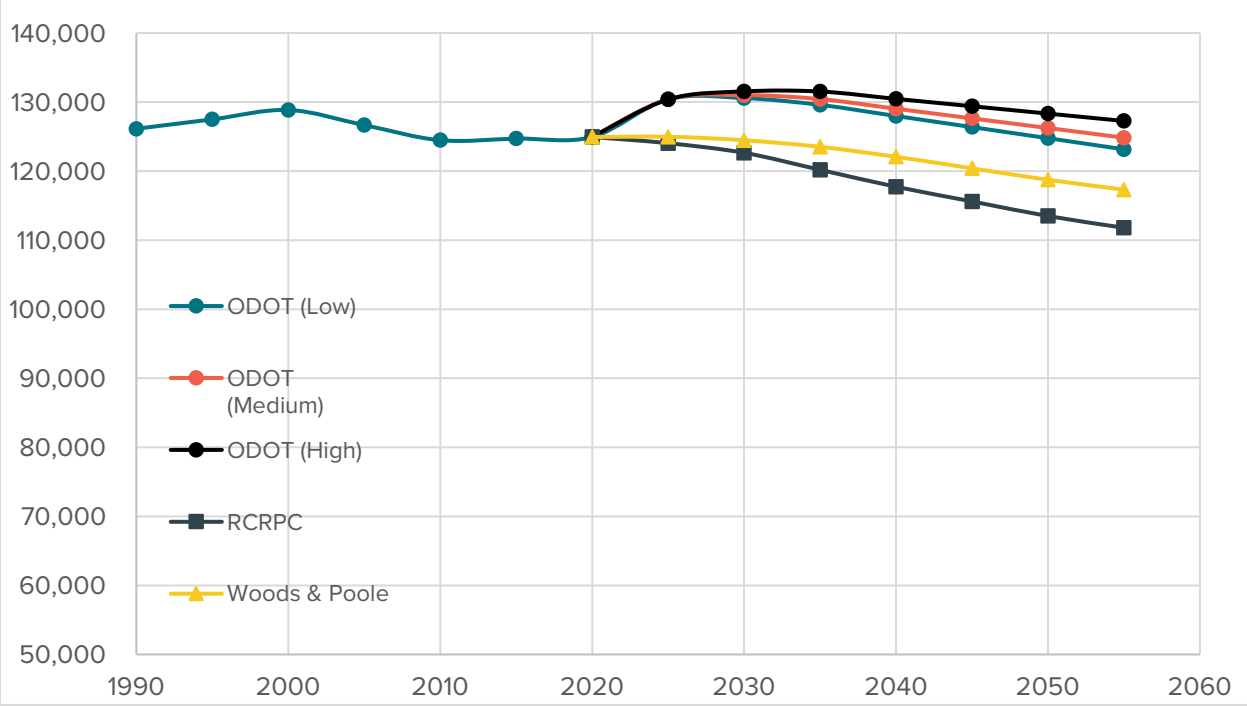
Mobility Limitations

Understanding the prevalence of mobility limitations within Richland County is crucial for effective transportation planning, as it ensures that infrastructure and services are accessible to all residents. According to the 2023 Community Health Needs Assessment, 19% of Richland County residents reported having a disability[11], which is higher than the state average of 14%. This higher prevalence underscores the importance of prioritizing accessible transportation options in the county's long-range plans.

Historical Change and Projected Growth

Population and employment projections are an essential component of any long-range planning process. They help determine and quantify the demands placed on public facilities and services based on the potential pace and scale of the community's physical growth. The projections help Richland County officials identify major social and economic development trends and craft transportation policies and programs. The projections used in this Plan are issued by ODOT and MPO. Additionally, the projections issued by the national economics firm Woods & Poole have been used for comparison. compares the population projections for the MPO. All projections except for RCRPC's indicate modest growth in 2025, followed by varying degrees of population decline into 2060.

Figure 9: Historical and Projected Population



[11] https://richlandhealth.org/wp-content/uploads/2024/05/Richland-County-CHNA_FINAL_2024-01-11.pdf?utm_source=chatgpt.com.

Table 10: Population Projections

Model	Year							
	1990	2000	2010	2020	2030	2040	2050	2055
ODOT (Low)	126,137	128,852	124,475	124,936	130,577	127,982	124,764	123,156
ODOT (Medium)	-	-	-	124,936	130,999	129,031	126,238	124,842
ODOT (High)	-	-	-	124,936	131,539	130,461	128,328	127,261
RCRPC	-	-	-	124,936	122,650	117,731	113,492	111,791
Woods & Poole	-	-	-	124,936	124,470	122,071	118,742	117,315

Employment

Understanding employment trends and future projections is essential for long-range transportation planning in Richland County, as economic activity directly influences commuting patterns, infrastructure demands, and public transit needs. Figure 10 and the associated table shows the historical trend in total employment, as well as compares and contrasts several sources of Countywide employment projections. These sources include the national commercial database from Woods and Poole (downloaded in 2024), projections developed by the RCRPC itself, and several Ohio Department of Transportation alternative forecasts.

Figure 10: Historical and Projected Employment

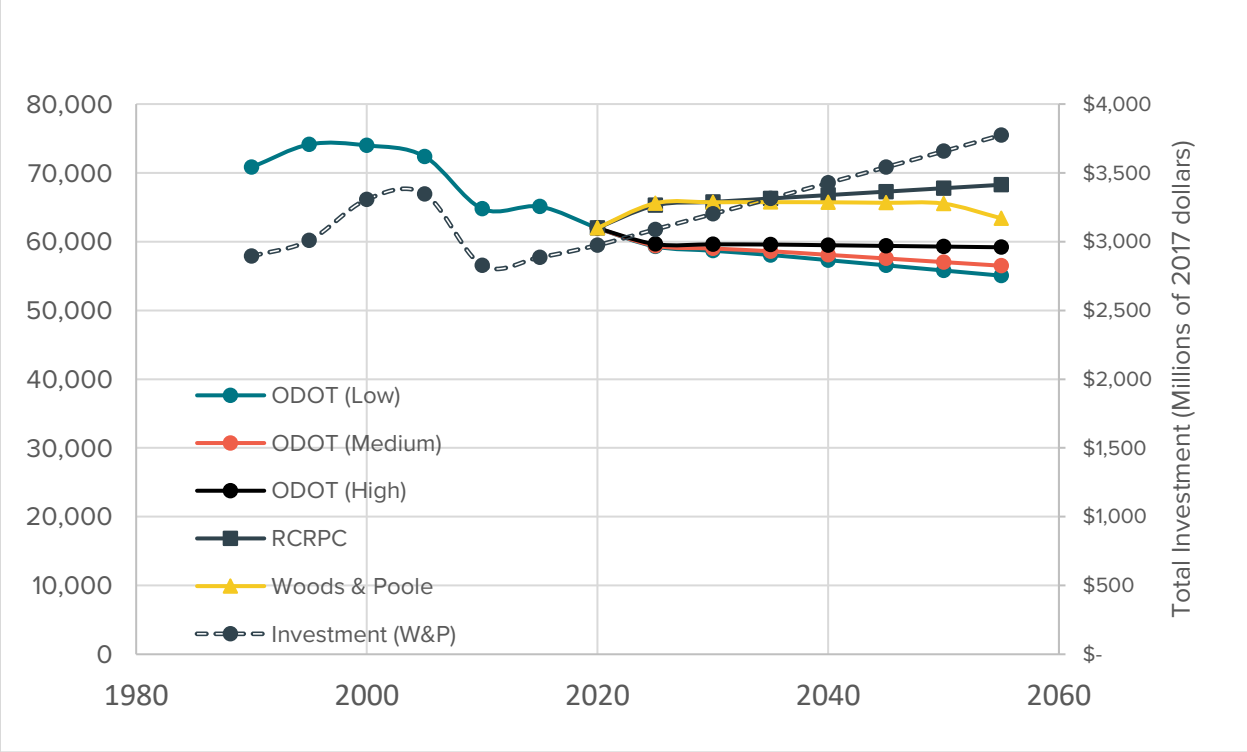


Table 11: Employment Projections

Model	Year							
	1990	2000	2010	2020	2030	2040	2050	2055
ODOT (Low)	70,804	73,985	64,780	61,973	58,674	57,303	55,801	55,050
ODOT (Medium)				61,973	59,000	58,075	57,022	56,495
ODOT (High)				61,973	59,608	59,476	59,276	59,176
RCRPC				61,973	65,772	66,768	67,766	68,263
Woods & Poole				61,973	65,719	65,719	65,523	63,393
Investment (W&P)	$2,894	$3,307	$2,828	$2,974	$3,201	$3,427	$3,657	$3,774

Workforce projections suggest moderate job growth, requiring enhanced connectivity between residential areas and job centers, improved transit accessibility for workers, and multimodal solutions that accommodate evolving workforce needs. The long-range transportation plan will integrate these employment dynamics to ensure efficient and equitable mobility solutions, supporting economic growth and workforce stability across the region.

Employment Sector

Below is Table 12 summarizing the employment distribution by industry for both Richland County and the state of Ohio (sorted by declining order for Richland County).

Table 12: Employment by Industry

Industry Sector	Richland County Employment (%)	Ohio Employment (%)
Manufacturing	20.6%	12.6%
Health Care & Social Assistance	16.4%	15.4%
Retail Trade	11.3%	11.6%
Educational Services	8.2%	8.9%
Accommodation & Food Services	7.6%	9.0%
Construction	5.6%	4.7%
Administrative & Support & Waste Management Services	5.1%	7.0%

Professional, Scientific, & Technical Services	3.5%	6.7%
Finance & Insurance	3.4%	5.4%
Wholesale Trade	3.3%	3.4%
Transportation & Warehousing	3.2%	4.3%
Other Services (except Public Administration)	3.1%	3.8%
Public Administration	2.7%	4.2%
Information	1.0%	1.7%
Real Estate & Rental & Leasing	0.9%	1.5%
Arts, Entertainment, & Recreation	0.8%	1.4%
Utilities	0.3%	0.4%
Agriculture, Forestry, Fishing & Hunting	0.2%	0.6%
Management of Companies & Enterprises	0.0%	1.0%

Note: Percentages are based on the total employment within each region.
Source: Ohio Labor Market Information, Employment Percent by Industry

This comparison highlights that Richland County has a notably higher concentration of employment in the Manufacturing sector (20.6%) compared to the state average (12.6%). Conversely, sectors such as Professional, Scientific, & Technical Services (3.5% in Richland County vs. 6.7% in Ohio) and Finance & Insurance (3.4% vs. 5.4%) have a lower representation in the county relative to the state.

Commuter Behavior[12]

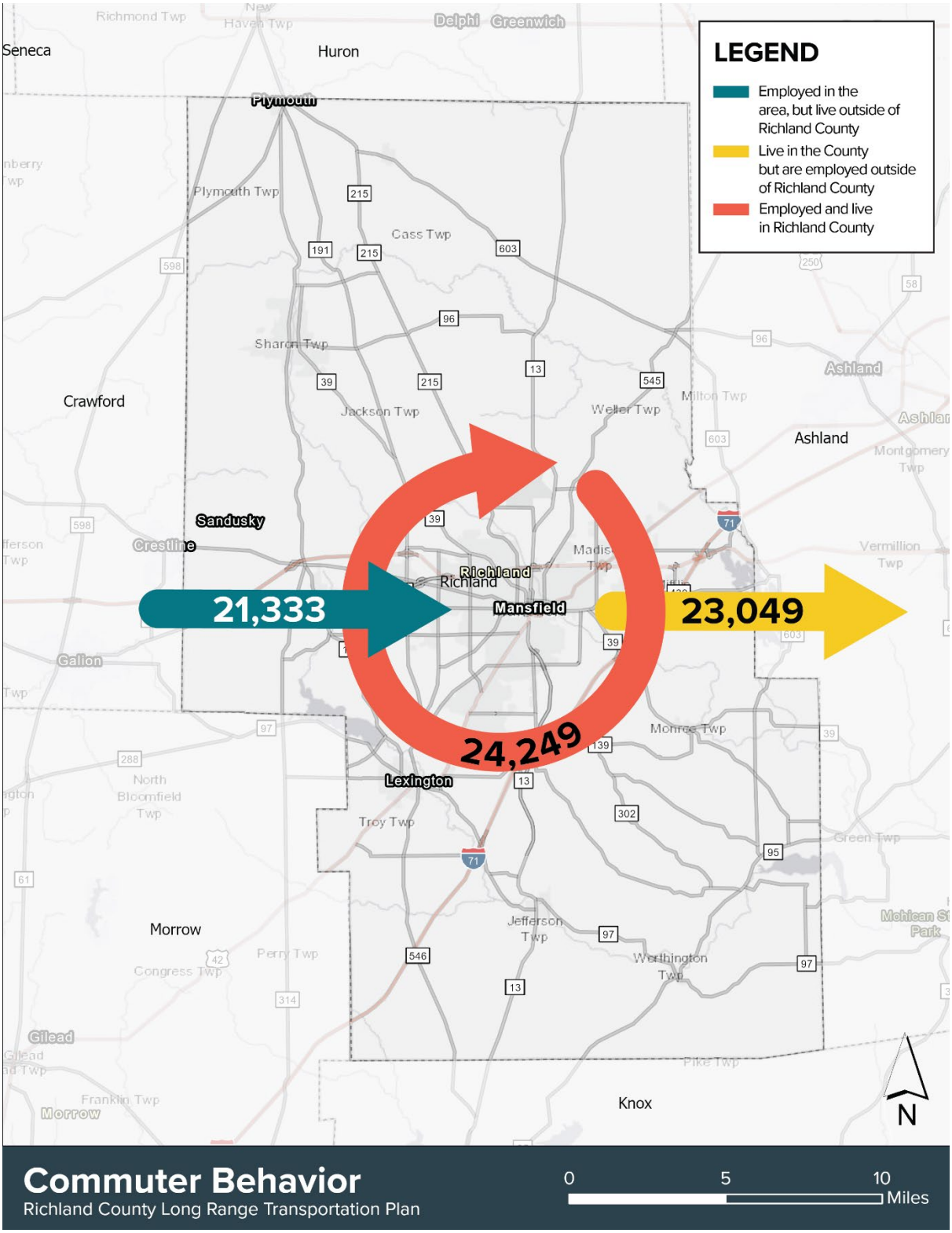
Following below are several sources detailing commuter behavior within the County. The first map (Figure 11) shows that of the County's (2023) workforce of 47,298 workers, 23,049 or 48% of them commute to employment centers outside the County. Furthermore, of the County's job base of 42,582 filled positions (2023), 21,333 or 50% are filled by workers living outside of Richmond County.

The subsequent graphic (Figure 12) shows the travel distances facing commuters. Of the County's workforce, 22,125 (48%) commute 10 miles or less; this figure is close to the 24,429 members of the workforce that are also employed within the County, as per Figure 13. More than 20% of the workforce commutes more than 50 miles each way. shows the top destinations for the County's workforce, with Columbus being the largest employment center outside of the County. Interestingly, despite being nearly the same commuting distance, Columbus (66 mile average distance) and Cleveland (79 mile average distance) are very different in terms of employment prospects, with Cleveland having about 10% of the number of Richland County workers as Columbus.

[12] US Census Bureau: OnTheMap.

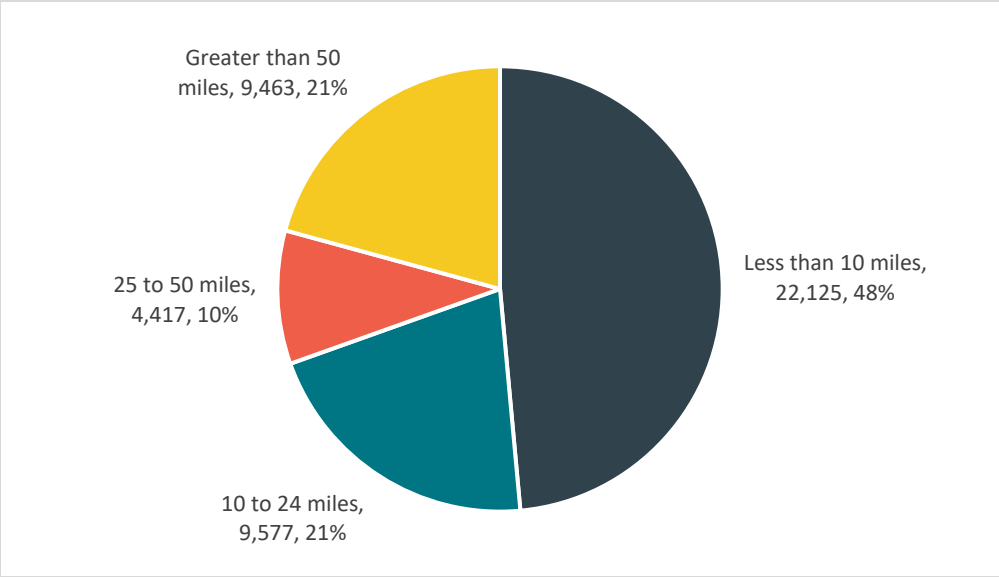
Figure 14 shows the top origins for Richland County filled positions. Workers commuting to Richland County tend to come from rural areas rather than urban areas.

Figure 11: Commuter Shed



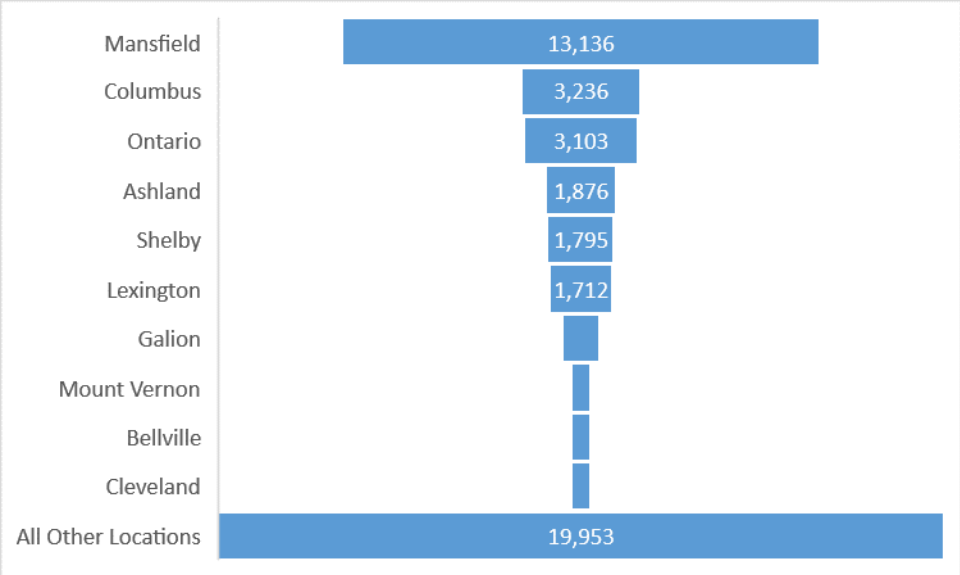
Source: *[US Census Bureau: OnTheMap.](#)*

Figure 12: 2021 Distance Between Work and Home Census Blocks



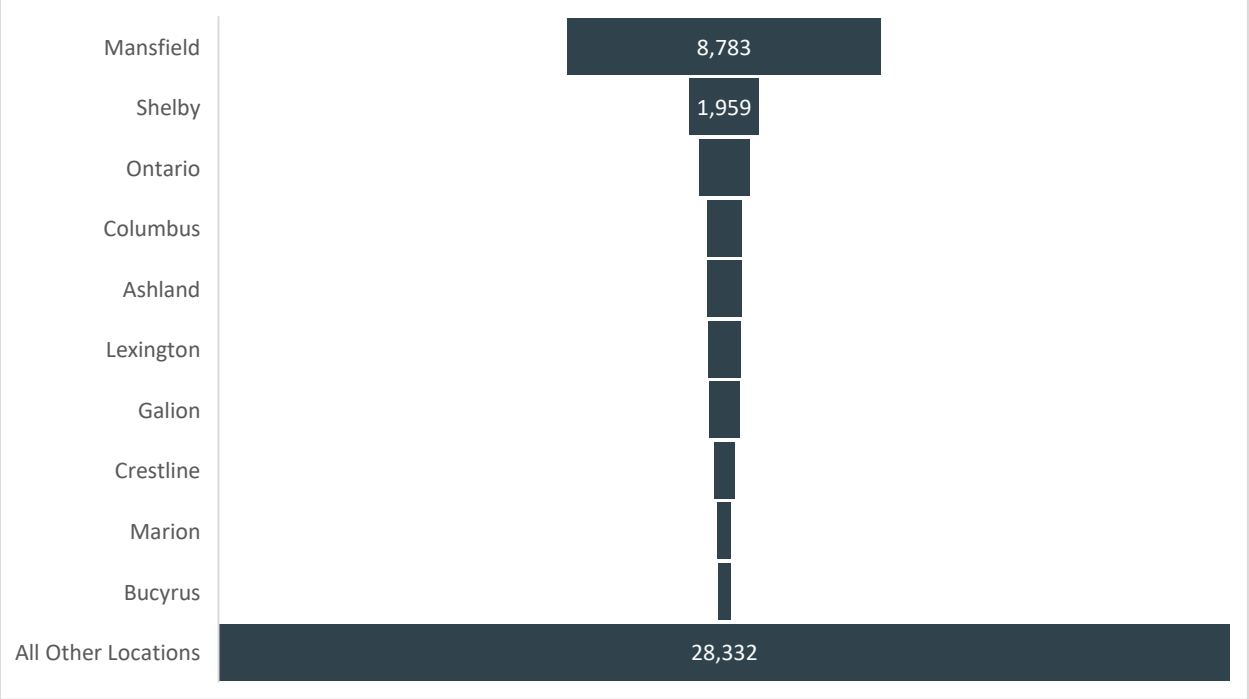
Source: [US Census Bureau: OnTheMap.]

Figure 13: 2021 Place of Employment for Richland County Employees



Source: [US Census Bureau: OnTheMap.]

Figure 14: 2021 Where Richland County Employees Live



Source: [US Census Bureau: OnTheMap.]

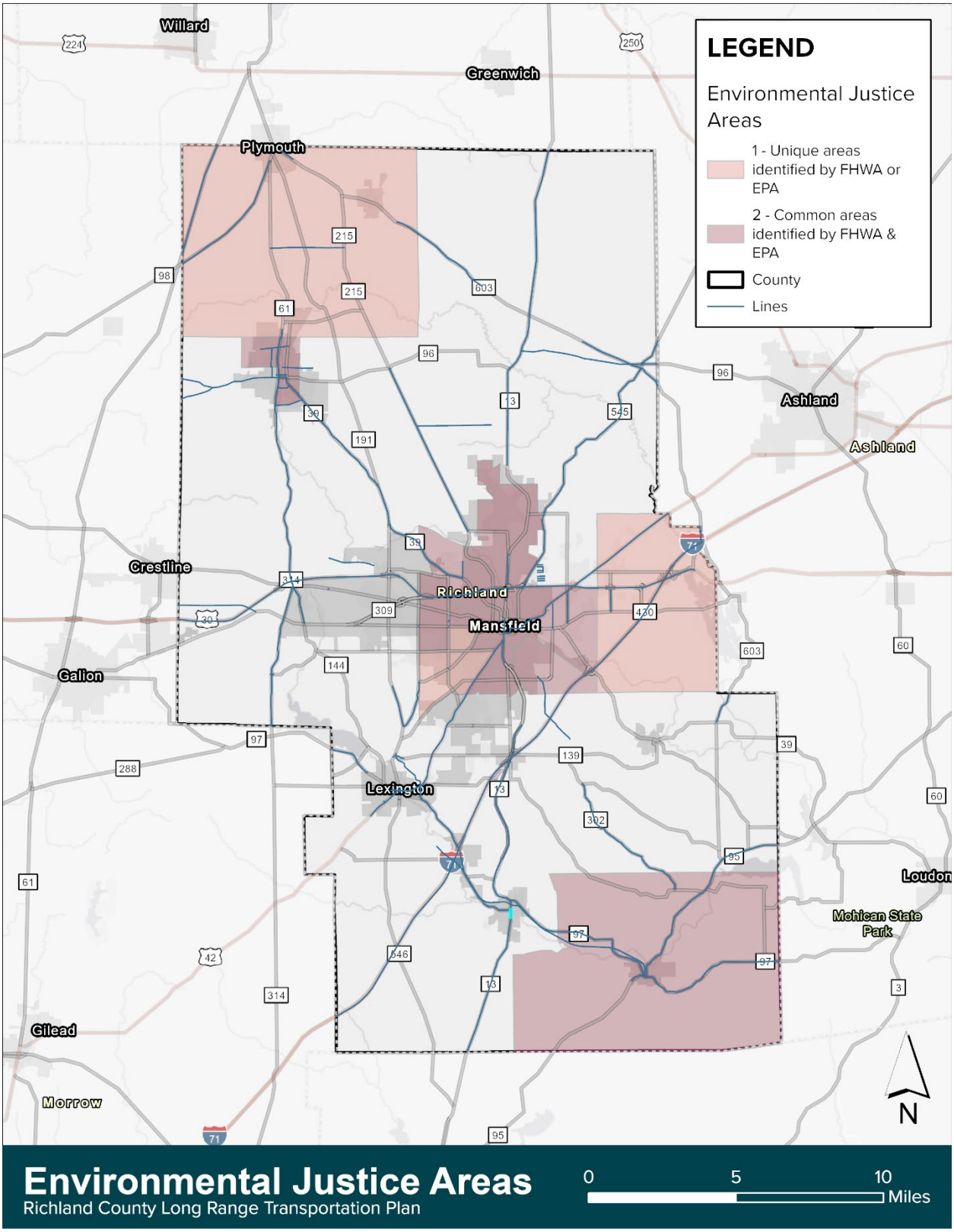
Environmental Justice

Public participation, especially by community members who are historically disadvantaged or otherwise experiencing barriers, is essential to the LRTP process. As part of this Plan, the following groups were identified as environmental justice (EJ) populations in Richland County:

- People of color
- Low-income populations (LMI)
- Unemployed individuals
- Limited English-speaking populations, including the Amish and Mennonite populations
- Individuals with less than a High School education
- Children under the age of five
- Adults over the age of 64
- Individuals with a low life expectancy
- People with disabilities

Figure 15 is a summary map of the disadvantaged populations identified for Richland County. This map summarizes two environmental justice screening tools: FHWA's Screening Tool for Equity Analysis of Projects (STEAP) and EPA's EJSCREEN tool. Area 2 indicates areas identified by both tools, while Area 1 indicates where only one of either tool identified areas of disadvantaged populations.

Figure 15: Environmental Justice Areas/Disadvantaged Population



For a full description of EJ population identification methodology and other details, refer to the Environmental Justice Populations Overview by this Plan's public engagement consultant, Murphy Epson, in the Appendices.

Transportation Network Overview

Infrastructure/Capital

Roads

The County features a diverse and comprehensive roadway transportation system designed to accommodate a range of urban, suburban, and rural mobility needs. The system includes major highways, state routes, and local roads that ensure connectivity across the county and beyond. Note that in order to qualify for the standard federal funding sources administered by the MPO, a road must be classified as a minor arterial or above.

- Principal Arterials: Interstates (Classification 01), represents roadways designated as Interstates by the U.S. Secretary of Transportation. These are part of the Dwight D. Eisenhower National System of Interstate and Defense Highways, designed for mobility and long-distance travel, with clear definitions and no ambiguity in their classification.

- Principal Arterials: Other Freeways and Expressways (Classification 02) closely resemble Interstates in structure and function. These roadways facilitate directional travel with physical barriers separating traffic flows and limited access points primarily through ramps or a few at-grade intersections. They do not serve direct land access, aiming instead to maximize mobility.

- Other Principal Arterials (Classification 03) serve urban, suburban, and some rural areas, providing high mobility but also direct access to adjacent land uses via driveways and at-grade intersections. Characteristics of these arterials vary by urban and rural settings, focusing on connecting major activity centers and facilitating long-distance and intra-area travel.

- Minor Arterials (Classification 04) support moderate-length trips and enhance connectivity within the arterial network. In urban areas, they augment the principal arterials and provide intra-community continuity, whereas in rural areas, they are designed for high-speed travel with minimal interference, connecting cities, towns, and other significant destinations.

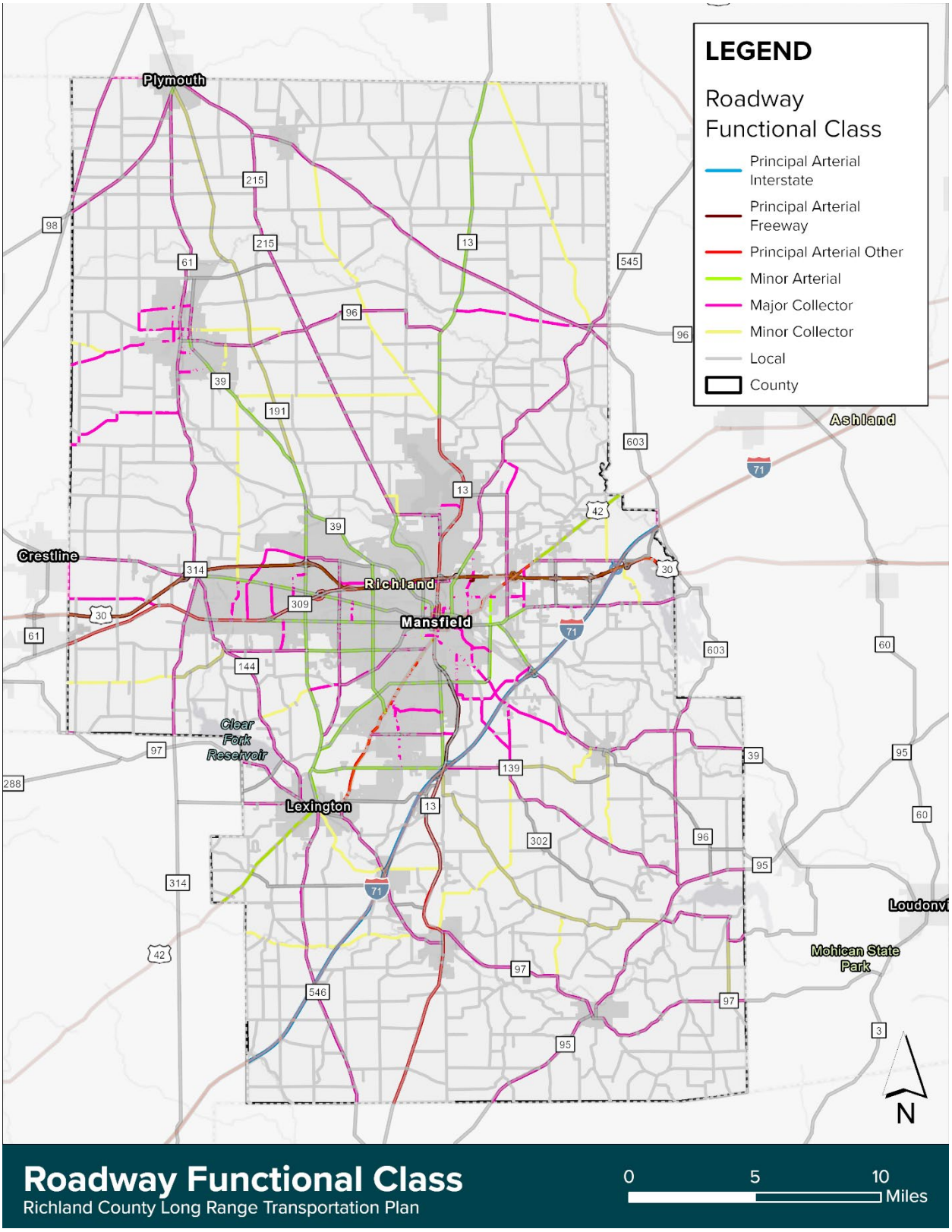
- Collectors are categorized into Major and Minor Collectors (Classifications 05 and 06). Major Collectors handle higher traffic volumes and speeds and are longer in length compared to Minor Collectors. They serve important intra-county travel and access functions, linking larger towns and significant local traffic generators. Minor Collectors, on the other hand, cater to lower-density areas and are crucial for collecting local traffic and linking it to the broader arterial network.

- Lastly, Local Roads (Classification 07) comprise the largest mileage but are designed primarily for accessing adjacent land and not for through traffic. These roads serve short-distance travel and are often the default classification once all arterial and collector roads have been designated. The distinctions in road classifications highlight the diverse functionalities and operational expectations set within the transportation network, each tailored to specific travel and access needs.

Table 13: Roadway Length by Classification

	Total		Urban		Rural	
Road Type	*Lane-Miles*	*Length*	*Lane-Miles*	*Length*	*Lane-Miles*	*Length*
Principal Arterial (Interstate)	133.3	22.0	65.5	13.5	67.8	8.5
Principal Arterial (Freeways/Expressways)	114.5	28.3	111.4	27.9	3.1	0.4
Other Principal Arterials	110.7	52.1	80.2	36.9	30.5	15.2
Minor Arterials	246.8	91.0	208.9	74.8	37.9	16.2
Major Collectors	513.4	252.0	236.1	113.5	277.3	138.5
Minor Collectors	183.6	91.8	29.5	14.8	154.1	77.0
Local Roads	2,265.1	1,132.6	942.9	471.5	1,322.2	661.1
Total	**3,567.4**	**1,669.8**	**1,674.5**	**752.9**	**1,892.9**	**916.9**

Figure 16: Roadway Functional Class



Public Transportation

Richland County Transit (RCT) serves as the backbone of the county's efforts to provide efficient and accessible transit services, particularly in urban areas such as Mansfield, the county seat. RCT offers a range of bus routes that connect key areas within Mansfield as well as other parts of the county, facilitating mobility for residents, including those without private vehicles.

The service aims to address the diverse needs of the community, including daily commuters, elderly residents, students, and those with disabilities. RCT buses are equipped with features that ensure accessibility, such as low-floor designs for easier boarding and spaces designated for wheelchairs. The transit system also supports bicyclists by equipping buses with bike racks, promoting multimodal transport options.

Public transportation in Richland County faces challenges typical of semi-urban and rural areas in the U.S. Coverage can be sparse outside of central urban areas, making it difficult for residents in more remote areas to access services. Service frequencies and operational hours may also be limited, impacting the system's convenience and usability for residents who rely on public transit outside of regular weekday business hours.

In compliance with 23 CFR 450.324(f)(8), this Long-Range Transportation Plan also considers intercity bus services, which provide vital regional and statewide connections for Richland County residents. Companies such as Greyhound operate intercity routes that serve Mansfield and surrounding communities, linking them with larger metropolitan areas such as Cleveland, Columbus, and beyond. These services are especially important for residents without personal vehicles or those seeking cost-effective long-distance travel options. The MPO continues to engage with intercity providers to ensure awareness of existing services and explore potential expansions that complement the local transit network.

Fares for these services start at approximately $14.48, with pricing varying based on the destination and time of booking. Passengers can benefit from amenities like free Wi-Fi, power outlets, and onboard restrooms, enhancing the travel experience.[13]

Additionally, GoBus provides intercity bus services throughout OhioOperating seven days a week, GoBus offers affordable travel options, with one-way fares typically ranging from $8 to $35, depending on the destination.[14]

GoBus and Greyhound both stop at the I-71/OH-13 interchange. The intercity stop location is accessible by RCT Route 3 - South Main Street. However, some of the intercity stops are after RCT hours. Continued coordination between Richland County Transit, intercity bus operators, and ODOT will be essential to strengthen the region’s multimodal connectivity. As part of future Unified Planning Work Programs, the MPO intends to monitor demand for intercity travel and support improvements in terminal facilities, first-/last-mile access, and traveler information systems that can bridge local and regional transit services.

[13] https://www.greyhound.com/bus/mansfield-oh

[14] https://ridegobus.com/

Alternative Transportation

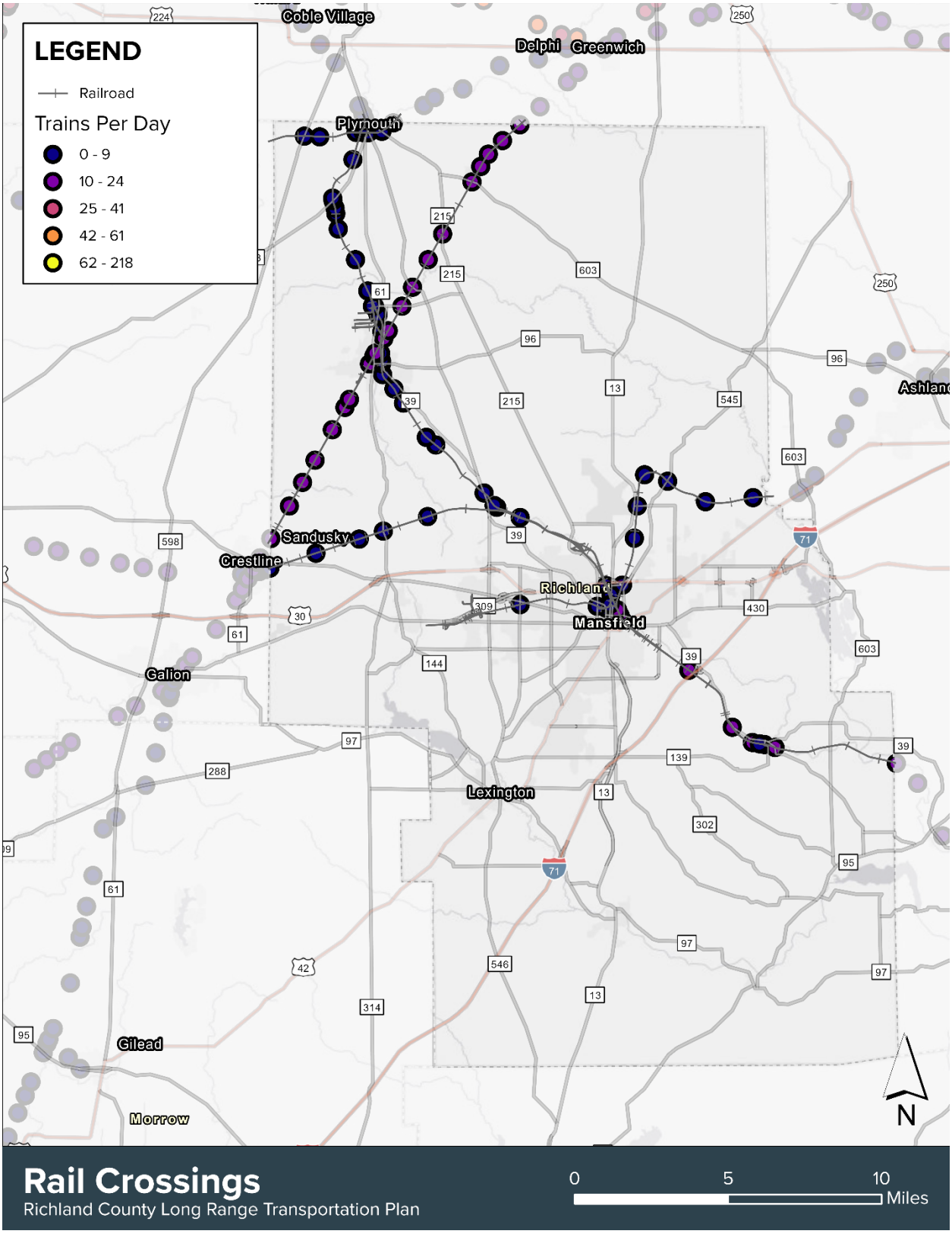
Alternative transportation in Richland County, Ohio, encompasses a variety of modes outside traditional vehicular travel, including bicycling, walking, and the use of trails, which collectively aim to offer residents healthier, greener, and more sustainable options for getting around.

- **Bicycling and Walking**: Richland County has been working to enhance its infrastructure for cyclists and pedestrians, reflecting a growing interest in these alternative modes of transportation. This includes the development of dedicated bike lanes and marked shared roads in urban areas like Mansfield, along with well-maintained sidewalks that encourage walking. Efforts are also in place to ensure that these facilities are safely integrated with motor vehicle traffic, featuring adequate signage and pedestrian crossings that prioritize safety.

- **Trails**: The county boasts several multi-use trails, which are pivotal in promoting active transportation. The B&O Trail, a key feature of the county's trail system, offers a scenic route for both cyclists and pedestrians, stretching over several miles and connecting different communities within the county. These trails not only serve recreational purposes but are also increasingly being used for commuting, highlighting a shift towards more sustainable travel habits.

The County has identified 1,408 miles of sidewalks within its jurisdiction; condition ratings are available for about 8% of this length. About two-thirds of these sidewalks are in "good" or "excellent" condition.

Figure 17: Rail Crossings



Rail

Rail infrastructure and services in Richland County, Ohio, play a critical role in both the movement of goods and the county's historical and current economic development. The county benefits from an established network of freight rail lines that support local industries by facilitating the efficient transport of materials and products.

- **Freight Rail**: Richland County is served by several major freight rail lines, which are crucial arteries for the local economy, particularly for the manufacturing, agricultural, and distribution sectors that are prominent in the region. Key rail operators in the area include Norfolk Southern and CSX Transportation, both of which operate main lines that traverse the county. These railroads ensure that local businesses can connect to national and international markets, making them vital to the economic health of the region.

  The freight rail system in Richland County includes facilities such as loading terminals and intermodal yards, which are essential for the smooth transfer of goods from trucks to trains and vice versa. This intermodal connectivity enhances the logistical efficiency of the county's transport infrastructure, reducing costs and improving speed for the shipping industries.

- **Passenger Rail**: Historically, Richland County was served by passenger rail services; however, like many regions in the U.S., passenger rail has diminished over the years and is no longer a significant mode of transportation within the county. The nearest passenger rail services are provided by Amtrak, with stations located outside the county that residents can access for regional and national travel.

- **Rail Trails and Tourism**: While traditional rail services for passengers are limited, Richland County has repurposed some of its former rail lines into rail trails, which are now valuable recreational resources for residents and visitors. These trails, such as the Richland B&O Trail, offer scenic paths for walking, biking, and other outdoor activities, preserving the historical significance of the railroads while providing community amenities.

Operations

Roadway Operations

Roadways in Richland County are managed by an array of municipal, county, and state agencies, depending on the roadway jurisdiction. The most obvious operational consideration is the presence of two limited-access roadways administered by ODOT, including I-71 and US 30.

The vast majority of roadway travel is conducted by owner-drivers operating their own vehicles. In 2023, the annual cost of owning and operating a new vehicle has increased to approximately $12,182[15] or $1,015 per month. This marks a significant rise from the 2022 average of $10,728. The overall costs include a combination of fixed expenses like depreciation, insurance, and finance charges, as well as variable costs such as fuel and maintenance. For example, depreciation alone accounts for an average of $4,538 per year (resulting in an annual average operating cost outlay of $7,644), while fuel and maintenance expenses have also risen slightly due to inflation and supply chain challenges, manifesting

[15] https://newsroom.aaa.com/2023/08/annual-new-car-ownership-costs-boil-over-12k/ . Also *cf* https://www.moneygeek.com/insurance/auto/analysis/costs-of-car-ownership/.

in rising vehicle prices, higher interest rates on auto loans, and increased insurance and maintenance costs.

Richland County is served by several local taxi services. These companies typically offer traditional taxi services with vehicles that can be booked via phone call. Some of the notable local taxi services include:

- **Checker Cab Company**: Providing taxi services within Mansfield and to surrounding areas, Checker Cab has been a staple for residents needing transportation for errands, appointments, or transportation to and from work.
- **City Cab**: Serving the greater Mansfield area, City Cab offers scheduled pickups and is known for its accessibility and local familiarity, which can be particularly beneficial for those without their own transportation.

In addition to traditional taxis, ride-sharing services such as Uber and Lyft also operate in Richland County. These platforms provide flexible ride options and can often be accessed via smartphone apps, making them a popular choice for tech-savvy users and younger demographics.

Transit Operations

For those with specific needs, several services in the county may offer specialized transportation options, including accessible vehicles for individuals with disabilities. These services often coordinate with local agencies and healthcare providers to ensure transportation is available for medical appointments, shopping, and other essential activities. Some of these specialized services include:

- **Richland County Transit (RCT) Paratransit Service:** Richland County Transit offers paratransit services designed for individuals who are unable to use the regular fixed-route buses due to disabilities. This door-to-door service is ADA-compliant and requires reservations. It's specifically tailored to assist those with mobility challenges, providing safe and reliable transportation to medical appointments, shopping centers, and other necessary destinations.
- **Medicaid Non-Emergency Medical Transportation (NEMT):** For Medicaid-eligible residents, Richland County provides Non-Emergency Medical Transportation (NEMT) services. This program is intended for medical appointments covered by Medicaid, ensuring that patients can reach healthcare providers without transportation barriers. These services are arranged through the county's Job and Family Services department and are crucial for maintaining the health and well-being of the community's underserved populations.
- **Senior Services Transportation:** Various organizations in Richland County, including local senior centers and social services agencies, offer transportation services targeted at older adults. These services are often subsidized or provided at a reduced cost, making them accessible to seniors who need help getting to appointments, grocery stores, or social activities. They play a critical role in helping maintain independence and quality of life for older residents.
- **Veterans Services Transportation:** The Richland County Veterans Service Commission provides transportation for veterans to VA medical centers and clinics. This service ensures that veterans can access the medical care they need, recognizing their service and addressing their specific health requirements.

Air Travel

While Mansfield Lahm Airport is not a major hub for commercial air freight like some larger airports, it supports specialized cargo operations that are critical to the businesses it serves. This includes the transportation of urgent or high-value goods that require quick delivery times. The presence of these air freight capabilities enhances the logistical efficiency of the region, providing businesses with additional options to manage their supply chains more effectively.

The airport also supports a variety of other enterprises including flight schools, maintenance and repair operations, and aviation clubs. These activities not only contribute to the local economy but also foster a community of aviation professionals and enthusiasts in the area. Flight schools, in particular, are important for training the next generation of pilots, providing both career opportunities for local residents and operational support for businesses that rely on aviation.

As noted above, the presence of the 179th Airlift Wing of the Ohio Air National Guard at Mansfield Lahm is another significant aspect of the airport's operations. This military presence provides jobs and economic input into the local community, while also ensuring readiness for national defense and emergency response. Furthermore, the airport's facilities are used by emergency medical services for air ambulance operations, enhancing the region's emergency medical response capabilities.

Rail Companies

Primary rail operations in the County are managed by two major freight rail companies: Norfolk Southern and CSX Transportation. These railroads play a crucial role in the county's transportation infrastructure by facilitating the efficient movement of goods and materials, supporting local industries, and connecting the region to national and international markets.

- **Norfolk Southern**: Norfolk Southern operates a significant portion of the rail lines in Richland County, providing critical links for industries such as manufacturing, agriculture, and energy. The company is known for its comprehensive network across the eastern United States, and its tracks in Richland County are part of a broader system that enables local businesses to access a wide range of markets. Norfolk Southern's operations in the county are focused on bulk commodity transport, including metals, automotive products, and agricultural goods.

- **CSX Transportation**: CSX Transportation also serves Richland County, operating routes that traverse the area and provide vital logistical capabilities. CSX's lines in the county facilitate the transport of diversified freight, including chemicals, coal, consumer goods, and forestry products. Like Norfolk Southern, CSX's network extends over a large part of the eastern U.S., offering Richland County businesses robust connectivity to other regions and ports.

The **Ashland Railway Railroad** is a significant local rail player, having begun operations in 1986. This 56-mile short line railroad operates in Richland, Ashland, Huron, and Wayne Counties. serving North Central Ohio in a region known as "Mid-Ohio." The Railway interchanges with Norfolk Southern and CSX Transportation as well as the regional short line Wheeling & Lake Erie Railway.

Current Transportation System Performance

Roadway Volumes and Congestion

The following two tables compare and contrast modeled flows and characteristics for the base year of 2025 and the build year of 2050. The tables show vehicle miles of travel (VMT) and vehicle hours of travel (VHT); VHT is furthermore subdivided into the freeflow time and the amount of delay (i.e., increases in travel time due to congestion).

Table 14: 2025 VMT and VHT

Year 2025	VMT	VHT	VHT-freeflow	Delay (hrs)	%VHTdelay
1 - Interstate	1,319,498.0	20,181.5	19,988.8	192.7	1.0%
2 - Principal Arterial - Other Freeways/Expressways	510,304.5	9,305.0	8,889.3	415.7	4.5%
3 - Principal Arterial - Other	304,336.5	8,757.9	6,678.8	2,079.1	23.7%
4 - Minor Arterial	601,009.9	17,664.8	13,488.0	4,176.8	23.6%
5- Major Collector	614,529.5	15,426.6	13,197.7	2,228.9	14.4%
6 - Minor Collector	67,906.2	1,756.3	1,549.7	206.5	11.8%
7 - Local	163,414.2	5,609.9	4,356.0	1,253.8	22.4%
TOTAL	3,580,998.7	78,702.0	68,148.4	10,553.6	13.4%

Table 15: 2055 VMT and VHT

Year 2050	VMT	VHT	VHT-freeflow	Delay (hrs)	%VHTdelay
1 - Interstate	1,542,050.4	23,760.5	23,345.2	415.2	1.7%
2 - Principal Arterial - Other Freeways/Expressways	538,777.9	9,879.1	9,379.0	500.2	5.1%
3 - Principal Arterial - Other	318,290.8	9,196.5	6,990.1	2,206.4	24.0%
4 - Minor Arterial	608,494.4	17,787.4	13,629.6	4,157.8	23.4%
5- Major Collector	632,554.0	15,842.0	13,546.6	2,295.4	14.5%
6 - Minor Collector	64,949.7	1,684.3	1,485.1	199.3	11.8%
7 - Local	167,017.1	5,739.8	4,452.5	1,287.3	22.4%
TOTAL	3,872,134.3	83,889.6	72,828.1	11,061.5	13.2%

Here are some findings from this analysis:

- Increase in Overall Travel Demand
    - Total VMT is projected to increase from 3.58 million miles in 2025 to 3.87 million miles in 2050 (+8.1%). This reflects an anticipated rise in travel activity, likely driven by population and economic growth.
    - Total VHT grows from 78,702 hours in 2025 to 83,889 hours in 2050 (+6.6%), indicating more time spent on the network due to increased travel demand.

- Traffic Delay and Congestion Trends
    - Overall delay increases by 4.8%, from 10,553.6 hours in 2025 to 11,061.5 hours in 2050. While this growth is lower than the increase in VMT, it suggests that some roadway segments are experiencing greater congestion than others.
    - The percentage of VHT attributed to delay remains relatively stable at 13.4% in 2025 and 13.2% in 2050, suggesting that planned improvements may be mitigating major congestion growth.
- Interstate and Expressway Performance
    - Interstate corridors experience a 16.9% increase in VMT and a 17.7% increase in VHT, but the percentage of delay remains relatively low (1.0% in 2025, 1.7% in 2050). This suggests that while travel demand is rising, capacity improvements and efficient traffic flow will likely keep congestion manageable.
    - Principal Arterial Freeways/Expressways show a smaller increase in VMT (5.6%) but a 20.3% increase in delay, from 415.7 hours in 2025 to 500.2 hours in 2050. The %VHT delay rises from 4.5% to 5.1%, indicating potential emerging congestion problems on these routes.
- Non-Freeway Arterials and Collectors Show Higher Congestion Risks
    - Principal Arterials (Other) and Minor Arterials exhibit the highest congestion percentages, with %VHT delay exceeding 23% in both 2025 and 2050. This means nearly a quarter of travel time is spent in congestion on these roads.
    - Major Collectors also show a steady 14.5% delay rate by 2050, reflecting moderate congestion growth.
- Local Roads and Minor Collectors Maintain Consistent Congestion Levels
    - Local roads maintain a 22.4% delay rate in both 2025 and 2050, indicating persistent congestion but no major worsening over time.
    - Minor Collectors see minimal change, with delay holding at 11.8% over the period.

Here are some overall conclusions from this data:

- Overall travel demand is increasing, but congestion levels remain stable, suggesting planned roadway investments and management strategies are helping mitigate severe network-wide delays.
- Interstates and expressways will experience rising traffic volumes, but current capacity appears sufficient to prevent major congestion issues.
- Principal and Minor Arterials are projected to have the highest congestion levels, necessitating targeted investments in intersection improvements, signal coordination, and multimodal options.
- Local and collector roads will maintain existing congestion levels, but urbanized areas may require better traffic management and last-mile connectivity solutions.
- Freight corridors and employment hubs should be monitored closely, as increasing delay on principal arterials and expressways could impact economic efficiency and goods movement.

Figure 18: Base Year (2025) Roadway Level of Service

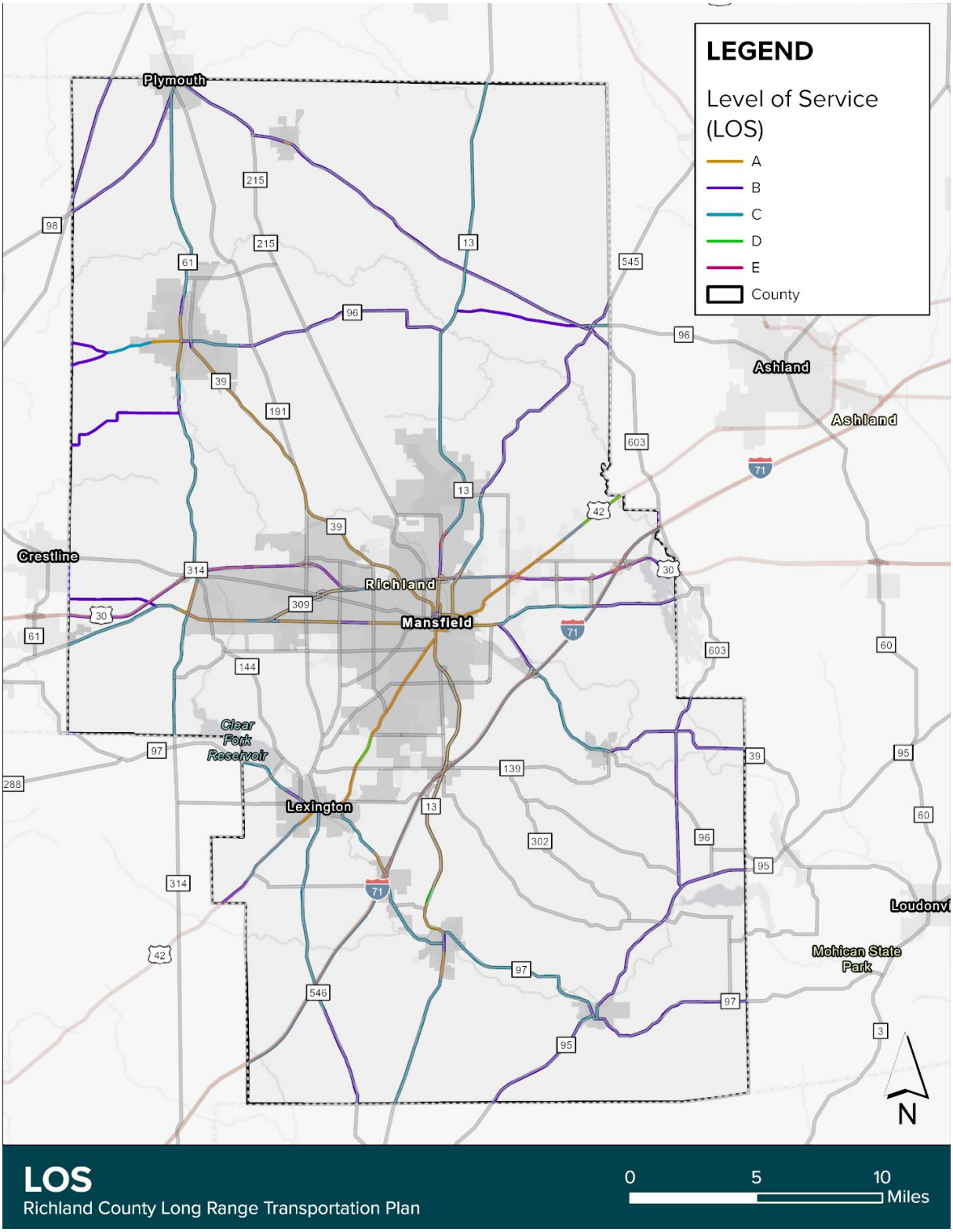


Figure 19: Traffic Volumes

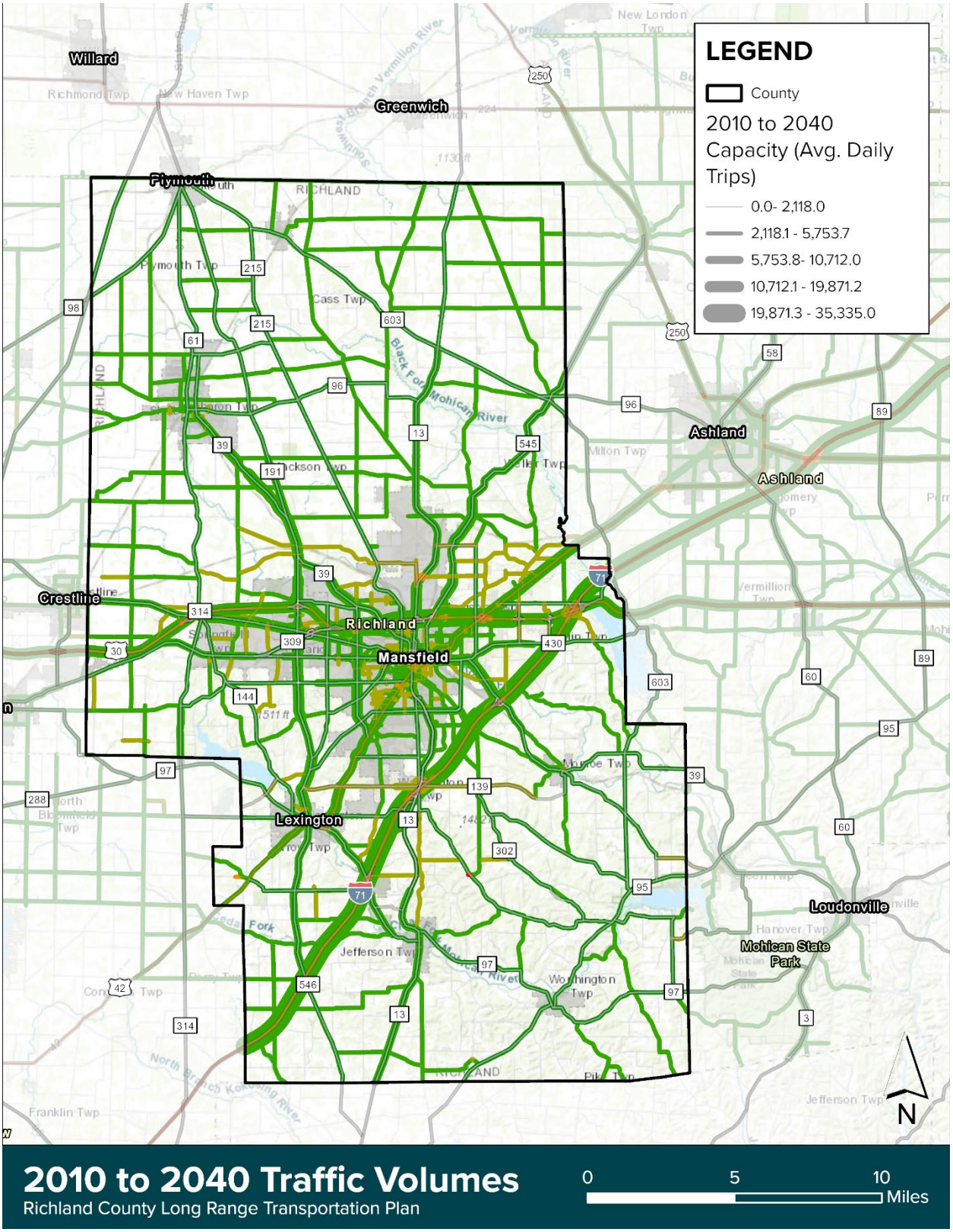


Figure 18: illustrates the estimated average daily traffic volumes and the corresponding level of service (LOS) on a standard A-F scale. It's important to note that the LOS map covers a smaller portion of the road network compared to the roadway volume map. State-operated roadways handle significantly higher traffic volumes than local roads. Maximum daily volumes on I-71 surpass 52,000 vehicles, while US 30 experiences volumes nearing 37,000 vehicles. Some local thoroughfares, such as Trimble Road, can see traffic volumes as high as 17,000 vehicles per day, though the county-wide average is closer to 2,900 vehicles per day. Generally, the level of service across the county is favorable, with I-71 and urban stretches of US 30 maintaining a LOS of "C" or better. However, as shown in Figure 19, the most congested area, with a LOS rating of "E," is along North Main Street as it approaches the airport.

Figure 20: AADT

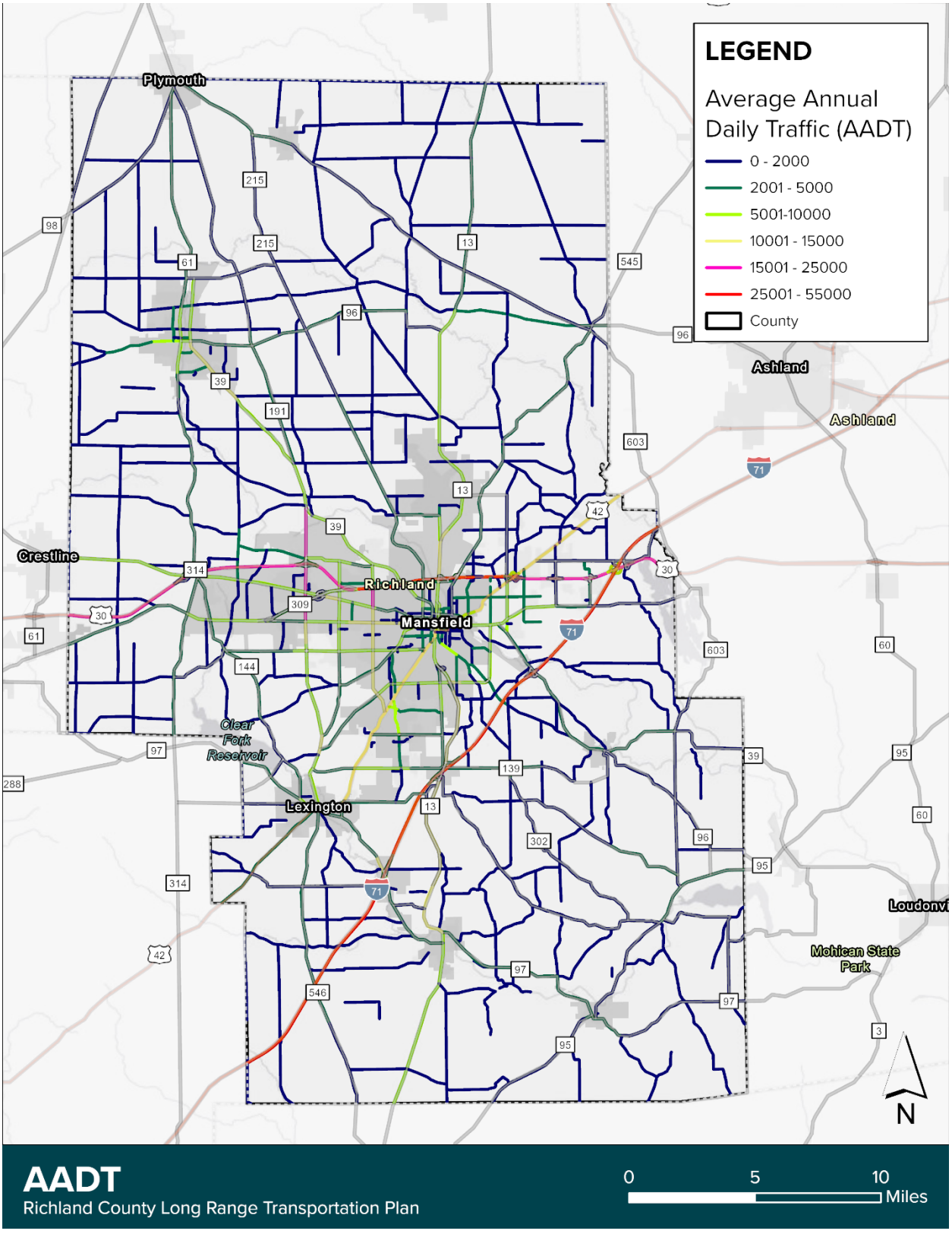
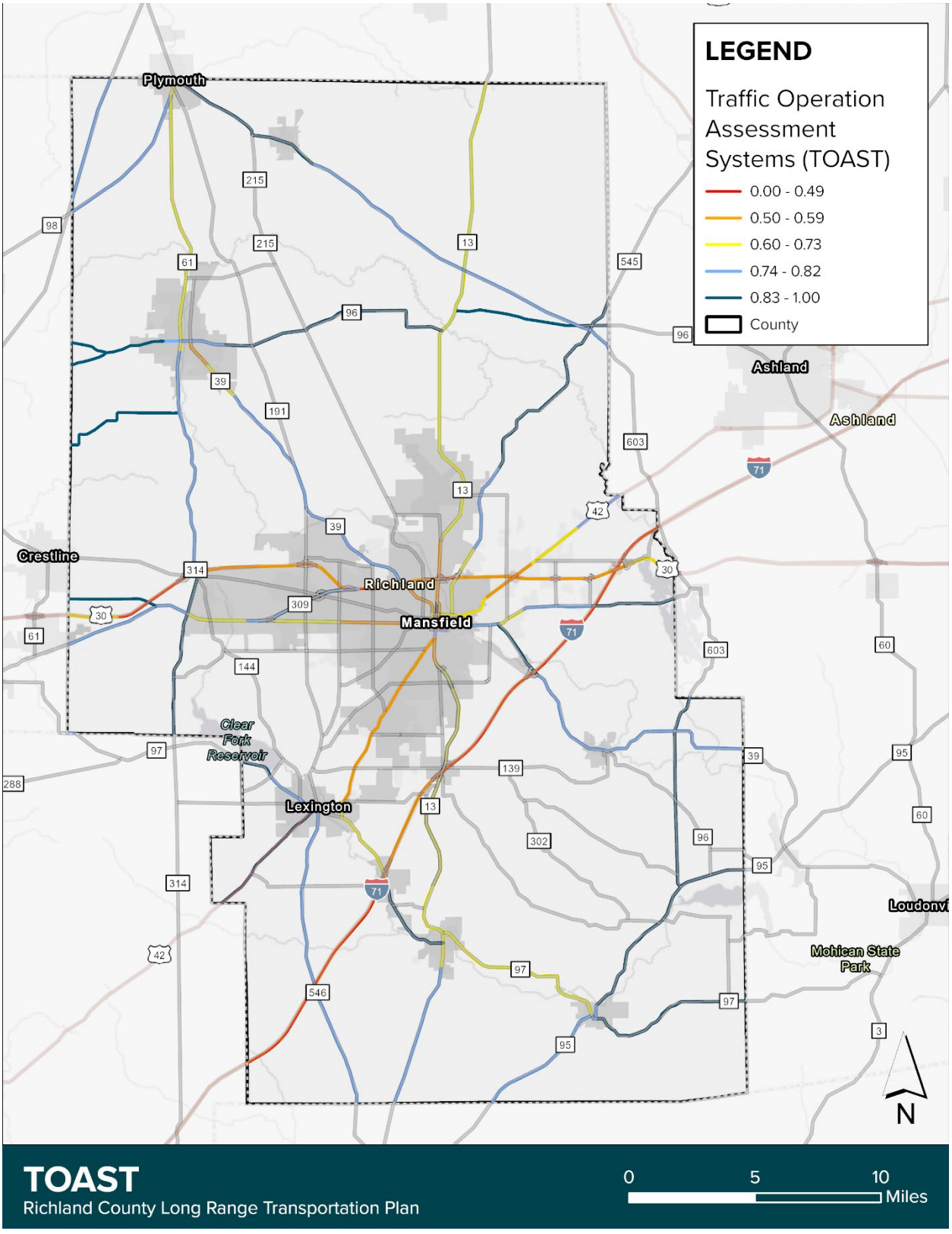


Figure 21: TOAST Score



The Ohio Department of Transportation has created the Traffic Operation Assessment Systems Tool (TOAST), which evaluates roadways based on an index that incorporates safety data, traffic volumes, bottleneck locations, and congestion levels. Scores range from 0 to 1, with lower scores indicating a higher likelihood that a roadway could benefit from the implementation of Transportation Systems Management and Operations (TSMO) strategies. The roads most frequently identified for potential improvements through this tool are typically higher-volume state routes.

The following set of maps integrates peak-hour level-of-service (LOS) data with traffic volumes to provide a comprehensive view of evolving traffic conditions from 2025 to the 2050 horizon year. The analysis reveals little evidence of poor LOS, with most roadways maintaining a rating of "C" or better. Additionally, as the series progresses, traffic conditions remain largely stable over time. However, Figure 29 highlights areas where worsening LOS corresponds with rising traffic volumes, particularly along the County's arterial network, where increased congestion is evident on key corridors linking peripheral municipalities to Mansfield and Ontario.

Figure 22: 2025 Volumes and LOS Combined

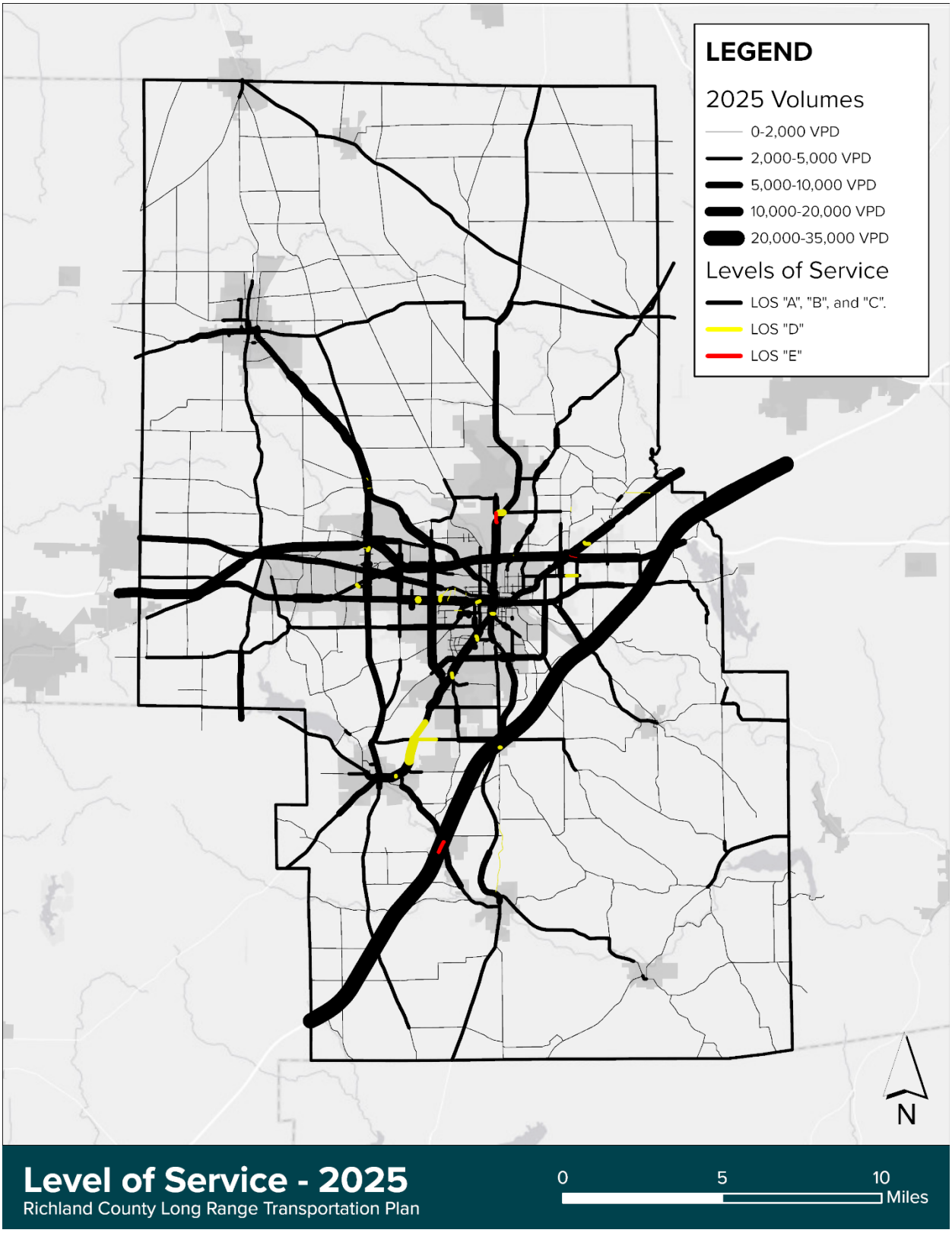


Figure 23: 2030 Volumes and LOS Combined

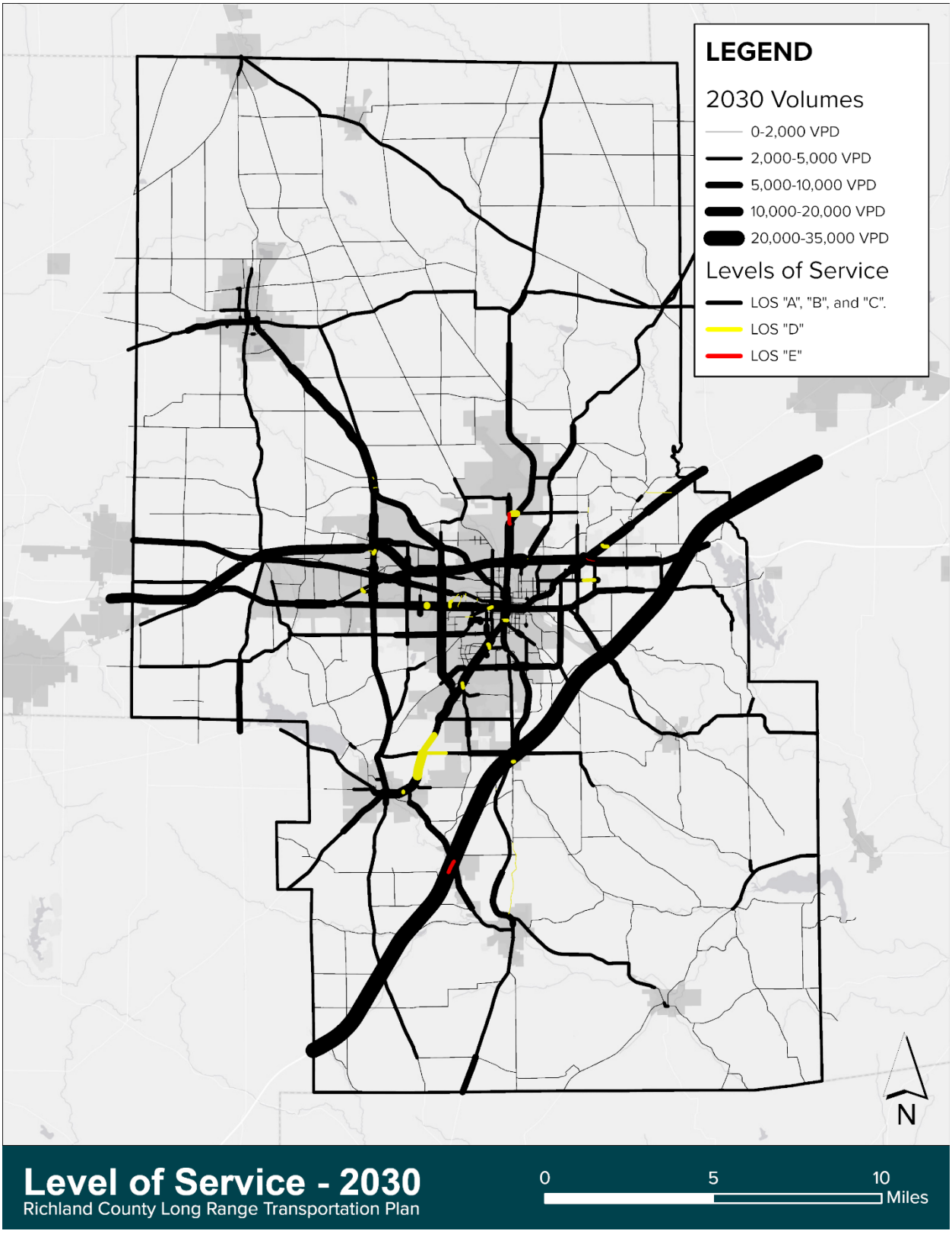


Figure 24: 2040 Volumes and LOS Combined

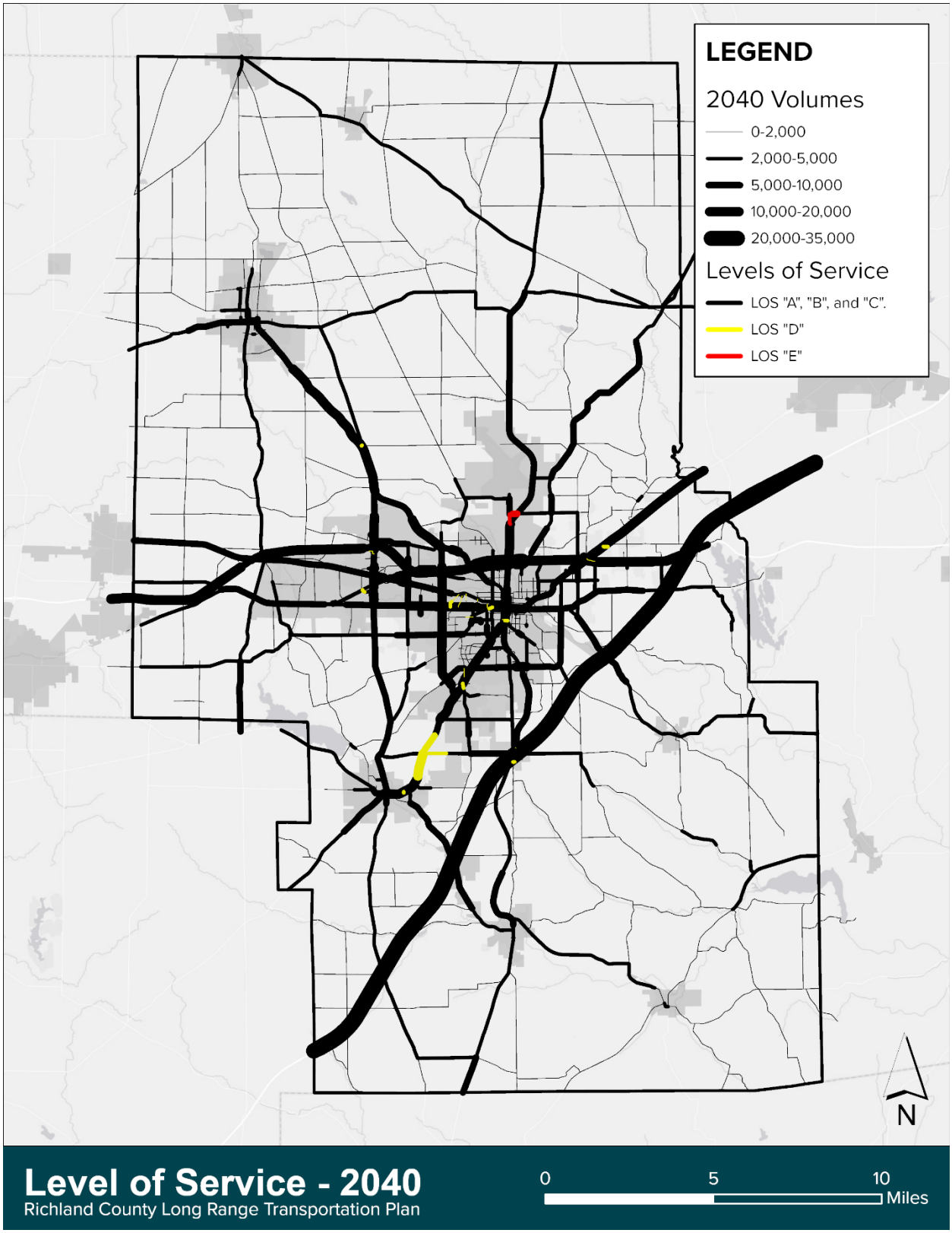


Figure 25: 2050 Volumes and LOS Combined

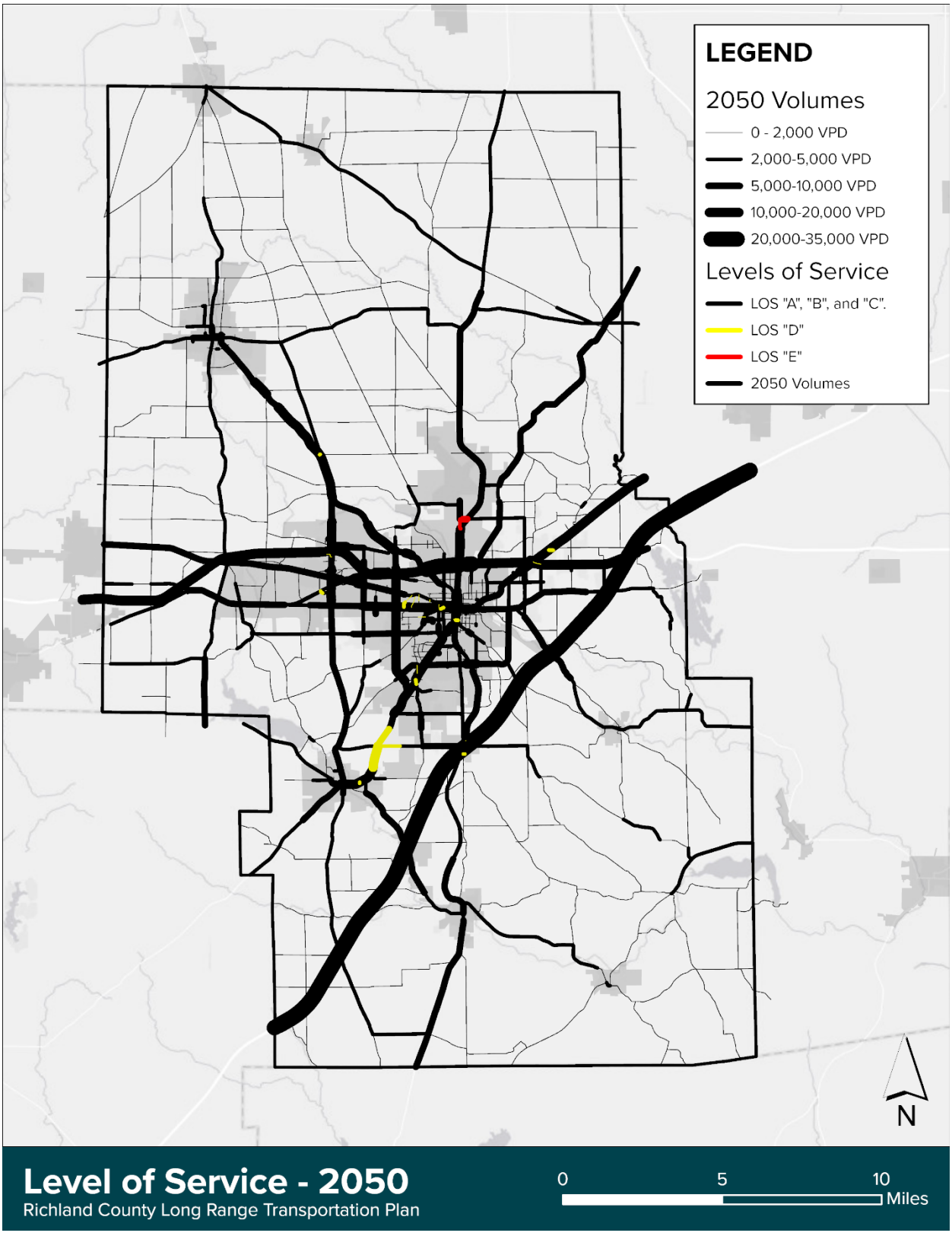
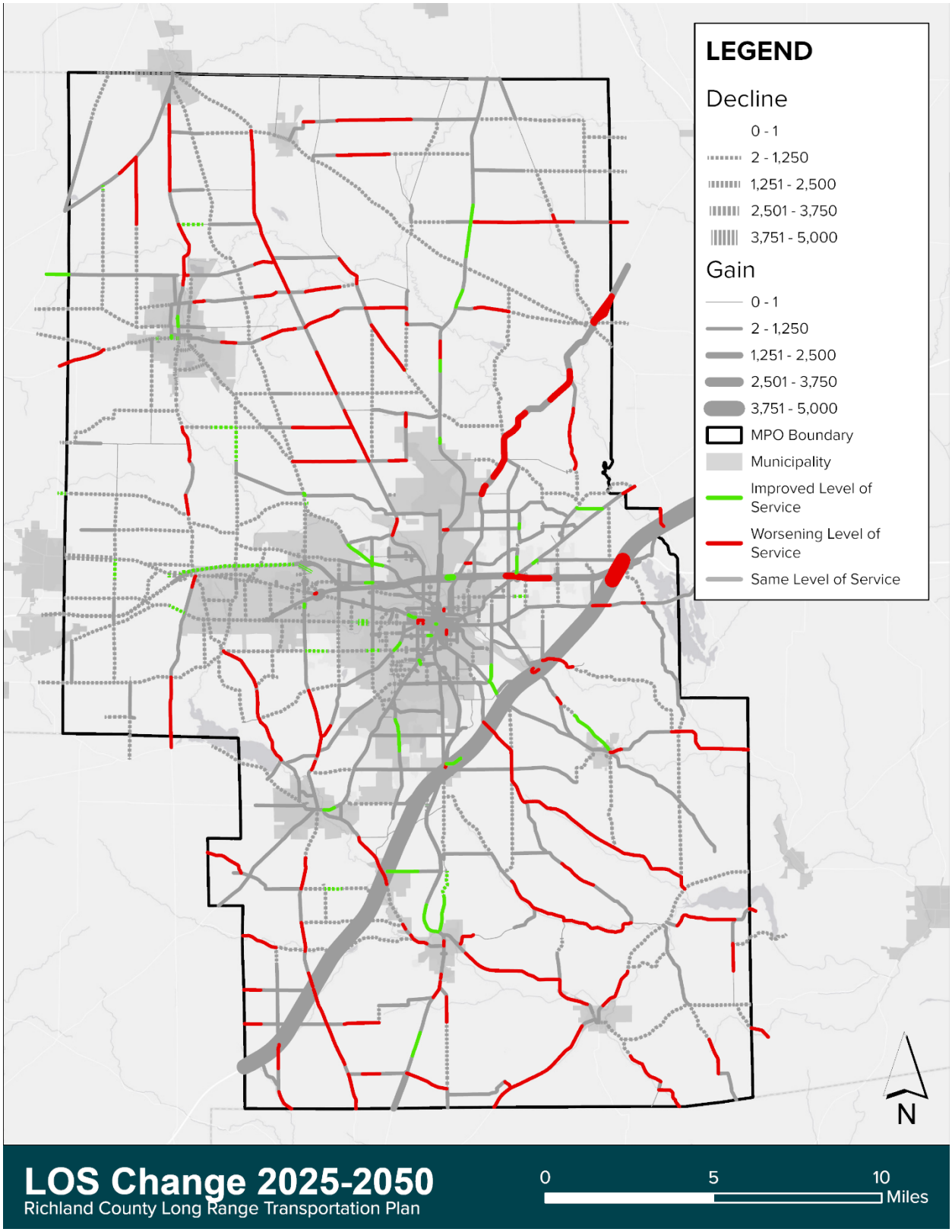


Figure 26: 2025-2050 Changes in LOS and Volumes



Transit and Active Transportation

Between 2017 and 2022 (according to reports from the U.S. Federal Transit Administration's National Transit Database[16]), Richland County Transit (RCT) experienced significant changes in service, costs, and ridership, reflecting broader national trends in public transportation. In 2017, RCT served a population of approximately 70,556 over a 74-square-mile area, and by 2022, the population had increased slightly to 73,140, with a service area of 72 square miles. Despite this small increase in the population served, the annual number of unlinked passenger trips dropped dramatically, from 216,741 in 2017 to 111,117 in 2022. This reduction suggests that fewer people relied on or had access to public transportation during this period, most likely influenced by external factors such as the COVID-19 pandemic.

Service supplied, as measured by annual vehicle revenue miles (VRM) and vehicle revenue hours (VRH), also saw a notable decrease. In 2017, RCT provided 383,784 vehicle revenue miles and 28,367 vehicle revenue hours, but by 2022, these numbers had dropped to 270,992 miles and 20,926 hours, respectively. This reduction in service hours and miles likely correlates with the significant decline in ridership, as the transit system adjusted its operations to reflect decreased demand.

Another key change between the two years is the rising cost of operating the system. In 2017, the operating expense per vehicle revenue mile was $5.05, while by 2022, this figure had risen to $7.98. Similarly, operating expenses per vehicle revenue hour increased from $68.38 in 2017 to $103.38 in 2022, indicating higher operational costs, which could be attributed to inflation, increased fuel prices, maintenance, and labor costs. The cost of operating the system per unlinked passenger trip also increased sharply, rising from $8.95 in 2017 to $19.47 in 2022, partly due to the reduction in ridership but also reflecting increased operating expenses.

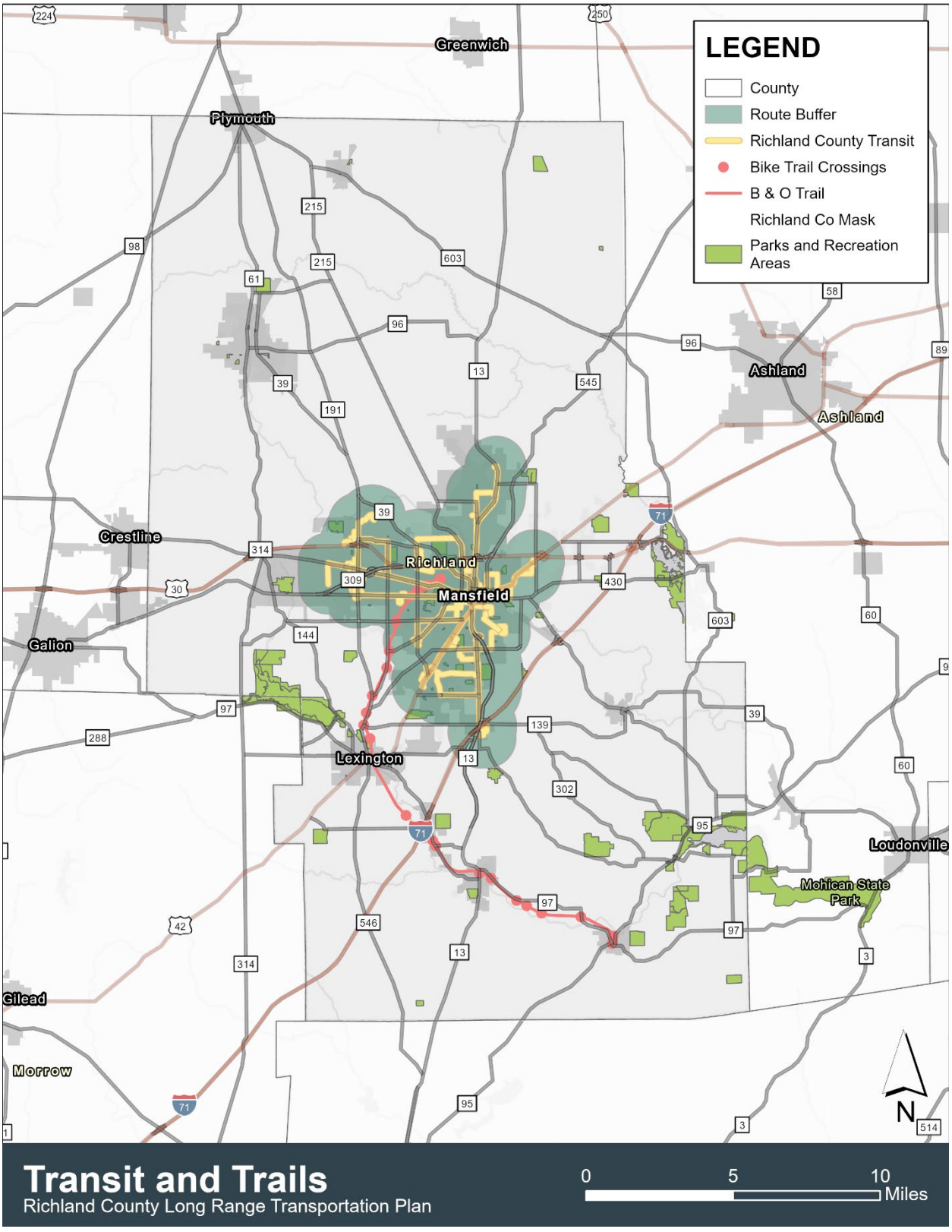
In terms of funding, the total operating funds expended grew from $1.94 million in 2017 to $2.16 million in 2022. Federal assistance remained the largest funding source for RCT, contributing 66.1% of operating funds in 2017 and increasing to approximately 73.9% by 2022, underscoring the importance of federal support in maintaining transit operations. Fare revenues, however, saw a significant decline—from $292,288 in 2017 (15.1% of total operating funds) to just $152,256 in 2022. This reduction in fare revenues could be attributed to the drop in ridership or adjustments in fare collection policies during the pandemic.

Overall, Richland County Transit faced considerable challenges between 2017 and 2022, including declining ridership, rising operational costs, and increased reliance on federal funding. These trends reflect the pressures on many local transit systems nationwide as they navigate changing public transportation needs and financial constraints.

It should be noted that these changes are reflected in the performance of transit systems nationally. In 2022, there were 5,876M unlinked passenger trips served by public transit, down from 10,100M in 2017. The nadir of transit ridership was 4,485M unlinked trips in 2021, which suggests that overall transit ridership may be rebounding nationally.

[16] https://www.transit.dot.gov/ntd/transit-agency-profiles/richland-county-transit. Note that as of this writing (October 1, 2024), 2022 is the most recent year for which NTD data are published.

Figure 27: Public Transit and Trails



Pedestrian and Bicycle Usage

Figure 28: Active Transportation

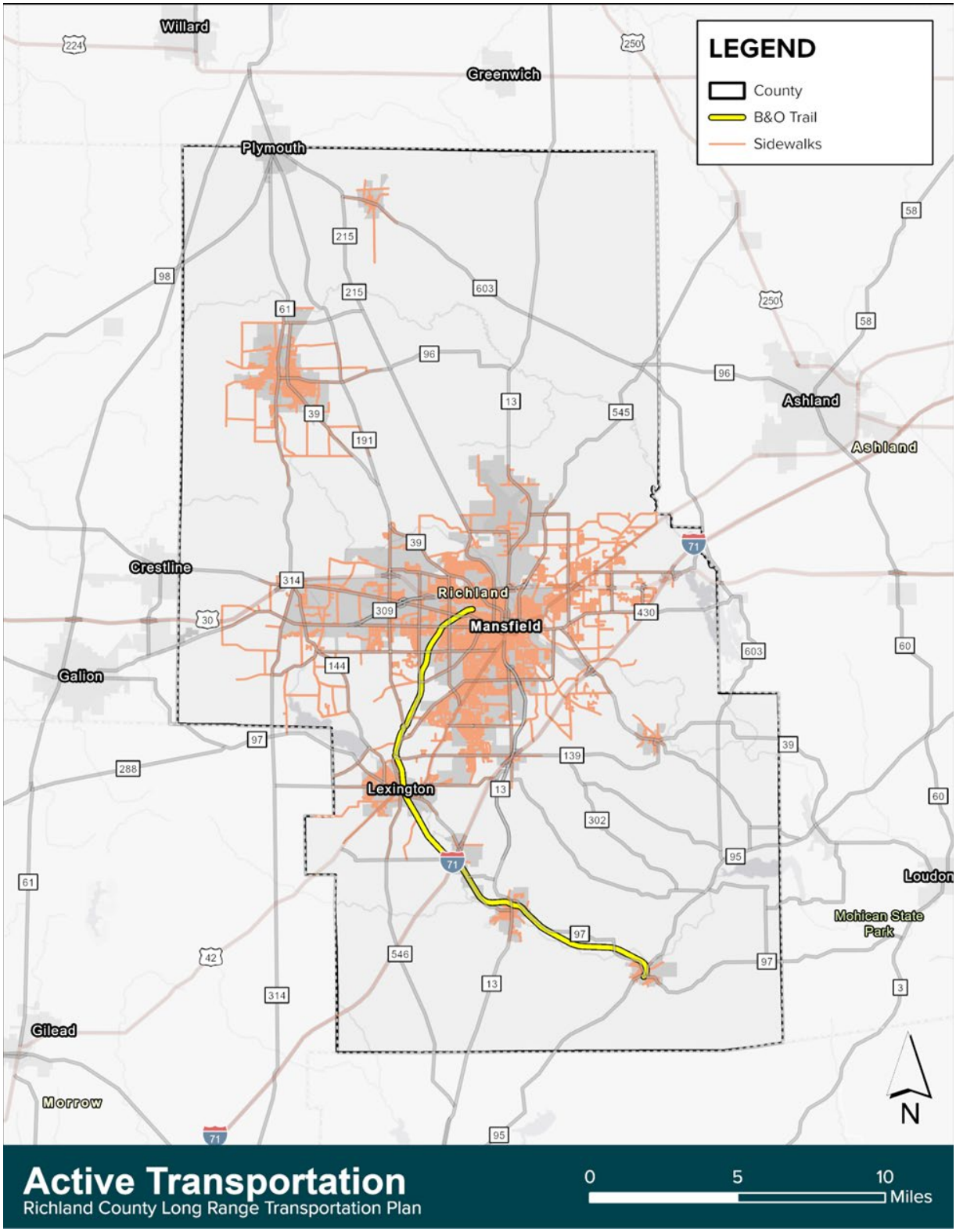


Figure 29: Active Transportation Demand

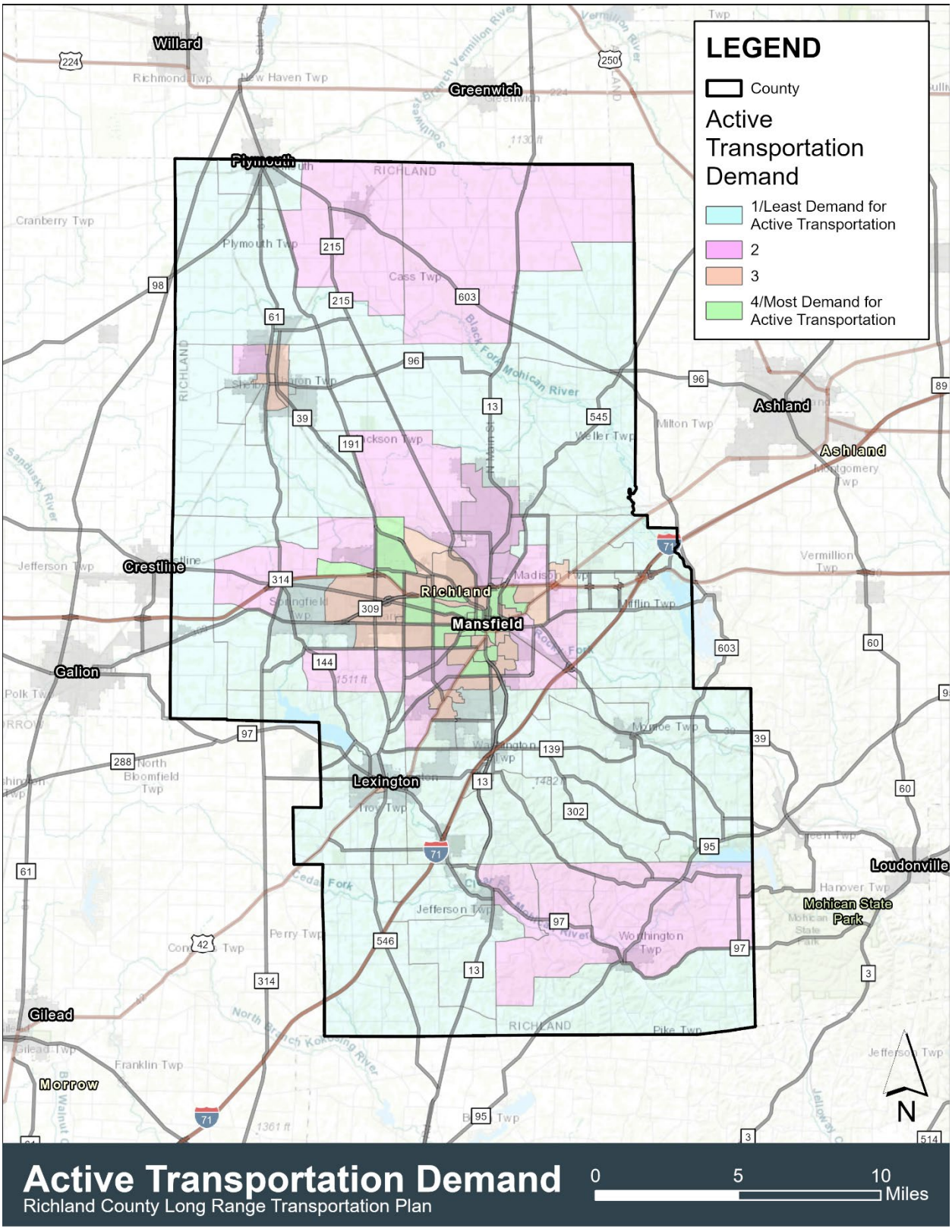
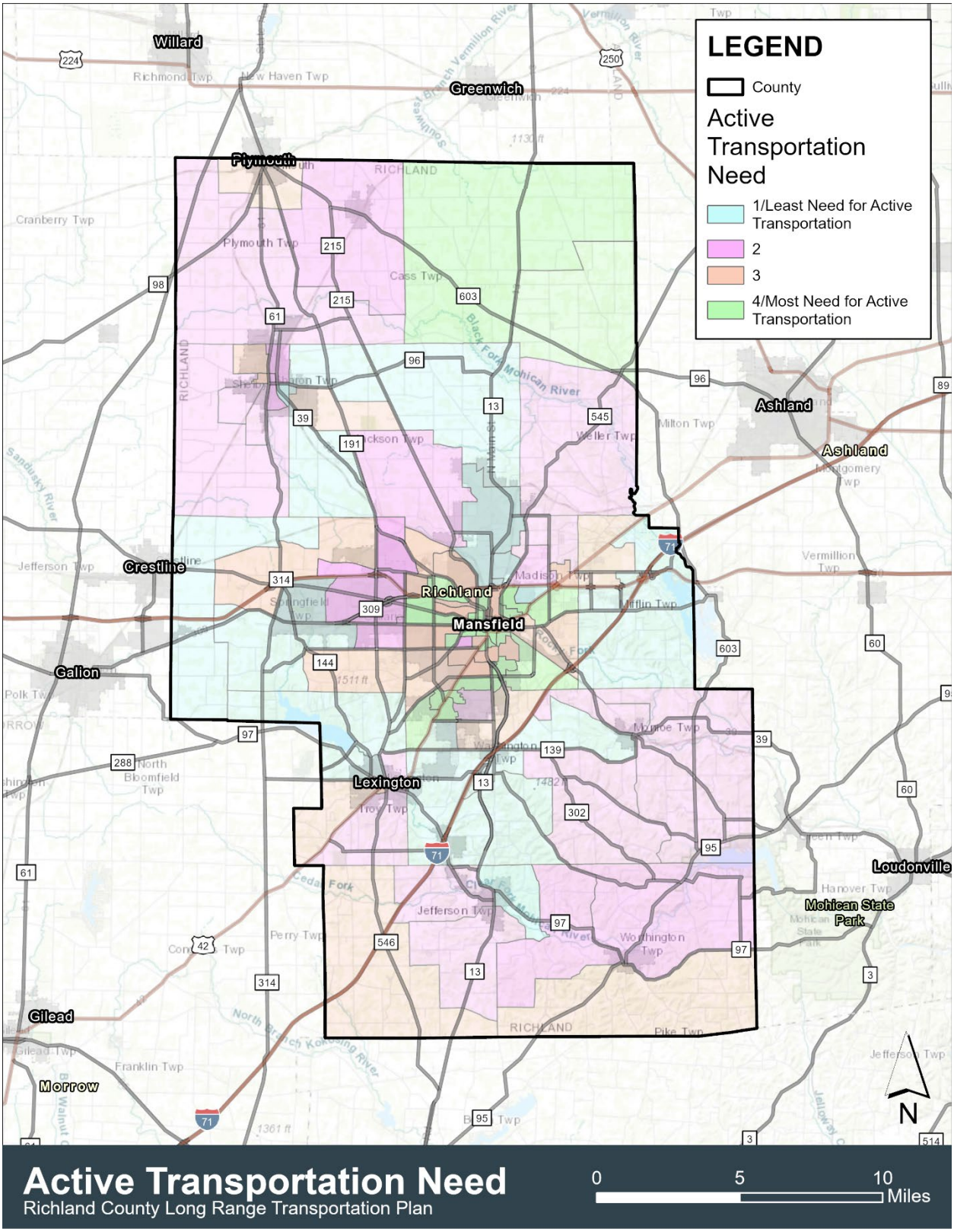


Figure 30: Active Transportation Need



Using a standardized statewide methodology[17], the Ohio Department of Transportation (ODOT) has classified alternative transportation demand and need into quartiles, as illustrated in the two maps, Figure 29: Active Transportation Demand and Figure 30: Active Transportation Need, above. On the one to four scale, one is the highest need or demand. Demand centers on clusters of land uses, population density, and other factors that drive transportation demand; however, active transportation need takes into account factors, such as households without personal vehicles, that are indicative of underserved populations. A comparison of these maps reveals that while transportation demand and need are concentrated in the larger communities of Mansfield and Ontario, rural areas along the northern and southern boundaries of the county exhibit a high level of need relative to demand. This disparity may be influenced by the significant number of youth living in poverty in these rural regions.

Crashes

Following below are several maps showing motor vehicle crash characteristics within the County. The map in Figure 31 shows a heat map showing crash density along the Richland County roads network for the 2021-2023 time period. Most crashes occur in dense urban areas and along I-71, which has high volumes of both regular traffic and truck traffic. Fatal crashes heat map are shown in Figure 32.

[17] https://www.transportation.ohio.gov/wps/wcm/connect/gov/6d54c658-d28b-41cd-b158-4a0e31cc27c5/WBO_Demand_Analysis.pdf?MOD=AJPERES&CONVERT_TO=url&CACHEID=ROOTWORKSPACE.Z18_79GCH8013HMOA06A2E16IV2082-6d54c658-d28b-41cd-b158-4a0e31cc27c5-nsGuzHJ

Figure 31: All Crashes Heat Map

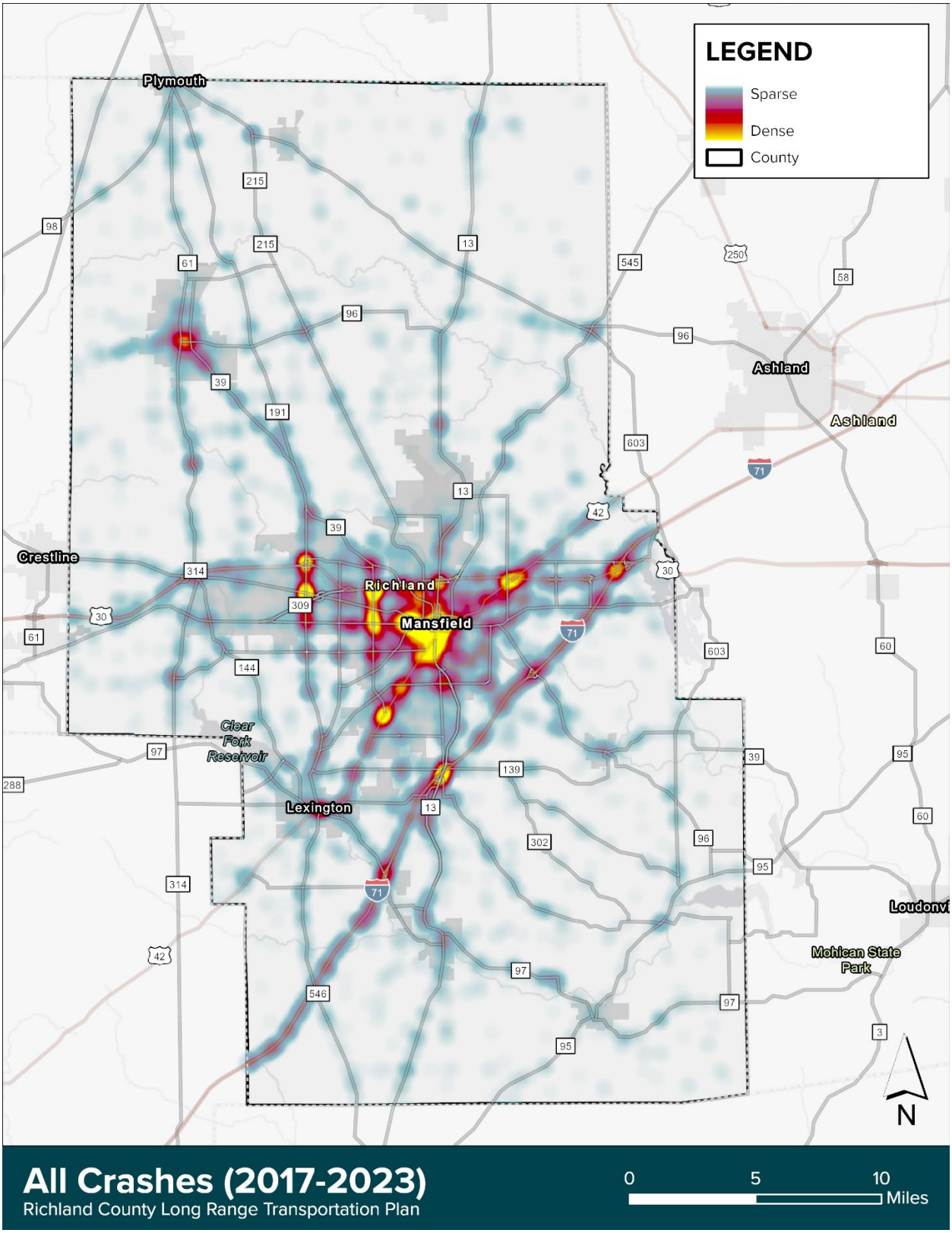
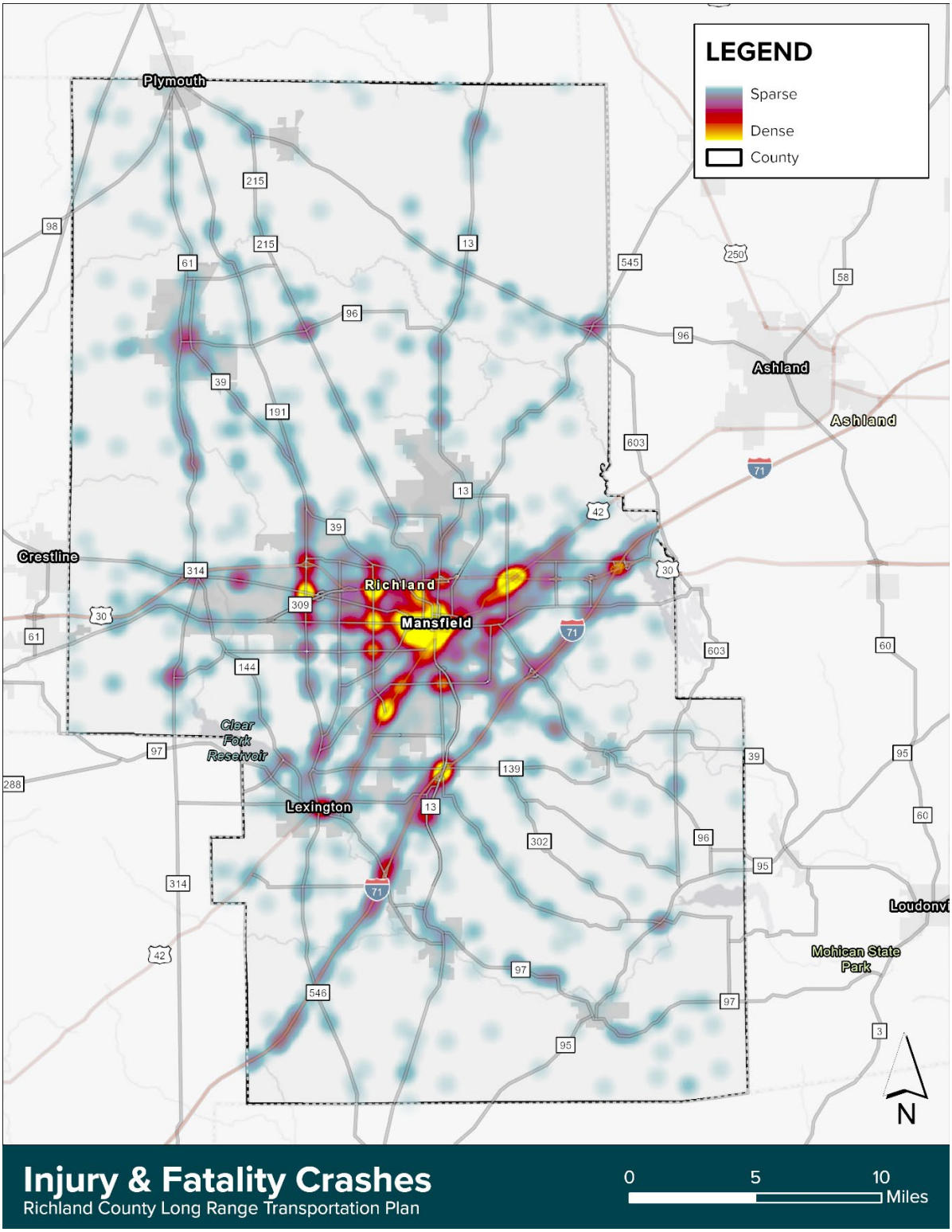


Figure 32: Injury & Fatality Crash Heat Map



Over the time period of 2021-2023, there were 51 fatal crashes in the MPO area. Of these, 19 were "fixed object" crashes that may have involved alcohol or cell phone. Fatal crashes predominate in urban areas and near interchanges on I-71. There were 5 fatalities involving pedestrians and 2 involving bicycles. Similar patterns may be seen (and are not shown here) for serious injuries, for which there 240 during the time period – 55 fixed-object crashes, 7 bicycle, and 14 pedestrian. Note that serious injuries are less prevalent than fatalities with pedestrians, presumably because a vehicle-pedestrian crash is more likely to result in a fatality than a mere injury.

Figure 33 shows crashes with bicyclists and pedestrians. Most of the crashes involve pedestrians, and are within city or village corporate boundaries, with some interesting exceptions along rural highways, perhaps pointing to a need for expanded multimodal offerings in these areas. Figures 34 and 35 show the most vulnerable crash locations in the County according to two different sets of criteria.

Figure 33: Vulnerable Road User Crashes

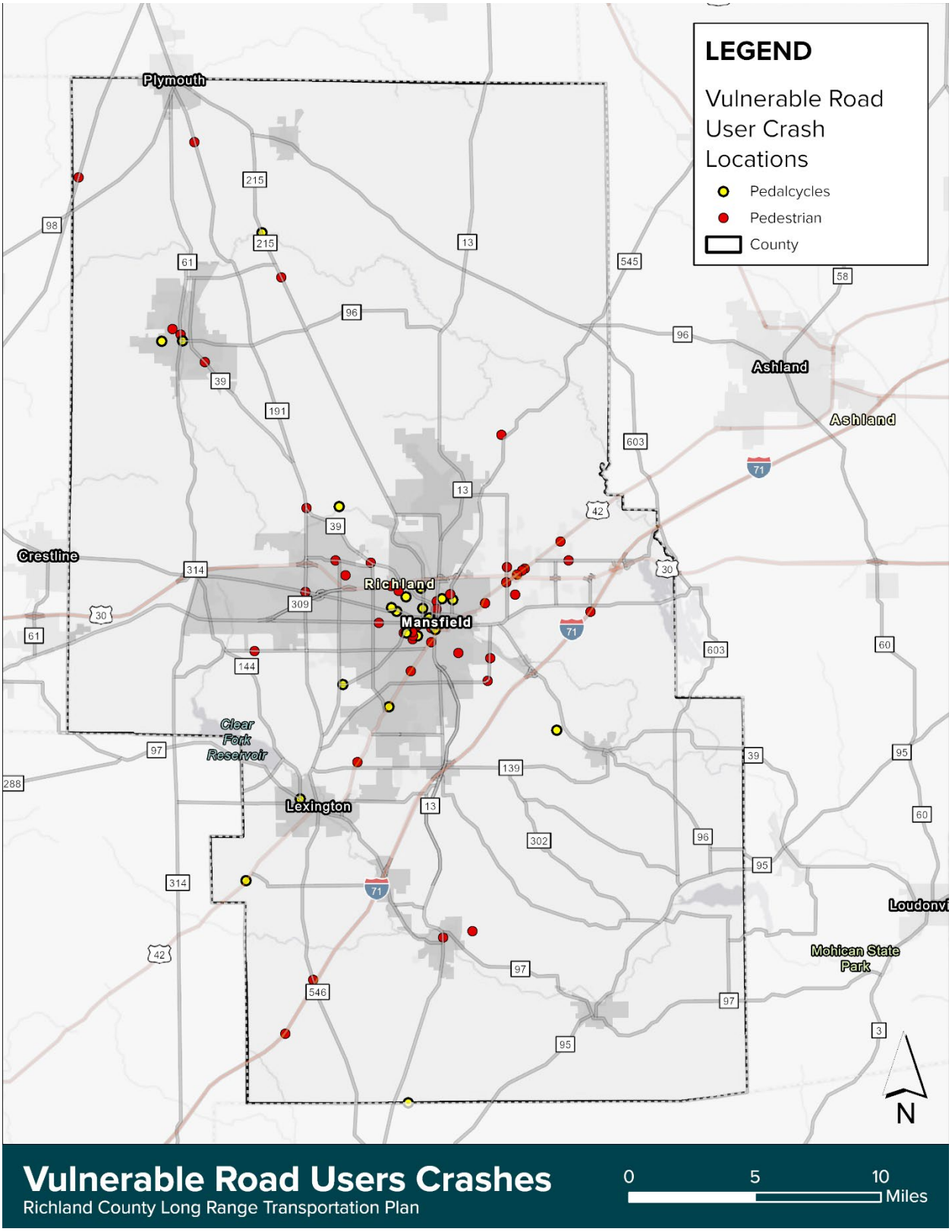


Figure 34: Top 30 Highest Crash Intersections by Crash Frequency

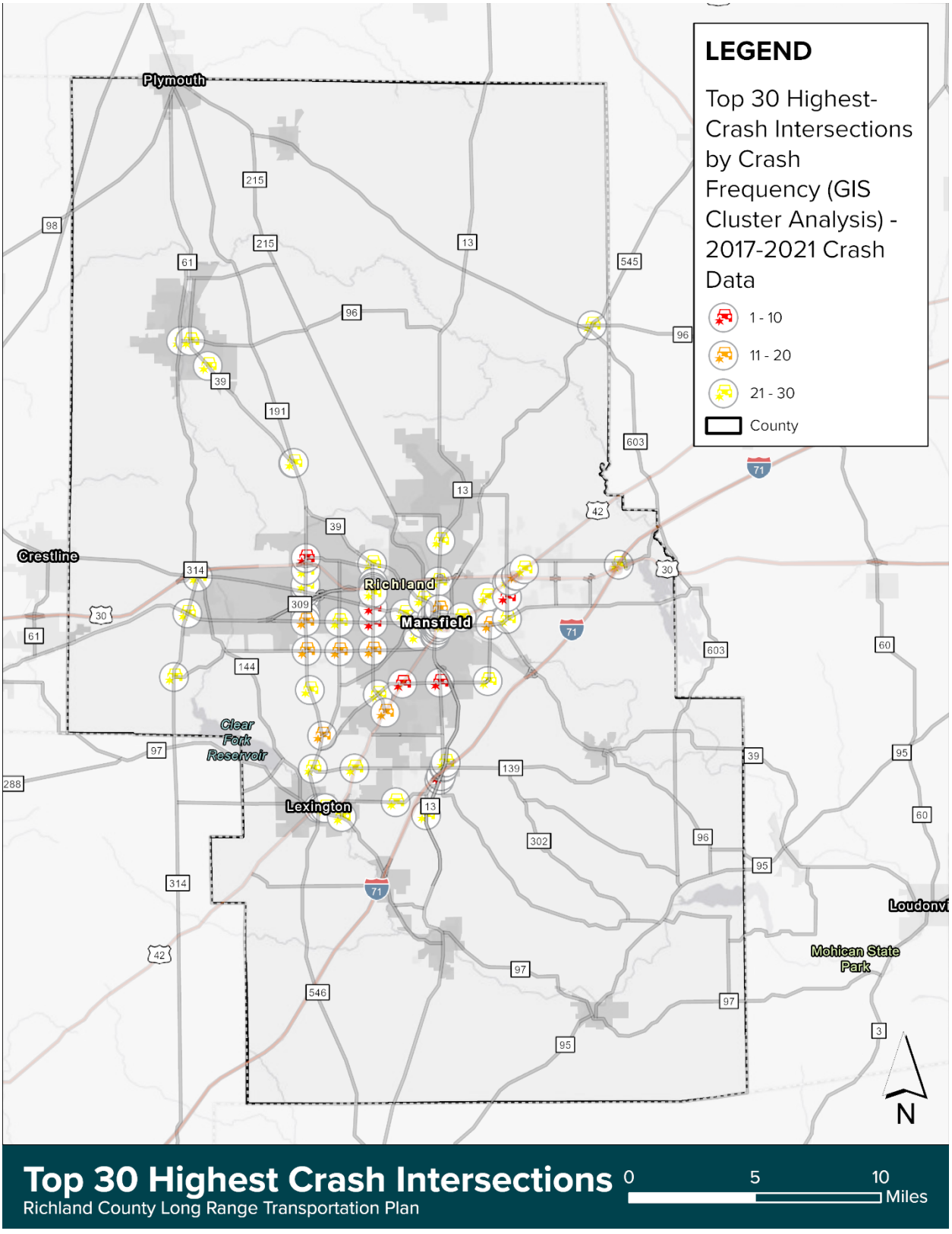
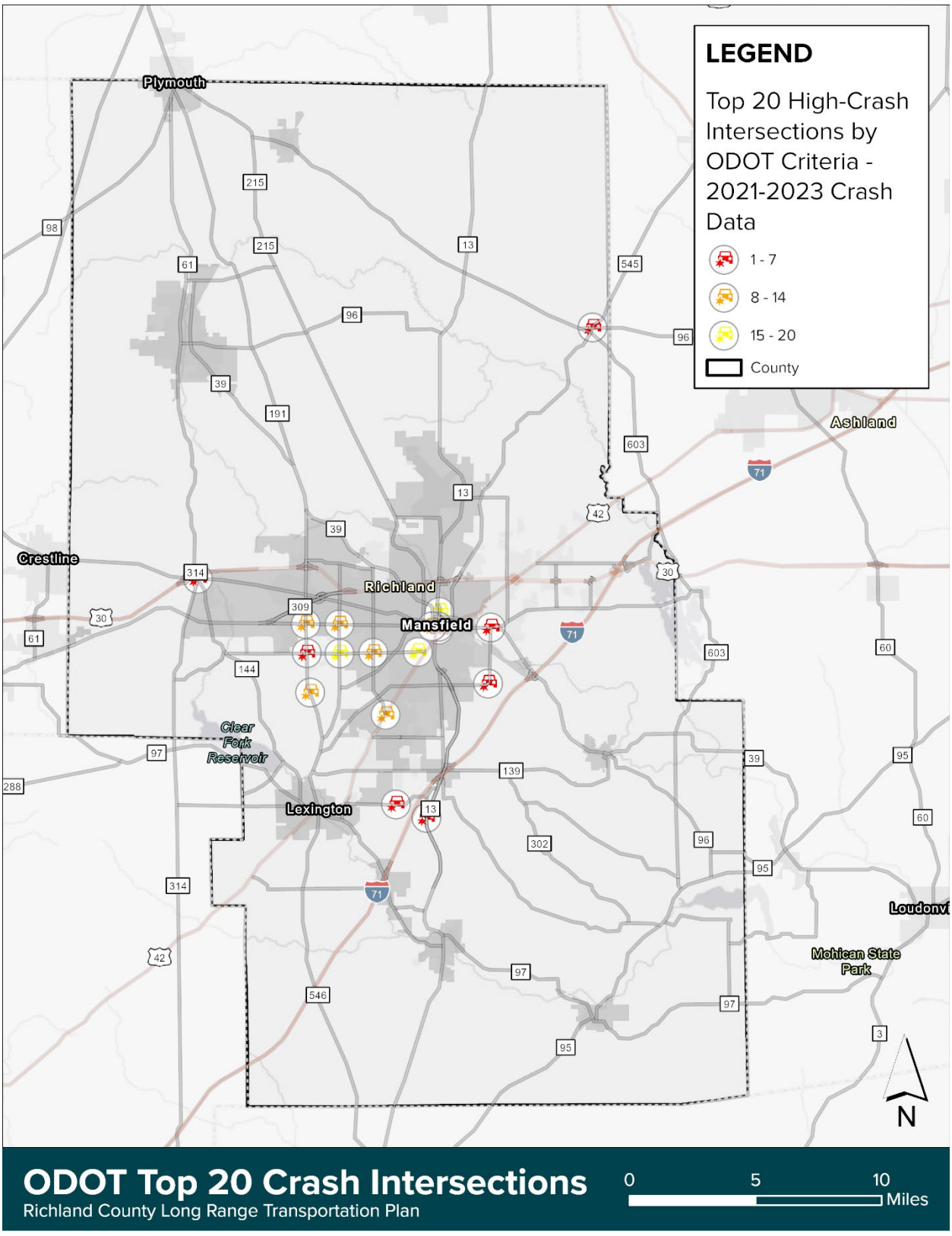


Figure 35: Top 20 Highest Crashes Intersections by ODOT Criteria



Freight Movement

Richland County does not correspond to any feasible subarea of the Freight Analysis Framework of the U.S. Federal Highway Administration, so tertiary sources were required for this section. The relevant chapters of the "Transport Ohio" Statewide Freight Plan (2022)[18] for Richland County highlight several key trends and projections that will impact the county's economic and transportation infrastructure between 2018 and 2050.

- **Growth Industries**: Richland County, like much of Ohio, will see significant growth in industries such as construction materials, advanced manufacturing, and chemicals, pharmaceuticals, and plastics. The tonnage of construction materials is projected to grow by over 64%, driven by local development and infrastructure projects, which will contribute to increased daily truck traffic in the region. Advanced manufacturing tonnage is expected to rise by 54.68%, and chemicals, pharmaceuticals, and plastics will grow by 39.07%, demonstrating strong demand in these sectors, which are crucial to Richland County's regional economy.

- **Automotive Decline**: In contrast, motor vehicles and parts, historically a major sector in Ohio, are forecast to decline by 11.58% in tonnage and 13.09% in value due to the shift to electric vehicles. Richland County's automotive-related industries, which traditionally relied on internal combustion engines and their numerous components, will be affected by this trend. Electric vehicles require far fewer parts, and emerging technologies like million-mile batteries mean vehicles will have longer life cycles, reducing after-market demand for replacement parts.

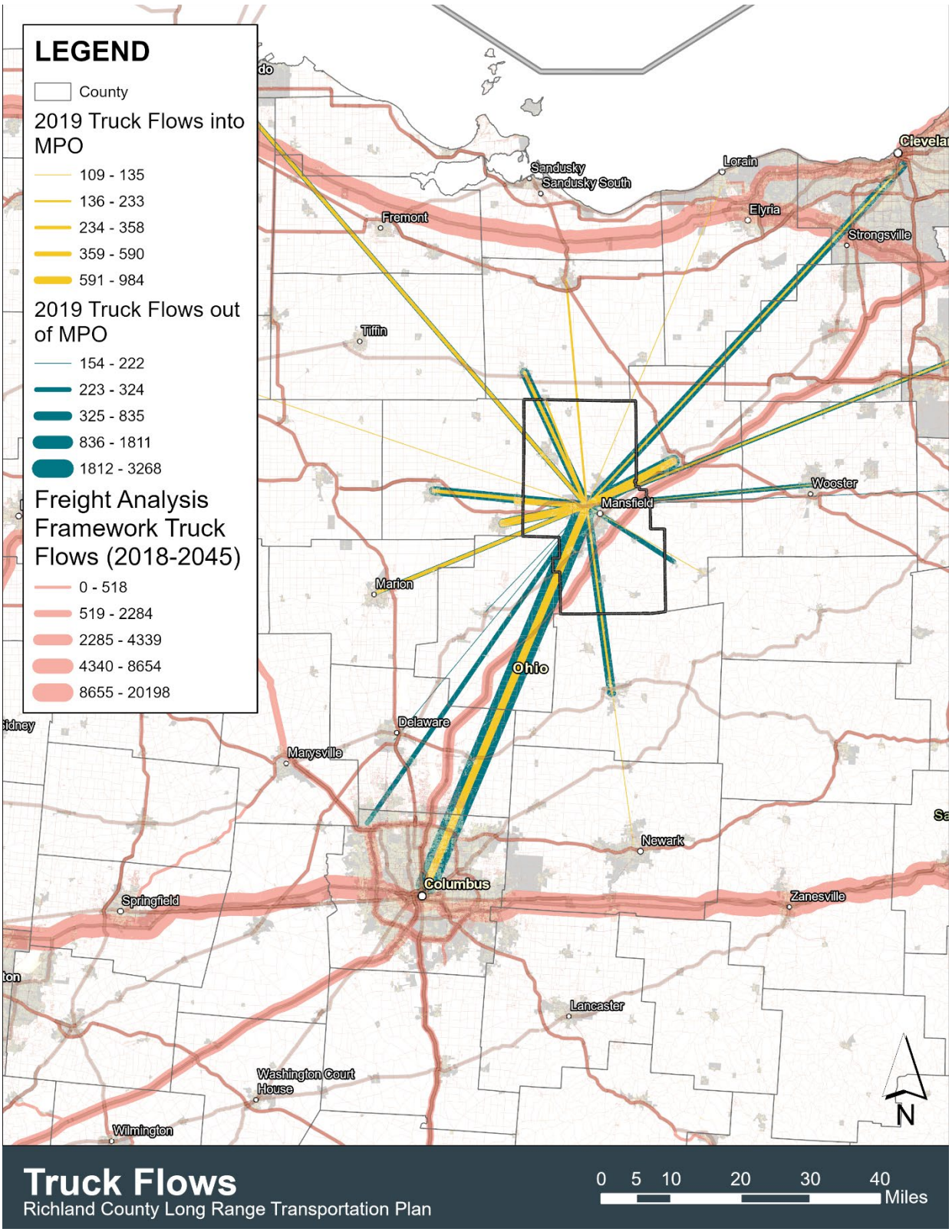
- **E-Commerce and Freight Patterns**: The continued rise of e-commerce will increase demand for freight services related to consumer goods distribution, impacting daily truck traffic in and around Richland County. The growth of online retail is expected to influence several industry groups, creating an opportunity for the county's logistics and warehousing sectors to expand.

- **Energy and Agricultural Stability**: While energy products show slower growth (9.27%) due to shifts in the energy market, including a decline in coal and a rise in renewables, food, and agriculture tonnage will remain relatively stable, with a modest growth of 13.08%. This stability is important for Richland County's rural areas, contributing to Ohio's agricultural output.

For Richland County, the forecast suggests continued strength in industries tied to construction, advanced manufacturing, and chemicals, while automotive industries face a structural decline. The county's transportation infrastructure will need to accommodate increased truck traffic, particularly in freight corridors like I-71, while adapting to the changing needs of industries that drive its economy. The shift in freight patterns, particularly for the automotive sector, presents challenges, but opportunities exist for growth in other sectors, bolstered by robust transportation planning and infrastructure development.

[18] https://www.transportation.gov/sites/dot.gov/files/2023-12/OH_TransportOhio_StatewideFreightPlan.pdf

Figure 36: Truck Flows



Summary

Demographics and Regional Trends

Richland County has experienced notable demographic changes over the past three decades, with its population peaking at 128,852 in 2000 before gradually declining to approximately 121,154 in 2021. Despite this overall population decline, the number of households in the county has remained relatively stable, reflecting a trend toward smaller household sizes. This shift is consistent with national patterns driven by factors such as an aging population, delayed marriage and childbearing among younger generations, and an increase in single-person households. The stability in household numbers amidst population decreases underscores the evolving housing needs and preferences in the region.

- **Demography**: The county's demographic composition has also diversified significantly. Between 1990 and 2021, the percentage of White residents decreased from 93.5% to 86.7%, while the percentage of Black or African American residents increased from 4.7% to 8.6%. Similarly, the Hispanic or Latino population more than tripled from 0.8% to 2.6%. These shifts indicate that Richland County is becoming more racially and ethnically diverse, a trend that reflects broader national patterns of increasing diversity in suburban and rural areas. This diversification brings cultural enrichment but also calls for more inclusive community planning and services to address the varied needs of these populations.

  One of the most significant demographic trends in Richland County is its aging population. The number of older adults is growing rapidly, with implications for transportation, housing, and healthcare systems. This trend highlights the importance of infrastructure and services that cater to older residents, such as accessible transit options, paratransit services, and healthcare connectivity. As the baby boomer generation continues to age, there will be an increasing demand for senior-friendly housing, ADA-compliant facilities, and pedestrian infrastructure that prioritizes safety and accessibility.

- **Economy:** Economic and employment trends further shape the county's demographic profile. Richland County's employment base, historically rooted in manufacturing, has been diversifying toward sectors like advanced manufacturing, chemicals, and logistics. While this transition offers opportunities for economic growth, the region faces challenges associated with the decline of traditional industries. The automotive sector, for instance, is expected to shrink due to the shift toward electric vehicles, which require fewer parts and have longer product life cycles. This economic restructuring has contributed to outmigration among younger, working-age residents, seeking opportunities in larger metropolitan areas.

- **Connectivity:** Regional connectivity remains one of Richland County's key strengths. Its location midway between Cleveland and Columbus, along the I-71 corridor, provides access to major metropolitan markets and economic hubs. This strategic positioning not only supports the local economy but also enhances the county's appeal as a place to live and work. However, to fully leverage these advantages, investments in infrastructure, workforce development, and community amenities will be critical to attract and retain younger professionals and families.

These trends have significant implications for transportation planning and infrastructure development. The aging population highlights an urgent need for accessible and reliable transportation options, including expanded paratransit services, ADA-compliant facilities, and improved pedestrian

infrastructure to ensure mobility for older residents. The growing racial and ethnic diversity underscores the importance of inclusive transportation systems that address linguistic and cultural needs, such as multilingual signage and public engagement efforts. The trend toward smaller households and dispersed residential patterns may increase demand for personal vehicle use, requiring enhanced traffic management, road maintenance, and parking solutions. Economic shifts, particularly the decline in the automotive sector and the rise of logistics and advanced manufacturing, necessitate a transportation network that supports freight movement and connects workers to emerging employment centers. Furthermore, the county's strategic location along the I-71 corridor offers an opportunity to enhance regional connectivity through multimodal transportation investments, including improved public transit and active transportation options. Addressing these diverse needs will be essential to ensure that Richland County's transportation system promotes equity, accessibility, and economic competitiveness.

Transportation Infrastructure

Richland County features a diverse transportation network that supports urban, suburban, and rural needs. Key components include:

- **Roadways**: The roadway system, comprising over 3,500 lane-miles, includes major highways like I-71 and US 30, state routes, and local roads. These roadways are categorized into functional classifications ranging from principal arterials, which facilitate long-distance travel, to local roads, which primarily serve short-distance and access needs. While the arterial network ensures efficient connectivity for commuters and freight, local roads form the backbone of residential and community access. The presence of two major highways -- Interstate 71 and US 30 -- highlights the county's strategic position as a regional transportation hub, linking it to major urban centers like Columbus and Cleveland. Most roadways maintain favorable levels of service. Congestion hotspots, such as North Main Street near the airport, require targeted interventions.
- **Public Transit**: The public transportation system, primarily managed by Richland County Transit (RCT), serves Mansfield and the surrounding urbanized areas. RCT provides fixed-route bus services and paratransit options, catering to diverse user groups, including seniors, individuals with disabilities, and low-income residents. However, coverage limitations and reduced service frequency, particularly in rural areas, create barriers for residents without access to private vehicles. These challenges are exacerbated by declining ridership trends and rising operational costs, which strain the system's financial sustainability.
- **Active Transportation**: Complementing the transit system, the county has made strides in promoting alternative transportation through its 18-mile B&O Trail and other pedestrian and cycling infrastructure. Other alternative transportation options include sidewalks, trails, and bike lanes, which promote healthier and more sustainable travel modes. However, the lack of connectivity between residential, commercial, and recreational areas and the absence of a countywide pedestrian and bicycle master plan limit the effectiveness of these investments. Additionally, only a small percentage of the county's sidewalks have been evaluated for condition, with two-thirds rated as "good" or "excellent," underscoring the need for a comprehensive sidewalk inventory and maintenance program.
- **Freight and Rail**: Freight movement in Richland County is supported by a robust combination of road and rail infrastructure. Major freight corridors like I-71 and US 30 handle significant truck traffic, which is projected to increase due to the growth of industries like construction materials and advanced manufacturing. Rail infrastructure, operated by Norfolk Southern, CSX, and Ashland Railway, plays a critical role in connecting local industries to national and international

markets. However, shifts in the automotive sector and the growing demand for e-commerce are expected to alter freight patterns, presenting new challenges for the county's infrastructure. The repurposing of some rail corridors as multi-use trails reflects a broader trend toward balancing industrial needs with community recreation and environmental stewardship.

- **Air travel**: Air transportation, centered at Mansfield Lahm Airport, provides vital support for both freight and general aviation. While commercial passenger services are limited, the airport supports specialized cargo operations and houses the Ohio Air National Guard's 179th Airlift Wing, contributing to local economic and emergency response capabilities. As a regional aviation asset, the airport also supports flight schools and maintenance operations, fostering a local aviation community and creating opportunities for economic diversification.

The findings on Richland County's transportation infrastructure underscore the need for a balanced, multimodal approach to future transportation policy. Investments should prioritize maintaining and upgrading critical roadways to accommodate growing freight demands while addressing congestion and safety challenges in high-traffic areas. Expanding public transit coverage and frequency, particularly in underserved rural areas, will be essential to improving accessibility for vulnerable populations and supporting regional equity goals. The development of a countywide pedestrian and bicycle master plan, coupled with strategic investments in trails and sidewalks, can enhance active transportation and reduce dependence on personal vehicles. Freight policies must adapt to changing industrial demands, ensuring efficient logistics while mitigating the environmental impacts of increased truck traffic. Finally, leveraging Mansfield Lahm Airport's capabilities to attract new industries and support emergency services could further strengthen the county's economic resilience.

Safety and Crash Analysis

Richland County's transportation safety landscape reflects challenges typical of semi-urban and rural areas, with notable patterns in crash frequency, severity, and location. From 2021 to 2023, the county recorded 51 fatal crashes, highlighting areas of critical concern. Of these, nearly 40% involved vehicles colliding with fixed objects, often linked to factors such as distracted driving or alcohol impairment. Urban areas, particularly high-traffic corridors like I-71 and US 30, experienced the highest concentration of crashes due to the significant mix of commuter, freight, and through-traffic. Similarly, intersections in urban settings were hotspots for collisions, accounting for a substantial proportion of injury and property damage incidents.

Crashes involving vulnerable road users, such as pedestrians and bicyclists, were disproportionately fatal. During the analysis period, five pedestrian and two bicycle fatalities were recorded, with serious injuries to an additional 14 pedestrians and seven bicyclists. These incidents occurred primarily in densely populated areas, underscoring gaps in pedestrian and cyclist infrastructure. The high rate of fatalities among these groups signals the need for safer crossings, dedicated bicycle lanes, and improved visibility at night. It also reflects broader national trends, where vulnerable road users face heightened risks in environments dominated by motor vehicle traffic.

Temporal and behavioral patterns further illustrate the county's safety challenges. Crashes peaked during typical commuting hours on weekdays and during weekends, often correlating with increased traffic volumes and higher alcohol-related incidents. Weekends saw a notable uptick in fatal crashes, aligning with national patterns of increased impaired driving during leisure hours. This suggests opportunities for targeted enforcement, public education campaigns, and technological interventions

like sobriety checkpoints and automated speed enforcement. Addressing these behavioral risks is critical to reducing crash rates and improving road safety.

Richland County's crash data and safety analysis point to the need for a multifaceted approach to transportation safety. Policy efforts should prioritize infrastructure improvements, such as reconfiguring high-crash intersections and implementing traffic calming measures in urban areas. Expanding sidewalks and bike lanes, with an emphasis on connectivity and safety features like lighting and crosswalk signals, can better protect vulnerable road users. Leveraging emerging technologies like connected vehicle systems and automated traffic management can mitigate high-risk behaviors, while targeted education and enforcement campaigns can address issues like impaired driving and distracted driving. By integrating these strategies into a comprehensive safety plan, Richland County can create a safer transportation environment for all users, aligning with broader state and federal safety objectives.

Environmental Justice and Public Engagement

Environmental Justice (EJ) is a critical component of transportation planning in Richland County, aiming to ensure that historically disadvantaged populations are not disproportionately burdened by transportation projects and have equitable access to mobility options. The county has identified specific EJ populations, including people of color, low-income residents, individuals with disabilities, non-English speakers (including Amish and Mennonite communities), children under the age of five, and adults over the age of 64. This identification process highlights the diverse needs and barriers faced by these communities in accessing safe, reliable, and affordable transportation.

Public engagement is central to the EJ process, ensuring that affected communities have a voice in shaping transportation decisions. Richland County's efforts to involve these groups include targeted outreach through community events, partnerships with local organizations, and leveraging digital platforms to broaden participation. In particular, partnerships with faith-based organizations and social service agencies have been instrumental in reaching non-English-speaking communities and residents with limited digital access. These initiatives underscore the county's commitment to inclusive planning, but challenges remain in fully engaging populations that may distrust governmental processes or lack the resources to participate actively.

An analysis of transportation accessibility reveals disparities in access to essential services such as healthcare, employment, and education among EJ populations. Rural residents, for instance, face significant challenges in reaching employment centers and healthcare facilities due to limited public transit options and longer travel distances. Urban EJ populations often rely heavily on public transit but are affected by service limitations, such as reduced hours of operation and sparse coverage. Similarly, pedestrian and bike infrastructure gaps exacerbate mobility challenges for vulnerable populations, including children and seniors who may have fewer transportation alternatives.

The county's public engagement efforts have revealed critical insights into community needs and priorities. Residents have voiced concerns about the affordability of transportation, the need for safer pedestrian and cycling infrastructure, and the importance of connecting rural areas to urban centers. These perspectives have shaped preliminary strategies, such as expanding paratransit services, enhancing rural transit options, and integrating multimodal networks to better connect underserved areas. However, ongoing engagement and transparent communication will be necessary to build trust and ensure that proposed solutions address real community needs.

The insights gathered through the environmental justice and public engagement process have significant implications for transportation policy in Richland County. Future policies must prioritize equity by expanding access to underserved communities and reducing transportation barriers for EJ populations. This includes increasing transit frequency and coverage, particularly in rural areas, and enhancing accessibility for individuals with disabilities and non-English-speaking residents. Investments in pedestrian and cycling infrastructure can improve safety and mobility for vulnerable users, aligning with broader goals of sustainability and public health.

Public engagement should also remain a cornerstone of the planning process, with a focus on innovative outreach methods that amplify the voices of underrepresented groups. Richland County can adopt tools such as participatory budgeting, citizen advisory committees, and interactive digital platforms to foster greater community involvement.

Land Use and Development

Richland County's land use patterns exhibit a mix of urban, suburban, and rural characteristics, creating diverse transportation needs across the region. Mansfield, the county's largest city and urban core, concentrates much of the county's residential, commercial, and industrial activities. Surrounding Mansfield are suburban areas, such as Ontario and Madison Township, which serve as important hubs for retail and residential growth. Beyond these areas, the county transitions to predominantly rural land uses, with agriculture playing a significant role in the local economy. These distinct land use patterns necessitate a multifaceted approach to transportation planning, as the needs of densely populated urban areas differ markedly from those of sparsely populated rural communities.

Existing land use heavily influences transportation demand, as urban areas require robust public transit and active transportation networks to manage higher densities of people and vehicles. Suburban and exurban zones in Richland County rely on a mix of arterial roadways and collector streets to connect residential neighborhoods with commercial centers and employment hubs. In rural areas, transportation infrastructure primarily supports agricultural activities, freight movement, and long-distance travel. The county's existing roadway network reflects this diversity, with a comprehensive mix of interstates, arterials, and local roads catering to a variety of mobility needs.

Future development patterns are likely to shape transportation priorities further. As Richland County experiences incremental growth, particularly in suburban and exurban areas, pressure on existing transportation infrastructure will increase. Land use trends suggest continued expansion in commercial and residential developments near Mansfield and Ontario, while rural areas may see modest growth driven by agricultural investments and niche industries. However, unplanned sprawl or dispersed development could strain transportation networks, leading to increased congestion, longer travel times, and higher maintenance costs. Balancing growth with sustainable land use practices will be critical for ensuring that transportation systems remain efficient and adaptable.

The county's existing land use plans emphasize the importance of aligning development with transportation planning. By integrating land use and transportation strategies, the county can encourage compact, mixed-use developments that promote walkability, reduce reliance on private vehicles, and support public transit. Policies such as zoning incentives for transit-oriented development (TOD) and Complete Streets design standards are vital for fostering connectivity between residential, commercial, and recreational areas. Additionally, preserving agricultural land and protecting natural resources can help maintain the county's rural character while reducing urban sprawl.

Richland County's land use patterns highlight the need for a transportation system that supports diverse development contexts while encouraging sustainable growth. Future transportation policies should prioritize the integration of land use and transportation planning to foster compact, connected communities. Enhancing multimodal options in urban and suburban areas, such as expanding transit services and improving pedestrian and bike infrastructure, can reduce congestion and reliance on personal vehicles. In rural areas, investments in freight corridors and agricultural access roads can support economic development while preserving the character of these communities.
Policies that encourage mixed-use development and discourage sprawl will be essential for maintaining efficient transportation networks and minimizing environmental impacts. Additionally, proactive measures such as coordinating with local governments on zoning updates, promoting TOD, and implementing access management strategies can ensure that transportation infrastructure aligns with evolving land use needs.

Transportation System Performance

Richland County's transportation network supports a variety of travel modes and user needs, ranging from daily commutes to freight logistics. The performance of the system is measured through metrics such as traffic volumes, level of service (LOS), and system reliability. High-volume corridors such as I-71 and US 30 are critical arteries for both local and regional travel, accommodating commuter traffic, freight movement, and long-distance trips. While these roads generally maintain a favorable LOS, with ratings of "C" or better in most segments, certain areas, such as North Main Street near Mansfield Airport, experience congestion and delays with a LOS of "E." These performance challenges reflect the need for targeted improvements to alleviate bottlenecks and enhance flow in key areas.

Traffic volumes vary significantly across the county, with state-operated roadways like I-71 and US 30 handling the bulk of vehicle movements, exceeding 52,000 and 37,000 vehicles per day, respectively. Local thoroughfares, such as Trimble Road, see traffic volumes approaching 17,000 vehicles per day, whereas the county-wide average is closer to 2,900 vehicles daily. These figures highlight the disparity between high-demand corridors and less trafficked rural roads. The county must balance investments in high-capacity roadways with the need to maintain smaller roads that provide essential local connectivity, especially in rural areas.

System reliability is another critical metric in assessing transportation performance. Seasonal weather conditions, incidents, and aging infrastructure can disrupt travel, particularly on major freight and commuter routes. The Ohio Department of Transportation's Traffic Operation Assessment Systems Tool (TOAST) identifies roadways with lower scores, indicating areas that could benefit from Transportation Systems Management and Operations (TSMO) strategies. High-volume state routes often emerge as priority corridors for such interventions, which may include adaptive signal control, improved signage, and incident management systems to reduce delays and enhance system reliability.

Active transportation and transit performance also factor into the overall system's effectiveness. Richland County Transit (RCT) has seen declines in ridership and operational efficiency over recent years, mirroring national trends. Meanwhile, the county's sidewalk and trail networks provide valuable non-motorized options, but gaps in connectivity and maintenance issues limit their utility. Bridging these gaps and integrating active transportation infrastructure with transit systems could improve multimodal accessibility and relieve pressure on the roadway network. Furthermore, prioritizing the needs of pedestrians, cyclists, and transit users aligns with broader goals of sustainability and equity.

The analysis of Richland County's transportation system performance underscores the importance of prioritizing investments that address both immediate and long-term challenges. Future policies should focus on optimizing the efficiency and safety of high-demand corridors, such as I-71 and US 30, while ensuring equitable access and reliability across the broader network. Introducing innovative TSMO strategies can enhance system performance, particularly in congested or high-crash areas. Simultaneously, expanding multimodal options through transit and active transportation infrastructure can reduce vehicle dependence, improve connectivity, and promote sustainable travel behaviors. Strategic investments in infrastructure maintenance and upgrades will also be critical, particularly for aging bridges and roadways that serve as critical freight and commuter routes. Policies should emphasize data-driven approaches to prioritize projects that yield the greatest benefits in terms of safety, efficiency, and accessibility.

Freight and Economic Trends

Projected growth in construction materials and advanced manufacturing highlights the need for robust freight corridors, particularly on I-71. The decline in traditional automotive freight underscores the need for economic diversification and infrastructure adaptability.

Richland County's economic landscape is deeply interconnected with its freight transportation network, which plays a pivotal role in supporting industries such as manufacturing, agriculture, and logistics. The county's position along critical freight corridors, including I-71 and US 30, provides businesses with direct access to regional, national, and international markets. Freight rail services, led by major operators like Norfolk Southern and CSX, complement the road network by enabling efficient movement of bulk goods. The Ashland Railway Railroad also provides localized freight services, enhancing intermodal connectivity. These transportation assets make Richland County an attractive location for industries reliant on robust logistics, such as construction materials, chemicals, and advanced manufacturing.

Freight trends indicate a shift in the types of goods transported through and within the county. Construction materials are projected to see significant growth due to regional infrastructure and development projects, with tonnage expected to increase by over 64% by 2045. Similarly, chemicals, pharmaceuticals, and plastics will experience notable growth, driven by demand in manufacturing and healthcare sectors. However, the automotive industry, historically a cornerstone of Ohio's economy, is forecast to decline due to the transition to electric vehicles. This shift underscores the need for transportation infrastructure to adapt to the changing requirements of emerging industries while supporting legacy sectors in their evolution.

E-commerce growth further influences freight patterns in Richland County, increasing the demand for last-mile delivery services and distribution centers. As online retail expands, local roadways are likely to experience higher volumes of light- and medium-duty delivery vehicles. This trend emphasizes the importance of maintaining road quality and ensuring efficient access to commercial areas. Additionally, agricultural freight, while experiencing modest growth, remains vital for rural areas of the county. Ensuring reliable rural road connectivity is essential for supporting this sector and preserving the economic balance between urban and rural regions.

The evolving freight and economic landscape in Richland County has significant implications for transportation policy. Strategic investments in infrastructure must prioritize high-demand corridors like

I-71 and US 30 to accommodate increased freight traffic while minimizing congestion and wear on roadways. Policies should also focus on enhancing intermodal connectivity, particularly between rail and road networks, to support the efficient movement of goods. This approach will not only improve economic competitiveness but also reduce environmental impacts by optimizing freight logistics.

Additionally, transportation planning must account for the specific needs of emerging industries and the growing e-commerce sector. This includes supporting the development of distribution hubs and ensuring local roads are equipped to handle higher delivery vehicle volumes. Policies should also prioritize rural road maintenance to sustain agricultural freight and economic activity in less urbanized parts of the county. Finally, leveraging data and technology to monitor freight trends and proactively address infrastructure needs will position Richland County as a leader in accommodating the dynamic demands of a modern economy.

Findings and Conclusions

Richland County's transportation system is diverse and evolving, shaped by its mix of urban, suburban, and rural areas. The roadway network is the backbone of the region's mobility, with key corridors such as Interstate 71 and U.S. Route 30 facilitating regional and statewide connectivity. While traffic congestion is generally not a widespread issue, specific high-traffic and the study identified top-crash areas and intersections, particularly in Mansfield and Ontario, experience periodic delays and safety concerns. Pavement conditions vary, with many roads in need of ongoing maintenance and rehabilitation to ensure long-term system reliability. Freight movement also plays a significant role in the county's economy, with rail infrastructure and major truck corridors supporting industrial and commercial activities.

Public transit services, provided primarily by Richland County Transit (RCT), offer a critical mobility option for those without private vehicles, including low-income residents, older adults, and individuals with disabilities. However, limited coverage and service frequency, particularly in the evenings and rural areas, create accessibility challenges. Survey feedback and demographic analysis indicate a growing need for expanded and more flexible transit services to better connect residents to jobs, healthcare, and education. Additionally, paratransit services remain essential, but increased demand may require further investment to enhance reliability and efficiency.

Active transportation infrastructure in Richland County has seen progress, with the B&O Trail and sidewalk improvements providing valuable non-motorized transportation options. However, gaps in connectivity, lack of safe crossings, and inadequate pedestrian and bicycle facilities in key areas hinder the full potential of active transportation. Public input (outlined in the next chapter) underscores this finding, with a desire for more walkable and bike-friendly communities seeing expression, particularly in Mansfield, Ontario, and Lexington.

The demographic analysis revealed several Environmental Justice (EJ) populations that face disproportionate transportation challenges. Mansfield has a higher concentration of low-income households, people of color, and individuals with limited English proficiency, emphasizing the need for equitable transportation policies and investments. The aging population in rural areas also presents mobility concerns, as many older adults rely on paratransit or community-based transportation services to maintain independence. Ensuring that public transit, pedestrian infrastructure, and roadway improvements address the needs of these vulnerable groups is essential for creating an inclusive transportation network.

4. PUBLIC INVOLVEMENT

Introduction

Public involvement is a fundamental component of the long-range transportation planning process, ensuring that the voices of Richland County residents, businesses, and stakeholders are heard and incorporated into decision-making. A robust and inclusive public engagement strategy fosters transparency, builds community trust, and results in a transportation plan that reflects the needs and priorities of all users.

The Richland County Regional Planning Commission (RCRPC) has developed an outreach process that aligns with federal participation requirements, including those outlined in the Fixing America's Surface Transportation (FAST) Act and subsequent legislation. This process emphasizes early, continuous, and meaningful engagement with the public, particularly with traditionally underserved populations, including low-income individuals, communities of color, seniors, persons with disabilities, and those with limited English proficiency.

Through a combination of in-person events, digital engagement, surveys, and stakeholder interviews, the public involvement process for the Looking Forward 2025-2050 Long-Range Transportation Plan (LRTP) provided multiple avenues for community members to contribute their insights and concerns. The RCRPC worked closely with local governments, advocacy groups, and regional partners to ensure that all perspectives were considered in the development of the plan.

This chapter details the public involvement efforts undertaken throughout the LRTP process, including outreach methods, key themes identified through engagement activities, and how public input influenced the final recommendations of the plan. By integrating public feedback into the LRTP, Richland County aims to create a transportation system that is not only efficient and sustainable but also equitable and responsive to the evolving needs of its residents.

Website

During the project, RCRPC's website featured a series of web pages dedicated to the LRTP project under a "Regional Transportation Plan" landing page. The landing page was linked on the navigation bar visible on every page of RCRPC's website. The public survey, open house events, Call for Projects, and other materials were made publicly available through the website.

No public comments related to the project were received through the web-based comment form.

Surveys

Public Survey

A public web-based survey was conducted from April 1 to June 30, 2024, to help inform the Needs Plan. The survey had 145 respondents who identified 771 location-based comments for potential transportation improvement needs. Respondents represented all 11 of the MPO's zip codes. Some of the key findings are below:

- 40 percent responded that reducing crashes was their top priority. 26 gave their second priority as maintaining and repairing existing roads and bridges.
- Participants were asked to allocate $100 to listed investment priorities. The top three categories were maintaining and repairing bridges and roads, reducing crashes, and improving existing public transportation services.
- Top location-based responses were safety (25 percent), bike and pedestrian (24 percent), and congestion (20 percent). Safety responses correlated well with the intersections identified in RCRPC's crash analysis using ODOT criteria. Similarly, sidewalk/pedestrian concerns correlated with areas the MPO already identified poor sidewalk conditions.
- Participants were asked about their opinion about their ability to access to transit, active transportation facilities, work or school, daily needs, medical care, and recreation areas. They were also asked how easy it is to conduct muli-destination trips. Majority of respondents reported that they had OK, good, or excellent access to all categories except public transit.

Regional Transportation Team Survey

A second survey was conducted to poll the project's steering committee, the Regional Transportation Team, on the LRTP goals and their prioritization. The resulting ranking is below:

1. Safety
2. System Preservation & Reliability
3. Economic Vitality
4. Quality of Life
5. Public Involvement

Other suggestions included time frames, public education elements to safety, equity and accessibility, resiliency, and multi-modal connectivity.

Public Events

Several in-person events were held to coordinate with the public, and were promoted through the use of the project website, flyers, and Facebook advertisements.

Existing Conditions Open Houses

Two open houses at the Plymouth Branch Library and RCRPC offices were conducted on June 18, 2024. Five participants attended. The following comments were received:

- Chip and seal on county roads is not ideal for motorbikes
- Roundabouts are difficult for active transportation
- Sidewalks should better accommodate ADA, transit, strollers, and general livability
- Home and Lexington-Springmill Roads need a pedestrian bridge
- A crosswalk between trail parking lots and the B&O trail is needed
- Sidewalks should be wider for school routes to accommodate students on bikes
- Arts Center walking trail
- The top three project evaluation criteria should be economic development, social sustainability, and livability based on respondent votes

Richland County Fair

A booth was set up at the Richland County Fair between August 4 and 10, 2024, with project team representatives available to answer questions on August 8 and 9. While representatives were present, about ten residents participated. The following comments were received:

- Congestion on 4th Street by Avita Hospital
- Each side of Hanley Road has a different speed limit
- A three-way stop is needed at Millsboro and Ontario Roads
- SR 96 E and Ganges-Five Points Road needs to be a four-way stop
- US 30 and Trimble Road off-ramp should allow right turns at a redlight
- Public transportation outside of Mansfield is difficult, particularly for Shelby
- Middle Bellville Road receives a lot of traffic

Needs Plan Open Houses

Two open houses, Manfield Main Library and RCRPC offices, were held on August 13, 2024. Three participants attended. The following comments were received:

- SR 13 and I-71 northbound ramp is dangerous due to a short deceleration lane
- Cook and Woodville Roads intersection should be studied for safety
- The Hanley Road and SR 13 intersection needs better traffic signal timing
- Chew Road bridge status is unknown
- Bellville is anticipating two major development projects: a soccer complex and 900 condos
- A truck route signage inventory would be a good idea
- Trains often block roadways; however, new bridges have helped

Cost-Constrained Plan Open Houses

Two open houses, Bellville Library and RCRPC offices, were held on October 24, 2024. The open houses did not have any public attendance.

Environmental Justice

A critical component of public engagement in the Looking Forward 2025-2050 Long-Range Transportation Plan (LRTP) is ensuring that historically underserved and disadvantaged populations have a voice in the planning process. The Environmental Justice Populations Report, prepared by Murphy-Epson, provides an in-depth analysis of these communities in Richland County, highlighting key demographic trends, transportation challenges, and engagement strategies. This analysis serves as a foundation for ensuring that public outreach efforts are inclusive, equitable, and responsive to community needs.

The report identifies environmental justice (EJ) populations—groups that have historically faced disproportionate burdens in transportation planning and infrastructure development. Using the EPA's EJScreen tool, the study examined demographic factors such as income, race, language proficiency, education, age, and employment status. The findings indicate significant disparities in Richland County, particularly in Mansfield and Shelby, where higher proportions of low-income households, people of color, and individuals with limited English proficiency are concentrated. Seniors, individuals with disabilities, and unemployed residents also face significant transportation barriers, necessitating targeted strategies to improve access to transit, active transportation, and essential services.

In response to these findings, the report outlines a comprehensive engagement strategy designed to ensure that EJ populations are actively involved in transportation planning decisions. Recommended outreach efforts include focus groups, stakeholder meetings, and public forums, with a particular emphasis on working with community-based organizations, faith groups, social service providers, and local agencies that have existing relationships with EJ communities. The strategy also highlights the importance of multilingual materials, transportation assistance, and accessible meeting locations to reduce participation barriers.
The insights from this report play a vital role in shaping the public involvement process for the LRTP, ensuring that historically marginalized communities have a say in the future of Richland County's transportation system. By incorporating these findings, the RCRPC aims to create a transportation plan that prioritizes equity, accessibility, and sustainability for all residents.

The full Environmental Justice Populations Report, prepared by Murphy-Epson, is included as Appendix B of this document.

Summary and Conclusions

Key themes that emerged from public engagement include the need for safer roadways, enhanced public transit, improved pedestrian and bicycle infrastructure, and better connectivity between residential areas and employment centers. Input from residents, businesses, and advocacy groups has been instrumental in shaping the plan's goals, prioritizing projects, and ensuring that historically underserved populations have equitable access to transportation resources.

Through public engagement activities, several key transportation priorities and concerns emerged. One of the most frequently cited issues was roadway safety, with many residents expressing concerns about high-crash intersections, poor roadway conditions, and the need for better pedestrian and bicycle infrastructure. Crash reduction and improved roadway maintenance ranked among the highest priorities in public surveys. Participants also highlighted the need for expanded public transit services, particularly in rural areas and for individuals without access to a private vehicle. Many respondents emphasized that limited transit frequency and coverage make it difficult to access employment, healthcare, and essential services, underscoring the need for more reliable and flexible transit options.

Another major theme was equity in transportation investments. Input from historically underserved communities, including low-income residents, older adults, and individuals with disabilities, revealed persistent barriers to transportation access. Many residents in Environmental Justice (EJ) areas, particularly in Mansfield and Shelby, noted challenges related to affordable transit, walkability, and access to job centers. The public outreach process also revealed a strong desire for improved multimodal connectivity, with residents supporting investments in trails, bike lanes, and pedestrian-friendly infrastructure as a way to enhance mobility and sustainability. These findings have directly influenced the prioritization of projects and policies in the LRTP, ensuring that community needs are central to the county's long-term transportation vision.

The Environmental Justice Populations Report, prepared by Murphy-Epson and included as Appendix B, provided valuable insights into the specific transportation challenges faced by low-income households, communities of color, seniors, individuals with disabilities, and people with limited English proficiency. The findings from this report have informed targeted outreach efforts and strategies to address disparities in transportation access.

5. GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

Key Planning Objectives and Existing Plans

A thorough review of existing plans provides a foundation for understanding regional goals, challenges, and opportunities that can inform the 2025-2050 Long Range Transportation Plan (LRTP) update for the MPO in Richland County. Key documents such as the *Looking Forward 2045 LRTP*, *Richland County Coordinated Public Transit Human Services Transportation Plan*, MPO region-wide *Transportation Safety Report*, and the *Richland County Active Transportation Plan* emphasize multimodal connectivity, equitable access, and infrastructure sustainability. These plans underscore the importance of aligning transportation investments with economic development, community well-being, and environmental stewardship. Incorporating these priorities into the updated LRTP ensures continuity in addressing regional needs and leverages established goals and strategies.

The *Richland County Coordinated Public Transit Human Services Transportation Plan* focuses on improving mobility for underserved populations, including low-income households, seniors, and individuals with disabilities. It calls for enhanced transit coverage, extended operating hours, and better coordination of resources among transportation providers. Similarly, the *Richland County Transit Development Plan (TDP)* outlines near-, mid-, and long-term strategies to expand on-demand and fixed-route transit services while introducing pilot projects for rural areas. These elements can guide the LRTP's transit policies by prioritizing equitable access and innovative solutions to meet diverse community needs, especially in areas with high transportation demand relative to service availability.

Active transportation and environmental sustainability are highlighted in the *Richland County Active Transportation Plan* and *Access Ohio 2045*, Ohio's statewide transportation plan. These documents promote investments in pedestrian and bicycle infrastructure, such as trails, bike lanes, and Complete Streets policies. The *Mansfield Rising Plan* aligns with this vision by advocating for walkable, community-oriented infrastructure improvements in downtown Mansfield. Incorporating these elements into the LRTP will enhance non-motorized transportation options, promote active living, and reduce environmental impacts, ensuring that the county's transportation system meets evolving demands for sustainable mobility.

Key themes from these plans—such as safety, multimodal integration, environmental stewardship, and equity—should be foundational to the LRTP update. Enhancing multimodal connectivity by integrating transit, active transportation, and roadway systems can address both current gaps and projected needs. Adopting strategies from the *TDP* and *Coordinated Plan* to improve rural and urban transit accessibility will help achieve the LRTP's equity and mobility goals. Furthermore, integrating Complete Streets principles from the *Active Transportation Plan* can create safer and more inclusive transportation corridors for all users. Lastly, aligning with the sustainability and quality-of-life goals outlined in *Access Ohio 2045* ensures that Richland County's transportation network contributes to broader state and regional priorities, creating a cohesive framework for future development.

Prior Goals and Objectives

Policy statements from the prior LRTP were used as a foundation for the initial consideration of goals and objectives for the current update; these are listed below.

1. Safety: Transportation modes and facilities in the region will be safe for all users
    a. Objectives
        i. Reduce total number of crashes
        ii. Reduce crash severity
        iii. Prevent bicycle and pedestrian crashes
2. Economic Vitality: A regional transportation system that supports and furthers economic vitality
    a. Objectives
        i. Integrate transportation and land use planning to ensure future decisions support keeping Richland County a place where people want to reside and businesses want to be located
        ii. Improve multimodal freight system for the movement of goods
        iii. Improve access to and from major employment areas
3. System Preservation and Reliability: Preserve, operate, and manage an efficient transportation system
    a. Objectives
        i. Maintain reliable transportation infrastructure in a state of good repair
        ii. Improve and optimize the existing system through innovative transportation system management and operations
4. Public Involvement: Public participation in the Long Range Transportation Plan and other MPO planning activities that reflect the needs of the region, particularly those that are traditionally underserved
    a. Objectives
        i. Provide opportunities to engage citizens and other public and private sector entities
        ii. Consider and respond as appropriate to all comments and concerns
5. Quality of Life: Enhance the quality of life and promote sustainability
    a. Objectives
        i. Protect the environment from any adverse impacts of the transportation system and mitigate as appropriate
        ii. Provide users in the region access to a network of transportation modes and infrastructure that maximizes connectivity and promotes the use of motorized and non-motorized modes of travel
        iii. Support active living, universal design, and place making
        iv. Ensure the benefits and impacts of the transportation investments are equitably distributed.

2025-2050 Goals and Objectives

Following review by the project's steering committee, it was judged that the process-oriented "public involvement" goal could be expanded to include equity and social inclusion considerations. The following goals represent restatements of the prior goals, with a new restatement of "public involvement" to include equity, and a new environmental stewardship goal:

1. Safety

Goal Statement: Ensure that all transportation modes and infrastructure are designed and operated to maximize safety for all users. This goal focuses on reducing the total number of crashes, minimizing crash severity, and implementing strategies to protect vulnerable road users, such as pedestrians and cyclists. Safety improvements will be prioritized in project selection to ensure that the transportation network serves all users efficiently and securely.

Objectives:

- Identify and implement high-priority safety improvements at locations with the highest crash rates.
- Enhance pedestrian and bicycle safety through infrastructure upgrades such as crosswalks, protected bike lanes, and improved lighting.
- Expand public education campaigns and enforcement strategies to reduce impaired, distracted, and aggressive driving.
- Develop and implement policies that improve safety for vulnerable users, including school zones and senior-friendly roadway designs.

2. Economic Vitality

Goal Statement: Develop a regional transportation system that enhances economic competitiveness by improving access to employment centers, supporting freight movement, and integrating transportation with land use planning. This goal aims to strengthen the county's economic resilience by supporting growth industries, such as advanced manufacturing and chemicals, while adapting to changes in the automotive and energy sectors. The transportation system should align with local economic development efforts to ensure Richland County remains a place where people want to live, and businesses want to operate.

Objectives:

- Improve multimodal access to key employment centers, industrial hubs, and commercial districts.
- Support freight movement efficiency by optimizing truck routes, improving last-mile connectivity, and reducing congestion at bottlenecks.
- Coordinate transportation investments with land use planning to encourage transit-oriented and mixed-use developments.
- Enhance workforce mobility by expanding public transit options and first/last-mile solutions to job sites.

3. System Preservation and Reliability

Goal Statement: Maintain, operate, and manage Richland County's transportation system to ensure it remains in a state of good repair and functions reliably. This goal emphasizes proactive maintenance and optimization of the existing infrastructure, including roads, bridges, and transit systems, while introducing innovative solutions like signal coordination and access management to improve efficiency and minimize the need for new roadways.

Objectives:

- Prioritize preventative maintenance programs for roadways, bridges, and transit infrastructure to extend asset life.
- Invest in advanced traffic management strategies, such as signal synchronization and intelligent transportation systems, to improve reliability.
- Develop a data-driven asset management program to identify and address critical infrastructure needs efficiently.
- Promote the use of durable and sustainable materials in roadway and bridge maintenance projects to reduce long-term costs.

4. Public Engagement, Equity, and Social Inclusion

Goal Statement: Foster an inclusive and participatory planning process that engages all segments of the community, particularly traditionally underserved populations, in transportation decision-making. This goal ensures that transportation planning reflects the diverse needs of the county's population, with a focus on addressing disparities in transportation access and ensuring that the benefits of transportation investments are equitably distributed across all communities, including low-income and minority groups. Enhanced public engagement efforts will be made through various channels, including web-based platforms and social media, to expand outreach and participation.

Objectives:

- Expand community outreach initiatives to engage traditionally underserved populations in the transportation planning process.
- Develop multilingual and accessible communication tools, including digital platforms, in-person meetings, and interactive mapping tools.
- Establish an equity-based project evaluation framework to ensure transportation investments benefit all demographic groups equitably.
- Strengthen partnerships with local community organizations to facilitate ongoing engagement and trust-building in decision-making processes.

5. Quality of Life

Goal Statement: Promote a high quality of life in Richland County by developing a transportation system that supports sustainability, active transportation, and a healthy environment. This goal focuses on maximizing connectivity for motorized and non-motorized transportation modes, such as walking, biking, and public transit, to create a more livable community. Transportation projects will be designed with universal design principles in mind, supporting active living and placemaking efforts that enhance community cohesion and environmental protection.

Objectives:

- Expand pedestrian and bicycle infrastructure to create a connected, multimodal transportation network.
- Integrate transportation and land use planning to support vibrant, walkable communities and placemaking efforts.
- Promote universal design principles in transportation projects to ensure accessibility for all residents, including those with disabilities.
- Reduce noise, air pollution, and other environmental impacts through improved transportation design and planning strategies.

6. Resilience and Environmental Sustainability

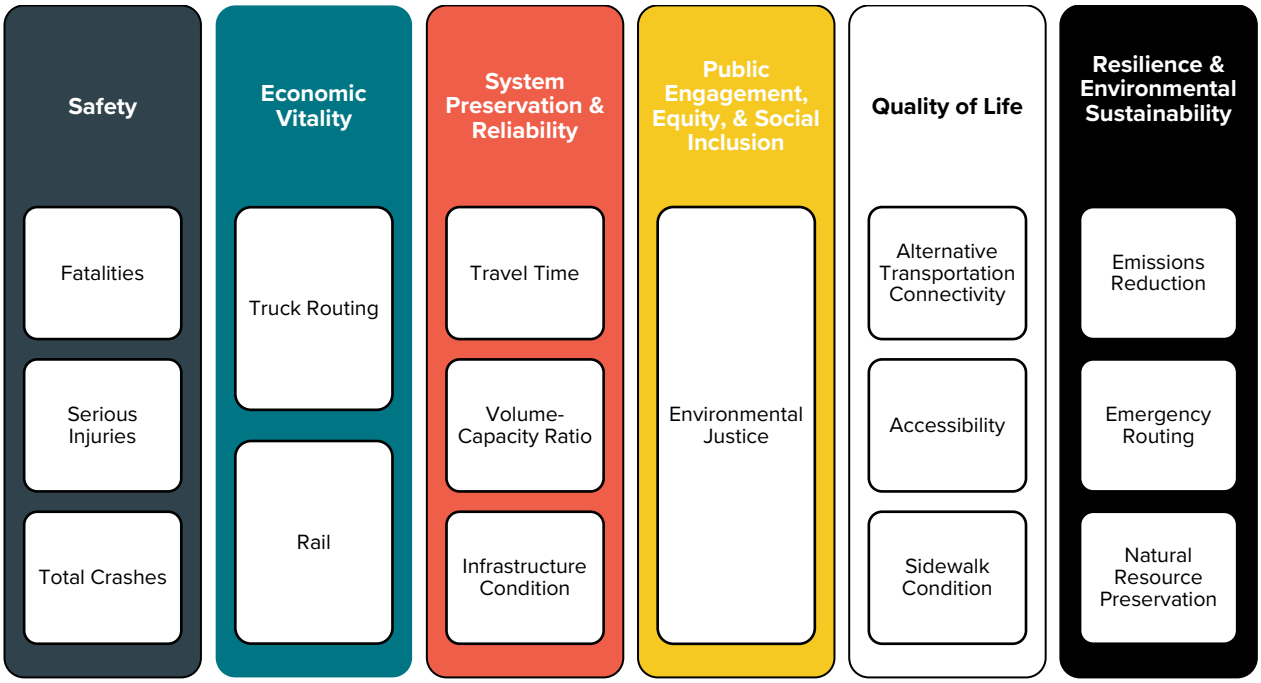
Goal Statement: Develop a transportation system that actively reduces the county's environmental impact and promotes sustainable practices. This goal emphasizes the integration of environmentally friendly modes of transportation, such as public transit, biking, and walking, as well as the adoption of renewable energy solutions like electric vehicles and infrastructure. Efforts will focus on minimizing carbon emissions, protecting natural resources, and promoting resilience in the face of climate change, ensuring that transportation improvements support both economic growth and environmental sustainability.

Objectives:

- Promote the adoption of electric vehicle (EV) infrastructure, including charging stations, to encourage the shift toward cleaner transportation.
- Enhance public transit options to reduce single-occupancy vehicle trips and lower overall carbon emissions.
- Integrate climate adaptation strategies into transportation planning, such as flood-resistant roadway designs and tree canopy expansions for heat mitigation.
- Develop policies and incentives to support sustainable transportation practices, such as carpooling, ridesharing, and bike-sharing programs.

Performance Measures

RCRPC has developed a series of performance measures associated with each goal to evaluate the project list resulting from public engagement, existing conditions analysis, and the Call for Projects to local municipalities within the MPO. Projects are evaluated against the performance measures for funding and scheduling prioritization.



FHWA and FTA have developed a series of performance measures that every state must monitor to determine how effectively their transportation investments are advancing the national performance goals (23 CFR 490). As reaffirmed in the BiPartisan Infrastructure bill, Statewide transportation targets have been established for each of these performance metrics. The targets were established by a coordinated effort between ODOT and the MPOs.

The RCRPC has supports ODOT in achieving the State Wide Performance Measure Targets.

Please refer to ODOT's Transportation System Performance Report [https://www.transportation.ohio.gov/programs/statewide-planning-research/statewide-transportation-planning/01-transportatiion-system-performance-report] for additional information.

The following is information on the federally required transportation measures applicable to the RCRPC. Richland County Regional Planning Commission works with ODOT and other local transportation partners to ensure regional transportation projects are selected to effectively address the transportation performance measures.

PM1: Safety Performance Measures

23 CFR 490.207 requires states to establish five safety performance measures and set targets for those measures to demonstrate fatal and serious injury reductions on all public roads. The figure below shows the safety performance measures, baselines, and targets. These measures are evaluated on a 5-year rolling average.

- Number of Fatalities (highways)
    - Baseline: 1197
    - Target: 1173
- Fatality Rate (per 100 million vehicle miles traveled VMT)
    - Baseline: 1.06
    - Target: 1.04
- Number of Serious Injuries (highways)
    - Baseline: 7805
    - Target: 7649
- Rate of Serious Injuries (per 100 million VMT)
    - Baseline: 6.91
    - Target: 6.77
- Non-Motorized Fatalities & Serious Injuries
    - Baseline: 840
    - Target: 824

PM2: Infrastructure Condition Measures

23 CFR 490.307 and 23 CFR 490.407 establish performance measures to evaluate the condition of Ohio's National Highway System (NHS) pavements and bridges. The table below shows these performance measures along with their 2-year and 4-year targets.

NHS Pavement Performance Measures	**2-year Target**	**4-year Target**
Percentage of Interstate Pavements in Good Condition	**N/A**	> 55%

Percentage of Interstate Pavements in Poor Condition	N/A	< 1%
Percentage of Non-Interstate NHS Pavements in Good Condition	> 40%	> 40%
Percentage of Non-Interstate NHS Pavements in Poor Condition	< 2%	< 2%

NHS Bridge Performance Measures	**2-year Target**	**4-year Target**
Percentage of NHS Bridges in Good Condition	> 55%	> 55%
Percentage of NHS Bridges in Poor Condition	< 3%	< 3%

PM3: Travel Time Reliability and Congestion

Travel Time Reliability:

23 CFR 490.507 and 23 CFR 490.607 established the performance measures for the Level of Travel Time Reliability on Ohio's NHS system. The table below shows these performance measures along with their baselines, 2-year targets, and 4-year targets.

Level of Travel Time Reliability on NHS System	**2-year Target**	**4-year Target**
Percent of Person Miles Traveled on the Interstate that are reliable	> 85%	> 85%
Percent of Person Miles Traveled on the Non-Interstate NHS that are reliable	N/A	> 80%
Interstate Truck Travel Time Reliability Index	< 1.50	< 1.50

Transit Asset Management (TAM):

RCTB has set the following performance targets and measures for facilities, equipment, and revenue vehicles.

Rolling Stock Vehicles:

Rolling Stock Vehicles			
Asset Class	**Automobile (ODOT)**	**Performance Target**	**Performance Measure**
Bus	Heavy Duty Bus, Medium Duty Bus, Light Duty Bus	5% older than 14 years	15% (2025-2026) and 0% (2027 – 2029)
Cutaway Bus	Cutaway Bus	5% older than 10 years	8% (2025-2026) and 0% (2027-2029)

Transit Safety Performance:

Mode of Transit Service	Fatalities	Rater Per Total Vehicle Revenue Miles	Injuries	Rate Per Total Vehicle Revenue Miles	Safety Events	Rate Per Total Vehicle Revenue Miles System Reliability	System Reliability
DR	0	0	0	0	0	0	49,219
MB	0	0	1	0	2	0	31,766

In addition, the Ten-Year Transit Development Plan (TDP) establishes performance measures for Richland County Transit (RCT) to track service effectiveness, efficiency, and reliability over time. Key measures include passenger trips per revenue vehicle hour (productivity), operating cost per vehicle hour and per mile, cost per passenger trip, and on-time performance (OTP). For fixed route services, the TDP targets an increase in productivity from 6.8 to 7.4 trips per hour through 2029, and for demand response, from 2.0 to 2.6 trips per hour. RCT has made early progress by implementing pilot route changes, same-day Dial-A-Ride service, and technology upgrades, contributing to improved service reliability and early gains in ridership. Cost per trip remains high for demand response but is expected to decrease as productivity improves. On-time performance is targeted at 90% or better and will be monitored more accurately through new CAD/AVL systems. Continued evaluation of these metrics will inform future investments and service adjustments, ensuring RCT remains aligned with performance goals.

6. NEEDS PLAN

Overview

The **Needs Plan** serves as a comprehensive inventory of all capacity-related transportation projects deemed desirable for the Richland County region by the Transportation Advisory Committee (TAC). Unlike fiscally constrained plans, which are limited by available funding, the Needs Plan focuses on identifying and prioritizing projects that support the region's long-term transportation vision, regardless of current funding availability. This approach allows the Richland County Regional Planning Commission (RCRPC) and its partners to maintain a forward-looking perspective on regional transportation needs and prepare for opportunities to secure funding as they arise. The Needs Plan may be considered a step in the development of the final **Cost-Constrained Plan**, which is the subject of the next chapter.

Process

The development of the Needs Plan begins with the issuance of a **Call for Projects** to TAC members, inviting them to submit proposals for new capacity projects. This step ensures the Needs Plan reflects the latest priorities and challenges facing the region's transportation system. TAC members are encouraged to propose projects that align with regional goals, address capacity constraints, and support community and economic growth.

In addition to gathering new project proposals, the RCRPC collaborates with the Ohio Department of Transportation (ODOT) to procure existing project commitments for both local and state projects. These commitments ensure that the Needs Plan includes ongoing and planned efforts, providing a more comprehensive picture of the region's transportation needs. Projects previously identified in ODOT's programming documents and local plans are reviewed and incorporated into the Needs Plan to maintain continuity and alignment with broader planning initiatives.

All new projects submitted through the Call for Projects are rigorously evaluated using criteria developed by the RCRPC. This scoring process prioritizes projects based on factors such as regional mobility, safety, economic impact, environmental considerations, and equity. See the scoring card in Appendix A. Particular attention is given to projects located within Environmental Justice (EJ) areas, ensuring that underserved populations benefit from transportation investments. The evaluation results in a ranked list of projects, providing a transparent and objective basis for decision-making.

Finally, the RCRPC consolidates all new and existing projects into a **final Needs Plan project list** (Table 18). Each project is categorized by its time period of original proposal, project category, sponsor, score, EJ presence, and cost. It is important to note that while projects are initially listed under their proposed time periods, these assignments may change during the planning process to ensure fiscal constraint in the final Long-Range Transportation Plan (LRTP). By maintaining this flexible yet comprehensive approach, the Needs Plan serves as a vital tool for advancing the region's transportation system in line with its long-term goals.

Because federal funding is based on a fixed formula, the Ohio Department of Transportation (ODOT) does not recommend applying simple inflation-based increases to budget allocations in the development of new short-term budgets. However, the Richland County Regional Planning Commission (RCRPC) has proactively reserved 10% of its allocated funds as a contingency to address potential cost increases arising from inflation or other uncertainties affecting the implementation of short-term projects.

Recognizing that the current federal surface transportation legislation—the Infrastructure Investment and Jobs Act (IIJA)—is set to expire in September 2026, the MPO has assumed a compounded inflationary increase of 3% every five years when forecasting available revenues and estimating project costs over the long-range planning horizon. To assist in more accurately estimating future project costs, American Structurepoint, Inc. (ASI) has developed a project cost estimation tool for use by MPO staff. This tool incorporates ODOT's official inflation forecasting spreadsheet, shown in Table 16 (below), to adjust project cost estimates over time and ensure consistency with state planning practices.

Table 16: Inflation Adjustments

Current Year \ Projected Year	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
2024	0.0%	2.4%	4.9%	8.1%	11.4%	14.7%	18.2%	21.7%	25.4%	29.1%	30.6%	33.3%	35.9%	38.6%	41.4%	44.2%	47.1%	50.1%	53.1%	56.1%	59.2%	62.4%	65.7%	69.0%	72.4%	75.8%	78.8%
2025		0.0%	2.5%	5.7%	9.0%	12.3%	15.8%	19.3%	23.0%	26.7%	28.2%	30.9%	33.5%	36.2%	39.0%	41.8%	44.7%	47.7%	50.7%	53.7%	56.8%	60.0%	63.3%	66.6%	70.0%	73.4%	76.4%
2026			0.0%	3.2%	6.5%	9.8%	13.3%	16.8%	20.5%	23.2%	25.7%	28.4%	31.0%	33.7%	36.5%	39.3%	42.2%	45.2%	48.2%	51.2%	54.3%	57.5%	60.8%	64.1%	67.5%	70.9%	73.9%
2027				0.0%	3.3%	6.6%	10.1%	13.6%	17.3%	20.0%	22.5%	25.2%	27.8%	30.5%	33.3%	36.1%	39.0%	42.0%	45.0%	48.0%	51.1%	54.3%	57.6%	60.9%	64.3%	67.7%	70.7%
2028					0.0%	3.3%	6.8%	10.3%	14.0%	16.7%	19.2%	21.9%	24.5%	27.2%	30.0%	32.8%	35.7%	38.7%	41.7%	44.7%	47.8%	51.0%	54.3%	57.6%	61.0%	64.4%	67.4%
2029						0.0%	3.5%	7.0%	10.7%	13.4%	15.9%	18.6%	21.2%	23.9%	26.7%	29.5%	32.4%	35.4%	38.4%	41.4%	44.5%	47.7%	51.0%	54.3%	57.7%	61.1%	64.1%
2030							0.0%	3.5%	7.2%	9.9%	12.4%	15.1%	17.7%	20.4%	23.2%	26.0%	28.9%	31.9%	34.9%	37.9%	41.0%	44.2%	47.5%	50.8%	54.2%	57.6%	60.6%
2031								0.0%	3.7%	6.4%	8.9%	11.6%	14.2%	16.9%	19.7%	22.5%	25.4%	28.4%	31.4%	34.4%	37.5%	40.7%	44.0%	47.3%	50.7%	54.1%	57.1%
2032									0.0%	2.7%	5.2%	7.9%	10.5%	13.2%	16.0%	18.8%	21.7%	24.7%	27.7%	30.7%	33.8%	37.0%	40.3%	43.6%	47.0%	50.4%	53.4%
2033										0.0%	2.5%	5.2%	7.8%	10.5%	13.3%	16.1%	19.0%	22.0%	25.0%	28.0%	31.1%	34.3%	37.6%	40.9%	44.3%	47.7%	50.7%
2034											0.0%	2.7%	5.3%	8.0%	10.8%	13.6%	16.5%	19.5%	22.5%	25.5%	28.6%	31.8%	35.1%	38.4%	41.8%	45.2%	48.2%
2035												0.0%	2.6%	5.3%	8.1%	10.9%	13.8%	16.8%	19.8%	22.8%	25.9%	29.1%	32.4%	35.7%	39.1%	42.5%	45.5%
2036													0.0%	2.7%	5.5%	8.3%	11.2%	14.2%	17.2%	20.2%	23.3%	26.5%	29.8%	33.1%	36.5%	39.9%	42.9%
2037														0.0%	2.8%	5.6%	8.5%	11.5%	14.5%	17.5%	20.6%	23.8%	27.1%	30.4%	33.8%	37.2%	40.2%
2038															0.0%	2.8%	5.7%	8.7%	11.7%	14.7%	17.8%	21.0%	24.3%	27.6%	31.0%	34.4%	37.4%
2039																0.0%	2.9%	5.9%	8.9%	11.9%	15.0%	18.2%	21.5%	24.8%	28.2%	31.6%	34.6%
2040																	0.0%	3.0%	6.0%	9.0%	12.1%	15.3%	18.6%	21.9%	25.3%	28.7%	31.7%
2041																		0.0%	3.0%	6.0%	9.1%	12.3%	15.6%	18.9%	22.3%	25.7%	28.7%
2042																			0.0%	3.0%	6.1%	9.3%	12.6%	15.9%	19.3%	22.7%	25.7%
2043																				0.0%	3.1%	6.3%	9.6%	12.9%	16.3%	19.7%	22.7%
2044																					0.0%	3.2%	6.5%	9.8%	13.2%	16.6%	19.6%
2045																						0.0%	3.3%	6.6%	10.0%	13.4%	16.4%
2046																							0.0%	3.3%	6.7%	10.1%	13.1%
2047																								0.0%	3.4%	6.8%	9.8%
2048																									0.0%	3.4%	6.4%
2049																										0.0%	3.0%
2050																											0.0%

Inflation values are based on the 2024-2028 ODOT inflation estimating spreadsheet

Public Transportation Needs

Richland County Transit (RCT) operates as the region's designated recipient of FTA Section 5307 urbanized area formula funds and serves as the core public transportation provider in Richland County. Its services include nine fixed-route bus lines focused on Mansfield, Ontario, and Madison Township, as well as a complementary demand-response system that extends access to those unable to use fixed-route service. The Transit Board does pass through FTA funds to support Shelby Taxi service, which operates Tuesday-Friday within Shelby city limits. These services play a critical role in maintaining mobility for populations without reliable access to personal vehicles, including low-income households, seniors, and persons with disabilities.

The LRTP maintains consistency with the goals and strategies outlined in the Richland County Coordinated Public Transit Human Services Transportation Plan (CPT-HSTP), last updated in November 2021. That plan, developed in compliance with federal guidance, identifies unmet transportation needs and establishes priorities for service enhancements and project investments that improve access, connectivity, and coverage for disadvantaged populations. Among the CPT-HSTP's identified priorities are expanding evening and weekend services, extending service coverage to underserved areas, addressing out-of-county medical trips, and improving access to transportation information for the public and human service agencies. The LRTP reflects these priorities by supporting improvements in service frequency, hours of operation, and the geographic reach of both fixed-route and demand-response services.

Based on the Richland County Ten-Year Transit Development Plan[19], the following capital requirements for public transportation are identified across the near-term (2024–2026) and mid-term (2027–2029) periods (long-term improvements are dependent upon policy choices, and thus are not listed here):

https://www.rctvision.com/_files/ugd/bbcc36_f1766a0eef694635be9392f12581733a.pdf

Near-Term Capital Requirements (2024–2026)

1. **Bus Replacement (2024)**
    - Amount: $1,500,000
    - Notes: Replacement of full-size buses (capital project in TIP)
2. **Cutaway Vehicle Replacements (2024 & 2026)**
    - Amounts:
        - 2024: $600,000
        - 2026: $600,000
    - Notes: Replacement of demand response vehicles (capital project in TIP)
3. **Facility and Equipment Repairs**
    - Amounts:
        - 2024: $65,000
        - 2026: $65,000
    - Notes: Maintenance and upgrades to existing facilities
4. **Service Vehicle Replacement (2026)**
    - Amount: $52,000
    - Notes: Likely for non-revenue support vehicles
5. **Expansion Vehicles – Small Cutaway (non-CDL) Vehicles**
    - Amounts:
        - 2024: $320,000 (2 vehicles at $160,000 each)
        - 2025: $329,600 (2 vehicles at $164,800 each)
        - 2026: $339,488 (2 vehicles at $169,744 each)
    - Notes: Supports new on-demand services (early morning/evening, Final Friday, etc.)
6. **Technology Enhancements (CAD/AVL, Ecolane Modules, Electronic Fare)**
    - GTFS Integration: $2,750 per year (2024–2026)
    - Ecolane Center View Portal:
        - 2024: $55,200
        - 2025 & 2026: $9,200/year
    - Ecolane Vehicle Inspection Report:
        - 2025 & 2026: $6,300/year
    - Token Transit Electronic Fare System:
        - 2025 & 2026: $3,000/year
    - Bus Stop Sign Replacement:
        - 2024: $25,000
    - Vehicle and Branding Rebrand:
        - 2024: $30,000

Mid-Term Capital Requirements (2027–2029)

1. **Facility and Equipment Repairs (2027)**
    - Amount: $95,000
    - Notes: Last programmed capital item in current TIP for mid-term phase
2. **Expansion Vehicles – Small Cutaway (non-CDL) Vehicles**
    - Amounts:
        - 2027: $349,673 (2 vehicles at $174,836 each)
        - 2028: $360,163 (2 vehicles at $180,081 each)
        - 2029: $370,968 (2 vehicles at $185,484 each)
    - Notes: Support expansion of on-demand zones and rural demand response
3. **Five-Year TDP Update and Evaluation (2029)**
    - Amount: $50,000 to $100,000

- Notes: Evaluation and planning activity, not a capital item per se, but may involve software and consultant costs

4. **Planned Technology Upgrades (Cost TBD)**
    - Microtransit or Mobility-as-a-Service Platform (T9)
    - Fixed Route Scheduling Software (T10)
    - ADA Enhancements and Wayfinding Technology (T11)
    - Notes: Contingent on outcomes of the 2029 TDP update; costs not yet specified

In addition to local transit considerations, the LRTP addresses the role of intercity bus services, as required by 23 CFR 450.324(f)(8). Richland County is currently served by Greyhound Lines and GoBus, the latter being the Ohio Department of Transportation's rural intercity bus program. GoBus provides scheduled service through Mansfield's Stanton Transit Center, offering connections to other cities across Ohio and the broader intercity transportation network. The LRTP acknowledges these intercity services as important components of regional mobility and economic opportunity, especially for residents without access to private automobiles. Although long-range capital or operational investments for intercity services are not programmed in the fiscally constrained portion of this plan, the MPO supports terminal improvements that enhance first/last-mile transfers between local and intercity systems.

Recent federal and state funding has allowed RCT to maintain and upgrade a modernized vehicle fleet, many of which are low-floor and ADA-accessible. The Coordinated Plan inventories 20+ vehicles used in public and human services transportation and identifies the need for timely replacement and maintenance. The financial element of the LRTP assumes the continuation of Section 5307 apportionments, supplemented by local matching funds and periodic capital assistance through ODOT and FTA discretionary programs such as Section 5339. The MPO does not assume any flexing of STBG highway dollars to transit capital or operations in this plan, consistent with past practice.

Finally, consistent with the CPT-HSTP, the MPO will continue to work closely with RCT and the Mobility Manager housed at the Ohio District 5 Area Agency on Aging to ensure that transportation investments are responsive to the needs of elderly individuals, persons with disabilities, and economically disadvantaged populations. Annual coordination through the RTAC (Richland Transportation Advisory Committee) and ongoing grant participation in the Section 5310 program ensure alignment of the MPO's planning process with the locally established transit and human services coordination framework.

Budget

The estimated transportation funding summary by stage is shown below in Table 17. Three percent growth is assumed for every five years.

Table 17: Estimated Transportation Funding Summary

Stage	Grand Total (100%)	Local Total (20%)	Federal Total (80%)
Short-Term (2025-2030)	$13,628,066.01	$2,725,613.20	$10,902,452.81
Mid-Term (2031-2040)	$23,859,756.49	$4,771,951.30	$19,087,805.19
Long-Term (2041-2050)	$25,312,815.66	$5,062,563.13	$20,250,252.53
Grand Total	**$62,800,638.16**	**$12,560,127.63**	**$50,240,510.53**

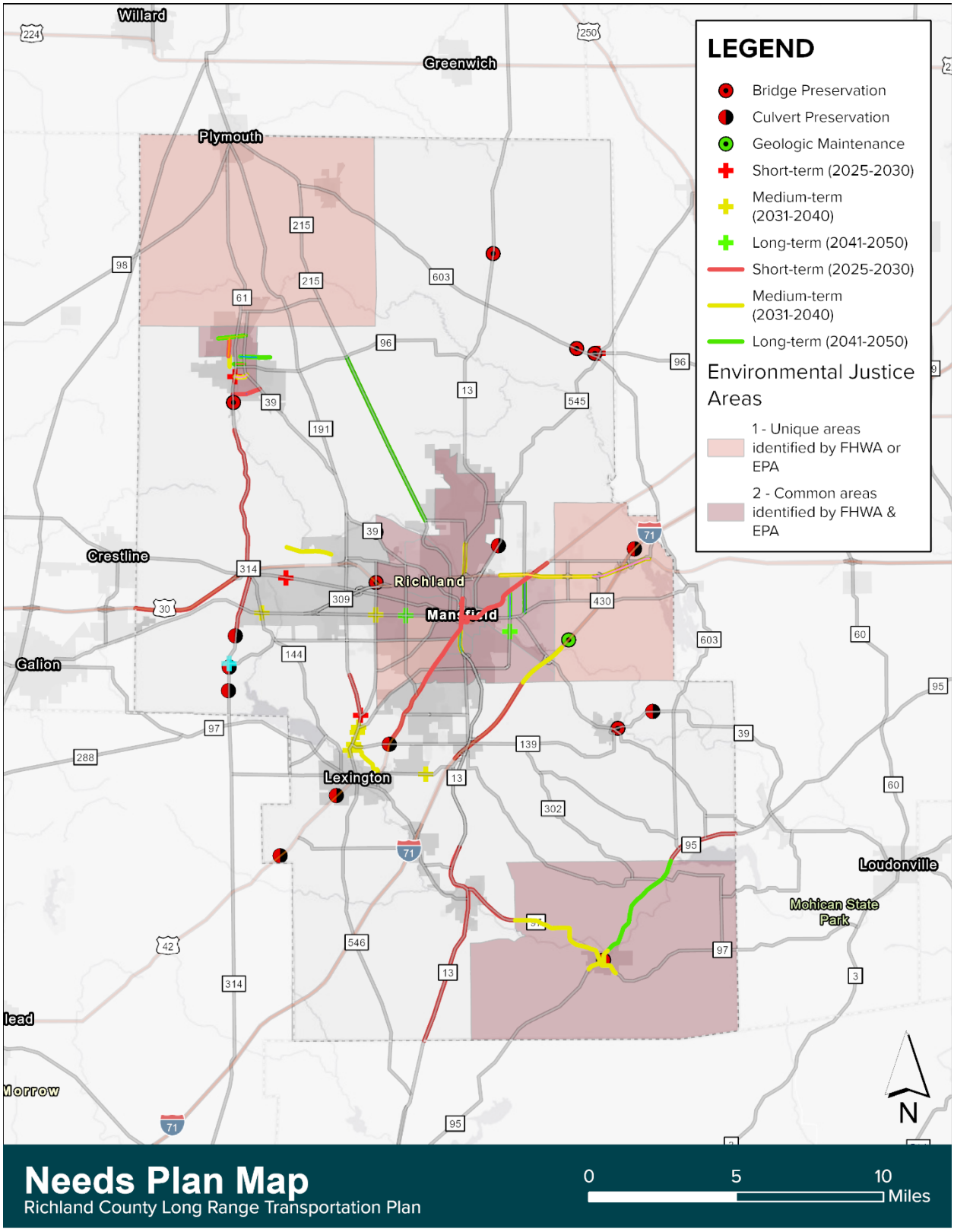
Outcomes

Table 18: Final Needs Plan Project List

ID	Period	Category	Sponsor	Name	Score	EJ	Cost
3	2025-2030	Intersection Improvement (Safety)	Mansfield	RIC Main St. Upgrade (Mansfield)	100	Yes	$ 14,453,030
9	2025-2030	Shared Use Path	Mansfield	RIC Millsboro Trail (Mansfield)	100	Yes	$ 814,660
23	2025-2030	Roadway Major Rehab	Richland County	Springmill/Home Rd Widening	60	No	$ 125,000
25	2025-2030	Roadway Major Rehab	ODOT	RIC SR 0095 04.84	100	Yes	$ 9,913,850
31	2025-2030	Pedestrian Improvements	Lexington	CR133	80	No	$ 262,500
32	2025-2030	Pedestrian Improvements	Ontario	Shelby-Ontario Road Sidewalks	70	No	$ 622,080
34	2025-2030	Pedestrian Improvements	Richland County	RIC B&O Trail	2.5	No	$ 1,417,000
35	2025-2030	Intersection Improvement (Safety)	Shelby	Tucker/Gamble Signal Upgrade	55	Yes	$ 549,000
36	2025-2030	Roundabout	Ontario	SR314/Millsboro Rd. RAB	2.5	No	$ 4,750,000
39	2025-2030	Roadway Major Rehab	ODOT	RIC SR 0314 03.02	100	Yes	$ 8,237,000
52	2031-2040	Intersection Improvements	Richland County	Lexington-Springmill Road/Cook Road Intersection Improvement	40	No	$ 1,115,000
53	2031-2040	Pedestrian Improvements	Lexington	Fox Road Sidewalks	77.5	No	$ 1,146,000
54	2031-2040	Roadway Major Rehab	Ontario	Park Avenue (SR309)/Lexington-Ontario Road Intersection	80	No	$ 2,437,000
55	2031-2040	Roadway Major Rehab	Shelby	Sharon Street Reconstruction	65	No	$ 2,400,000

56	2031-2040	Roadway Major Rehab	Shelby	Shelby Avenue Reconstruction	65	Yes	$	3,675,000
57	2031-2040	Roadway Major Rehab	Shelby	Tucker/Franklin Avenue Reconstruction	60	Yes	$	2,760,000
58	2031-2040	Roadway Major Rehab	Richland County	Springmill/Cockley Road Intersection Improvement	45	No	$	890,000
59	2031-2040	Roadway Major Rehab	Richland County	Springmill @ Owens Rd intersection improvement	40	No	$	645,000
60	2031-2040	Roadway Major Rehab	Mansfield	SR13 Road Widening	32.5	Yes	$	15,000,000
61	2031-2040	Roadway Major Rehab	Mansfield	South Main Street Improvement	22.5	Yes	$	5,000,000
62	2031-2040	Roundabout	Richland County	Springmill/Home Rd Roundabout	45	No	$	315,000
63	2031-2040	Roundabout	Richland County	Orchard Park Roundabout	37.5	No	$	2,700,000
64	2031-2040	Streetscape Improvements	Bellville	Streetscape Phase II	80	No	$	2,910,600
65	2031-2040	New Roadway	Lexington	SR97/Hanley Connector Road	77.5	No	$	18,450,000
66	2031-2040	Shared Use Path	Mansfield	Marion Avenue Multi-Use Trail	35	No	$	3,000,000
67	2031-2040	Intersection Improvements	Mansfield	Park Avenue West/Home Road	22.5	Yes	$	1,000,000
68	2031-2040	Roadway Major Rehab	Richland County	Walker Lake Widening	47.5	No	$	4,290,000
69	2031-2040	Intersection Improvement (Safety)	Richland County	Springmill and Hanley Rd Intersection Improvement	55	No	$	2,700,000
70	2041-2050	Roadway Major Rehab	Shelby	East Smiley Avenue Reconstruction	65	Yes	$	5,900,000
71	2041-2050	Roadway Major Rehab	Shelby	Whitney Avenue Reconstruction	65	No	$	3,480,000
72	2041-2050	Roadway Major Rehab	Shelby	State Street Reconstruction	45	Yes	$	6,840,000
73	2041-2050	Roadway Major Rehab	Madison Township	Stewart Road Widening	37.5	Yes	$	4,800,000
74	2041-2050	Roadway Major Rehab	Richland County	N. Illinois Avenue Widening	37.5	Yes	$	3,820,000
76	2041-2050	Roundabout	Mansfield	Park Avenue/Trimble Roundabout	2.5	Yes	$	6,000,000
77	2041-2050	Access Management	Mansfield	Lexington Avenue Access Management	2.5	No	$	625,000
78	2041-2050	Roadway Major Rehab	Richland County	Illinois @ Hickory	22.5	Yes	$	4,230,000
79	2041-2050	Roadway Reconstruction	Richland County	Bowman Road	80	No	$	6,280,000
						Total	**$**	**153,552,720**

Figure 37: Needs Plan Map



7. FISCAL CONSTRAINT AND COST-CONSTRAINED PLAN

Overview

The **Cost-Constrained Plan** builds upon the foundation of the Needs Plan by prioritizing and allocating funding to the most critical transportation projects within the region's projected financial resources. Its purpose is to take the comprehensive list of projects identified in the Needs Plan and rank them in declining order of importance for each time period, using their scores as the primary determinant. By focusing on the highest-priority projects, the Cost-Constrained Plan ensures that the region's transportation investments are strategically aligned with its goals and fiscal realities.

A key step in developing the Cost-Constrained Plan is estimating the amount of **MPO Surface Transportation Block Grant Program (STBG) funds** available for each time period. Based on financial analysis, the RCRPC anticipates approximately $10.9 million in MPO STBG funds for the 2025-2030 time period, $19.1 million for the 2031-2040 time period, and $20.3 million for the 2041-2050 time period. These projections serve as the basis for determining the extent to which projects from the Needs Plan can be included in the Cost-Constrained Plan and for ensuring fiscal constraint throughout the planning horizon. Note that some funds in the 2025-2030 time period were reserved for non-capacity TIP projects that have been requested; no such reservation of funds was affected for the other two time periods.

In addition to allocating MPO STBG funds, the Cost-Constrained Plan identifies **opportunities to leverage competitive funding sources**, such as the ODOT Discretionary Funds program available to MPOs. Project #36 has already successfully secured a funding commitment through this program, demonstrating its alignment with regional and state priorities. To further capitalize on this funding opportunity, two additional projects were proposed for competitive application. These efforts aim to maximize the impact of discretionary funds and advance key projects beyond what is possible through MPO STBG funds alone.

Methodology

Projects are funded in declining order of importance for each time period, with adjustments made to optimize the use of available funds. In some cases, projects were shifted between time periods to better align higher-scoring projects with funding availability later in the plan. By strategically sequencing investments, the Cost-Constrained Plan ensures that limited resources are allocated in a manner that delivers the greatest benefit to the region. This approach provides a roadmap for advancing critical transportation improvements while maintaining financial accountability and alignment with long-term transportation goals.

Public Transportation and Financial Constraint

Richland County Transit (RCT), the designated public transportation provider in the region and a recipient of Federal Transit Administration (FTA) Section 5307 funding, currently operates a fleet of 19 revenue vehicles. Of these, 12 are used in maximum service, with the remainder serving as spares or backup vehicles. The fleet ranges in model year from 2010 to 2025, with older units typically reserved for limited-service or maintenance float. Service is provided on weekdays from 6:00 AM to 6:30 PM, with no evening or weekend service.

According to the 2023 National Transit Database (NTD), RCT provided 133,627 annual unlinked passenger trips on its fixed-route bus system and 8,087 trips through its demand response paratransit services. RCT operates fare-free for all passengers, which supports equitable access and is consistent with regional mobility and environmental justice objectives.

RCT reported $2.388 million in annual operating expenses and $0.408 million in capital expenses for 2023. Approximately 66% of operating costs and 76% of capital costs were supported by federal funding sources, including FTA formula funds. The State of Ohio contributed 27% of operating and 20% of capital funding, respectively. The remaining 8% of operating costs (approximately $183,000) were covered by agency-generated revenues such as advertising, while the remaining 5% of capital costs (approximately $20,000) were derived from local government contributions.

Richland County Transit (RCT) will prioritize the allocation of its Section 5307 funds and required local match by focusing first on projects that preserve and optimize existing services, particularly vehicle replacements and critical facility repairs identified in the Transportation Improvement Program (TIP). Capital investments that enhance operational efficiency—such as technology upgrades for dispatch, fare payment, and vehicle maintenance—will also be prioritized to improve service reliability and performance tracking. As additional local resources become available, RCT will strategically invest in expansion vehicles to support new demand response services outlined in the Ten-Year Transit Development Plan. All funding decisions will be guided by service productivity, community impact, and the ability to leverage federal dollars through timely and eligible local match contributions.

Historically, the Richland County MPO has not needed to flex federal highway funds (such as STBG) for the purchase of transit vehicles, facility improvements, or other capital needs. Nevertheless, the MPO maintains ongoing coordination with RCT and will continue to monitor the financial condition and capital needs of the transit system. Should future needs warrant consideration of flexible funding mechanisms or discretionary grant opportunities (such as FTA 5339 Bus and Bus Facilities, or ODOT's Ohio Transit Partnership Program), the MPO will support project development consistent with the LRTP's goals of maintaining multimodal mobility, equity, and system preservation.

Results

According to the public input, project lists for the 2025-2050 Long-Range Transportation Plan have be created. The focus on achieving a balanced investment approach for MPO's short-term (2025-2030), including the update to 2026-2029 Transportation Improvement Program, mid-term (2031-2040) and Long-term (2041-2050) have been addressed. The outcomes of the process are shown below for each planning time period. Project order listed in each period may be subject to amendments in response to the future socio-economic changes, including planned local economic development priorities or the land-use alterations. The complete overall transportation project lists by planning periods are included in the **Appendix D.**

2025-2030 Time Period

ID	Category	Sponsor	Name	Score	EJ	Total Cost	Federal Cost	Status	Funding Source
3	Intersection Improvement (Safety)	Mansfield	RIC Main St. Upgrade (Mansfield)	100.0	Yes	$ 14,453,030	$ 11,562,424	80% Funded	ODOT
9	Shared Use Path	Mansfield	RIC Millsboro Trail (Mansfield)	100.0	Yes	$ 814,660	$ 651,728	80% Funded	ODOT
25	Roadway Major Rehab	ODOT	RIC SR 0095 04.84	100.0	Yes	$ 9,913,850	$ 7,931,080	80% Funded	ODOT
39	Roadway Major Rehab	ODOT	RIC SR 0314 03.02	100.0	Yes	$ 8,237,000	$ 6,589,600	80% Funded	ODOT

ID	Category	Sponsor	Name	Score	EJ	Total Cost	Federal Cost	Status	Funding Source
31	Pedestrian Improvements	Lexington	CR133	80.0	No	$ 262,500	$ 210,000	80% Funded	MPO STBG
32	Pedestrian Improvements	Ontario	Shelby - Ontario Road Sidewalks	70.0	No	$ 622,080	$ 497,664	80% Funded	MPO STBG
35	Intersection Improvement (Safety)	Shelby	Tucker/Gamble Signal Upgrade	55.0	Yes	$ 549,000	$ 439,200	80% Funded	MPO STBG
23	Roadway Major Rehab	Richland County	Springmill/Home Rd Widening	60.0	No	$ 125,000	$ 100,000	80% Funded	MPO STBG
34	Pedestrian Improvements	Richland County	RIC B&O Trail	2.5	No	$ 1,417,000	$ 1,133,600	80% Funded	MPO STBG
36	Roundabout	Ontario	SR314/Millsboro Rd. RAB	2.5	No	$ 4,750,000	$ 3,800,000	80% Funded	Discretionary
FID15	Intersection Improvement	ODOT	State Route 96 and Vermillion Street Intersection Improvement	100.0	No	$ 2,600,000	$ 2,600,000	80% Funded	ODOT
FID16	Intersection Improvement	ODOT	State Route 314 and Millsboro West Road Intersection Improvement	100.0	No	$ 2,500,000	$ 2,500,000	80% Funded	ODOT
						$ 46,244,120	$ 38,015,296		
						ODOT:	$ 31,834,832		
						MPO STBG:	$ 6,180,464		
						Discretionary:	$ 3,800,000		

2025-2050 Long-Range Transportation Plan

Project lists in the 2025-2030 Short-Term

LRTP	Short Term	Score	Project ID	Project Name	Primary Work Category	Sponsoring Agency	Estimate Project Cost by Fiscal Year							EJ
							2025	2026	2027	2028	2029	2030	Total	
LRTP/TIP	2025-2030	999	111240	RIC SR 0039 03.35 (Shelby walk)	Pedestrian Facilities	Shelby, City of	$35,498						$35,498.26	Yes
LRTP/TIP	2025-2030	999	112404	RIC Main St. Upgrade (Mansfield)	Intersection Improvement (Safety)	Mansfield, City of	$1,900,000.00						$1,900,000.00	Yes
LRTP/TIP	2025-2030	999	114109	RIC SR 0013 04.26 (Bellville)	Pedestrian Facilities	Bellville, Village of	$4,500.00						$4,500.00	No
LRTP/TIP	2025-2030	999	114346	RIC B&O Trail	Shared Use Path	Richland County Park District	$88,443.36	$62,064.72	$1,315,659.60				$1,466,167.68	No
LRTP/TIP	2025-2030	999	116266	HUR-61-0.38 (Mary Fate Park Dr.)	Pedestrian Facilities	Plymouth, Village of	$0.00						$0.00	Yes
LRTP/TIP	2025-2030	999	117565	RIC SR 0603 21.18 SRTS	Pedestrian Facilities	Plymouth, Village of	$161,705.00	$150,000.00	$363,150.00				$674,855.00	Yes
LRTP/TIP	2025-2030	999	117965	RIC US 0042 04.15 (Lexington)	Roadway Improvement (Safety)	Lexington, Village of	$30,921.00						$30,921.00	No
LRTP/TIP	2025-2030	999	118245	RIC Millsboro Trail (Mansfield)	Shared Use Path	Mansfield, City of	$704,482.60						$704,482.60	Yes
LRTP/TIP	2025-2030	999	119146	RIC Trimble Road Trail Extension	Bike Facility	Mansfield, City of	$1,220,000.00						$1,220,000.00	No
LRTP/TIP	2025-2030	999	121168	RIC US 0042 03.22 (Lexington)	Culvert Preservation	ODOT SPONSORING AGENCY			$233,200.00				$233,200.00	No
LRTP/TIP	2025-2030	999	121396	RIC CR 0213 00.00 (Mickey Road)	Roadway Minor Rehab	Shelby, City of	$208,880.00	$135,120.00		$2,709,600.00			$3,053,600.00	Yes
LRTP/TIP	2025-2030	999	121689	RCRPC FY25 SR13 RR Safety Study	Miscellaneous	RCRPC	$249,566.16						$249,566.16	No
LRTP/TIP	2025-2030	999	121695	RIC RCRPC Lexington SR97 Study	Miscellaneous	RCRPC	$198,000.00						$198,000.00	Yes

2025-2050 Long-Range Transportation Plan

Project lists in the 2025-2030 Short-Term

LRTP	Short Term	Score	Project ID	Project Name	Primary Work Category	Sponsoring Agency	Estimate Project Cost by Fiscal Year							EJ
							2025	2026	2027	2028	2029	2030	Total	
LRTP/TIP *	2025-2030	999	121720	RIC VAR OVERLAY FY2026	Roadway Minor Rehab	ODOT SPONSORING AGENCY		$92,000.00					$92,000.00	Yes
LRTP/TIP *	2025-2030	45	117231	RIC CR 0133 02.30 (Lex-Spring) Widening	Intersection Improvement	Richland County Engineer			$100,000.00				$100,000.00	No
LRTP/TIP *	2025-2030	60	118289	RIC CR 0133 02.22 (Roundabout)	Intersection Improvement	Richland County Engineer		$240,000.00					$240,000.00	No
LRTP/TIP *	2025-2030	80	123506	RIC-CR133-0.50 / Lex. Sidewalk/Plymouth St.	Pedestrian Facilities	Lexington, Village of		$64,000.00	$180,000.00				$244,000.00	No
LRTP *	2025-2030	80	XXXXX	RIC-Shelby-Ontario Road Sidewalks	Pedestrian Facilities	City of Ontario					$497,664.00		$ 497,664.00	No
LRTP *	2025-2030	60	XXXXX	Tucker Avenue and Gamble Street Signal Upgrade	Intersection Improvement	City of Shelby					$475,200.00		$475,200	Yes
LRTP *	2025-2030	65	XXXXX	Shelby Avenue Reconstruction	Roadway Improvement (Safety)	City of Shelby						$2,940,000.00	$2,940,000	Yes
A. Estimate Funds Needed for Projects by Fiscal Year							$4,801,996.38	$743,184.72	$2,192,009.60	$2,709,600.00	$972,864.00	$2,940,000.00	**$14,359,654.70**	
B. Estimate Budget Available by Fiscal Year							$4,748,151.80	$1,825,798.00	$1,825,798.00	$1,825,798.00	$1,825,798.00	$1,825,798.00	**$13,877,141.80**	
C. Ratio of Funds Need to Budget Available (Balanced Project Investment in focused Short-Term)							101.13%	40.70%	120.06%	148.41%	53.28%	161.03%	**103.48%**	

* The amount shown is Federal 80%

** Received Discretionary Safety Funds. The Project will be in the list of LRTP, but will not use the MPO funds.

Note: Project order listed in the table may be subject to amendments in response to future socio-economic changes, such as planned local economic development priorities or land-use alterations.

2025-2050 Long-Range Transportation Plan

ODOT Point-Project lists 2025-2030 Short-Term in MPO Area

LRTP	Short Term	Project ID	Project Name	Project ID by Work Category	ROUTE_ID	Total Points (Structure)	Estimate Project Cost by Fiscal Year							EJ
							FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total	
LRTP/ TIP	2025-2030	120497	RIC US 0030 08.79 Bridge Hit	Bridge / Culvert Maintenance	US 00030	1	$99,645.39						$99,645.39	Yes
LRTP/ TIP	2025-2030	90892	RIC US 0030 14.08	Bridge Preservation	US 00030	2						$9,000,000.00	$9,000,000.00	Yes
LRTP/ TIP	2025-2030	105574	RIC SR 0039 22.81	Bridge Preservation	SR 00039	1				$1,793,627.49			$1,793,627.49	No
LRTP/ TIP	2025-2030	108034	RIC SR 0309 08.73	Bridge Preservation	TR 00135	1				$2,726,086.00			$2,726,086.00	Yes
LRTP/ TIP	2025-2030	112293	D03 BH FY2026(A)	Bridge Preservation	SR 00061	2		$481,000.00					$481,000.00	Yes
LRTP/ TIP	2025-2030	114950	RIC SR 0013 28.73	Bridge Preservation	SR 00013	1			$575,000.00				$575,000.00	No
LRTP/ TIP	2025-2030	114960	RIC SR 0096/0603 16.73/07.94	Bridge Preservation	SR 00096	2			$1,050,000.00				$1,050,000.00	No
LRTP/ TIP	2025-2030	120583	RIC Elm St Muni-Bridge (Bulter)	Bridge Preservation	SR 00095	1		$683,540.00					$683,540.00	Yes
LRTP/ TIP	2025-2030	107727	RIC/HUR SR 0039/0061 11.15/11.97	Culvert Preservation	SR 00039	1	$419,634.00						$419,634.00	Yes
LRTP/ TIP	2025-2030	113284	RIC US 0042/SR 0545 00.41/02.36	Culvert Preservation	US 00042	2	$300,000.00						$300,000.00	No
LRTP/ TIP	2025-2030	113285	RIC US 0042 (06.01)(06.02)	Culvert Preservation	US 00042	2		$175,000.00					$175,000.00	No
LRTP/ TIP	2025-2030	115032	RIC SR 0314 02.75	Culvert Preservation	SR 00314	1	$401,733.00						$401,733.00	No
LRTP/ TIP	2025-2030	116778	RIC/WAY IR 71/SR 226 19.61/5.26	Culvert Preservation	IR 00071	1			$525,000.00				$525,000.00	Yes
LRTP/ TIP	2025-2030	119656	RIC SR 0314 (00.83) (01.66)	Culvert Preservation	SR 00314	2				$500,000.00			$500,000.00	No

2025-2050 Long-Range Transportation Plan

ODOT Point-Project lists 2025-2030 Short-Term in MPO Area

LRTP	Short Term	Project ID	Project Name	Project ID by Work Category	ROUTE_ID	Total Points (Structure)	Estimate Project Cost by Fiscal Year							EJ
							FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total	
LRTP/TIP	2025-2030	119666	RIC SR 0039 24.23	Culvert Preservation	SR 00039	1			$150,000.00				$150,000.00	No
LRTP/TIP	2025-2030	121168 **	RIC US 0042 03.22 (Lexington)	Culvert Preservation	US 00042	1		$212,000.00					$212,000.00	No
LRTP/TIP	2025-2030	122832	RIC SR 0314 01.70	Intersection Improvement (Safety)	SR 00314	1						$2,500,000.00	$2,500,000.00	No
LRTP/TIP	2025-2030	122835	RIC SR 0096 16.80	Intersection Improvement (Safety)	SR 00096	4					$2,600,000.00		$2,600,000.00	No
LRTP/TIP	2025-2030	117045	RIC SR 0095 04.84	Roadway Major Rehab	SR 00095	34			$9,913,851.00				$9,913,851.00	Yes
LRTP/TIP	2025-2030	117048	RIC SR 0314 03.02	Roadway Major Rehab	SR 00314	35				$8,237,000.00			$8,237,000.00	No
LRTP/TIP	2025-2030	116657	RIC IR 0071 10.76	Roadway Minor Rehab	IR 00071	9		$9,819,000.00					$9,819,000.00	No
LRTP/TIP	2025-2030	119429	ASD/RIC SR 0096/0603 VAR	Roadway Minor Rehab	SR 00603	1	$5,507,717.58						$5,507,717.58	No
LRTP/TIP	2025-2030	121720 **	RIC VAR OVERLAY FY2026	Roadway Minor Rehab	SR 00013	7		$5,312,000.00					$5,312,000.00	Yes
Total						**113**	$6,728,729.97	$16,682,540.00	$12,213,851.00	$13,256,713.49	$2,600,000.00	$11,500,000.00	**$62,981,834.46**	

** MPO funds applied as well

2025-2050 Long-Range Transportation Plan

ODOT Line-Project lists 2025-2030 Short-Term in MPO Area

LRTP	Short Term	Project ID	Project Name	Work Category	ROUTE ID	Total Points (Structure)	Estimate Project Cost by Fiscal Year							EJ
							2025	2026	2027	2028	2029	2030	Total	
LRTP/TIP	2025-2030	120583	RIC Elm St Muni-Bridge (Bulter)	Bridge Preservation	MR 00049	1		$683,540.00					$683,540.00	Yes
LRTP/TIP	2025-2030	119727	RIC IR 0071 15.76	Geologic Maintenance / Slide Repair	IR 00071	1	$895,000.00						$895,000.00	Yes
LRTP/TIP	2025-2030	122832	RIC SR 0314 01.70	Intersection Improvement (Safety)	CR 00048	2						$2,500,000.00	$2,500,000.00	No
LRTP/TIP	2025-2030	122835	RIC SR 0096 16.80	Intersection Improvement (Safety)	SR 00545	3					$2,600,000.00		$2,600,000.00	No
LRTP/TIP	2025-2030	110009	D03 CRSEAL FY2025	Pavement Maintenance	SR 00013	1	$438,956.65						$438,956.65	No
LRTP/TIP	2025-2030	110011	CRA / RIC / WAY RM FY2025	Pavement Maintenance	SR 00314	1	$741,639.00						$741,639.00	No
LRTP/TIP	2025-2030	110134	D03 CHIP FY2025	Pavement Maintenance	SR 00603	1	$3,193,195.00						$3,193,195.00	Yes
LRTP/TIP	2025-2030	114683	D03 CHIP FY2027	Pavement Maintenance	SR 00598	1			$2,571,500.00				$2,571,500.00	Yes
LRTP/TIP	2025-2030	116277	D03 CHIP FY2028	Pavement Maintenance	SR 00097	1				$3,013,500.00			$3,013,500.00	Yes
LRTP/TIP	2025-2030	116279	D03 SMOOTH GENERAL FY2028	Pavement Maintenance	US 00042	1				$11,819,700.00			$11,819,700.00	Yes
LRTP/TIP	2025-2030	118768	D03 SMOOTH GENERAL FY2029	Pavement Maintenance	SR 00039	2					$8,205,500.00		$8,205,500.00	Yes
LRTP/TIP	2025-2030	120665	D03 CHIP FY2030	Pavement Maintenance	SR 00098	3						$2,212,700.00	$2,212,700.00	Yes

2025-2050 Long-Range Transportation Plan

ODOT Line-Project lists 2025-2030 Short-Term in MPO Area

LRTP	Short Term	Project ID	Project Name	Work Category	ROUTE ID	Total Points (Structure)	Estimate Project Cost by Fiscal Year							EJ
							2025	2026	2027	2028	2029	2030	Total	
LRTP/TIP	2025-2030	117565**	RIC SR 0603 21.18 SRTS	Pedestrian Facilities	SR 00603	1		$829,720.00					$829,720.00	Yes
LRTP/TIP	2025-2030	117965	RIC US 0042 04.15 (Lexington)	Roadway Improvement (Safety)	US 00042	1		$500,000.00					$500,000.00	No
LRTP/TIP	2025-2030	107970	RIC/ASD SR 0545 10.51/00.00	Roadway Major Rehab	SR 00545	1		$18,410,995.00					$18,410,995.00	No
LRTP/TIP	2025-2030	117045	RIC SR 0095 04.84	Roadway Major Rehab	SR 00095	1			$9,913,851.00				$9,913,851.00	Yes
LRTP/TIP	2025-2030	117048	RIC SR 0314 03.02	Roadway Major Rehab	SR 00314	1				$8,237,000.00			$8,237,000.00	No
LRTP/TIP	2025-2030	114686	D03 OVERLAY FY2027	Roadway Minor Rehab	SR 00545	1			$28,723,300.00				$28,723,300.00	No
LRTP/TIP	2025-2030	116495	D03 Urban Paving FY2028	Roadway Minor Rehab	SR 00545	1				$4,237,500.00			$4,237,500.00	Yes
LRTP/TIP	2025-2030	116657	RIC IR 0071 10.76	Roadway Minor Rehab	IR 00071	2		$9,819,000.00					$9,819,000.00	Yes
LRTP/TIP	2025-2030	116660	D03 OVERLAY PRIORITY FY2028	Roadway Minor Rehab	US 00030	2				$28,844,300.00			$28,844,300.00	No
LRTP/TIP	2025-2030	116849	D03 Urban Paving FY2029	Roadway Minor Rehab	SR 00039	2					$4,236,250.00		$4,236,250.00	Yes
LRTP/TIP	2025-2030	118782	D03 OVERLAY GENERAL FY2029	Roadway Minor Rehab	SR 00097	3					$19,060,500.00		$19,060,500.00	No
LRTP/TIP	2025-2030	119425	CRA/RIC SR 61/181 VAR	Roadway Minor Rehab	SR 00181	1	$2,953,196.16						$2,953,196.16	No
LRTP/TIP	2025-2030	119429	ASD/RIC SR	Roadway Minor Rehab	SR 00603	3	$5,507,717.58						$5,507,717.58	Yes

2025-2050 Long-Range Transportation Plan

ODOT Line-Project lists 2025-2030 Short-Term in MPO Area

LRTP	Short Term	Project ID	Project Name	Work Category	ROUTE ID	Total Points (Structure)	Estimate Project Cost by Fiscal Year							EJ
							2025	2026	2027	2028	2029	2030	Total	
			0096/0603 VAR											
LRTP/TIP	2025-2030	120704	D03 OVERLAY GENERAL FY2030	Roadway Minor Rehab	US 00042	3						$12,834,900.00	$12,834,900.00	No
LRTP/TIP	2025-2030	121720 **	RIC VAR OVERLAY FY2026	Roadway Minor Rehab	SR 00097	7		$5,312,000.00					$5,312,000.00	No
LRTP/TIP	2025-2030	109036	D03 SYSSIGN FY2025	Traffic Control (Safety)	US 00030	2	$441,216.00						$441,216.00	No
LRTP/TIP	2025-2030	112758	D03 SYSSIGN FY2028	Traffic Control (Safety)	IR 00071	1				$500,000.00			$500,000.00	No
LRTP/TIP	2025-2030	115001	RIC TSG FY2025	Traffic Control (Safety)	US 00042	4	$1,003,228.00						$1,003,228.00	No
LRTP/TIP	2025-2030	116635	D03 SYSSIGN FY2026	Traffic Control (Safety)	US 00030	1		$350,000.00					$350,000.00	No
LRTP/TIP	2025-2030	116636	D03 SYSSIGN FY2027	Traffic Control (Safety)	US 00030	1			$350,000.00				$350,000.00	No
LRTP/TIP	2025-2030	115619	D03 MOW FY2025 (A)	Vegetative Maintenance	IR 00071	1	$180,360.00						$180,360.00	Yes
LRTP/TIP	2025-2030	115624	D03 MOW FY2026 (A)	Vegetative Maintenance	SR 00013	3		$350,000.00					$350,000.00	Yes
LRTP/TIP	2025-2030	116791	D03 MOW FY2027 (A)	Vegetative Maintenance	IR 00071	3			$350,000.00				$350,000.00	Yes
LRTP/TIP	2025-2030	116798	D03 MOW FY2028 (A)	Vegetative Maintenance	IR 00071	3				$350,000.00			$350,000.00	No
Total							$15,354,508.39	$36,255,255.00	$41,908,651.00	$57,002,000.00	$34,102,250.00	$17,547,600.00	**$202,170,264.39**	

** MPO funds applied as well

2031-2040 Time Period

2025-2050 Long-Range Transportation Plan

Project lists in the 2031-2040 New Mid-Term

Type	Term	FC	Total Points	Project Name	Type	New or On TIP	Project Sponsor/ Lead Agency	Total	Federal_80	EJ
LRTP	2031-2040	PA	80	RIC-Bellville Streetscape Phase 2	Road Improvement	New Project	Village of Bellville	$2,910,600	$2,328,480	No
LRTP	2031-2040	PA	80	RIC-Park Avenue (SR 309) and Lexington-Ontario Road Intersection	Intersection Improvement	New Project	City of Ontario	$2,437,000	$1,949,600	No
LRTP	2031-2040	MinC	77.5	RIC-SR97/Hanley Connector Road	New Road	New Project	Village of Lexington	$18,450,000	$14,760,000	No
LRTP	2031-2040		70	Marion Avenue Multi-Use Trail	Bike Ped Trails	New Project	City of Mansfield	$3,000,000	$2,400,000	No
LRTP	2031-2040	MinA	70	Lexington-Springmill Road and Hanley Road Intersection Improvement	Roundabout	New Project	Richland County	$2,700,000	$2,160,000	No
LRTP	2031-2040	MinA/ MiC	65	Park Avenue West and Home Road Intersection Improvement	Intersection Improvement	New Project	City of Mansfield	$1,000,000	$800,000	Yes
A. Estimate Funds Needed for Projects by Fiscal Year									**$24,398,080**	
B. Estimate Budget Available by Fiscal Year									**$19,087,805**	
C. Ratio of Funds Need to Budget Available (Focusing on achieving a balanced investment for Short-Term projects. Projects in Mid-Term and Long-Term will be amended to accommodate any future changes in land uses)									**128%**	

* Local Road - not eligible for MPO funding.

Note: Project order listed in the table may be subject to amendments in response to future socio-economic changes, such as planned local economic development priorities or land-use alterations.

2041-2050 Time Period

2025-2050 Long-Range Transportation Plan

Project lists in the 2041-2050 Long-Term

Type	Term	FC	Total Points	Project Name	Type	New or On TIP	Project Sponsor/Lead Agency	Total	Federal_80	EJ
LRTP	2041-2050	MC	65	Sharon Street Reconstruction	Road Improvement	New Project	City of Shelby	$2,400,000	$1,920,000	No
LRTP	2041-2050	MC	60	Tucker Avenue and Franklin Avenue Reconstruction	Road Improvement	New Project	City of Shelby	$2,760,000	$2,208,000	Yes
LRTP	2041-2050	MA	60	Road Widening SR 13 from US 30 to Harrington Memorial	Road Widening	New Project	City of Mansfield	$15,000,000	$12,000,000	Yes
LRTP	2041-2050	MinA	55	Lexington-Springmill Road and Cockley Road Intersection Improvement	Intersection Improvement	New Project	Richland County	$890,000	$712,000	No
LRTP	2041-2050	MA	50	South Main Street Improvement Project	Road Improvement	New Project	City of Mansfield	$5,000,000	$4,000,000	Yes
LRTP	2041-2050	MinA	40	Lexington-Springmill Road and Cook Road Intersection Improvement	Intersection Improvement	New Project	Richland County	$1,115,000	$892,000	No
LRTP	2041-2050	MinA	40	Lexington-Springmill Road and Owens Road Intersection Improvement	Intersection Improvement	New Project	Richland County	$645,000	$516,000	No
LRTP	2041-2050	MC	37.5	Walker Lake Road Widening	Road Widening	New Project	Richland County	$4,290,000	$3,432,000	No
A. Estimate Funds Needed for Projects by Fiscal Year									**$25,680,000**	
B. Estimate Budget Available by Fiscal Year									**$20,250,252.53**	
C. Ratio of Funds Need to Budget Available. (Focusing on achieving a balanced investment for Short-Term projects. Projects in Mid-Term and Long-Term will be amended to accommodate any future changes in land uses)									**127%**	

Note: Project order listed in the table may be subject to amendments in response to future socio-economic changes, such as planned local economic development priorities or land-use alterations.

2025-2050 Long-Range Transportation Plan

Waiting-List Projects

Type	Mid-Term	FC	Total Points	Project Name	Type	New or On TIP	Project Sponsor/Lead Agency	Total	Federal_80	EJ
LRTP	Waiting	MC	37.5	Stewart Road Widening	Road Widening	New Project	Madison Township	$4,800,000.00	$3,840,000.00	Yes
LRTP	Waiting	MinA	15	N Illinois Ave. Widening	Road Widening	New Project	Madison Township	$3,820,000.00	$3,056,000.00	Yes
LRTP	Waiting	MC	22.5	Bowman Road Widening	Road Widening	New Project	Richland County	$7,850,000.00	$6,280,000.00	No
LRTP	Waiting	MC	65	Whitney Avenue Reconstruction	Road Improvement	New Project	City of Shelby	$3,480,000.00	$2,784,000.00	No
LRTP	Waiting	MinA	22.5	S. Illinois Avenue and Hickory Lane Intersection	Intersection Improvement	New Project	Richland County	$4,230,000.00	$3,384,000.00	Yes
LRTP	Waiting	M/MnnC	65	East Smiley Avenue Reconstruction	Road Improvement	New Project	City of Shelby	$5,900,000.00	$4,720,000.00	Yes
LRTP	Waiting	MA	20	Lexington Avenue Access Management Project	Road Improvement	New Project	City of Mansfield	$ -	$ -	No
LRTP	Waiting	MC	45	State Street Reconstruction	Road Improvement	New Project	City of Shelby	$6,840,000.00	$5,472,000.00	Yes
LRTP	Waiting	MinA	15	Park Avenue and Trimbler Road Roundabout	Roundabout	New Project	City of Mansfield	$6,000,000.00	$4,800,000.00	Yes
A. Estimated Funds Needed for Projects									**$36,336,000.00**	

Note: Project order listed in the table may be subject to amendments in response to future socio-economic changes, such as planned local economic development priorities or land-use alterations.

Note: This “waiting list” projects is provided for reference, over and above the projects selected for funding within the Cost-Constrained Plan. These projects were identified and scored through the Needs Plan process but could not be included in the Cost-Constrained Plan due to current fiscal limitations. Rather than being omitted, these projects are retained as a resource for future decision-making. Their inclusion ensures that the MPO remains prepared to respond efficiently if funding availability changes—such as through the adoption of a new federal transportation authorization—or if project conditions evolve, including shifts in land use, traffic volumes, or regional priorities that affect project scoring. Maintaining a waiting list supports transparency in the planning process and facilitates timely updates to the Transportation Improvement Program (TIP) as opportunities arise.

Equity Analysis of Fiscally Constrained Plan

Below is a summary table of funding within environmental justice areas by project term.

Table 19: Environmental Justice Summary by Project Term

Term	Total Project Costs	Estimated Transportation Funds	Required Funds to Budget Ratio	Total within EJ Areas	Percent of Total within EJ Areas
Short-Term (2025 - 2030)	$14,359,654.70	$13,877,141.80	103.5%	$8,775,045	61%
Mid-Term (2031 - 2040)	$24,398,080.00	$19,087,805.19	128%	$1,000,000	4%
Long-Term (2041 - 2050)	$25,680,000.00	$20,250,252.53	127%	$22,760,000	89%
Total	**$64,437,734.70**	**$53,215,199.52**	**121%**	$32,535,045	50%
Waiting List (2041 - 2050)	***$34,336,000.00***	***$0,00***			
Grand Total	**$98,773,734.70**	**$53,215,199.52**	**186%**		
ODOT Projects (2026-2029)	$52,081,812	$52,081,812	100%		37%

8. STRATEGIES AND IMPLEMENTATION

Implications for Unified Planning Work Program Development

The findings and project selections in the Long-Range Transportation Plan (LRTP) will significantly shape the development of future Unified Planning Work Programs (UPWPs) created by the MPO. The LRTP has identified priority projects, funding constraints, and strategic goals that must guide the MPO's work across all planning activities. For example, the project scoring process, which integrates criteria such as safety, equity, and economic impact, highlights the need for ongoing refinement of data-driven methodologies in future planning efforts. Incorporating these methods into annual UPWPs ensures that the MPO continues to evaluate and prioritize projects effectively, aligning investments with regional needs and priorities.

The emphasis on fiscal constraint in the Cost-Constrained Plan underscores the importance of financial planning and forecasting in the MPO's UPWPs. Developing accurate funding projections and aligning them with transportation goals will require the MPO to dedicate resources to improving its financial modeling capabilities. This effort will also involve close coordination with state and local funding partners to ensure that the MPO has the most current information about funding opportunities, constraints, and competitive grant programs. Consequently, future UPWPs will likely prioritize technical studies and tools to enhance financial planning and maximize the region's ability to secure external funding.

Equity considerations, as highlighted by the LRTP's emphasis on projects within Environmental Justice (EJ) areas, point to the need for more robust public engagement and community outreach in future UPWPs. The MPO must ensure that traditionally underserved populations have meaningful opportunities to participate in the planning process and that their concerns are incorporated into decision-making. This could involve allocating resources in UPWPs for specialized outreach activities, targeted engagement in EJ communities, and additional equity analysis for proposed projects. These efforts will ensure that the MPO's planning work continues to advance social and environmental justice.

The LRTP's focus on multimodal solutions, such as pedestrian and shared-use path projects, emphasizes the need for the MPO to expand its planning capabilities beyond traditional roadway infrastructure. Future UPWPs will need to include planning tasks that address alternative transportation modes, such as transit, biking, and walking, to support the region's multimodal goals. This will likely involve funding technical studies, engaging with transit operators, and developing multimodal transportation plans. By building capacity in these areas, the MPO can better support the projects identified in the LRTP and ensure that the region's transportation system evolves to meet changing needs.

Finally, the LRTP's project selection process and its reliance on regional collaboration highlight the importance of maintaining strong partnerships within the MPO's planning area. Future UPWPs will need to emphasize collaborative efforts with municipalities, counties, state agencies, and other stakeholders to ensure that the MPO's planning efforts align with broader regional goals. This includes developing shared data resources, streamlining project development processes, and conducting joint studies that address regional challenges. By fostering stronger partnerships and integrating them into the planning work program, the MPO can build on the success of the LRTP to deliver a coordinated and sustainable transportation network.

Additional Sources of Funds

The MPO's reliance on existing funding sources in the LRTP project selection process highlights the critical need to identify additional funding streams to meet the region's long-term transportation needs. While current sources, such as MPO Surface Transportation Block Grant (STBG) funds, state federal discretionary funds, such as Safe Streets and Roads for All (SS4A) Active Transportation Infrastructure Investment Program (ATIIP) and Safe Route To School (SRTS), etc., and other federal allocations provide a foundation for transportation planning, they are insufficient to address all of the projects in the needs plan, particularly those requiring substantial investment. As the transportation system ages and demands for multimodal and sustainable infrastructure grow, the MPO must seek out innovative funding mechanisms to ensure that all high-priority projects are implemented, regardless of traditional funding limitations.

One promising avenue for expanding the MPO's financial capacity lies in leveraging competitive grant programs at the state and federal levels. Programs such as the Infrastructure Investment and Jobs Act (IIJA) and similar discretionary opportunities offer substantial funding for transformative projects, particularly those that address equity, safety, and environmental sustainability. However, successfully competing for these grants requires the MPO entities to use data-driven resources available within the MPO for grant-writing expertise, project readiness, and regional collaboration, ensuring that proposed projects align with program criteria and national transportation goals. Future efforts must include the proactive identification of funding opportunities and partnerships to maximize the region's competitiveness in securing these funds.

In addition to external grants, the MPO can also explore alternative funding mechanisms, such as public-private partnerships (P3s), regional transportation funding initiatives, and local option transportation taxes. These mechanisms can provide more flexible and sustainable funding streams that are tailored to regional needs. For instance, a local transportation tax could be structured to support specific projects that directly benefit residents and businesses, garnering community support. Similarly, engaging the private sector through P3s can attract investment in infrastructure projects that generate economic returns. By diversifying its funding portfolio, the MPO can reduce reliance on constrained traditional sources, address funding gaps, and deliver a more robust and resilient transportation network for the region.

One promising additional funding source is surplus Surface Transportation Block Grant (STBG) funds from other Ohio MPOs that, due to project delays, scope uncertainties, or other challenges, remain unused. These funds are administered on a discretionary basis by ODOT, making their availability unpredictable. However, RCRPC has successfully leveraged such funds, such as loans from OKI for identified shortfalls, in the past for critical local projects, including the recent Main Street Improvement Project, and other projects, etc. To ensure the MPO is well-positioned to capitalize on future opportunities, it is recommended that proactive planning studies be conducted. These studies will enhance project readiness, refine cost estimates, and strengthen funding applications for the following priority projects:

1. SR13 Road Widening (Mansfield)
2. SR97/Hanley Connector Road (Lexington)
3. SR314/Millsboro Rd. Roundabout (Ontario)

APPENDIX A: CALL FOR PROJECTS SCORING FORM

The following is the short-term project form sent to municipalities during the Call for Projects to develop the Needs Plan. Identical forms were used to collect mid- and long-term projects. The scoring criteria are contained within the form, and scores range from 2.5 to 100 points. To facilitate the calculation of investment costs for various transportation enhancements defined in the regional goals and objectives, a spreadsheet was developed to assist the community in estimating transportation improvement costs by category.

RCRPC LRTP Project (2025-2050) and TIP Project (2026-2030) Application Form (TIP/Short-Term2026-2030)

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Please limit responses to the space provided.

If a question is not applicable to your project, use N/A.

General Information							
Project Name	RIC-Shelby-Ontario Road Sidewalks						
New Project? Or Previous TIP 2024-2027?	Yes, New Project						
Project Sponsor/Lead Agency	City of Ontario						
Other Involved Agencies	N/A						
Contact Person and Title	Kris Knapp, Mayor City of Ontario						
Address	555 Stumbo Road, Ontario, OH 44906						
Phone	(419) 529-6333			Email	kknapp@ontarioohio.org		
Primary project mode	Pedestrian						
Secondary project mode	Roadway						
Project Limits/ Beginning and End of Project	New sidewalk along Shelby-Ontario Road beginning at school and extending north to Zimmerman Lane. 1,500 feet total project length.						
Does the project add one or more travel lanes, turn lanes or axillary lanes on a facility classified as minor collector or higher on the FHWA functional classification system?				NO			
A. New/Reconstructed /Widening Roadway Project Length (Miles)	0	# of Lanes in each direction	1 NB 1 SB	New Lane With, ft	N/A	Median	N/A
Curb and Gutter / Shoulder	N/A	Sidewalk or Trail		Yes. New Sidewalk.		Sidewalk or Trail Width	5 feet
B. Intersection Improvement / Number of right or left turn lane to be added:	N/A	# of New Traffic signal	N/A	# of modified traffic signal		N/A	
# of New Single Lane Roundabout	N/A			# of New multilane Roundabout		N/A	
C. New or Widened Bridge (ft)	Please pick from drop-down list			Total length (ft) of new adding		N/A	N/A
ROW Available (Yes or No)				YES			
Total Acres of New Right of Way Required (Include value of land and improvements, relocations, and acquisition services)				N/A			
Were there any previous State or federal funds received for this project? (Yes or No)				NO			
Project Priority - If submitting more than one project proposal, designate the priority of each proposal realative to the other(s) (Highest Priority = 1)				1			
Explain the Project's Readiness: (Max 20-point)							
The project requires additional planning and/or a feasibility study. (2.5-point)							
The project is planned, but requires design, engineering, and construction. (5-point)				X			
The project has been through preliminary design, but requires final design, engineering, and construction. (7.5-point)							
The project is fully designed, but requires engineering and construction. ((10-point0							
The project is immediately ready for construction. (20-Point)							
Other (please specify)							
Proposed Project Start Date	2027		Project End Date/ Opening Year	2029			
Functional Classification	Major Collector		Average Daily Traffic	2739			
Speed Limit	35 mph						
Will the project be ODOT Let or Local Let				**Local Let**			

RCRPC LRTP Project (2025-2050) and TIP Project (2026-2030) Application Form (TIP/Short-Term2026-2030)

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STRUCTUREPOINT

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Please limit responses to the space provided.

If a question is not applicable to your project, use N/A.

Project Details

1. Project Description and Scope of Work (10 Points)

The project will install new ADA compliant sidewalks, curb ramps and make drainage improvements along Shelby-Ontario Road from the schools to the intersection with Zimmerman Lane.

2. Does the project focus on an existing transportation safety concern? If yes, please provide supporting data. (15 points)

There are multiple housing allotments along Shelby-Ontario Road with no pedestrian facilities. This project would provide safe walking from these houses to both the schools and Marshall Park.

3. Describe complete street elements (Transit accommodations, current and proposed type of bike/ped infrastructure, green infrastructure, etc.) if applicable. (15 points)

There is currently no bike/pedestrian infrastructure in this area. This project will address that need.

4. Describe how the project will enhance transportation system resiliency, sustainability, connectivity, access, air quality and/or mobility. (10 points)
The project will greatly improve conectivity between the Ontario Local schools and the neighborhoods along Shelby-Ontario Road.
5. Describe how the project links to other relevant plans, studies, or initiatives, such as LRTP plan, zoning, UPWP-funded study, capital improvement program, intermunicipal agreements, etc. (5 points)
This is a Safety project to address an immediate need within the City. Having pedestrians, specifically children, trying to walk along Shelby-Ontario Road from homes to the school and park is a very dangerous.
6. Identify the level of support from elected officials, municipal decision makers, and community groups. If this project includes pilot studies, please identify the communities that have expressed interest in participating and provide corresponding letters of support. If the primary transportation facility that is the subject of this project's main objectives is owned oroperated by another entity, please indicate the level of support from the primary transportationfacility owner and/or operator. (10 points)
This project has the full support of the City including the Mayor, Council and schools. Planning and coordination of the project with RCRPC began in August 2024.

RCRPC LRTP Project (2025-2050) and TIP Project (2026-2030) Application Form (TIP/Short-Term2026-2030)

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STRUCTUREPOINT

Richland County Regional Planning Commission

Please limit responses to the space provided.

If a question is not applicable to your project, use N/A.

7. Identify the proposed funding in the form below. Use the attached inflation calculator to calculate your project into the appropriate state fiscal year dollars.(15-point if local fund > 20%; 10-point if local fund = 20%)

Short-term TIP (2026-2030)	FY	Funding Type	PE	ROW	CON	CE	Total
Short-term TIP (2026-2030)	2027	Requested MPO Federal	$69,984.00				$69,984.00
Short-term TIP (2026-2030)	2027	Local Funds	$17,496.00				$17,496.00
Short-term TIP (2026-2030)	2029	Requested MPO Federal			$388,800.00		$388,800.00
Short-term TIP (2026-2030)	2029	Local Funds			$97,200.00		$97,200.00
Short-term TIP (2026-2030)	2029	Requested MPO Federal				$38,880.00	$38,880.00
Short-term TIP (2026-2030)	2029	Local Funds				$9,720.00	$9,720.00
Short-term TIP (2026-2030)	drop-down	drop-down list					$0.00
Short-term TIP (2026-2030)	drop-down	drop-down list					$0.00
Short-term TIP (2026-2030)	drop-down	drop-down list					$0.00
Short-term TIP (2026-2030)	drop-down	drop-down list					$0.00
Short-term TIP (2026-2030)	drop-down	drop-down list					$0.00
Short-term TIP (2026-2030)	drop-down	drop-down list					$0.00
Short-term TIP (2026-2030)	drop-down	drop-down list					$0.00
Short-term TIP (2026-2030)	drop-down	drop-down list					$0.00
Short-term TIP (2026-2030)	drop-down	drop-down list					$0.00
Short-term TIP (2026-2030)	drop-down	drop-down list					$0.00
Short-term TIP (2026-2030)	drop-down	drop-down list					$0.00
Short-term TIP (2026-2030)	drop-down	drop-down list					$0.00
Short-term TIP (2026-2030)	drop-down	drop-down list					$0.00
Short-term TIP (2026-2030)	drop-down	drop-down list					$0.00
Short-term TIP (2026-2030)	drop-down	drop-down list					$0.00
Grand Total			$87,480.00	$0.00	$486,000.00	$48,600.00	$622,080.00
	Federal Funds/MPO Total (Max. 80%)		$69,984.00		$388,800.00	$38,880.00	$497,664.00
	Local Match (Min 20%)		$17,496.00		$97,200.00	$9,720.00	$124,416.00
	Project Total Cost		$87,480.00		$486,000.00	$48,600.00	$622,080.00

Proposed Funding Information / Funding History in Previous TIP 2024-2027

			PE	ROW	CON	CE	Total
Short-term TIP (2026-2030)	drop-down	drop-down list					$0.00
Short-term TIP (2026-2030)	drop-down	drop-down list					$0.00
Short-term TIP (2026-2030)	drop-down	drop-down list					$0.00
Short-term TIP (2026-2030)	drop-down	drop-down list					$0.00
Short-term TIP (2026-2030)	drop-down	drop-down list					$0.00
Short-term TIP (2026-2030)	drop-down	drop-down list					$0.00
Short-term TIP (2026-2030)	drop-down	drop-down list					$0.00
Grand Total			$0.00	$0.00	$0.00	$0.00	$0.00
							$622,080.00

Project Checklist

Is there an included map of the project?	YES
Is there any additional documentation attached? (Photos, infographics, studies, etc.)	NO

Page 4 of 4

Deck Replacement	
Bridge Length (Feet)	0.00
Bridge Width (Feet)	0.00
Total Deck Area	0.00
Price/SF	$185.00
Total Cost	**$0.00**

Existing Bridge Widening	
Bridge Length (Feet)	0.00
Bridge Width (Feet)	0.00
Total Deck Area	0.00
Price/SF	$250.00
Total Cost	**$0.00**

Bridge Reconstruction*	
Bridge Length (Feet)	200.00
Bridge Width (Feet)	32.00
Total Deck Area	6400.00
Price/SF	$400.00
Total Cost	**$2,560,000.00**

*Includes cost of removal of existing structure

Traffic Signal Costs	
New Traffic Signal	**$275,000.00**
Pedestrian Pushbuttons Added to Existing Signal	**$45,000.00**
HAWK Signal	**$115,000.00**
RRFB Signal	**$25,000.00**

Concrete Pavement Estimator

Item No.	Item Description	Unit	Quantity	Unit Cost	Total Cost
204	Subgrade Compaction	SY	888.9	$2.85	$2,533.33
304	6" Aggregate Base	CY	148.1	$83.00	$12,296.30
452	6" Non-Reinforced Concrete Pavement, Class QC 1P	SY	0.0	$0.00	$0.00
452	7" Non-Reinforced Concrete Pavement, Class QC 1P	SY	0.0	$0.00	$0.00
452	8" Non-Reinforced Concrete Pavement, Class QC 1P	SY	0.0	$0.00	$0.00
452	9" Non-Reinforced Concrete Pavement, Class QC 1P	SY	0.0	$0.00	$0.00
452	10" Non-Reinforced Concrete Pavement, Class QC 1P	SY	0.0	$0.00	$0.00
452	11" Non-Reinforced Concrete Pavement, Class QC 1P	SY	888.9	$132.89	$118,126.67
452	12" Non-Reinforced Concrete Pavement, Class QC 1P	SY	0.0	$0.00	$0.00
452	13" Non-Reinforced Concrete Pavement, Class QC 1P	SY	0.0	$0.00	$0.00
452	14" Non-Reinforced Concrete Pavement, Class QC 1P	SY	0.0	$0.00	$0.00
452	15" Non-Reinforced Concrete Pavement, Class QC 1P	SY	0.0	$0.00	$0.00
				Total Cost	**$132,956.30**

Concrete Pavement Length (Feet)	500.00
Concrete Pavement Width (Feet)	16.00
Concrete Pavement Thickness (Inches)	11

Pavement Marking Estimator

Item No.	Item Description	Unit	Quantity	Unit Cost	Total Cost
644	Edge Line, 4"	Mile	0.55	$4,449.50	$2,447.23
644	Lane Line, 4"	Mile	1.25	$2,278.00	$2,847.50
644	Center Line	Mile	0.65	$7,205.50	$4,683.58
644	Channeling Line, 8"	Feet	150	$2.55	$382.50
644	Stop Line	Feet	25	$11.05	$276.25
644	Crosswalk Line, 12"	Feet	50	$4.85	$242.50
644	Transverse/Diagonal Line	Feet	75	$8.00	$600.00
644	Chevron Marking	Feet	50	$7.55	$377.50
644	School Symbol Marking, 72"	Each	5	$674.85	$3,374.25
644	Lane Arrow	Each	5	$130.25	$651.25
644	Lane Reduction Arrow	Each	5	$315.50	$1,577.50
644	Wrong Way Arrow	Each	5	$24.55	$122.75
644	Word on Pavement, 72"	Each	5	$183.60	$918.00
644	Dotted Line, 4"	Feet	250	$2.15	$537.50
644	Yield Line	Feet	25	$14.55	$363.75
				Total Cost	**$19,402.05**

Roadway Project Cost Estimator							
Project Length (Feet)		**Item No.**	**Item Description**	**Unit**	**Quantity**	**Unit Cost**	**Total Cost**
4600.00			**Roadway**				
Existing Roadway Width (Feet)		202	Pavement Removed	SY	12777.8	$8.60	$109,888.89
25.00		203	Excavation	CY	11500.0	$14.45	$166,175.00
Proposed Roadway Width		203	Embankment	CY	2300.0	$13.95	$32,085.00
28.00		204	Subgrade Compaction	SY	16866.7	$1.55	$26,143.33
Widening/Full Depth Replacement		204	Proof Rolling	HOUR	8.4	$214.00	$1,804.73
Full Depth		608	4" Concrete Walk	SF	23000.0	$6.15	$141,450.00
Milling/Overlay Thickness (Inches)			**Erosion Control**				
1.25		659	Soil Analysis Test	EACH	2.0	$86.35	$172.70
Tack Coat Application Rate (Gal/SY)		659	Topsoil	CY	2269.3	$28.95	$65,697.20
0.055		659	Seeding and Mulching	SY	20444.4	$1.10	$22,488.89
Proposed Full Depth Width (Feet)		659	Repair Seeding and Mulching	SY	1022.2	$0.65	$664.44
28.00		659	Inter Seeding	SY	1022.2	$0.55	$562.22
Surface Course Thickness (Inches)		659	Commerical Fertilizer	TON	2.85	$614.15	$1,750.94
1.25		659	Lime	ACRE	4.22	$59.85	$252.81
Intermediate Course Thickness (Inches)		659	Water	MGAL	113.2	$0.80	$90.53
1.75		832	Stormwater Pollution Prevention Plan	LS	LS	$10,000.00	$10,000.00
Asphalt Base Thickness (Inches)		832	Stormwater Pollution Prevention Plan Inspections	LS	LS	$5,000.00	$5,000.00
6.00		832	Stormwater Pollution Prevention Plan Inspection Software	LS	LS	$3,500.00	$3,500.00
Aggregate Base Thickness (Inches)		832	Erosion Control	EACH	53681.1	$1.00	$53,681.13
6.00			**Drainage**				
Curb and Gutter (Yes/No)		605	4" Shallow Pipe Underdrains	FT	9200.0	$15.00	$138,000.00
Yes		605	Aggregate Drains	FT	0.0	$13.95	$0.00
Sidewalk Width Left Side (Feet)		611	Conduit, Misc.: Closed Storm Sewer System	LS	LS	$439,300.00	$439,300.00
5.00			**Pavement**				
Sidewalk Width Right Side (Feet)		254	Pavement Planing, Asphalt Concrete	SY	0.0	$6.55	$0.00
0.00		301	Asphalt Concrete Base, PG64-22, (449)	CY	2385.2	$160.40	$382,583.70
New/Replaced Traffic Signals		304	Aggregate Base	CY	2811.1	$59.80	$168,104.44
2		407	Tack Coat	GAL	1574.2	$2.55	$4,014.27
Roadway Lighting (Yes/No)		441	Asphalt Concrete Surface Course, Type 1, PG64-22, (449)	CY	496.9	$236.90	$117,718.83
Yes		441	Asphalt Concrete Intermediate Course, Type 2, (449)	CY	695.7	$204.95	$142,579.41
Construction Duration (Month)		609	Combination Curb and Gutter, Type 2	FT	9200.0	$25.95	$238,740.00
12			**Traffic Control**				
Construction Start Year		630	Signing, Misc.: Full Project Signing	LS	LS	$9,878.50	$9,878.50
2028		644	Edge Line, 4"	MILE	0.0	$4,243.35	$0.00
Field Office Type		644	Center Line	MILE	1.7	$7,373.15	$12,847.16
C			**Traffic Signals**				
Bridge Work		632	Signalization, Misc.: Full Traffic Signal Installation	LS	2.0	$275,000.00	$550,000.00
New			**Lighting**				
Bridge Length (Feet)		625	Lighting, Misc.: Full Project Lighting	LS	LS	$276,000.00	$276,000.00
200			**Bridge**				
Bridge Width		530	Special - Structures	SF	10000	$350.00	$3,500,000.00
50			**Incidentals**				
Design Contingency (Percent)		614	Maintenance of Traffic	LS	LS	$156,058.71	$156,058.71
20		619	Field Office, Type A, B or C	MONTH	12	$2,120.90	$25,450.80
		623	Construction Layout Stakes and Surveying	LS	LS	$23,408.81	$23,408.81
		624	Mobilization	LS	LS	$200,000.00	$200,000.00
						Total Itemized Cost	**$7,026,092.44**
		-	Design Contingency	LS	LS	$1,405,218.49	$1,405,218.49
		-	Inflation	LS	LS	11.40%	$800,974.54
						Total Project Cost	**$9,232,285.47**

Designer Note: Only enter information into yellow highlighted cells

Pavement Resurfacing Estimator							
Project Length (Feet)		**Item No.**	**Item Description**	**Unit**	**Quantity**	**Unit Cost**	**Total Cost**
1500		254	Pavement Planing, Asphalt Concrete	SY	4000.0	$4.25	$17,000.00
Roadway Width (Feet)		407	Tack Coat	GAL	340.0	$2.55	$867.00
24		441	Asphalt Concrete Surface Course, Type 1, PG64-22, (449)	CY	166.7	$273.05	$45,508.33
Milling/Overlay Thickness (Inches)		644	Edge Line, 4"	MILE	0.57	$3,758.15	$2,135.31
1.5		644	Center Line	MILE	0.28	$6,296.05	$1,788.65
Tack Coat Application Rate (Gal/SY)		624	Mobilization	LS	LS	$2,000.00	$2,000.00
0.085						**Total Project Cost**	**$69,299.30**

Designer Note: Only enter information into yellow highlighted cells

APPENDIX B: ENVIRONMENTAL JUSTICE ANALYSIS

MURPHYepson 30 yrs

Environmental Justice Populations Overview

Richland County Regional Planning Commission: Long-Range Transportation Plan Update

Executive Summary

In this analysis of environmental justice (EJ) populations in Richland County, Ohio, we identify demographic trends and challenges in the county and its cities and towns. Environmental justice is the principle that the benefits and drawbacks to public policies should accrue equitably across society. People in environmental justice populations have historically faced the most negative impacts of many policies, including in the transportation and infrastructure spheres. Involving EJ populations before undertaking a public works project is one way to correct this imbalance.

Using the EPA's EJScreen tool, our methodology involved a detailed examination of demographic indicators such as income levels, racial composition, language proficiency, educational attainment, age demographics, and employment status.

The analysis revealed notable disparities and several areas for specific focus. Richland County, especially Mansfield, has a significantly higher proportion of low-income households compared to state and national averages. There is also substantial representation of people of color, individuals with limited English proficiency, and people with less than a high school education, necessitating transportation planning that is inclusive and accessible. Elderly and unemployed populations face specific challenges, highlighting the need for tailored transportation services.

In response to these findings, we propose a robust engagement strategy, emphasizing the importance of integrating diverse community groups into the transportation planning process. We suggest conducting focus groups with EJ populations, alongside stakeholder meetings with experts to tackle technical aspects. Additionally, we recommend broader public outreach through public meetings and surveys to ensure that the plans reflect community-wide needs and aspirations. This comprehensive approach aims to develop transportation plans that are equitable, inclusive, and responsive to the unique challenges of EJ populations in Richland County.

Introduction

This report describes the results of an analysis of environmental justice populations in Richland County. Environmental justice refers to 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. This principle recognizes that environmental hazards have disproportionately impacted certain communities, particularly those comprising low-income groups and people of color, while environmental benefits have not accrued to these communities.

The importance of environmental justice lies in its commitment to ensuring equitable distribution of environmental risks and resources, while also empowering communities to participate actively in decision-making processes for policies that affect can their environment and health. In Richland County, Ohio, where the demographic makeup reflects significant environmental justice populations, understanding and addressing these concerns is not just a matter of regulatory compliance, but a crucial step towards fostering a sustainable, healthy, and equitable community for all residents. This report aims to explore the environmental justice landscape of Richland County, delving into the specific needs and challenges of its diverse populations, and highlighting the importance of integrating these considerations into comprehensive planning and policy-making efforts, particularly in the realm of transportation planning.

For this report, we focus on nine demographic indicators for environmental justice populations used by the U.S. Environmental Protection Agency's EJScreen tool. In the sections that follow, we will explore each in some detail to understand their importance for transportation and public involvement.

People of Color

Historically, transportation policies have sometimes negatively impacted communities of color through practices like route segregation or the placement of major highways that divide neighborhoods. Addressing the transportation needs of these communities is essential for rectifying past injustices and preventing future disparities. Ensuring that public transit routes effectively serve areas predominantly inhabited by people of color, and that these services are frequent, reliable, and safe, is crucial. This approach can help bridge gaps in access to employment, education, and other critical resources.

Low-Income Populations

Transportation is a significant factor in the lives of low-income individuals, often dictating access to essential services like healthcare, education, and employment. Affordable and reliable public transit can reduce the burden of transportation costs, which disproportionately affect low-income households. Without adequate transportation options, these individuals may face increased isolation and limited opportunities for economic advancement. A transportation plan that prioritizes affordability and accessibility can significantly improve the quality of life for low-income residents and contribute to a more equitable community.

Unemployed Individuals

Access to reliable and affordable transportation is a key factor in finding and maintaining employment. For the unemployed, especially in areas with limited job opportunities, the ability to travel to different locations can significantly impact their job prospects. Transportation plans should consider the needs of these individuals by providing routes that connect residential areas with diverse employment hubs. Additionally, flexible scheduling and fare discounts can further assist in breaking down barriers to employment.

Limited English-Speaking Populations

Language barriers can make it challenging for individuals who have limited English proficiency to navigate public transit systems. Providing multilingual signage, announcements, and customer service can greatly enhance the usability of transportation services for these populations. When transportation plans include considerations for language accessibility, they help ensure that all community members have equal access to mobility options, which is fundamental for full participation in societal activities.

Individuals with Less Than a High School Education

People with lower educational attainment often face limited employment opportunities, and inadequate access to transportation can further exacerbate these issues. This population might rely heavily on public transit for commuting to work or accessing educational facilities to improve their qualifications. Transportation plans need to cater to these needs by providing efficient and convenient connections between residential areas and job centers or educational institutions. This focus not only aids individuals in improving their circumstances but also supports broader economic development.

Children Under Age 5

Young children are an environmental justice population due to their heightened vulnerability to environmental hazards and the significant impact these hazards can have on their developing bodies and future health. Communities should consider their unique needs in transportation planning to ensure their safety and accessibility. This involves creating safe, child-friendly transit options, ensuring routes and schedules align with the daily routines of families, and improving connectivity to essential services like schools, parks, and healthcare facilities.

Adults Over Age 64

Seniors often have unique transportation needs due to reduced mobility, health issues, and a greater reliance on public services. An effective transportation plan for this group would include services like low-floor buses, adequate seating at transit stops, and paratransit services for those unable to use standard public transit. Ensuring that transportation systems are senior-friendly is not just about accessibility; it's also about maintaining the independence and quality of life for older adults, allowing them to remain engaged and active in their communities.

Low Life Expectancy

Life expectancy data highlights areas where residents have a shorter average lifespan, often due to environmental, health, and socioeconomic challenges. In areas with low life expectancy, transportation can be a key factor in improving access to healthcare, reducing exposure to harmful pollutants, and enhancing overall quality of life. Well-designed transportation systems can connect these communities to essential services, encourage physical activity through pedestrian-friendly infrastructure, and facilitate economic opportunities that can lead to healthier lifestyles. Therefore, integrating life expectancy

considerations into transportation planning not only addresses immediate mobility needs but also contributes to long-term health improvements and social equity in vulnerable communities.

People with Disabilities

Incorporating the needs of people with disabilities into transportation planning is essential for fostering an inclusive, equitable community. This group often faces unique challenges in mobility and access, making it imperative that transportation systems are designed with their specific needs in mind. Providing accessible transit options, from buses with wheelchair ramps to well-designed pedestrian infrastructures, not only aligns with legal requirements but also significantly enhances the quality of life for individuals with disabilities.

Methodology

We conducted the analysis of Richland County's EJ populations primarily using the Environmental Protection Agency's (EPA) EJScreen tool. EJScreen is an environmental justice screening and mapping tool that provides the EPA with a nationally consistent dataset and approach for combining environmental and demographic indicators. This section outlines the methodology employed in utilizing EJScreen to identify and analyze EJ populations.

We selected the relevant demographic indicators available in EJScreen: Demographic Index, Supplemental Demographic Index, People of Color, Low Income, Unemployment Rate, Limited English Speaking Households, Less Than High School Education, Under Age 5, Over Age 64, and Low Life Expectancy.

Our first analyses focused on the entirety of the county. Based on the high concentrations of several environmental justice populations, we conducted further research on Mansifeld and the northeastern-most census tract in the county (tract number 39139002900).

For each demographic indicator and geographic area, we extracted data by running an EJScreen community report. We then compared extracted data to state and national averages to determine which environmental justice populations require special focus in Richland County and the detailed areas we selected.

Using the GIS capabilities of the web tool, we also created maps to visually represent the distribution and concentration of EJ populations across Richland County and the focused areas. These maps allowed us to quickly identify patterns, hotspots, and areas of particular concern where environmental justice populations are most prevalent.

Analysis

Richland County has several socioeconomic indicators with values above the state and national averages, including proportion of people with low incomes, people over age 64, and people whose highest level of formal education is less than high school graduation.

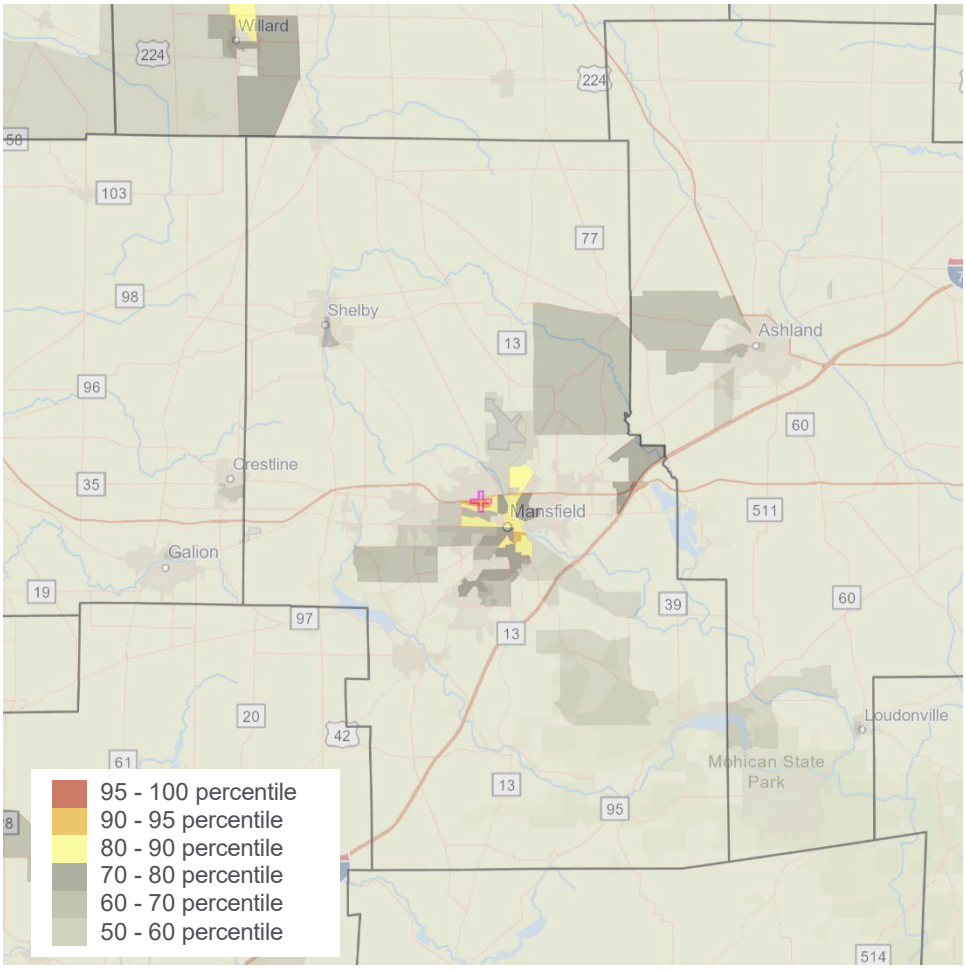
Additionally, Richland County is at or above the 50th percentile at the state level for every measure of socioeconomic disadvantage. The same is true at the national level of all indicators except the overall demographic index and the proportion of people of color. The following table contains a detailed breakdown of values for each indicator and their percentiles.

Indicator	Value	State Average	State Percentile	U.S. Average	U.S. Percentile
Demographic Index	24%	28%	56	35%	41
Supplemental Demographic Index	14%	14%	59	14%	58
People of Color	15%	24%	55	39%	31
Low Income	35%	33%	59	31%	62
Unemployment Rate	5%	6%	61	6%	60
Limited English Speaking Households	1%	1%	76	5%	57
Less Than High School Education	12%	10%	69	12%	63
Under Age 5	6%	6%	58	6%	58
Over Age 64	19%	18%	62	17%	65
Low Life Expectancy	21%	21%	50	20%	65
People with Disabilities	16.3%	14.8%	64	13.4%	72

People of Color

Richland County has, on the whole, fewer people of color as a share of population than the state and national average. However, certain areas in Mansfield do rank highly (80th to 90th percentile) at the state level for their populations of people of color. In the maps that follow, red areas are those with a concentration in the 95th to 100th percentile statewide, orange indicates the 90th to 95th percentile, and yellow indicates the 80th to 90th percentile. The city has 31% of its residents identifying as people of color, compared to the state average of 24%. This concentration of people of color indicates the need for a specific focus on these areas for environmental justice concerns, guiding outreach strategy toward organizations in these communities.

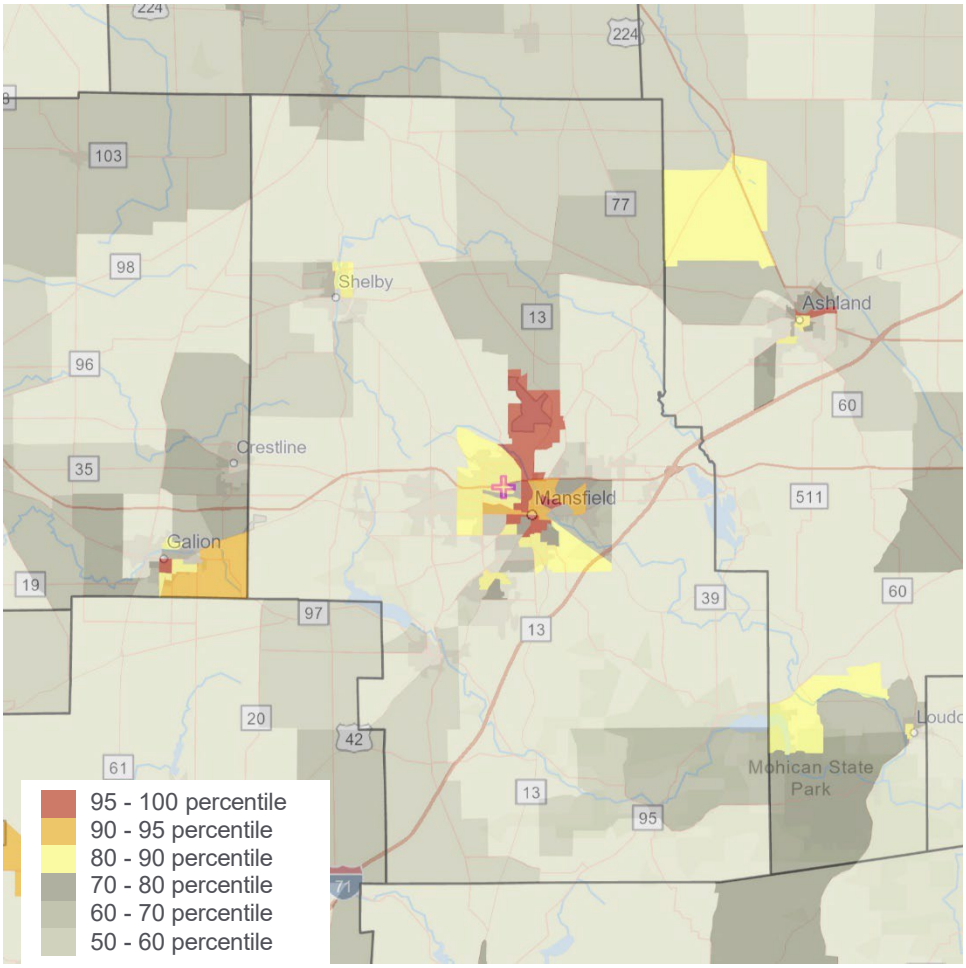
People of Color by Census Block Group (Percentile within Ohio)



Low-Income Populations

The areas in Richland County with the highest proportions of low-income residents are in or near the city of Mansfield, and there is another low-income pocket in Shelby. While the county overall has 35% of its residents earning a low income, that statistic jumps to 51% in Mansfield, putting the area in the 79th percentile in the state. Several areas within Mansfield are in the top 5% for low-income residents in the state, suggesting barriers to modes of transportation that may be prohibitively expensive, like personal automobiles.

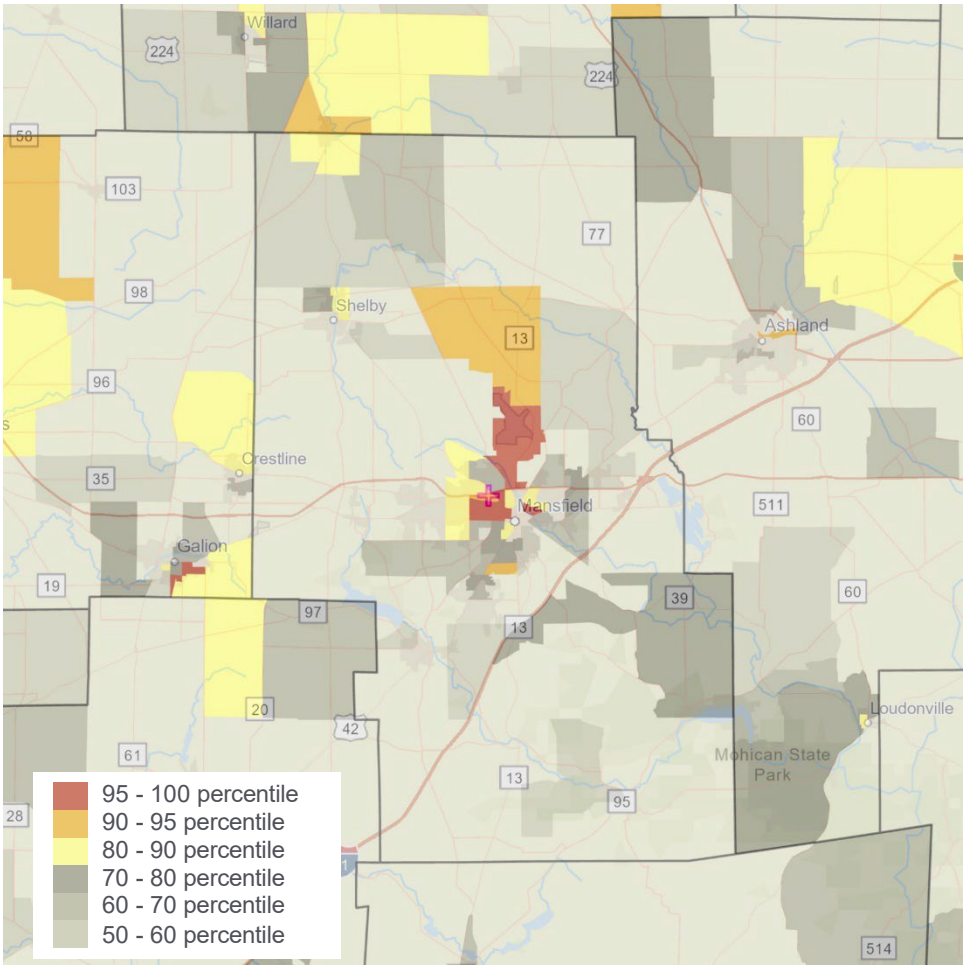
People in Low-Income Households by Census Block Group (Percentile within Ohio)



Unemployed Individuals

Richland County has a lower unemployment rate than the state and national averages, though it has more unemployment than the average county, placing it in the 61st percentile in Ohio and the 60th in the U.S. Again, we see that unemployment is concentrated heavily in the city of Mansfield, with a lesser concentration in Shelby. At the time we conducted these analyses, the unemployment rate in Mansfield was 9%, compared to 6% at the state and national levels. Transportation plans must address this issue and how it interacts with other environmental justice concerns in Richland County's urban areas.

Unemployed People by Census Block Group (Percentile within Ohio)

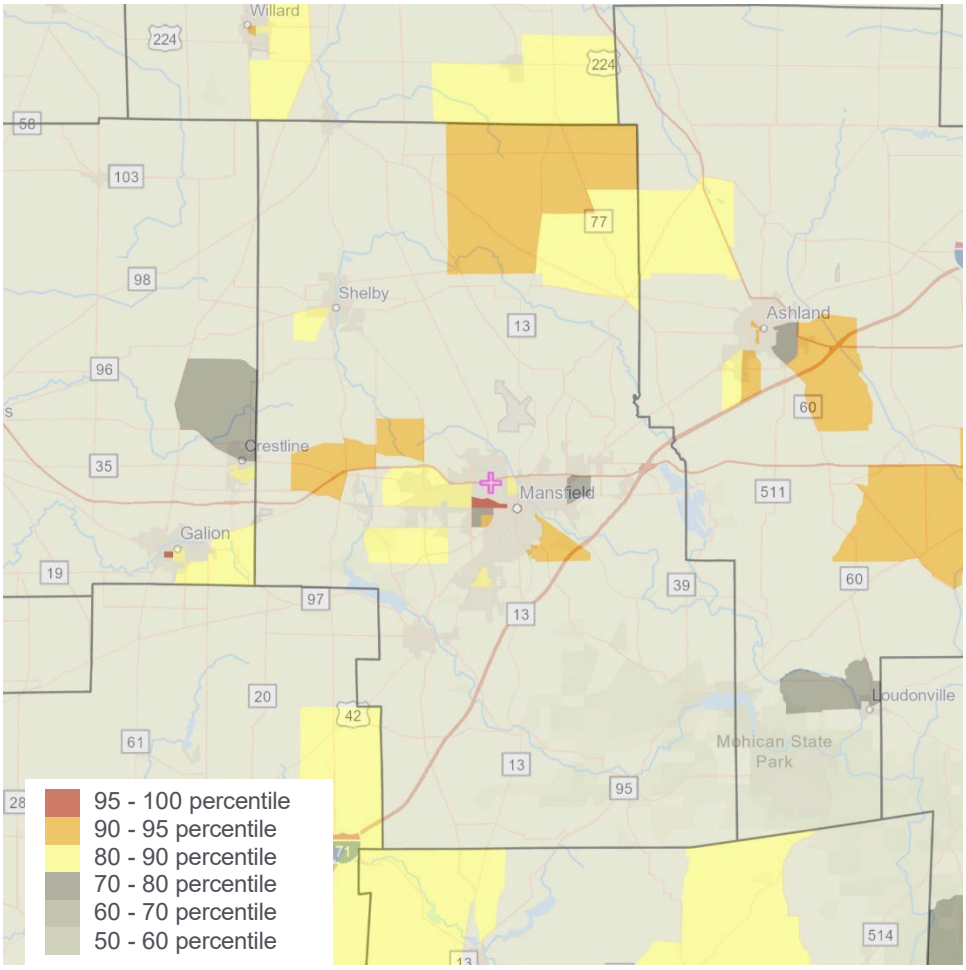


Limited English-Speaking Populations

The number of households in Richland County that speak limited English is similar to the Ohio average and less than the U.S. average. However, there are geographic areas in which a higher proportion of households speak limited English. Across the county, the language most commonly spoken at home other than English is Germanic (2% of households), followed by Spanish (1%). While EJScreen categorizes the Germanic language spoken as “German or other West Germanic,” we can reasonably assume this is Pennsylvania Dutch, the Germanic dialect spoken by Amish, Mennonites, and other descendants of German immigrant populations. Germanic language-speaking households are primarily in the northeast corner of the county.

There are also sizeable groups of people who speak Arabic (concentrated in the red-shaded area in west Mansfield) and Korean (in the orange tract in the mid-west of the county).

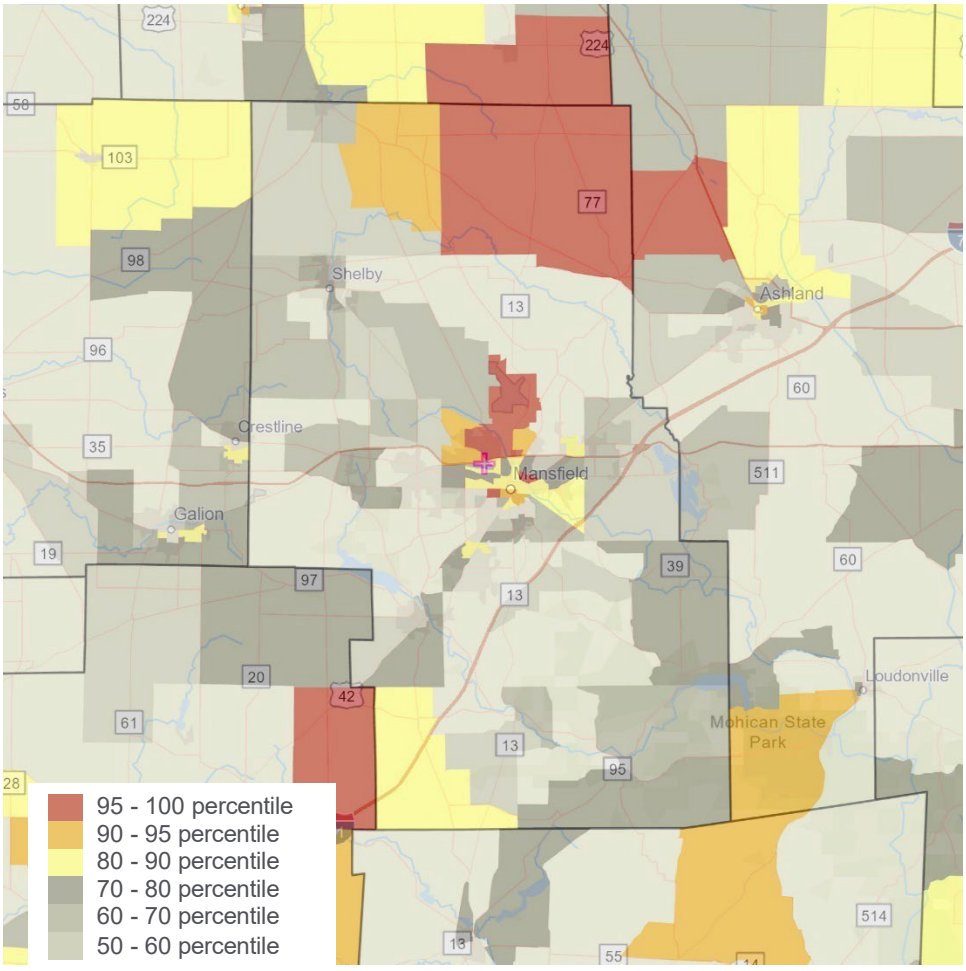
People in Limited English-Speaking Households by Census Block Group (Percentile within Ohio)



Individuals with Less Than a High School Education

There are several areas in Richland County with higher-than-average proportions of people with less than a high school education. Again, areas in and around Mansfield have higher concentrations of people in this environmental justice group. But the northeastern portion of the county is also above the 95th percentile for people without a high school diploma, which we can reasonably attribute to the Amish and related Germanic populations in the area. Those with less formal education may struggle to find employment, and lack of transportation can also limit these opportunities. Public engagement efforts should aim to bring in people with varying levels of formal education to understand each group's specific needs and perspective.

People Age 25 or Older Without a High School Diploma by Census Block Group (Percentile within Ohio)



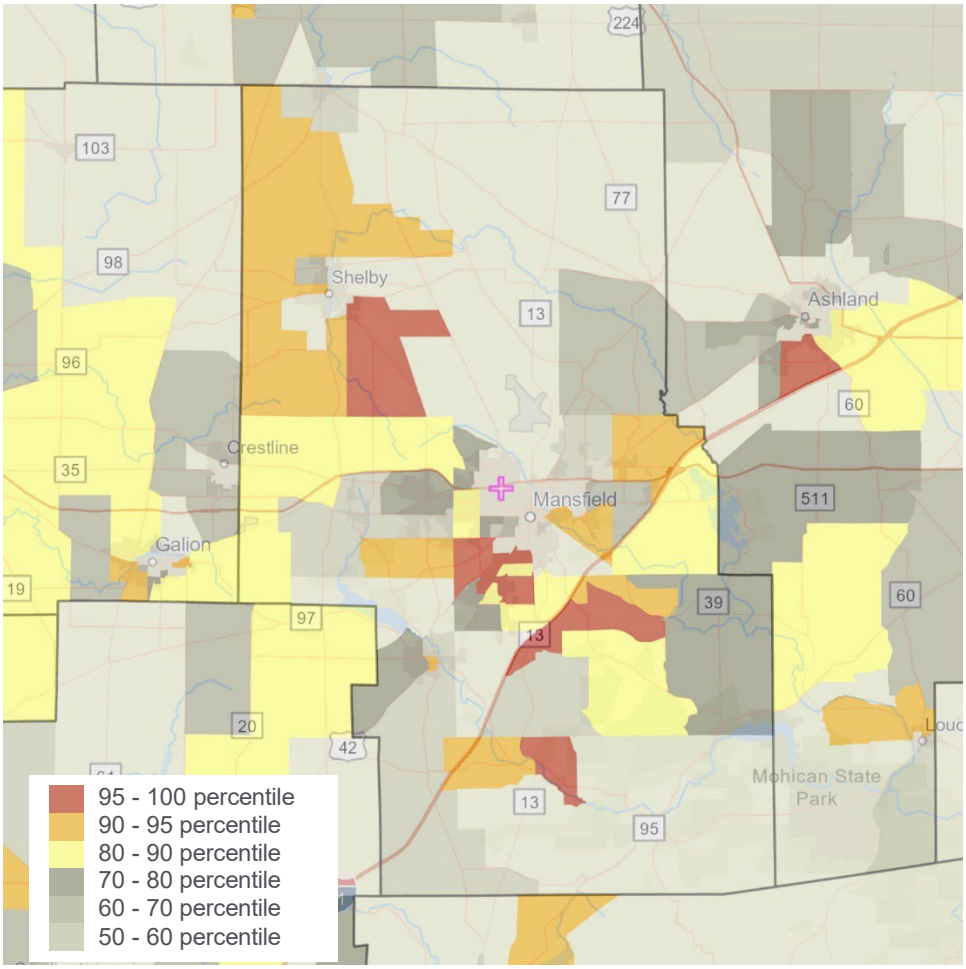
Children Under Age 5

Roughly the same proportion of Richland County residents are children compared to the rest of the state of Ohio and the U.S., and they live in relatively spread-out areas across the county. However, as we mentioned previously, it is important to account for the needs of young children as an environmental justice population in any transportation planning efforts.

Adults Over Age 64

Richland County has a slightly higher proportion of people over age 64 than the Ohio and national averages. Older adults in the county tend not to live in the most urban areas, adding a level of difficulty for meeting their transportation needs due to their dispersion. Planning efforts should recognize and account for the unique barriers faced by older adults, and engagement efforts should be similarly accessible.

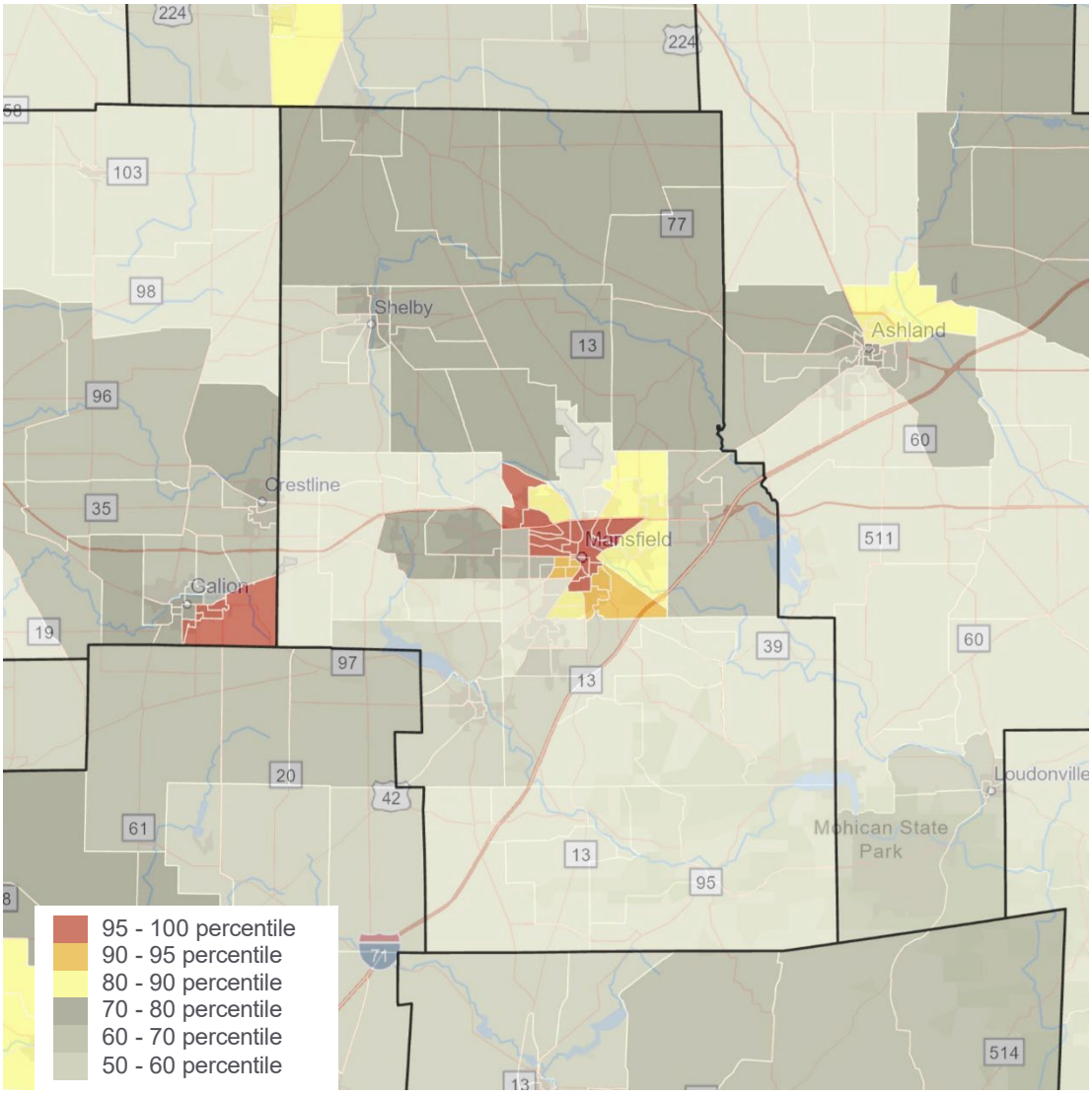
People Over Age 64 by Census Block Group (Percentile within Ohio)



Low Life Expectancy

While Richland County has similar rates of low life expectancy compared to Ohio and the U.S. average, there is a substantial cluster of census tracts in Mansfield that rank poorly for life expectancy: these areas are in the worst 5% of census tracts in the state of Ohio. Countywide transportation plans should account for the environmental, socioeconomic, and health challenges that contribute to reduced life expectancy in Mansfield and use the planning process as an opportunity to address some of these challenges through the transportation system.

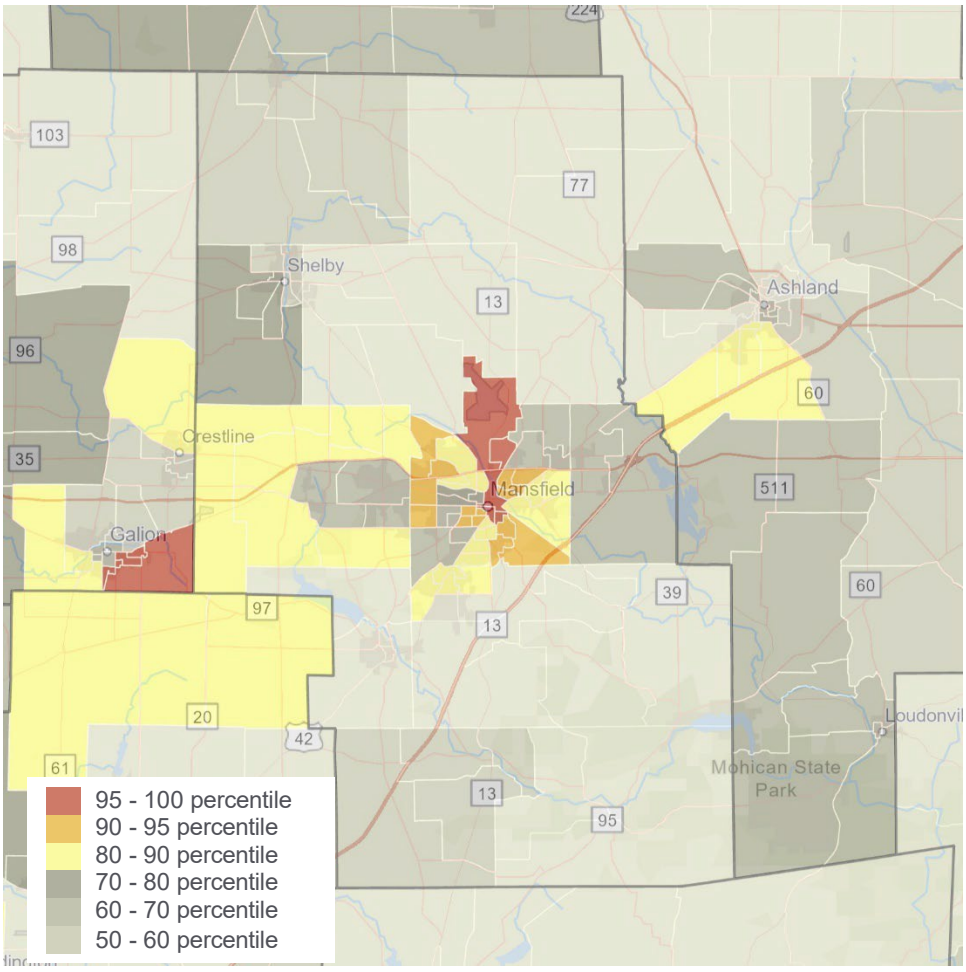
Average Life Expectancy by Census Tract (Percentile within Ohio)



People with Disabilities

Incorporating the needs of people with disabilities into transportation planning is essential for fostering an inclusive, equitable community. This group often faces unique challenges in mobility and access, making it imperative that transportation systems are designed with their specific needs in mind. Providing accessible transit options, from buses with wheelchair ramps to well-designed pedestrian infrastructures, not only aligns with legal requirements but also significantly enhances the quality of life for individuals with disabilities.

People with Disabilities by Census Tract (Percentile within Ohio)



Additional Analyses

Based on the results of the countywide environmental justice analysis, we dug deeper into a few key aspects of Richland County's demographic landscape

Mansfield and Urban Areas

Many of the most critical indicators of environmental justice populations point to the city of Mansfield as a key area for focus during the transportation planning process. The city has greater populations of people of color, people with low incomes, people who are unemployed, and those who have less than a high school education. These factors intersect in complex and persistent ways to form cycles of disadvantage. Transportation systems can worsen or improve the circumstances of people in these populations depending on the course of action taken.

Below are the full statistical results of the EJScreen analysis for Mansfield:

Socioeconomic Indicator	Value	State Average	State Percentile	USA Average	USA Percentile
Demographic Index	38%	28%	75	35%	62
Supplemental Demographic Index	18%	14%	75	14%	73
People of Color	31%	24%	73	39%	50
Low Income	51%	33%	79	31%	81
Unemployment Rate	9%	6%	79	6%	79
Limited English Speaking Households	1%	1%	77	5%	58
Less Than High School Education	14%	10%	76	12%	70
Under Age 5	6%	6%	57	6%	58
Over Age 64	17%	18%	53	17%	57
Low Life Expectancy	21%	21%	55	20%	70

Amish and Germanic Communities

Because our maps of educational attainment and English speaking showed potential interest in the northeastern-most census tract in the county, we researched the Amish, Mennonite, and related communities in the area.

There are Amish and Mennonite settlements in the area, comprising about 8 congregations and a total of 543 adherents (based on data from the Religion Census and the Association of Religion Data Archives). All communities throughout Richland County are important to reach, though we consider this concentration of Amish to be relatively minor, especially in comparison to the overall county population of more than 125,000.

And while Amish generally avoid reliance on and interaction with the rest of society (see here, e.g.), any roadway improvements or other transportation initiatives in this section of the county should invite participation by members of the Amish community and provide their leaders with ample notice and information, as with any infrastructure project.

Engagement Strategy

The highest concentrations of environmental justice populations are in the urban areas of Richland County, in and around the city of Mansfield. Therefore, a natural strategy to incorporate the voices of people who belong to these EJ populations is to focus on the Mansfield area. However, transportation planning must consider the needs of people throughout the county, so efforts should also bring in countywide or rural organizations to assist in gathering participants.

Potential Partner Organizations

Below, we identify some organizations that may already have established networks with EJ populations. These existing relationships are important for creating an initial connection between participants and the planning team, and they help build trust in the process.

- General
  - Richland County Transit
  - RCRPC Technical Advisory Committee
- People of Color
  - HOLA Ohio
  - NAACP Mansfield
  - Mount Calvary Baptist Church
  - Greater Mitchell Chapel AME Church
  - Shiloh Baptist Church
- People with low incomes
  - Food banks, including Salvation Army and Volunteers of America
  - Richland County Job and Family Services
  - Community Action Commission of Erie, Huron & Richland Counties (CACEHR)
  - Mansfield Metropolitan Housing Authority
- Unemployed people
  - Ohio Means Jobs Richland County
  - Richland County Job and Family Services
- People who speak limited English
  - Richland County Job and Family Services (Limited English Proficiency Plan)
  - Richland Newhope (Language Access Plan)
- People with less than a high school education
  - Mansfield Adult Education
  - Madison Adult Career Center
- Children under age 5
  - Richland County Children Services
  - Mansfield City School District
  - Shelby City School District
  - Richland County Youth and Family Council
- Adults over age 64

    - Area Agency on Aging – Ohio District 5
    - Meals on Wheels of Northeast Ohio
- People with disabilities
    - Independent Living Center of North Central Ohio
    - Richland County Board of Developmental Disabilities
    - Opportunities for Ohioans with Disabilities

Focus Groups

Because people who fall into one or more EJ populations are less likely to attend traditional public meetings or take surveys, we suggest convening focus groups with participants who identify with these populations. This allows for a greater depth of understanding of the challenges faced by participants and a more open-ended exploration of ideas.

Below, we offer some best practices for focus groups that will help make the sessions more accessible for EJ populations and ensure that they result in valuable insights for transportation planning.

Partner Collaboration for Recruitment

As noted previously, an effective way to recruit participants for these focus groups is to engage partner organizations such as public service providers, faith-based groups, and nonprofits focused on specific demographics. These partners can help identify potential participants who are representative of the community's diverse voices. Their involvement enhances trust and encourages participation.

Logistics and Accessibility

- *Transit Access:* Choose locations that are easily accessible by public transportation. If possible, provide transportation assistance or organize shuttle services to ensure participants can attend without transportation barriers.
- *Multiple Time Slots*: Schedule focus groups at various times, including evenings and weekends, to accommodate different schedules. This flexibility is crucial for including individuals who may have work, school, or caregiving responsibilities.
- *Remote Participation Options:* Offer virtual participation options for those who cannot attend in person due to health concerns, mobility issues, or other barriers. Ensure the technology used is user-friendly and provide technical support if needed.

Inclusivity and Comfort

- *Language and Communication:* For non-English speakers or those with hearing impairments, provide interpretation services or assistive listening devices. All materials should be available in multiple languages relevant to the community.
- *Stipends and Incentives:* Offer stipends to participants to compensate for their time and any childcare or work they may miss. This gesture not only acknowledges the value of their input but also removes a potential financial barrier to participation.

- *Childcare Services:* Provide childcare services during the sessions to assist parents and caregivers.

Conducting the Focus Group

- *Trained Moderators:* Use skilled moderators who are knowledgeable about the community and sensitive to the needs and backgrounds of participants. Moderators should be adept at fostering open, respectful dialogue and ensuring everyone can express their ideas.
- *Clear Objectives and Structure:* Ensure that the focus group has a clear purpose, and participants understand how RCRPC will use their input. The structure should be organized but flexible enough to allow for open discussion.
- *Feedback Loop:* Post-focus group, communicate back to participants how their input will affect the planning process. This transparency builds trust and validates their contribution to the process.

Overcoming Barriers to Participation

- *Address Specific Needs:* Be proactive in addressing the specific needs of participants, such as dietary restrictions, physical accessibility, or privacy concerns.
- *Continued Engagement:* Develop strategies for ongoing engagement with participants beyond the focus group to maintain interest and involvement in the project.

Implementing these best practices ensures that the focus groups are effective, inclusive, and respectful of the diverse needs and challenges faced by EJ populations. This approach not only garners valuable insights but also fosters community trust and engagement in the planning process.

Stakeholder and Public Outreach

To create a truly comprehensive and inclusive engagement process, it's beneficial to not only conduct focus groups with EJ populations, but also stakeholder meetings and broader public outreach. Stakeholder meetings are essential for delving into technical issues and topics that demand expert knowledge. These meetings should bring together urban planners, transportation experts, environmental scientists, and representatives from local government and relevant industries. Their expertise is crucial in ensuring that the plans are not only innovative but also feasible, safe, and in compliance with regulatory standards.

Simultaneously, broader public outreach is vital to ensure the plans resonate with the entire community. RCRPC can achieve this through public meetings, surveys, or open forums, providing platforms for a wide range of community members to voice their concerns, preferences, and suggestions. These broader engagement activities are critical for capturing diverse viewpoints and ensuring that community members largely support any plans.

Both these approaches, along with targeted focus groups involving EJ populations, should collectively inform the final recommendations. The EJ focus groups offer deep insights into the specific challenges and needs of underrepresented and vulnerable community segments. By integrating the detailed feedback from these focus groups with the technical insights from stakeholder meetings and the broader perspectives gained from public outreach, the final plans can be equitable, effective, and reflective of the community's vision.

Conclusion

There are several environmental justice populations in Richland County to consider when creating a long- range transportation plan. Most notably, the county has more people with low incomes, people with limited English proficiency, and people with less than a high school education when compared to the rest of the state. Many people who belong to environmental justice populations reside in urban areas in and around Mansfield, though people from the more rural areas of the county will also be important to engage as their experiences and transportation needs will be very different.

Each environmental justice population has diverse needs and will require a unique engagement approach. We recommend bringing in as many perspectives as possible to represent EJ populations and their views. An engagement effort that is inclusive of people who are often left out is the best way to ensure that the resulting transportation plans will be equitable and work for everyone.

APPENDIX C:
PUBLIC INVOLVEMENT & EXHIBITS

PUBLIC PARTICIPATION PLAN (PPP)

2023

RICHLAND COUNTY
REGIONAL PLANNING

About Us

RICHLAND COUNTY
REGIONAL PLANNING

Richland County Regional Planning Commission:

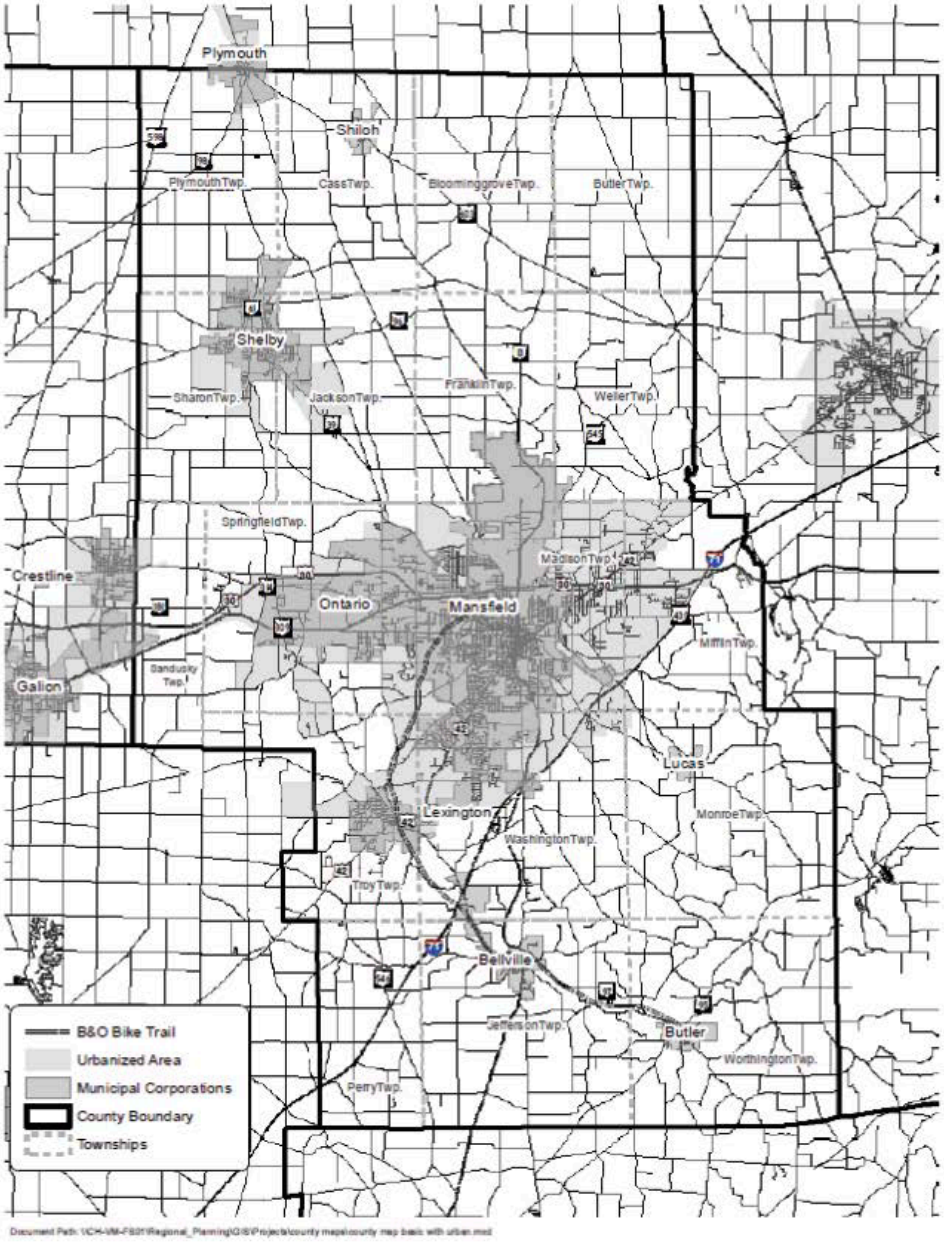
Over fifty years ago, a group of Richland County community leaders saw the need for planning. They envisioned that the issues a regional planning agency could address would range from infrastructure to zoning. They wanted to deal with issues affecting the development of the region as a whole, which do not begin and terminate within the boundaries of any single municipality. The City of Mansfield and Richland County jointly created the Richland County Regional Planning Commission in 1959 to undertake this planning. The organization carries on today still true to its original purpose -- most notably in the ongoing focus on issues that "affect the development of the Region as a whole."

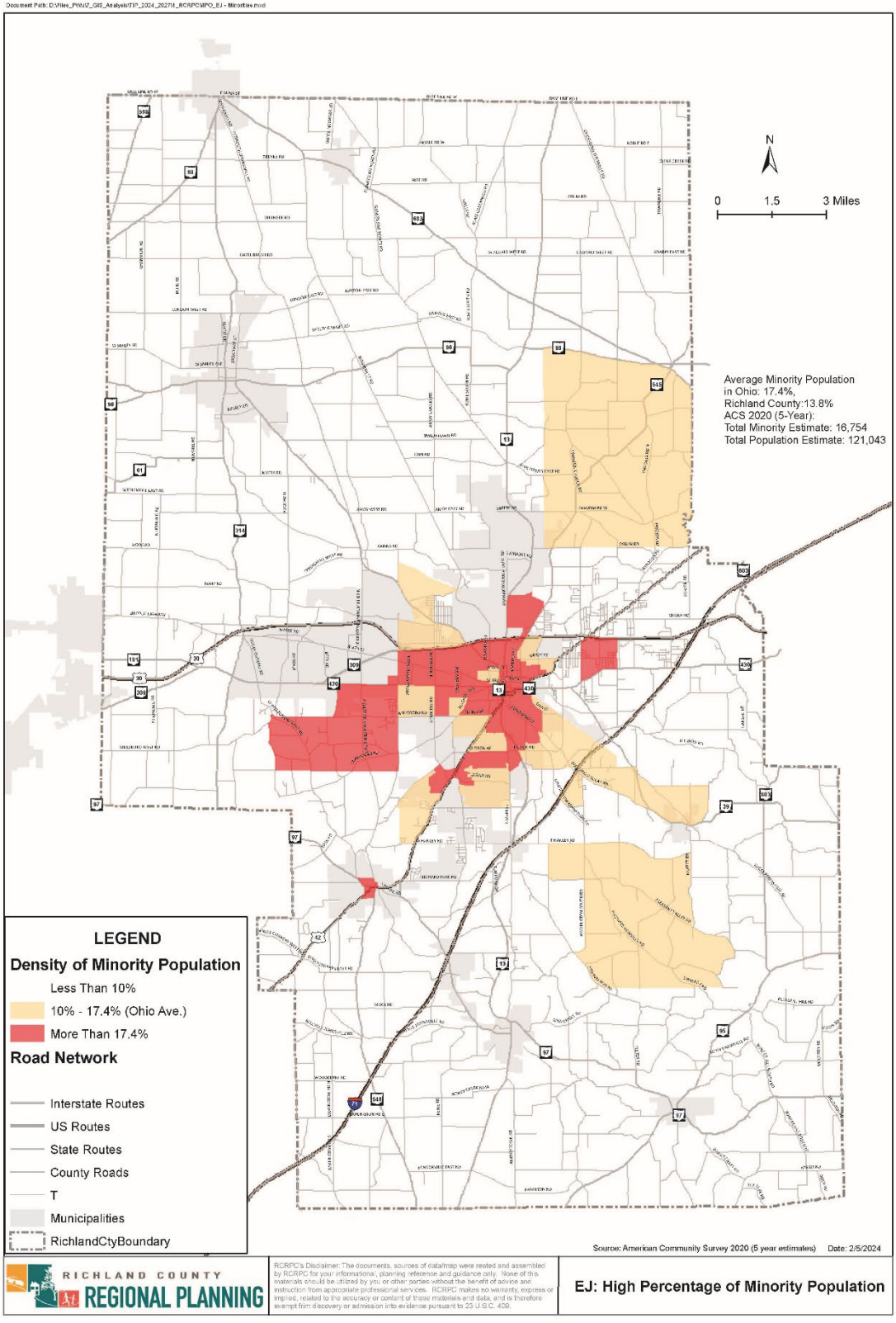
Mission Statement:

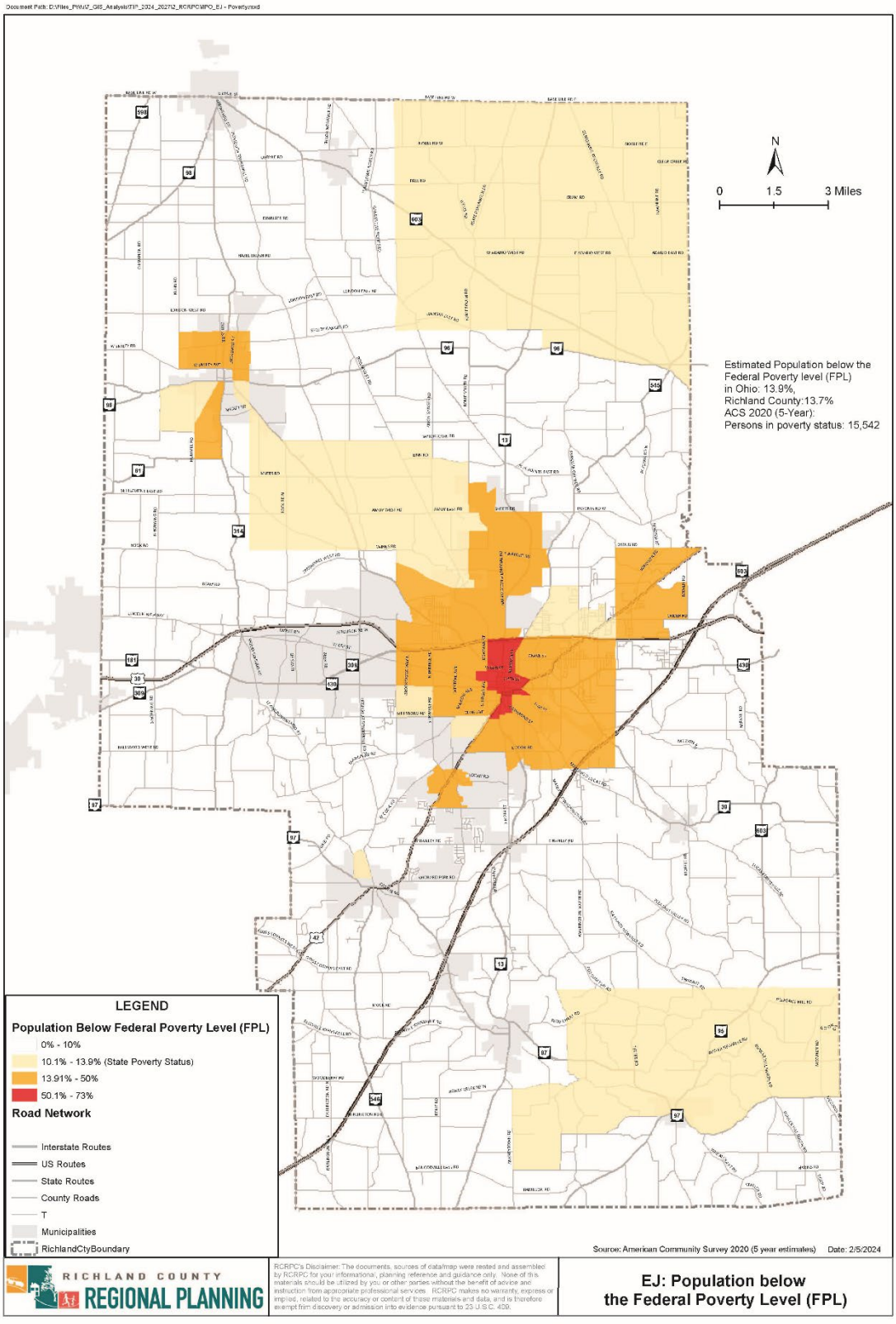
RCRPC will provide innovative information and regional planning services, in a professional and ethical manner, to our community partners and the general public, to facilitate the implementation of regional and local goals.

Map of Richland County

RCRPC's Coverage Area




N
0
1.5
3 Miles
Average Minority Population
in Ohio: 17.4%,
Richland County:13.8%
ACS 2020 (5-Year):
Total Minority Estimate: 16,754
Total Population Estimate: 121,043
LEGEND
Density of Minority Population
Less Than 10%
10% - 17.4% (Ohio Ave.)
More Than 17.4%
Road Network
Interstate Routes
US Routes
State Routes
County Roads
T
Municipalities
RichlandCtyBoundary
Source: American Community Survey 2020 (5 year estimates)
Date: 2/5/2024
RICHLAND COUNTY
REGIONAL PLANNING
RCRPC's Disclaimer: The documents, sources of data/map were rested and assembled by RCRPC for your informational, planning reference and guidance only. None of this materials should be utilized by you or other parties without the benefit of advice and instruction from appropriate professional services. RCRPC makes no warranty, express or implied, related to the accuracy or content of these materials and data, and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409.
EJ: High Percentage of Minority Population


N
0 1.5 3 Miles
Estimated Population below the Federal Poverty level (FPL) in Ohio: 13.9%, Richland County:13.7% ACS 2020 (5-Year): Persons in poverty status: 15,542
LEGEND
Population Below Federal Poverty Level (FPL)
0% - 10%
10.1% - 13.9% (State Poverty Status)
13.91% - 50%
50.1% - 73%
Road Network
Interstate Routes
US Routes
State Routes
County Roads
T
Municipalities
RichlandCtyBoundary
Source: American Community Survey 2020 (5 year estimates) Date: 2/5/2024
RICHLAND COUNTY REGIONAL PLANNING
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EJ: Population below the Federal Poverty Level (FPL)

ACRONYM PAGE:

Here are a few of the acronyms you will see in the document:

ATAC – Agency Transportation Advisory Committee

DOJ – Department of Justice

EJ- Environmental Justice

FAST Act – Fixing America's Surface Transportation

FHWA – Federal Highway Administration

FTA – Federal Transit Administration

ISTEA – Intermodal Surface Transportation Efficiency Act

LEP – Limited English Proficiency

LRTP – Long Range Transportation Plan

MAP-21 – Moving Ahead for Progress in the 21st Century Act

MPO – Metropolitan Planning Organization

ODOT – Ohio Department of Transportation

PIP – Public Involvement Plan

RCRPC – Richland County Regional Planning Commission

RCT – Richland County Transit

RCTB – Richland County Transit Board

TAC – Technical Advisory Committee

TDP – Transit Development Program

TIP – Transportation Improvement Program

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INTRODUCTION:

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 Richland County Regional Planning Commission (RCRPC) has been designated by the State and Federal governments as the MPO for Richland County. This document states local goals, 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 plan is also used to meet the public involvement requirements for planning for the Program of Projects of public transportation activities that are carried out by the Richland County Transit Board.

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 ensure public involvement takes place in a meaningful manner.

AGENCY ORGANIZATIONAL STRUCTURE

Organizational Unit		
Formal Name	**Role & Responsibility**	**Membership**
Richland County Regional Planning Commission (RCRPC)	Organization established under O.R.C 713.21 as a voluntary association of local governments engaged in a broad range of planning activities	Established by commission Bylaws-Elected & appointed government officials representing members, "at-large" membership representing various county interests.
Coordination 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 elected officials from the urbanized area so that the MPO decision making is by a group with 51% elected officials. Includes membership positions for ODOT representatives.
Planning Advisory Council (PAC)	Past presidents of the RCRPC who serve in an advisory capacity to the RCRPC	PAC are non-voting members except for PAC chair
Committees		
Formal Name	**Role & Responsibility**	**Membership**
Technical Advisory Committee (TAC)	Technical oversight of Transportation Planning Program.	The TAC shall be made up of a thirteen (13) voting member committee (5 member nominating committee and 8 appointed voting members)
Executive Committee	Administrative and financial oversight of the RCRPC	Established by the Bylaws elected and appointed government officials representing members as well as "at-large" membership representing various county interests.
Personnel Committee	Employment, compensation and policy issues concerning commission staff	The Personnel Committee consists of at least five (5) members appointed by the president.
Agency Transportation Advisory Committee (ATAC)	Guidance and oversight of personal transportation coordination efforts and programs.	The ATAC is made up of representatives of government entities, private and public social service agencies that are currently providing some form of transportation to disabled, elderly or otherwise disadvantaged individuals, and public and private transportation providers.
Special Committees	Ad Hoc committees may be formed at the direction of the Commission to address such topics as long-term comprehensive planning, economics, and community development.	Special Committees consist of interested stakeholder and general public participants for plans or projects.

RULES, REGULATIONS, & REQUIREMENTS

Public involvement has been a requirement of federal transportation legislation since the creation of the 1991 Intermodal Surface Transportation Efficiency Act and has been a steady requirement since then.

The FAST Act:

The current transportation bill, the Fixing America's Surface Transportation (FAST) Act[1] replaced the MAP-21[2] bill. There have been standards included in federal transportation legislation relating to public involvement such as:

- The MPO must hold public meetings at convenient and accessible locations and times.
- The MPO must make public information available in an electronically accessible format.
- The MPO must include input from "Interested Parties" such as general public, local businesses including their employees and customers, institutional services, local governments, civic and community associations, special Interest groups, transportation system users, providers of public and private transit services, providers of freight /shipping services, representatives of pedestrian/bicycle users and transportation facilities representatives of the disabled populations, Environmental Justice (EJ) populations, Limited English Proficiency (LEP) populations.

Federal regulations require the PIP to be consistent with other federal, state, and regional transportation planning documents. This includes the RCRPC Title VI commitments, which were developed to ensure RCRPC follows Title VI and subsequent nondiscrimination regulations, specifically regarding Executive Order 12898[3] on Environmental Justice and Executive Order 13166[4] on Limited English Proficiency (LEP). Title VI contains environmental justice strategies for minority, low-income, and LEP populations that assists the public participation goals and outreach strategies in the PIP. Both the PIP and Title VI Plan contribute to the overall planning process of the RCRPC's main plans.

[1] https://www.fhwa.dot.gov/fastact/
[2] https://www.fhwa.dot.gov/map21/legislation.cfm
[3] https://www.archives.gov/files/federal-register/executive-orders/pdf/12898.pdf
[4] https://www.transportation.gov/civil-rights/civil-rights-awareness-enforcement/title-vi-executive-order-13166

ODOT Guidelines

ODOT provides guiding principles for public involvement along with a *45 day public input period* on projects. The guiding principles are listed below:

- Provide reasonable ***public access*** to technical data and policy information;
- Provide ***Early and Continuous*** public involvement opportunities**;**
- Provide ***adequate notice*** of public involvement opportunities and time for public review and comment at key transportation planning development milestones;
- Conduct ***public meetings at convenient and accessible locations*** and times**;**
- Employ ***visualization techniques*** to describe the planning process inputs and outcomes;
- To the maximum extent practicable, ***make public information available in electronically accessible format;***
- Demonstrate ***explicit consideration and response to public input*** received;
- Enhance decision-making by integrating diverse interests and desires that identify community values and support transportation needs
- Seek out and ***consider the needs and input of traditionally underserved populations,*** including low-income and minority households;
- Provide information for/to populations with Limited English Proficiency (LEP), as needed.

MAJOR RCRPC PLANS

As the MPO, the RCRPC, assisted by a staff, is responsible for the development, amendment (if needed), and update of:

Long Range Transportation Plan (LRTP):

Long Range Transportation Plan (LRTP) – 'Direction: Looking Forward 2045', is a document that guides policy and funding decision making for the entire region's transportation system over twenty-five years. Federal requirements mandate the plan to be updated every five years. All transportation programs and projects requesting federal funds, within the entire region must be consistent with this plan.

Transportation Improvement Program (TIP):

The Transportation Improvement Program, or TIP, is the Richland County Metropolitan Planning Organization's (MPO) four-year transportation planning document. This document presents a fiscally balanced, multimodal transportation program for the region that includes project 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 requirement of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that all projects using federal funds be listed in the TIP.

Public Involvement Plan (PIP):

This document outlines how RCRPC involves the public in the transportation planning program. It describes goals and identifies specific approaches and tools.

The Overall Work Program (OWP):

This document provides an overview of all major work activities and funds expended for Richland County Regional Planning Commission in the given fiscal year.

In addition the staff has developed the following plans:

Richland County Comprehensive Plan:

RCRPC uses comprehensive planning to define the visions and goals for future community development in the Richland County area by analyzing and understanding the cause and effect of regional growth. The Commission develops and modifies a comprehensive plan that is laid out over a long range of time to outline the different projects and processes that will take place to improve the growth and development of the community

Transit Development Program:

This is an annual plan that provides a report on past year overall transit ridership data, as well as a breakdown of transportation for the elderly, persons with disabilities, and those otherwise disadvantaged. Finally, a five year program and capital development plan is presented, along with vision and mission statements.

Coordinated Transportation Plan:

The Coordinated Transportation Plan is intended to provide policies, goals, objectives, and techniques used for public involvement, planning and coordination activities to be conducted by the Richland County Regional Planning Commission, the Agency Transportation Advisory Committee and local partner agencies to provide coordinated public transit and human services transportation in Richland County, Ohio. Ultimately, it is meant to broaden the dialogue and support further collaboration between local and regional human service agencies and transportation providers to link people with the transportation services that they want and can use.

Special Studies:

These documents are specified documents that RCRPC may produce for specific purposes such as safety plans, housing plans, intersection studies, etc.

PURPOSE

RCRPC's Public Involvement Plan assures proper and thorough public involvement in the transportation planning and decision-making process. The RCRPC public involvement provides a meaningful planning process that seeks a range of representation in public input from different points of view, different needs, and different backgrounds. A strong general public input and focus-driven stakeholder input assures a great planning process and product.

The public involvement process accomplishes its purpose by establishing goals to be carried out at three distinct but interacting tiers, or levels of activity. These tiers can be described as ***Identify, Inform, and Involve***. Stakeholders and affected populations must first be ***identified***, then ***informed***, and finally ***involved.***

· RCRPC will **Identify** the appropriate stakeholders and actively make sure they have appropriate representation for projects being performed. The general public will always be a part of any planning effort and people with specialized interests will be targeted to be a part of stakeholder meetings.

· RCRPC will **Inform** the public of the projects or planning activities and give ample notice of the public involvement opportunities. This will be accomplished through various outreach tools listed in this plan and considered appropriate for the scope of the project.

· RCRPC will **involve** the public in projects and planning efforts throughout the process. Once the public and stakeholders are identified and informed of the projects or plans, then they will be provided ample opportunities to participate.

GOALS

The goals of the RCRPC relative to the public participation process are as follows:

1. Seek maximum public participation in the planning process

RCRPC will involve stakeholders very early in the planning process after affected individuals are identified in the planning process. RCRPC will strive to constantly have large and diverse stakeholder groups for their projects and plans. The same effort will be made involving the public in the planning process. The public will be notified as early and often as possible by RCRPC to ensure plenty of opportunities for public input and for this input to be considered and incorporated into the decision making process.

2. Identify stakeholders with representation from affected parties and underserved populations.

The process of picking stakeholders for a project will be tactfully done with a specific

emphasis on getting members of the affected population and underserved populations. Underserved populations typically refer to racial and ethnic, disabled, or people living in poverty. Other interested parties are businesses, transportation providers, or organizations with specific transportation needs. RCRPC will maintain an up-to-date database of contacts to facilitate stakeholder engagement.

3. Pursue the most effective tools to inform about public involvement.

There will be certain tools to spread awareness to the general public that will be constantly used through all projects such as press releases to the local media outlets. The rest of the public outreach tools will be adjusted according to the project or plan being completed. This may involve using a combination of tools to reach the most people.

4. Inform and educate the public on the project to increase the quality of public input.

During the public involvement process, RCRPC will provide information and resources to help the public give informed responses as part of the public involvement. RCRPC will use a wide variety of visualization formats in print and online and make documents easily available to the public. All reports, plans will include executive summaries that rely information in simple, easy to understand language.

5. Conduct outreach that bridges language, cultural, and economic barriers.

RCRPC will keep in mind ways to reach out and get involvement from underserved populations. This includes having a Language Assistance Plan and informing staff on helping people with a language barrier participate in involvement. RCRPC will also hold meetings in locations with transit access, offer multiple times for public involvement, plus provide on-line access to involve the public who cannot attend in-person public meetings but want to participate in public involvement.

6. Provide reasonable accommodations for disabled populations to participate in public involvement.

RCRPC will have all of their public meetings in locations that meet the Americans with Disabilities Act (ADA) standards. Most meetings will take place at the RCRPC Office which is ADA compliant, however if for any reason the public involvement is moved then RCRPC will chose a locations that accommodates the disabled population.

7. Reevaluate the plan.

There will be a constant reevaluation of the plan and current methods used for public involvement. The plan should be updated when deemed necessary or new techniques are identified to improve the public involvement process.

GENERAL GUIDELINES FOR MEETINGS

RCRPC will take a proactive approach to providing an opportunity for the public and stakeholders to be involved in all phases of the transportation planning process and operate in a manner consistent with Title VI Regulations. This section outlines the procedures for RCRPC meetings and requirements for publication of legal notices.

- Regular RCRPC Policy Board and TAC Meetings

The location for regular RCRPC Policy Board meetings are held at the Kobacker Room at 28N Main St., Mansfield Ohio 44902 and TAC meetings will be held at 19 N Main Street, Mansfield OH. This facility is Americans with Disabilities Act (ADA) compliant. Public notification for regularly scheduled Policy Board and/or TAC meetings shall be provided to media outlets every year. The notification will include a meeting schedule providing the date, time, and location of meetings and shall be posted continuously on the RCRPC website.

- Location of Public Information Meetings

Public information meetings will be held at various locations in the Richland County area to inform the public of the planning process and to solicit ideas, input and feedback. Public hearings and public information meetings will be held at locations accessible to and at times convenient to minority and disabled residents. To the extent feasible, meeting locations held within the community will be ADA and public transportation accessible. Public notification for meetings advising the public of the date, time, and location shall be provided to media outlets and posted to the RCRPC website.

- Public Comment Opportunity

All regular and special meetings of the RCRPC Policy Board and TAC, will provide a public comment period. This comment period may be used by citizens to address their concerns, provide input, etc. to matters on the agenda or of a general nature as long as they relate to metropolitan transportation planning. Additionally, when major plans are placed on the agenda, public comment time shall be provided as part of the Board's or TAC's discussion of that item. Public comment may also be received about an item or items to be discussed at a meeting via email, mail, etc. prior to the meeting. In these cases, copies shall be provided to the Board and/or TAC members and noted for the public record during the meeting. Explicit attention to and consideration of public comments will be given and responses, when appropriate, provided to questions asked.

- ADA Accessibility and Interpreter Availability

Every reasonable effort will be made to accommodate individuals with disabilities who wish to participate in the public process. Meeting facilities are ADA and public transit accessible. All public hearings will be held in facilities fully accessible to individuals with disabilities and mobility impairments. Sign language for the hearing impaired and/or LEP interpreters will be provided if needed and requested at least seven working days in advance of a regular and/or special scheduled meeting.

General Guidelines for Plans and Projects

The following are general minimum requirements for all plans and projects requiring public involvement:

1. A public notice inviting comments at the beginning of the review period containing the following:
    a. Locations where the document can be reviewed;
    b. Instructions for submitting comments;
    c. Contact information for questions or additional information, noting that comments on the public participation process are also welcome;
    d. The due date for comments;
    e. Date, time, locations and special accommodations for any scheduled public meetings;
    f. A link for additional information on the internet.
2. Staff will include maps, photos, or renderings on the public notices to attract interest, when possible.
3. The public notice (ad, poster or website notifications) may be submitted to the following outlets, which will also be advised of any significant developments during the public review period:
    a. Local access cable television station;
    b. MPO Website;
    c. Press release to area media outlets will be made at or prior to the commencement of the public review period;
    d. Local newspapers and representatives of the MPO municipalities based on the projects;
    e. RCRPC and TAC members, as well as representatives of stakeholder agencies.
4. Documents shall be accessible for public review for 30 calendar days or the period mandated by federal requirements at the following locations:
    a. RCRPC.org, RCRPC Office, Richland County Libraries: Mansfield, Madison, Lexington, Ontario, Bellville, Butler branches.
5. Documents should contain maps, photos, renderings, or other visualization tools to aid in understanding and shall be a jargon-free and succinct as possible.
6. During the public review period, comments should be submitted:
    a. In writing;
    b. Via standard mail, e-mail and fax or internet forms, if available.
7. Public comments received will be:
    a. Acknowledged with a written or e-mailed receipt message;

b. Responded to as appropriate, which could include a direct communication to the commenter or a response in the revised document;
c. Documented and presented to the MPO's Commission and TAC, in summary form or verbatim, before a vote is taken to adopt the plan or document in question; and
d. Included in summary form or verbatim with final documents, if sufficiently significant.

PUBLIC OUTREACH TOOLS

The type of public communication and outreach for a project will be determined on the project's scale and significance. Localized projects may require more specialized outreach within the project area, while others may require extensive outreach efforts. Listed below are public participation tools currently being used, or with potential for use, by RCRPC:

In-Person Involvement Efforts

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 maybe 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.

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.

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.

Stakeholder/Steering Committee Meetings

Description: These are meetings held when RCRPC develops a specific project or study. The meetings serve a core decision making body for that issue. This group should include representatives from all interest groups.

Focus Groups

Description: These are meetings used to find out the community's perspective on a particular condition and how it can be improved. The participants of the meetings provide their opinions in a free-form style.

Engagement at Community Events

Description: These are attempts at public outreach through local events such as fairs or festivals. Most of the time this consist of a few RCRPC employees working a booth to inform people of an upcoming project.

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.

Online Involvement Efforts

RCRPC Website

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 website is maintained and updated by the RCRPC Staff and regularly reviewed.

Online Public Meetings

Description: In the event that an in-person public meeting is unable to be performed RCRPC will conduct an online public meeting to the same extent as an in-person meeting would be held.

Online Surveys

Description: Online Surveys are used when very specific input from the public is desired and a large audience reach is desired. An online survey can be distributed using social media outlets, websites, and emails.

Online Comment Forms

Description: Online Comment forms are often used to solicit public comment on specific issues and plans made available online on the RCRPC website.

Ongoing Communication Channels

Press Release

Description: An official statement issued to newspapers giving information on a particular matter. A formal Press Release will be sent to all local outlets with ample time before the event.

E-mail Announcements/Internet Message Boards

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

Quarterly Newsletters

Description: RCRPC produces a quarterly newsletter that discusses what major events have happened in the past season for RCRPC and Transportation in general. These newsletters typically come as spring, summer, fall, and winter editions.

Public Service Announcements

RCRPC Staff will provide, as appropriate, public service announcements and interviews on radio and

Cable television local community channels to explain the subject matter and promote public participation.

Social Media

Description:

Website

Facebook

Twitter

Biennial Transportation Report

Description: RCRPC staff produces a biennial transportation report that is published and widely distributed through various means and posted

Other Tools

Fact Sheets

Description: Fact Sheets present information and data of one or multiple projects, a study, or a transportation issue in a format emphasizing key points on a single printed page. Tables, bullet points, headings, and maps are commonly used to present information on the fact sheets. Fact sheets can be distributed through print-outs or electronically distribution such as email, social media, website, and other media outlets.

Flyers

Description: Flyers serve as an advertisement intended for wide distribution. It is posted or distributed in public places/spaces, grocery stores, or handed out to individuals. Flyers can be distributed in a similar method as fact sheets.

Posters

Description: Posters promote ideas or events in a public space. They present textual and graphic elements in an eye-catching and informative way. Posters are typically developed to be printed out and posted at public spaces. They can still be distributed in electronic forms like fact sheets and flyers

Brochures

Description: Brochures are a small book or magazine containing pictures and information about a project or service. They are mainly designed to be print-outs and distributed in person. They can be sent electronically.

QR Code

Description: A QR Code provides an easy way to access online information through a scannable code on print material. Information that can be linked with a QR code includes RCRPC websites, surveys, or other online based materials.

Language Assistance Plan

Description: This plan can help ensure that an organization provides high quality and appropriate language services. A language assistance plan can also help ensure that an organization's staff members are aware of what to do when an individual with a language barrier

EMERGENCY PROVISIONS

There are rare occasions when RCRPC/MPO is required to act immediately in order to meet a grant deadline, preserve spending authority or respond to an unforeseen opportunity or emergency. These unforeseen circumstances are likely to occur in response to a request by ODOT due to the serve time constraints the agency operates under. Emergency situations include manmade or natural disasters such as tornados, floods, epidemics, acts of terrorism, cyber-attacks, etc. If the situation demands immediate board action, staff may bring proposed actions forward to the TAC or Executive Committee and then to the Full Commission of Regional Planning. Once the actions are approved by the aforementioned entities, RCRPC will be able to act on the emergency situation accordingly. Certain emergency situations will require the enactment of the following emergency provisions and these provisions will supersede all other public involvement requirements.

Public engagement is very important to the MPO, ODOT, FHWA, and FTA. However, in an effort to protect public health and to comply with instructions, recommendations, and Executive Orders issued during a pandemic or other threat to community health, RCRPC/MPO will be proactive but flexible in meeting public involvement plan requirements. RCRPC is expected to continue to provide opportunities for public involvement plan activities to be delayed, deferred, cancelled, and/or replaced with other engagement strategies to ensure that all sectors of the population have an opportunity to participate. RCRPC will document any outreach activities that were originally required in the PIP for a specific project that were modified including strategies, if needed, to ensure sufficient and appropriate outreach is accomplished.

Strategies for Temporary Public Involvement:

Depending on the emergency situation taking place RCRPC may use different types of public involvement to fulfill their requirements. Some of the most common ways to involve the public during an emergency situation include virtual meetings, telephone conferencing, online surveys, social media, press releases, and RCRPC's website. If public involvement can't be satisfied by using virtual resources then RCRPC can perform in-person involvement once the emergency is over and then add to the approved document. In the event of a cyber-attack RCRPC may postpone public involvement for a period of time.

Follow-up to Emergency Provisions:

After the Emergency situation is deemed over by the entity that declared it. RCRPC with the recommendations from ODOT, FHWA, and FTA will determine if the public involvement that took place during the state of emergency is adequate or if there needs to be additional actions taken by RCRPC to meet requirements.

RCRPC 2025-2050 LONG-RANGE TRANSPORTATION PLAN UPDATE

PUBLIC PARTICIPATION PLAN (DRAFT)

JANUARY 2024

AMERICAN STRUCTUREPOINT INC.

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INTRODUCTION

In November 2023, the Richland County Regional Planning Commission (RCRPC) kicked off its 2050 Long-Range Transportation Plan update. A Long-Range Transportation Plan (LRTP) is a document that guides policy and funding decision-making for the entire region's transportation system over the next 25 years. Federal requirements mandate the plan be updated every five years. All transportation programs and projects requesting federal funds within the region must follow this plan. Each successive update of the LRTP identifies potential improvements to the overall transportation system and provides policy direction so that many individual short-range decisions made throughout the county work together to move the county towards its long-range transportation and land use goals.

Richland County envisions a transportation system for its region 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. Mobility and access will be optimized by a balanced system of roadway networks, transit, rail freight, pedestrian, and bicycle modes. The development of Richland County will be supported by a framework of transportation options to protect physical, social, and economic environments. To protect these environments, stakeholder and public involvement is necessary through various in-person and online opportunities described in this Public Participation Plan (PPP).

PUBLIC PARTICIPATION GUIDELINES

The principles below were established in the 2021 Richland County Public Involvement Plan[1]. Those principles will provide the guidelines for this PPP.

1. Seek Maximum Public Participation in the Planning Process;
2. Identify Stakeholders with representation from affected parties and underserved populations;
3. Pursue the most effective tools to inform about public involvement.
4. Inform and educate the public on the project to increase the quality of public good;
5. Conduct outreach that bridges language, cultural, and economic barriers;
6. Provide reasonable accommodations for disabled populations to participate in public involvement; and
7. Reevaluate the Plan.

PUBLIC PARTICIPATION STRATEGY

American Structurepoint believes the project's ultimate success hinges on providing meaningful and rewarding opportunities for community involvement. It is essential for area residents and business owners to feel heard and involved in the planning process. Few circumstances present a more significant obstacle to project implementation than public opposition, and that opposition most frequently arises from an uninformed public. For those reasons, this PPP contains public involvement tools and methods for developing and implementing an active public participation strategy throughout the planning process. Public involvement should and will begin early in the overall project timeline. The public should be encouraged to express positive and creative ideas and voice their concerns about a project. This PPP will ensure that the public has this opportunity.

[1] 2021 Public Involvement Plan

To ensure outreach to all stakeholders as federal guidance requires, the RCRPC will provide the email addresses for its members' network, state and federal agencies, regional freight representatives, committee members, Richland County, Cities, Townships, and other stakeholders.

To assist American Structurepoint Inc. with implementing this PPP, Murphy Epson was hired to ensure the public participation strategies were inclusive and provide opportunities and strategies to engage disenfranchised and disadvantaged community populations as part of the LRTP planning process. Murphy Epson is a locally recognized firm with over 30 years of experience assisting public, private, and non-profit sector clients with their communication, branding, engagement, and reputation management needs.

TOOLS AND METHODS

Branding and Templates

Interactive tools and media will be developed throughout the project lifecycle, including various print materials, an interactive project website, an online survey, and social media outlets. In coordination with RCRPC, our consultant team will develop a brand for the LRTP, including but not limited to identity, report template, presentation template, and GIS exhibit and style templates.

Project Website

To supplement various forms of print media, such as community posters and utility bill inserts, our team will develop and maintain a project website to post information about the planning process and the resulting plan. RCRPC will host the project website from the department's homepage. The LRTP website will also be used to collect feedback throughout the entire planning process. We will also develop a social media campaign to use a variety of existing social media channels to broaden our reach and that of any individual government agency, business, or neighborhood community.

Social Media Paid Advertising Placement (Optional)

Community planning efforts have benefited from using paid social media ads. A two-week paid advertisement on Facebook can increase awareness for project events and drive more interaction through the website.

Online Survey

An online survey is a quick and user-friendly tool for the public to participate at their convenience. It can collect qualitative and quantitative data for an extended period.

SeekBeak Open House

SeekBeak is a virtual open house service that can obtain public input for extended periods around the clock. It is a convenient way for the public to participate on their schedule and caters to longer-format, in-depth content.

Project Review Team Development

A review team of approximately 10-15 members will be assembled. The review team's role is to guide the project consulting team throughout the process. This team will include representatives from the RCRPC staff, the Technical Advisory Committee (TAC), the Transportation Coordinating Committee (TCC), and other potential stakeholders, including transit agencies, elected officials, economic development representatives, community organizations, alternative transportation advocates, and land use planners, among others. This review team will meet five to six times throughout the planning process at key points specified in the project workplan.

Stakeholder Engagement Sessions

The primary purpose of the public and stakeholder involvement program is to ensure that all interested parties are informed of the planning process and have an opportunity to participate throughout the development of the LRTP. Our team will work with the RCRPC to identify key stakeholders and partners that must be included in the transportation planning process. These stakeholder agencies may include local governments, freight companies, transportation providers, and representatives for pedestrians, bicyclists, and people with disabilities.

Public Meetings

American Structurepoint will provide personnel, documents, and visual aids for all scheduled public meetings. A minimum of three rounds of public engagement will be held outside of review team meetings and stakeholder sessions. RCRPC will determine the number of joint TAC/CAC and Full Commission meetings. All presentations will be given to elected officials, TAC/CAC, and TPC. Table 1 below summarizes these public engagement activities.

Table 1: Public Engagement Approach Summary

Public Engagement Approach (Rounds 1-4)						
Public Engagement Round	**Content Focus**	**Online Materials and Survey**	**Mobile Display**	**Intercept Surveys at Meeting Locations**	**Public Meetings***	**Presentation****
Round 1	• Trends • Existing conditions • Projected conditions	X	X	X	X	X
Round 2	• Vision, Goals, and Objectives • Existing and future land use • Focus area identification	X	X	X	X	X
Round 3	• Cost Feasible Plan • List of financially constrained projects	X			X	X
Round 4	Final LRTP				X	X
* To be discussed with the consultant for the necessary number of meetings ** Joint TAC/CAC and TPC Meetings to be discussed with the consultant necessary number of meetings						

The first round will focus on orienting the public and project team on the planning process, gathering feedback on existing and projected conditions. Existing and projected roadway traffic conditions will include the high fatality and injury locations from the region's roadway safety study. Existing and projected demographic and socioeconomic information will also be analyzed within the transportation study area. Initial feedback on the desired characteristics of the transportation system will also be solicited. This information will inform the plan's vision, goals, and objectives. Feedback on those items will be gathered digitally (via email and project website), in person at the public meeting, and via online surveys.

The second round will provide an update on study results, garner input on land use, discuss project prioritization methodology, initial vision/goals/objectives, and generally solicit transportation projects. The feedback will be used to identify future land use scenarios and identify focus areas. Feedback on those items will be gathered digitally via email and the project website, in person at the public meeting, and via online surveys.

The results of the online survey will be presented at the third meeting. The draft Cost Feasibility Plan with an initial financially constrained project priority list informed by the conditions analysis and public engagement activities will also be shared for review and comment.

The last round and fourth anticipated meeting will be the final presentation of all LRTP draft project deliverables in anticipation of adoption. After this meeting, final revisions are made, and the schedule for plan adoption is set.

DELIVERABLES

Including this plan, public engagement and participation will involve three final deliverables from American Structurepoint Inc.

1. Public Participation Plan
2. Meeting materials, announcements, handouts, minutes, and the record of public comments and responses
3. Presentations (8-12 to be determined)
    a. Four RCRPC Full Commission/TPC meetings to coincide with major milestones.
    b. Four CAC/TAC meetings to coincide with major milestones and the need for public and technical staff input.
    c. Four public meetings will be held in the City of Mansfield, the Village of Shelby, and the Village of Lexington. These locations have been identified to facilitate participation by a broad cross-section of the public.

Public Engagement

LEGAL NOTICES

Public Notice from the Richland County Regional Planning Commission (RCRPC)

by From the Richland County Regional Planning Commission March 26, 2025

RICHLAND COUNTY REGIONAL PLANNING

Your Voice Matters: Review and Comment on the Two Draft Plans
The Richland County Regional Planning Commission (RCRPC) is pleased to announce the release of the **TWO Public Review Notices** for their developed **(1) Draft 2025-2050 Long-Range Transportation Plan (LRTP),** and **(2) the Draft 2026-2029 Transportation Improvement Program (TIP),** which is also called the short-term transportation plan, for the Richland County Metropolitan Planning Organization (MPO) Area.

We invite you to explore and provide feedback on these two plans.

The 2025-2050 LRTP outlines a comprehensive approach to addressing our region's transportation needs, presenting a list of projects that will be executed in stages throughout the MPO areas in the short, mid and long terms. This long-range plan sets the foundation for sustainable growth and enhanced connectivity for our community over the next 25 years.

Meanwhile, the ***2026-2029 TIP*** serves as the MPO's short-term planning document, detailing a focused list of projects set to take place over the next four years. These projects are directly derived from the long-range planning goals laid out in the LRTP through the communities' inputs.

Where to View the Draft Plan and Submit Comments

1. For the ***Draft 2025-2050 Long-Range Transportation Plan***, The Public Review and Comment is Open between **3/15/2025 – 4/15/2025**

The public review is available at the following locations:

- Main Branch Library – 43 W. Third Street, Mansfield
- Bellville Branch Library – 97 W Bell Street, Bellville
- Plymouth Branch Library – 29 W Broadway Street, Plymouth
- Richland County Regional Planning Commission – 19 N Main Street, Mansfield
- Online: www.rcrpc.org/regional-transportation-plan
  To directly view the draft plan: Click Here and feedback & comment for the draft may be sent to: Mr. Philip Roth at: proth@structurepoint.org, or Mr. Pong Wu at: pwu@rcrpc.org

2. For the ***Draft 2026-2029 Transportation Improvement Program***, the Public Review and Comment is Open between **3/11/2025 – 4/11/2025**

Available for review:

1. Online: https://www.rcrpc.org/transportation-improvement-program
2. Open House: Join us on ***April 3, 2025 from 10:00am to 6:00pm*** at RCRPC (Address: 19 N Main Street, Mansfield, 44902) for an opportunity to review the TIP plan in person and share your insights!
3. To directly view the draft plan: Click Here and feedback & comment for the draft may be sent to: rcrpc@rcrpc.org, or Mr. Pong Wu at: pwu@rcrpc.org

Your feedback is vital as we work to create a transportation system that meets our community's needs. We look forward to hearing from you.

TAGGED: Legal Notice, Long-Range Transportation Plan (LRTP), Mr. Pong Wu, The Richland County Regional Planning Commission (RCRPC), Transportation Improvement Program (TIP)

LATEST NEWS

SOLUTIONS
GEAR UP program boosts college application, FAFSA rates at Mansfield Sr.
May 11, 2025

LIFE AND CULTURE
'Not alone:' Plymouth community rallies around third grader battling leukemia
May 11, 2025

TRACK/CROSS COUNTRY
Madison track honors seniors
May 11, 2025

LIFE AND CULTURE
Mansfield Permaculture works to transform vacant downtown lot
May 11, 2025

TRANSPORTATION NEWS & UPDATES

Long-Range Transportation Plan Update

The Richland County Metropolitan Planning Organization is finalizing its 2025-2050 Long Range Transportation Plan (2025-2050 LRTP) for the region to improve and maintain the multimodal transportation and roadway system over the next 25 years starting from 2025.

The LRTP will be hosted for public viewing at the following libraries:

- Mansfield Richland County Public Library
- Bellville Branch Library
- Plymouth Branch Library

The document will be available for viewing and public comment at these locations as well as the RCRPC office from **March 15 to April 15, 2025.**

RCRPC encourages the public to review the LRTP and leave any suggestions and/or recommendations during this time period. These comments will be used to improve the final document.

MPO Long-Range Transportation Plan Update - (6)

OUR FUTURE STARTS WITH YOU
RICHLAND COUNTY

Sharing the Voice of the Community – Next Public Meeting for LRTP

August 13, 2024

2 p.m. – 4 p.m.
Main Branch Library
43 W. Third Street
Mansfield, OH 44902

5 p.m. – 7 p.m.
Richland County Regional
Planning Commission
19 N Main Street
Mansfield, OH 44902

The Richland County Metropolitan Planning Organization (MPO) is developing its 2025-2050 Long Range Transportation Plan (2025-2050 LRTP) for the region to improve and maintain the multimodal transportation and roadway system over the next 25 years starting from 2025.

As part of the planning process, RCRPC MPO has launched an online survey to seek the public's input on transportation safety needs and priorities to guide the investment of the MPO's funding. At the next meeting we will share the survey results and input received from the three-month online survey.

MPO Long-Range Transportation Plan Update - (4)

Our Future Starts with You - 2025-2050 LRTP
Shape the future of transportation in Richland County
Transportation Improvement Locations and Needs Survey

The Richland County Metropolitan Planning Organization (MPO) is developing its 2025-2050 Long Range Transportation Plan (2025-2050 LRTP) for the region to improve and maintain the multimodal transportation and roadway system over the next 25 years starting from 2025.

As part of the planning process, RCRPC MPO has launched an online survey to seek the public's input on transportation safety needs and priorities for investing the MPO's resources to meet future transportation needs across the Richland County Transportation Planning Area.

Online Survey:
We invite you to participate in our survey about multimodal transportation projects and priority needs in the Richland County region. The survey will take about 5 minutes and will assist us in prioritizing transportation improvement strategies and identifying locations where roadway improvements are needed. You can take this survey from now through **Monday, July 1**.

Link to ONLINE SURVEY

Please reach out to Mr. Pong Wu and stay informed on updates to the Transportation Plan by visiting the MPO website listed below and opportunities to provide input on development of the plan.

Visit us at:
www.rcrpc.org/regional-transportation-plan
Scan the QR code with your smart phone to Access our website.

Richland County Regional Planning
19 North Main St
Mansfield, Ohio 44902

OUR FUTURE STARTS WITH YOU

RICHLAND COUNTY

The Long-Range Transportation Plan will guide auto, bicycle, bus, and pedestrian projects and funding through 2050.

Learn about our plan and share your thoughts about transportation through events below.

PUBLIC SURVEY

ONLINE TODAY

EXISTING CONDITIONS OPEN HOUSES

TUESDAY, JUNE 18, 2024

9 AM - 1 PM
Plymouth Branch Library
29 W Broadway Street
Plymouth, OH 44865

2 PM - 4 PM
Richland County Regional Planning Commission
19 N Main Street
Mansfield, OH 44902

NEEDS PLAN OPEN HOUSES

TUESDAY, AUGUST 13, 2024

2 PM - 4 PM*
Main Branch Library
43 W. Third Street Street
Mansfield, OH 44902

5 PM - 7 PM
Richland County Regional Planning Commission
19 N Main Street
Mansfield, OH 44902

COST-CONTRAINED PROJECT LIST OPEN HOUSES

THURSDAY, OCTOBER 24, 2024

2 PM - 4 PM*
Bellville Branch Library
97 W Bell Street
Bellville, OH 44813

5 PM - 7 PM
Richland County Regional Planning Commission
19 N Main Street
Mansfield, OH 44902

* Location and time details to be confirmed.

For more information and project updates, visit www.rcrpc.org/regional-transportation-plan or contact the project team.

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Project Manager
American Structurepoint, Inc.
OFFICE: 317.547.5580
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RICHLAND COUNTY REGIONAL PLANNING

AMERICAN STRUCTUREPOINT INC.

THANK YOU FOR YOUR PARTICIPATION!

Transportation News & Updates

MPO Long-Range Transportation Plan Continues

What is the MPO 2025-2050 Transportation Plan?

The Richland County Metropolitan Planning Organization (MPO) is a federally mandated and funded transportation policy-making organization that is comprised of representatives from local government and transportation providers. Federal funding for transportation projects and programs is administered through the MPO. One of the major activities that the MPO completes to program federal funds is the Long-Range Transportation Plan, or LRTP.

The 2025-2050 LRTP or Transportation Plan is the next step in the evolution of long-range transportation planning for Richland County. Updated every 5 years, the Transportation Plan incorporates the latest guidance from the federal and state level to meet the ever-changing needs of Richland County. There are 2 major steps in developing the Transportation Plan:

- The identification of needs; and
- The creation of a cost feasible plan.

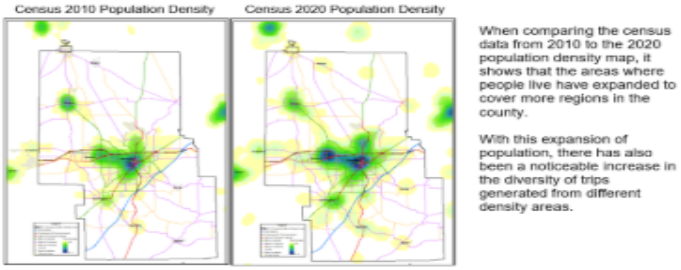
The identification of needs considers projected growth and how it may affect the region's transportation system, as well as the community's desires for the future.

The cost affordable plan identifies the needs that can be funded with available transportation revenues. The LRTP includes highways, transit, bicycle and pedestrian means of travel.

How can you get involved?

1. **Public Meetings/Workshops:**
   The MPO will hold Public Meetings/Workshops during development of the Needs and Cost Feasible Plan. The public input for the ,Needs Workshop will be scheduled for participation by the public, stakeholders and elected officials. Public Meetings/Workshops will be announced on the RCRPC's website. The Cost Feasible Workshop will be announced on the RCRPC's website as well as after the needs have been identified by our communities.
2. **Online Survey:**
   Online surveys will be distributed when the project starts in December. The surveys will be seeking input on topics related to transportation needs, priorities and transportation goals in connection with the region's economic development plan.
3. **MPO Website:**
   Visit the RCRPC website here to view opportunities to provide input on development of the plan.

MPO Population Density Changes (Census 2010 vs. Census 2020)

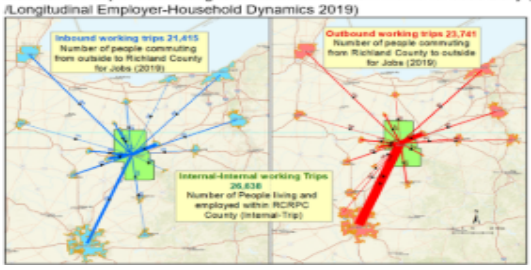


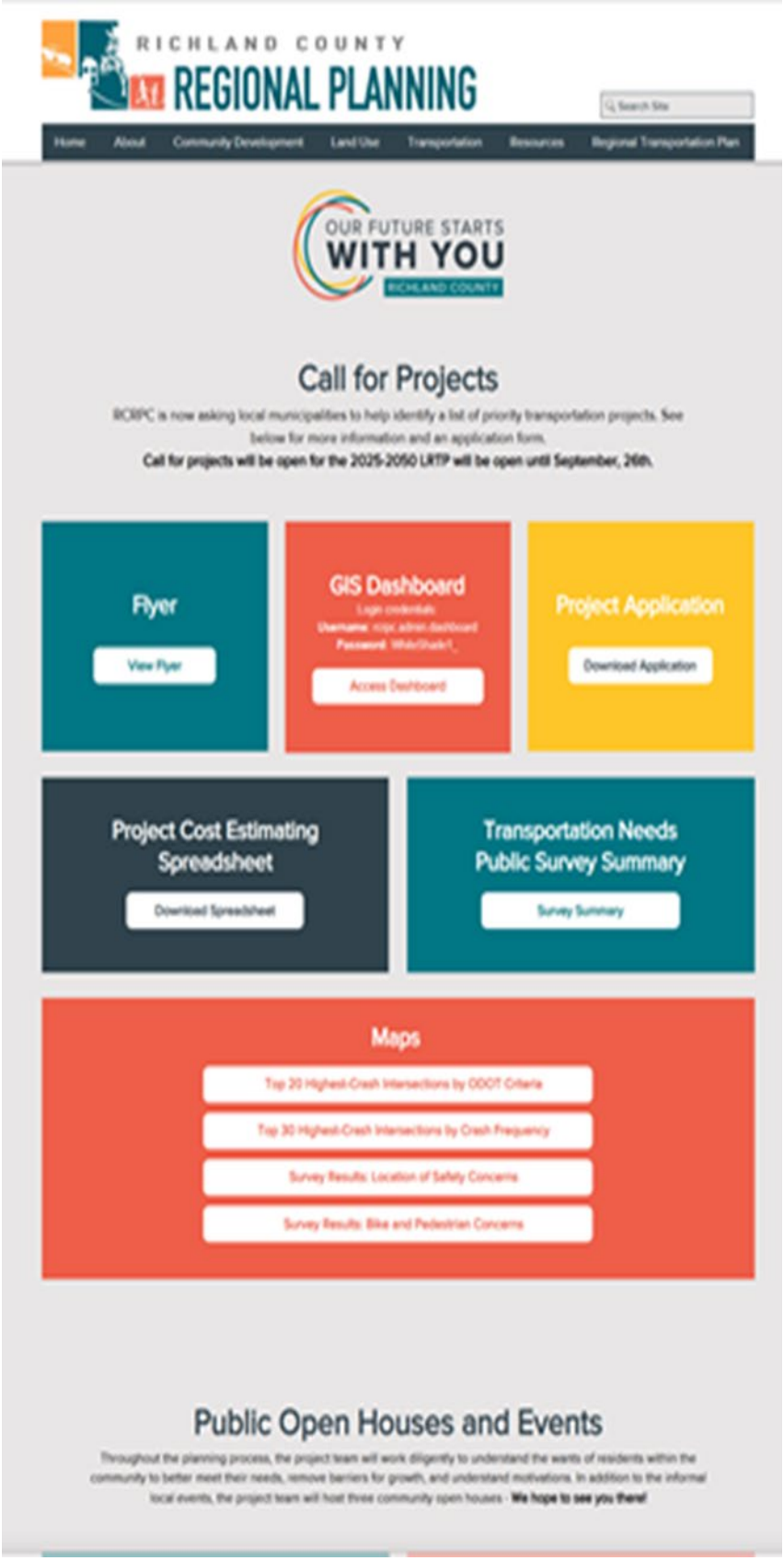
When comparing the census data from 2010 to the 2020 population density map, it shows that the areas where people live have expanded to cover more regions in the county.

With this expansion of population, there has also been a noticeable increase in the diversity of trips generated from different density areas.

Employment/Job Related Trips (Inbound vs. Outbound Commuting Trips)

Number of People Commuting to or from RCRPC from Home for Jobs Daily (Census LEHD /Longitudinal Employer-Household Dynamics 2019)




RICHLAND COUNTY
REGIONAL PLANNING
Home
About
Community Development
Land Use
Transportation
Resources
Regional Transportation Plan
OUR FUTURE STARTS
WITH YOU
RICHLAND COUNTY
Call for Projects
RCRPC is now asking local municipalities to help identify a list of priority transportation projects. See below for more information and an application form.
Call for projects will be open for the 2025-2050 LRTP will be open until September, 26th.
Flyer
View Flyer
GIS Dashboard
Project Application
Download Application
Project Cost Estimating Spreadsheet
Download Spreadsheet
Transportation Needs Public Survey Summary
Survey Summary
Maps
Top 20 Highest-Crash Intersections by ODOT Criteria
Top 30 Highest-Crash Intersections by Crash Frequency
Survey Results: Location of Safety Concerns
Survey Results: Bike and Pedestrian Concerns
Public Open Houses and Events
Throughout the planning process, the project team will work diligently to understand the wants of residents within the community to better meet their needs, remove barriers for growth, and understand motivations. In addition to the informal local events, the project team will host three community open houses - We hope to see you there!

Transportation News & Updates

Long Range Transportation Plan Update Kicks Off

Now that fiscal year 2024 has begun, RCRPC is preparing for the important task of updating its current long-range transportation plan

This plan is a crucial element in the MPO's transportation and planning endeavors. The plan must adhere to federal requirements and is required to be updated every five years. The forthcoming plan to be developed for the region, will encompass financially-constrained multi-mode transportation and roadway projects, covering a span of 20 to 25 years. Recognizing the significance of the roadway network system as the backbone of the reginal economy, the RCRPC MPO places a high priority on advancing economic development by supporting and maintaining the regional multi-mode transportation system.

The new long-range transportation plan is scheduled to be completed by February 2025. Please reach out to Pong Wu or check our website for updates regarding public engagement opportunities as we move forward with this endeavor. Together, we can help shape a vibrant and well-connected future for our community.

RCT Update

Richland County Transit and the City of Shelby announce the closure of RCT's Route #13 and Dial A Ride service to and from Shelby effective Friday, July 28, 2023. RCT will continue to partner with Shelby Taxi, which provides door to door service within the City of Shelby.

"While it's never an easy decision to close a transit route, this closure was necessitated by the loss of local funding and low ridership," said Jean Taddie, Transit Development Manager. "The fixed route to Shelby has the lowest ridership of all of RCT's routes, with an average of just over 2 riders boarding the bus per hour." Route #13 is also the most costly route to run, since it is a 90-minute route that serves low-population areas between Mansfield and Shelby. Reduced local funding support for Route 13, due to low usage rates, means that RCT can no longer operate the route.

"All parties concerned made this difficult decision based on principles of sound economics and responsible stewardship," explained Shelby Mayor Steven Schag. "On behalf of the City of Shelby, I would like to thank RCT for their valued partnership since 2010."

The loss of local funding is concurrent with RCT's ten-year transit development planning process, which focuses on restructuring RCT's services for improved efficiency.

To that end, RCT will roll out a 6-month pilot of new and revised routes, beginning **Tuesday, September 5, 2023**. RCT will pilot an Ontario circulator that will run primarily along Lexington-Springmill Road between the OSU/NCSC campus and Walmart. Customers will be able to transfer to the circulator from Route 1 (Park Ave) and Route 9 (W. 4thStreet) and travel to the area's many workplaces and shopping destinations.

RCT will also streamline and adjust the remaining fixed routes to make schedules more efficient and to reach areas of higher demand. RCT's operating hours will remain 6 a.m. to 6:30 p.m., depending on the route. The timing and location of individual bus stops on some routes may change, so new bus schedules will be forthcoming. By February 2024, the piloted routes will be evaluated to determine which route changes will be made permanent.

APPENDIX D:
FINAL LISTS OF TRANSPORTATON PROJECTS FOR THE 2025-2050 LRTP

Roadway Project Lists:

2025-2050 Long-Range Transportation Plan
Project Lists for the 2025-2030 Short-Term & 2026-2029 TIP

LRTP	Short Term	Score	Project ID	Project Name	Primary Work Category	Sponsoring Agency	Estimate Project Cost by Fiscal Year							EJ
							2025	2026	2027	2028	2029	2030	Total	
LRTP/TIP	2025-2030	999	111240	RIC SR 0039 03.35 (Shelby walk)	Pedestrian Facilities	Shelby, City of	$35,498.26						$35,498.26	
LRTP/TIP	2025-2030	999	112404	RIC Main St. Upgrade (Mansfield)	Intersection Improvement (Safety)	Mansfield, City of	$1,900,000.00						$1,900,000.00	
LRTP/TIP	2025-2030	999	114109	RIC SR 0013 04.26 (Bellville)	Pedestrian Facilities	Bellville, Village of	$4,500.00						$4,500.00	
LRTP/TIP	2025-2030	999	114346	RIC B&O Trail	Shared Use Path	Richland County Park District	$88,443.36	$62,064.72	$1,315,659.60				$1,466,167.68	
LRTP/TIP	2025-2030	999	116266	HUR-61-0.38 (Mary Fate Park Dr.)	Pedestrian Facilities	Plymouth, Village of	$0.00						$0.00	
LRTP/TIP	2025-2030	999	117565	RIC SR 0603 21.18 SRTS	Pedestrian Facilities	Plymouth, Village of	$161,705.00	$150,000.00	$363,150.00				$674,855.00	
LRTP/TIP	2025-2030	999	117965	RIC US 0042 04.15 (Lexington)	Roadway Improvement (Safety)	Lexington, Village of	$30,921.00						$30,921.00	
LRTP/TIP	2025-2030	999	118245	RIC Millsboro Trail (Mansfield)	Shared Use Path	Mansfield, City of	$704,482.60						$704,482.60	
LRTP/TIP	2025-2030	999	119146	RIC Trimble Road Trail Extension	Bike Facility	Mansfield, City of	$1,220,000.00						$1,220,000.00	
LRTP/TIP	2025-2030	999	121168	RIC US 0042 03.22 (Lexington)	Culvert Preservation	ODOT SPONSORING AGENCY			$233,200.00				$233,200.00	
LRTP/TIP	2025-2030	999	121396	RIC CR 0213 00.00 (Mickey Road)	Roadway Minor Rehab	Shelby, City of	$208,880.00	$135,120.00		$2,709,600.00			$3,053,600.00	
LRTP/TIP	2025-2030	999	121689	RCRPC FY25 SR13 RR Safety Study	Miscellaneous	RCRPC	$249,566.16						$249,566.16	
LRTP/TIP	2025-2030	999	121695	RIC RCRPC Lexington SR97 Study	Miscellaneous	RCRPC	$198,000.00						$198,000.00	
LRTP/TIP *	2025-2030	999	121720	RIC VAR OVERLAY FY2026	Roadway Minor Rehab	ODOT SPONSORING AGENCY		$92,000.00					$92,000.00	
LRTP/TIP *	2025-2030	45	117231	RIC CR 0133 02.30 (Lex-Spring) Widening	Intersection Improvemetn	Richland County Engineer			$100,000.00				$100,000.00	
LRTP/TIP *	2025-2030	60	118289	RIC CR 0133 02.22 (Roundabout)	Intersection Improvemetn	Richland County Engineer		$240,000.00					$240,000.00	
LRTP/TIP *	2025-2030	80	123506	RIC-CR133-0.50 / Lex. Sidewalk/Plymouth St.	Pedestrian Facilities	Lexington, Village of		$64,000.00	$180,000.00				$244,000.00	
LRTP/TIP *	2025-2030**	55	122976	RIC-4th Street and Rock Road Intersection Roundabout**	Intersection Improvemetn	City of Ontario			~~$3,144,000.00~~				~~$3,144,000.00~~	
LRTP/TIP *	2025-2030	80	124045	RIC-Shelby-Ontario Road Sidewalks	Pedestrian Facilities	City of Ontario					$497,664.00		$ 497,664.00	
LRTP/TIP *	2025-2030	60	NP-166	Tucker Avenue and Gamble Street Signal Upgrade	Intersection Improvemetn	City of Shelby					$475,200.00		$475,200	
LRTP *	2025-2030	65	XXXXX	Shelby Avenue Reconstruction	Roadway Improvement (Safety)	City of Shelby						$2,940,000.00	$2,940,000	
A. Estimate Funds Needed for Projects by Fiscal Year							$4,801,996.38	$743,184.72	$2,192,009.60	$2,709,600.00	$972,864.00	$2,940,000.00	**$14,359,654.70**	
B. Estimate Budget Available by Fiscal Year							$4,748,151.80	$1,825,798.00	$1,825,798.00	$1,825,798.00	$1,825,798.00	$1,825,798.00	**$13,877,141.80**	
C. Ratio of Funds Need to Budget Available													**103.48%**	

* The amount shown is Federal 80%

** Received Discretionary Safety Funds. The Project will be in the list of LRTP, but will not use the MPO funds.

Note: Project Order listed in the table may be subject to amendments in response to future socio-economic changes, including planned local economic development priorities or the land-use alterations.

2025-2050 Long-Range Transportation Plan
Project Lists for 2031-2040 Mid-Term

Type	Mid-Term	FC	Total Points	Project Name	Type	New or On TIP	Project Sponsor/Lead Agency	Total	Federal_80	EJ
LRTP	2031-2040	PA	80	RIC-Bellville Streetscape Phase 2	Road Improvement	New Project	Village of Bellville	$ 2,910,600.00	$ 2,328,480.00	
LRTP	2031-2040	PA	80	RIC-Park Avenue (SR 309) and Lexington-Ontario Road Intersection	Intersection Improvement	New Project	City of Ontario	$ 2,437,000.00	$ 1,949,600.00	
LRTP	2031-2040	MinC	77.5	RIC-SR97/Hanley Connector Road	New Road	New Project	Village of Lexington	$ 18,450,000.00	$ 14,760,000.00	
LRTP	2031-2040		70	Marion Avenue Multi-Use Trail	Bike Ped Trails	New Project	City of Mansfield	$ 3,000,000.00	$ 2,400,000.00	
LRTP	2031-2040	MinA	70	Lexington-Springmill Road and Hanley Road Intersection Improvement	Roundabout	New Project	Richland County	$ 2,700,000.00	$ 2,160,000.00	
LRTP	2031-2040	MinA/MiC	65	Park Avenue West and Home Road Intersection Improvement	Intersection Improvement	New Project	City of Mansfield	$ 1,000,000.00	$ 800,000.00	
A. Estimate Funds Needed for Projects by Fiscal Year									$ 24,398,080.00	
B. Estimate Budget Available by Fiscal Year									$ 19,087,805.19	
C. Ratio of Funds Need to Budget Available									128%	

Note: Project Order listed in Mid-term, Long-term and waiting-list tables may be subject to amendments in response to future socio-economic changes, including planned local economic development priorities or the land-use alterations.

2025-2050 Long-Range Transportation Plan
Project Lists for 2031-2050 Long-Term

Type	Long-Term	FC	Total Points	Project Name	Type	New or On TIP	Project Sponsor/Lead Agency	Total	Federal_80	EJ
LRTP	2031-2050	MC	65	Sharon Street Reconstruction	Road Improvement	New Project	City of Shelby	$ 2,400,000.00	$ 1,920,000.00	
LRTP	2031-2050	MC	60	Tucker Avenue and Franklin Avenue Reconstruction	Road Improvement	New Project	City of Shelby	$ 2,760,000.00	$ 2,208,000.00	
LRTP	2031-2050	MA	60	Road Widening SR 13 from US 30 to Harrington Memorial	Road Widening	New Project	City of Mansfield	$ 15,000,000.00	$ 12,000,000.00	
LRTP	2031-2050	MinA	55	Lexington-Springmill Road and Cockley Road Intersection Improvement	Intersection Improvement	New Project	Richland County	$ 890,000.00	$ 712,000.00	
LRTP	2031-2050	MA	50	South Main Street Improvement Project	Road Improvement	New Project	City of Mansfield	$ 5,000,000.00	$ 4,000,000.00	
LRTP	2031-2050	MinA	40	Lexington-Springmill Road and Cook Road Intersection Improvement	Intersection Improvement	New Project	Richland County	$ 1,115,000.00	$ 892,000.00	
LRTP	2031-2050	MinA	40	Lexington-Springmill Road and Owens Road Intersection Improvement	Intersection Improvement	New Project	Richland County	$ 645,000.00	$ 516,000.00	
LRTP	2031-2050	MC	37.5	Walker Lake Road Widening	Road Widening	New Project	Richland County	$ 4,290,000.00	$ 3,432,000.00	
A. Estimate Funds Needed for Projects by Fiscal Year									$ 25,680,000.00	
B. Estimate Budget Available by Fiscal Year									$ 20,250,252.53	
C. Ratio of Funds Need to Budget Available									127%	

Note: Project Order listed in Mid-term, Long-term and waiting-list tables may be subject to amendments in response to future socio-economic changes, including planned local economic development priorities or the land-use alterations.

2025-2050 Long-Range Transportation Plan
Waiting-List Projects

Type	Mid-Term	FC	Total Points	Project Name	Type	New or On TIP	Project Sponsor/Lead Agency	Total	Federal_80	EJ
LRTP	2041-2050	MC	37.5	Stewart Road Widening	Road Widening	New Project	Madison Township	$ 4,800,000.00	$ 3,840,000.00	
LRTP	2041-2050	MinA	15	N Illinoise Ave. Widening	Road Widening	New Project	Madison Township	$ 3,820,000.00	$ 3,056,000.00	
LRTP	2041-2050	MC	22.5	Bowman Road Widening	Road Widening	New Project	Richland County	$ 7,850,000.00	$ 6,280,000.00	
LRTP	2041-2050	MC	65	Whitney Avenue Reconstruction	Road Improvement	New Project	City of Shelby	$ 3,480,000.00	$ 2,784,000.00	
LRTP	2041-2050	MinA	22.5	S. Illinois Avenue and Hickory Lane Intersection	Intersection Improvement	New Project	Richland County	$ 4,230,000.00	$ 3,384,000.00	
LRTP	2041-2050	M/MnnC	65	East Smiley Avenue Reconstruction	Road Improvement	New Project	City of Shelby	$ 5,900,000.00	$ 4,720,000.00	
LRTP	2041-2050	MA	20	Lexington Avenue Access Management Project	Road Improvement	New Project	City of Mansfield	$ -	$ -	
LRTP	2041-2050	MC	45	State Street Reconstruction	Road Improvement	New Project	City of Shelby	$ 6,840,000.00	$ 5,472,000.00	
LRTP	2041-2050	MinA	15	Park Avenue and Trimbler Road Roundabout	Roundabout	New Project	City of Mansfield	$ 6,000,000.00	$ 4,800,000.00	
LRTP *	2031-2040	~~LR~~	~~77.5~~	~~RIC-Fox Road Sidewalks~~	~~Bike Ped Trails~~	~~New Project~~	~~Village of Lexington~~	~~$ 1,146,000.00~~	~~$ -~~	
LRTP *	2031-2040	~~LR~~	~~37.5~~	~~Orchard Park Roundabout~~	~~Roundabout~~	~~New Project~~	~~Richland County~~	~~$ 2,700,000.00~~	~~$ -~~	
A. Estimate Funds Needed for Projects in the Waiting-List									$ 34,336,000.00	

* Local Road - Not eligible for MPO funding, may be subject to future roadway FC update.

Note: Project Order listed in Mid-term, Long-term and waiting-list tables may be subject to amendments in response to future socio-economic changes, including planned local economic development priorities or the land-use alterations.

Group Projects

Row Labels	PID	Project Name	Project Termini	Project Description	Primary Work Category	Primary Work Group	Sponsoring Agency	State Fiscal Year	Phase	Subphase	Adjusted Total Amount	Fund Type (Fed/State etc.)	STIP Fund Type	SAC Code	Fund Event Name	Capital Program Line Name	Phase Cost	Total PID Cost	TDC
Group	105574	RIC SR 0039 22.81	RIC-SR-0039-22.81	Structure ReplacementRIC-SR-0039-22.81	Bridge Preservation	Preservation	ODOT SPONSORING AGENCY	2028	CO	CO Contr	$358,725.50	State	State	4PS7	CO CO Contr 01	District Preservation (Pv & Br)	$1,898,627.49	$2,445,229.49	
											$1,434,901.99	Federal	Preservation	4PF7	CO CO Contr 01	District Preservation (Pv & Br)	$1,898,627.49	$2,445,229.49	
										CO Engr	$21,000.00	State	Labor	LABR	CO CE Engr 01	Labor - Internal	$1,898,627.49	$2,445,229.49	
											$84,000.00	Federal	Labor	LABR	CO CE Engr 01	Labor - Internal	$1,898,627.49	$2,445,229.49	
											$1,898,627.49								
Group	108034	RIC SR 0309 08.73	RIC-SR-0309-08.73	Bridge Rehabilitation RIC-SR-0309-08.73 (Under Home Road) Replace deck and paint.	Bridge Preservation	Preservation	ODOT SPONSORING AGENCY	2028	CO	CO Contr	$545,217.20	State	State	4PS7	CO CO Contr 01	District Preservation (Pv & Br)	$2,917,086.00	$3,733,335.00	
											$2,180,868.80	Federal	Preservation	4PF7	CO CO Contr 01	District Preservation (Pv & Br)	$2,917,086.00	$3,733,335.00	
										CO Engr	$38,200.00	State	Labor	LABR	CO CO Engr 01	Labor - Internal	$2,917,086.00	$3,733,335.00	
											$152,800.00	Federal	Labor	LABR	CO CO Engr 01	Labor - Internal	$2,917,086.00	$3,733,335.00	
								2026	RW	Acquis	$30,000.00	State	State	4PS7	RW Acquis 01	District Preservation (Pv & Br)	$60,000.00	$3,733,335.00	
											$2,947,086.00								
Group	112693	RIC SR 0013 15.97	RIC-013-15.97 (5th Street/SR 39) to 21.69 (North Corp)	Urban Paving within City of MansfieldRIC-013-15.97 to 21.69	Roadway Minor Rehab	Preservation	ODOT SPONSORING AGENCY	2027	CO	CO Contr	$313,000.00	Local Match	Local	4BG7	O CO Dist/Mansfie	Traditional Programs Match	$2,153,520.00	$2,153,520.00	
											$429,000.00	Local Match	Local	4BG7	CO CO Mansfield	Traditional Programs Match	$2,153,520.00	$2,153,520.00	
											$1,252,000.00	Federal	Preservation	4PF7	O CO Dist/Mansfie	District Preservation (Pv & Br)	$2,153,520.00	$2,153,520.00	
										CO Engr	$25,040.00	Local Match	Labor	LABR	O CE Dist/Mansfie	Labor - Internal	$2,153,520.00	$2,153,520.00	
											$34,320.00	Local Match	Labor	LABR	CO CE Mansfield	Labor - Internal	$2,153,520.00	$2,153,520.00	
											$100,160.00	Federal	Labor	LABR	O CE Dist/Mansfie	Labor - Internal	$2,153,520.00	$2,153,520.00	
											$2,153,520.00								
Group	113285	RIC US 0042 (06.01)(06.02)	Various culverts throughout District 3	Culvert Repairs RIC US 0042 06.01RIC US 0042 06.02	Culvert Preservation	Preservation	ODOT SPONSORING AGENCY	2026	CO	CO Contr	$35,000.00	State	State	4PS7	CO CO Contr 01	District Preservation (Pv & Br)	$192,500.00	$305,151.80	
											$140,000.00	Federal	Preservation	4PF7	CO CO Contr 01	District Preservation (Pv & Br)	$192,500.00	$305,151.80	
										CO Engr	$3,500.00	State	Labor	LABR	CO CO Engr 01	Labor - Internal	$192,500.00	$305,151.80	
											$14,000.00	Federal	Labor	LABR	CO CO Engr 01	Labor - Internal	$192,500.00	$305,151.80	
									RW	Acquis	$10,000.00	State	State	4PS7	RW Acquis 01	District Preservation (Pv & Br)	$25,455.00	$305,151.80	
											$202,500.00								
Group	114950	RIC SR 0013 28.73	RIC-SR-0013-28.73	Replace Twin Culvert Bridge RIC SR 0013 28.73	Bridge Preservation	Preservation	ODOT SPONSORING AGENCY	2027	CO	CO Contr	$115,000.00	State	State	4PS7	CO CO Contr 01	District Preservation (Pv & Br)	$632,500.00	$838,900.00	
											$460,000.00	Federal	Preservation	4PF7	CO CO Contr 01	District Preservation (Pv & Br)	$632,500.00	$838,900.00	
										CO Engr	$11,500.00	State	Labor	LABR	CO CO Engr 01	Labor - Internal	$632,500.00	$838,900.00	
											$46,000.00	Federal	Labor	LABR	CO CO Engr 01	Labor - Internal	$632,500.00	$838,900.00	
								2026	RW	Acquis	$20,000.00	State	State	4PS7	RW Acquis 01	District Preservation (Pv & Br)	$40,000.00	$838,900.00	
											$652,500.00								
Group	114960	RIC SR 0096/0603 16.73/07.94	RIC SR 0096 16.86; RIC SR 0603 07.94	Two Bridge Replacements:RIC SR 0096 16.86RIC SR 0603 07.94	Bridge Preservation	Preservation	ODOT SPONSORING AGENCY	2027	CO	CO Contr	$210,000.00	State	State	4PS7	CO CO Contr 01	District Preservation (Pv & Br)	$1,123,500.00	$1,389,900.00	
											$840,000.00	Federal	Preservation	4PF7	CO CO Contr 01	District Preservation (Pv & Br)	$1,123,500.00	$1,389,900.00	
										CO Engr	$14,700.00	State	Labor	LABR	CO CO Engr 01	Labor - Internal	$1,123,500.00	$1,389,900.00	
											$58,800.00	Federal	Labor	LABR	CO CO Engr 01	Labor - Internal	$1,123,500.00	$1,389,900.00	
								2026	RW	Acquis	$50,000.00	State	State	4PS7	RW Acquis 01	District Preservation (Pv & Br)	$100,000.00	$1,389,900.00	

Row Labels	PID	Project Name	Project Termini	Project Description	Primary Work Category	Primary Work Group	Sponsoring Agency	State Fiscal Year	Phase	Subphase	Adjusted Total Amount	Fund Type (Fed/State etc.)	STIP Fund Type	SAC Code	Fund Event Name	Capital Program Line Name	Phase Cost	Total PID Cost	TDC
											$1,173,500.00								
Group	116657	RIC IR 0071 10.76	RIC-71-10.76 to 20.636	Asphalt Concrete Overlay with Repairs RIC-71-10.76 to 15.455Partial Depth / Full Depth Pavement RepairsRIC-71-15.455 to 20.636	Roadway Minor Rehab	Preservation	ODOT SPONSORING AGENCY	2026	CO	CO Contr	$981,900.00	State	State	4PS7	CO CO Contr 01	District Preservation (Pv & Br)	$10,604,500.00	$10,770,900.00	
											$8,837,100.00	Federal	Preservation	4PF7	CO CO Contr 01	District Preservation (Pv & Br)	$10,604,500.00	$10,770,900.00	
										CO Engr	$78,550.00	State	Labor	LABR	CO CE Engr 01	Labor - Internal	$10,604,500.00	$10,770,900.00	
											$706,950.00	Federal	Labor	LABR	CO CE Engr 01	Labor - Internal	$10,604,500.00	$10,770,900.00	
											$10,604,500.00								
Group	116778	RIC/WAY IR 71/SR 226 19.61/5.26	RIC IR 0071 19.61; WAY SR 0226 05.26	RIC IR 0071 19.61-Culvert Liner WAY SR 0226-05.26-Culvert Liner	Culvert Preservation	Preservation	ODOT SPONSORING AGENCY	2027	CO	CO Contr	$35,000.00	State	State	4PS7	CO CO Contr 01	District Preservation (Pv & Br)	$577,500.00	$582,500.00	
															CO CO Contr 02	District Preservation (Pv & Br)	$577,500.00	$582,500.00	
											$140,000.00	Federal	Preservation	4PF7	CO CO Contr 02	District Preservation (Pv & Br)	$577,500.00	$582,500.00	
											$315,000.00	Federal	Preservation	4PF7	CO CO Contr 01	District Preservation (Pv & Br)	$577,500.00	$582,500.00	
										CO Engr	$3,500.00	State	Labor	LABR	CO CO Engr 01	Labor - Internal	$577,500.00	$582,500.00	
															CO CO Engr 02	Labor - Internal	$577,500.00	$582,500.00	
											$14,000.00	Federal	Labor	LABR	CO CO Engr 02	Labor - Internal	$577,500.00	$582,500.00	
											$31,500.00	Federal	Labor	LABR	CO CO Engr 01	Labor - Internal	$577,500.00	$582,500.00	
								2026	ENV	Env PE	$5,000.00	State	State	4PS7	PE SUE	District Preservation (Pv & Br)	$5,000.00	$582,500.00	
											$544,000.00								
Group	116780	RIC SR 0039 23.47	RIC SR 0039 23.47	Culvert Replacement (RW only)RIC SR 0039 23.47	Culvert Preservation	Preservation	SPONSORING AG	2026	RW	Acquis	$36,000.00	State	State	4PS7	RW Acquis 01	District Preservation (Pv & Br)	$72,000.00	$72,000.00	
											$36,000.00								
Group	117045	RIC SR 0095 04.84	RIC SR 0095 04.48 to 11.25	Major 2 Funded Project Full Depth Reclamation RIC SR 0095 04.48 to 11.25 drainage and minor bridge work	Roadway Major Rehab	Preservation	ODOT SPONSORING AGENCY	2027	CO	CO Contr	$18,000.00	State	State	4PS7	CO CO Contr 02	District Preservation (Pv & Br)	$10,607,820.57	$11,959,898.27	
											$72,000.00	Federal	Preservation	4PF7	CO CO Contr 02	District Preservation (Pv & Br)	$10,607,820.57	$11,959,898.27	
											$1,964,770.20	State	State	4RA7	CO CO Contr 01	Multi-Lane Major Rehab	$10,607,820.57	$11,959,898.27	
											$7,859,080.80	Federal	Major Program	4RC7	CO CO Contr 01	Multi-Lane Major Rehab	$10,607,820.57	$11,959,898.27	
										CO Engr	$1,260.00	State	Labor	LABR	CO CO Engr 02	Labor - Internal	$10,607,820.57	$11,959,898.27	
											$5,040.00	Federal	Labor	LABR	CO CO Engr 02	Labor - Internal	$10,607,820.57	$11,959,898.27	
											$137,533.91	State	Labor	LABR	CO CE Engr 01	Labor - Internal	$10,607,820.57	$11,959,898.27	
											$550,135.66	Federal	Labor	LABR	CO CE Engr 01	Labor - Internal	$10,607,820.57	$11,959,898.27	
								2026	DD	Dtl Dsgn	$4,203.60	State	State	4PS7	DD Dtl Dsgn BAL	District Preservation (Pv & Br)	$100,992.00	$11,959,898.27	
											$8,796.40	State	State	4PS7	DD Dtl Dsgn 01	District Preservation (Pv & Br)	$100,992.00	$11,959,898.27	
											$16,814.40	Federal	Preservation	4PF7	DD Dtl Dsgn BAL	District Preservation (Pv & Br)	$100,992.00	$11,959,898.27	
											$35,185.60	Federal	Preservation	4PF7	DD Dtl Dsgn 01	District Preservation (Pv & Br)	$100,992.00	$11,959,898.27	
									RW	Acquis	$20,000.00	State	State	4PS7	RW Acquis 01	District Preservation (Pv & Br)	$200,000.00	$11,959,898.27	
											$80,000.00	Federal	Preservation	4PF7	RW Acquis 01	District Preservation (Pv & Br)	$200,000.00	$11,959,898.27	
										RW Serv	$20,000.00	State	State	4PS7	RW RW Serv 01	District Preservation (Pv & Br)	$200,000.00	$11,959,898.27	
											$80,000.00	Federal	Preservation	4PF7	RW RW Serv 01	District Preservation (Pv & Br)	$200,000.00	$11,959,898.27	

Row Labels	PID	Project Name	Project Termini	Project Description	Primary Work Category	Primary Work Group	Sponsoring Agency	State Fiscal Year	Phase	Subphase	Adjusted Total Amount	Fund Type (Fed/State etc.)	STIP Fund Type	SAC Code	Fund Event Name	Capital Program Line Name	Phase Cost	Total PID Cost	TDC
	$10,872,820.57																		
Group	117048	RIC SR 0314 03.02	RIC SR 0314 03.02 to 10.01	Major 2 Funded Project Edge Reconstruction with Asphalt Concrete Overlay RIC SR 0314 03.02 to 10.01 Includes drainage and minor bridge work	Roadway Major Rehab	Preservation	ODOT SPONSORING AGENCY	2028	CO	CO Contr	$78,523.60	Local Match	Local	4BG7	CO CO Contr 04	Traditional Programs Match	$9,612,000.00	$12,126,106.00	
											$131,720.00	State	State	4RA7	CO CO Contr 02	Multi-Lane Major Rehab	$9,612,000.00	$12,126,106.00	
											$314,094.40	Federal	Major Program	4RC7	CO CO Contr 04	Multi-Lane Major Rehab	$9,612,000.00	$12,126,106.00	
											$483,066.40	State	State	4RA7	CO CO Contr 01	Multi-Lane Major Rehab	$9,612,000.00	$12,126,106.00	
											$526,880.00	Federal	Major Program	4RC7	CO CO Contr 02	Multi-Lane Major Rehab	$9,612,000.00	$12,126,106.00	
											$1,086,690.00	State	State	4RA7	CO CO Contr 03	Multi-Lane Major Rehab	$9,612,000.00	$12,126,106.00	
											$1,932,265.60	Federal	Major Program	4RC7	CO CO Contr 01	Multi-Lane Major Rehab	$9,612,000.00	$12,126,106.00	
											$4,346,760.00	Federal	Major Program	4RC7	CO CO Contr 03	Multi-Lane Major Rehab	$9,612,000.00	$12,126,106.00	
										CO Engr	$6,281.80	Local Match	Labor	LABR	CO CE Engr 04	Labor - Internal	$9,612,000.00	$12,126,106.00	
											$10,537.60	State	Labor	LABR	CO CE Engr 02	Labor - Internal	$9,612,000.00	$12,126,106.00	
											$25,127.20	Federal	Labor	LABR	CO CE Engr 04	Labor - Internal	$9,612,000.00	$12,126,106.00	
											$38,645.40	State	Labor	LABR	CO CE Engr 01	Labor - Internal	$9,612,000.00	$12,126,106.00	
											$42,150.40	Federal	Labor	LABR	CO CE Engr 02	Labor - Internal	$9,612,000.00	$12,126,106.00	
											$86,935.20	State	Labor	LABR	CO CE Engr 03	Labor - Internal	$9,612,000.00	$12,126,106.00	
											$154,581.60	Federal	Labor	LABR	CO CE Engr 01	Labor - Internal	$9,612,000.00	$12,126,106.00	
											$347,740.80	Federal	Labor	LABR	CO CE Engr 03	Labor - Internal	$9,612,000.00	$12,126,106.00	
								2026	DD	Dtl Dsgn	$9,973.60	State	Labor	LABR	PE DTL DSGN LABR	Labor - Internal	$109,868.00	$12,126,106.00	
											$12,000.00	State	State	4RA7	DD Dtl Dsgn 01	Multi-Lane Major Rehab	$109,868.00	$12,126,106.00	
											$39,894.40	Federal	Labor	LABR	PE DTL DSGN LABR	Labor - Internal	$109,868.00	$12,126,106.00	
											$48,000.00	Federal	Major Program	4RC7	DD Dtl Dsgn 01	Multi-Lane Major Rehab	$109,868.00	$12,126,106.00	
								2026	RW	Acquis	$50,000.00	State	State	4RA7	RW Acquis 01	Multi-Lane Major Rehab	$700,000.00	$12,126,106.00	
											$200,000.00	Federal	Major Program	4RC7	RW Acquis 01	Multi-Lane Major Rehab	$700,000.00	$12,126,106.00	
										RW Serv	$50,000.00	State	State	4RA7	RW RW Serv 01	Multi-Lane Major Rehab	$700,000.00	$12,126,106.00	
											$200,000.00	Federal	Major Program	4RC7	RW RW Serv 01	Multi-Lane Major Rehab	$700,000.00	$12,126,106.00	
								2027		Utl Remb	$40,000.00	State	State	4RA7	RW Utl Remb 01	Multi-Lane Major Rehab	$700,000.00	$12,126,106.00	
											$160,000.00	Federal	Major Program	4RC7	RW Utl Remb 01	Multi-Lane Major Rehab	$700,000.00	$12,126,106.00	
	$10,421,868.00																		
Group	118648	RIC W 6th Street Muni-Bridge	Approximately 75' approaches each end of the bridge	Project involves the replacement of a deficient bridge (SFN 7060149) including minor approach work on West 6th Street in the City of Mansfield in	Bridge Preservation	Preservation	Mansfield, City of	2027	CO	CO Contr	$45,298.50	Local Match	Local	LNTP	CO CO Contr 01	Local Let Match LNTP	$996,567.00	$1,188,609.00	
											$860,671.50	Federal	Local Programs	4R87	CO CO Contr 01	Municipal Bridge	$996,567.00	$1,188,609.00	
										CO Engr	$4,529.85	Local Match	Local	LNTP	CO CO Engr 01	Local Let Match LNTP	$996,567.00	$1,188,609.00	
											$86,067.15	Federal	Local Programs	4R87	CO CO Engr 01	Municipal Bridge	$996,567.00	$1,188,609.00	
	$996,567.00																		
Group	119291	RIC CR0146 00.04 (Marion Ave Rd)	120 feet north and south of the proposed	Replace existing structurally deficient bridge (SFN 7032285) on CR146 (Marion	Bridge Preservation	Preservation	RICHLAND COUNTY ENGINEER	2026	CO	CO Engr	$2,000.00	Federal	Local Programs	4B87	On-Going Serv 01	County Bridge	$822,000.00	$1,015,073.00	
								2027	CO	CO Contr	$820,000.00	Federal	Local Programs	4B87	CO CO Contr 01	County Bridge	$822,000.00	$1,015,073.00	

Row Labels	PID	Project Name	Project Termini	Project Description	Primary Work Category	Primary Work Group	Sponsoring Agency	State Fiscal Year	Phase	Subphase	Adjusted Total Amount	Fund Type (Fed/State etc.)	STIP Fund Type	SAC Code	Fund Event Name	Capital Program Line Name	Phase Cost	Total PID Cost	TDC
											$822,000.00								
Group	119656	RIC SR 0314 (00.83) (01.66)	RIC SR 0314 (00.83) (01.66)	Culvert Replacements at RIC SR 0314 (00.83) & (01.66)	Culvert Preservation	Preservation	ODOT SPONSORING AGENCY	2028	CO	CO Contr	$100,000.00	State	State	4PS7	CO CO Contr 01	District Preservation (Pv & Br)	$550,000.00	$1,004,247.00	
											$400,000.00	Federal	Preservation	4PF7	CO CO Contr 01	District Preservation (Pv & Br)	$550,000.00	$1,004,247.00	
										CO Engr	$10,000.00	State	Labor	LABR	CO CO Engr 01	Labor - Internal	$550,000.00	$1,004,247.00	
											$40,000.00	Federal	Labor	LABR	CO CO Engr 01	Labor - Internal	$550,000.00	$1,004,247.00	
								2027	RW	Acquis	$80,000.00	State	State	4PS7	RW Acquis 01	District Preservation (Pv & Br)	$160,000.00	$1,004,247.00	
										RW Serv	$80,000.00	State	Labor	LABR	RW RW Serv 01	Labor - Internal	$160,000.00	$1,004,247.00	
											$710,000.00								
Group	119666	RIC SR 0039 24.23	RIC SR 0039 24.23	RIC SR 0039 24.23-Culvert Replacement using Jack & Bore methods.	Culvert Preservation	Preservation	ODOT SPONSORING AGENCY	2027	CO	CO Contr	$150,000.00	State	State	4PS7	CO CO Contr 01	District Preservation (Pv & Br)	$165,000.00	$317,500.00	
										CO Engr	$15,000.00	State	Labor	LABR	CO CO Engr 01	Labor - Internal	$165,000.00	$317,500.00	
								2026	RW	Acquis	$20,000.00	State	State	4PS7	RW Acquis 01	District Preservation (Pv & Br)	$40,000.00	$317,500.00	
											$185,000.00								
Group	120583	RIC Elm St Muni-Bridge (Bulter)	from the intersection of Elm Street and Grant Street (S.R.95) to approximately 150' west of the structure	Replacement of Bridge No. RIC-ELMST-0012 (SFN 7067429) over Smoky Run, includes a complete replacement of the existing slab bridge with a new superstructure andabutments in the Village	Bridge Preservation	Preservation	Butler, Village of	2027	CO	CO Contr	$102,531.00	Federal	Local Programs	4R87	CO CO Contr 02	Municipal Bridge	$751,894.00	$987,616.00	
											$581,009.00	Federal	Local Programs	4R87	CO CO Contr 01	Municipal Bridge	$751,894.00	$987,616.00	
										CO Engr	$10,253.10	Federal	Local Programs	4R87	CO CO Engr 02	Municipal Bridge	$751,894.00	$987,616.00	
											$58,100.90	Federal	Labor	LABR	CO CO Engr 01	Labor - Internal	$751,894.00	$987,616.00	
								2026	DD	Dtl Dsgn	$30,000.00	Local Match	Local	LNTP	DD Dtl Dsgn 01	Local Let Match LNTP	$30,000.00	$987,616.00	
											$781,894.00								
Group	120748	RIC TR 0185 01.11 (Shoup Rd)	Approximately 100' approaches each end of the bridge	FEDERAL/STATE EXCHANGE bridge replacement project (SFN 7030975) on TR185 at SLM 1.11 (Shoup Rd) in Richland County	Bridge Preservation	Preservation	RICHLAND COUNTY ENGINEER	2028	CO	CO Contr	$33,255.00	Local Match	Local	LNTP	CO CO Contr 01	Local Let Match LNTP	$731,600.00	$731,600.00	
											$631,845.00	State	State	4C87	CO CO Contr 01	County Bridge	$731,600.00	$731,600.00	
										CO Engr	$3,325.00	Local Match	Local	LNTP	CO CO Engr 01	Local Let Match LNTP	$731,600.00	$731,600.00	
											$63,175.00	State	State	4C87	CO CO Engr 01	County Bridge	$731,600.00	$731,600.00	
											$731,600.00								
Group	122057	RIC - SR 0430 - 03.20	Intersection of SR 430 (Park Ave W) and S Trimble Rd. in the City of Mansfield	Improve signal visibility on SR 430 in the City of Mansfield.	Traffic Control (Safety)	Safety	Mansfield, City of	2027	CO	CO Contr	$53,500.00	Local Match	Local	LNTP	CO CO Contr 01	Local Let Match LNTP	$588,500.00	$763,500.00	
											$481,500.00	Federal	Safety	4HJ7	CO CO Contr 01	Safety HSIP Federal	$588,500.00	$763,500.00	
										CO Engr	$53,500.00	Local Match	Local	LNTP	CO CO Engr 01	Local Let Match LNTP	$588,500.00	$763,500.00	
								2026	DD	Dtl Dsgn	$3,500.00	Local Match	Local	LNTP	DD Dtl Dsgn 01	Local Let Match LNTP	$35,000.00	$763,500.00	
											$31,500.00	Federal	Safety	4HJ7	DD Dtl Dsgn 01	Safety HSIP Federal	$35,000.00	$763,500.00	
									RW	RW Serv	$5,000.00	Local Match	Local	LNTP	RW RW Serv 01	Local Let Match LNTP	$50,000.00	$763,500.00	
											$45,000.00	Federal	Safety	4HJ7	RW RW Serv 01	Safety HSIP Federal	$50,000.00	$763,500.00	
											$673,500.00								
Group	122832	RIC SR 0314 01.70	RIC-314-1.70 at Millsboro Rd	Convert two-way stop-controlled intersection into single-lane roundabout at SR-314 and Millsboro Rd (CR-48) in Richland County.	Intersection Improvement (Safety)	Safety	ODOT SPONSORING AGENCY	2027	DD	Dtl Dsgn	$100,000.00	Federal	Safety	4HJ7	PE Dtl Dsgn 01	Safety HSIP Federal	$100,000.00	$3,775,000.00	
								2026	ENV	Env PE	$650,000.00	Federal	Safety	4HJ7	PE Env PE 01	Safety HSIP Federal	$650,000.00	$3,775,000.00	
										Acquis	$25,000.00	Federal	Safety	4HJ7	RW Acquis 01	Safety HSIP Federal	$350,000.00	$3,775,000.00	
								2028	RW	RW Serv	$75,000.00	Federal	Safety	4HJ7	RW RW Serv 01	Safety HSIP Federal	$350,000.00	$3,775,000.00	

Row Labels	PID	Project Name	Project Termini	Project Description	Primary Work Category	Primary Work Group	Sponsoring Agency	State Fiscal Year	Phase	Subphase	Adjusted Total Amount	Fund Type (Fed/State etc.)	STIP Fund Type	SAC Code	Fund Event Name	Capital Program Line Name	Phase Cost	Total PID Cost	TDC
										Utl Remb	$250,000.00	Federal	Safety	4HJ7	RW Utl Remb 01	Safety HSIP Federal	$350,000.00	$3,775,000.00	
	$1,100,000.00																		
Group	122835	RIC SR 0096 16.80	RIC-96-16.80 at SR-545/Olivesburg Fitchville Rd	Convert stop-controlled intersection into a single-lane roundabout at SR-96 and SR-545/Olivesburg Fitchville Rd (CR-77) in Richland County.	Intersection Improvement (Safety)	Safety	ODOT SPONSORING AGENCY	2029	CO	CO Contr	$2,600,000.00	Federal	Safety	4HJ7	CO CO Contr 01	Safety HSIP Federal	$2,782,000.00	$3,982,000.00	
										CO Engr	$182,000.00	Federal	Labor	LABR	CO CO Engr 01	Labor - Internal	$2,782,000.00	$3,982,000.00	
								2027	DD	Dtl Dsgn	$100,000.00	Federal	Safety	4HJ7	PE Dtl Dsgn 01	Safety HSIP Federal	$100,000.00	$3,982,000.00	
								2026	ENV	Env PE	$381,829.00	Federal	Safety	4HJ7	PE Env PE 02	Safety HSIP Federal	$650,000.00	$3,982,000.00	
								2027	RW	Acquis	$75,000.00	Federal	Safety	4HJ7	RW Acquis 01	Safety HSIP Federal	$450,000.00	$3,982,000.00	
										RW Serv	$125,000.00	Federal	Safety	4HJ7	RW RW Serv 01	Safety HSIP Federal	$450,000.00	$3,982,000.00	
								2028	RW	Utl Remb	$250,000.00	Federal	Safety	4HJ7	RW Utl Remb 01	Safety HSIP Federal	$450,000.00	$3,982,000.00	
	$3,713,829.00																		
Group	122940	RIC US 0030 16.42 Brdg Reconstr.	RIC US 30 16.42 bridge	RIC US 30 16.42 bridge hit in a crash and requires repairs. Replacing a portion of the damaged beam, heat-straightening the damaged beam at either side of the replacement, removing temporary struts, installing replacement crossframe assemblies, repairing concrete using epoxy-injection, and painting	Bridge Preservation	Preservation	ODOT SPONSORING AGENCY	2026	CO	CO Contr	$825,000.00	State	State	4SR7	CO CO Contr 01	Emergency - Damage Repair	$860,500.00	$985,500.00	
										CO Engr	$35,500.00	State	Labor	LABR	CO CE Engr 01	Labor - Internal	$860,500.00	$985,500.00	
	$860,500.00																		
Group Total	**$52,081,812.06**																		

Transit Project Lists

Transit Projects Lists - (3/10/2025)

Row Labels	PID	PID-Ph	Project Name	ALI	ALI Description	Scope	Scope Description	State Fiscal Year	Phase	Subphase Name	SAC	Fund Type	SUM Total Amount (with TDC)	Fund Type (F, S, B, O)	Capital Program	Total Project Cost	TDC
Group	118283	118283-TRN	5310 - SFY2026 ODOT Administered	11.12.15	Buy Replacements - Vans	111-00	Bus Rolling Stock	2026	TRN	Transit Subaward	LNTP	LNTP	$46,656.81	Local Match	Local Let	$11,821,765.99	
											TES5	5310/SPRU	$186,627.25	Federal	Public Transportation	$11,821,765.99	
	2026 Planning Total												**$233,284.06**				
	118284	118284-TRN	5310 - SFY2027 ODOT Administered	11.12.15	Buy Replacements - Vans	111-00	Bus Rolling Stock	2027	TRN	Transit Subaward	LNTP	LNTP	$47,536.75	Local Match	Local Let	$12,055,387.61	
											TES5	5310/SPRU	$190,146.99	Federal	Public Transportation	$12,055,387.61	
	2027 Planning Total												**$237,683.74**				
	123296	123296-TRN	5310 - SFY2028 ODOT Administered	11.12.15	Buy Replacements - Vans	111-00	Bus Rolling Stock	2028	TRN	Transit Subaward	LNTP	LNTP	$47,536.75	Local Match	Local Let	$12,055,387.41	
											TES5	(blank)	$190,146.99	Federal	Public Transportation	$12,055,387.41	
	2028 Planning Total												**$237,683.74**				
	123302	123302-TRN	5310 - SFY2029 ODOT Administered	11.12.15	Buy Replacements - Vans	111-00	Bus Rolling Stock	2029	TRN	Transit Subaward	LNTP	LNTP	$47,536.75	Local Match	Local Let	$12,055,387.41	
											TES5	(blank)	$190,146.99	Federal	Public Transportation	$12,055,387.41	
	2029 Planning Total												**$237,683.74**				

Transit Projects Lists - (3/10/2025)

Row Labels	PID	PID-Ph	Project Name	ALI	ALI Description	Scope	Scope Description	State Fiscal Year	Phase	Subphase Name	SAC	Fund Type	SUM Total Amount (with TDC)	Fund Type (F, S, B, O)	Capital Program	Total Project Cost	TDC
Individual	118355	118355-TRN	RCTB 2026 Transit Projects	11.12.04	Buy Replacements - Bus < 30 FT	111-00	Bus Rolling Stock	2026	TRN	Transit Subaward	LNTP	LNTP	$37,500.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$150,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.31.02	Engineering & Design - Bus Station	113-00	Bus Stations/ Stops / Terminals	2026	TRN	Transit Subaward	LNTP	LNTP	$500.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$2,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.34.02	Rehab / Renovation - Bus Station	113-00	Bus Stations/ Stops / Terminals	2026	TRN	Transit Subaward	LNTP	LNTP	$2,500.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$10,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.41.03	Engineering & Design - Admin / Maint Facility	114-00	Bus Support Equip / Facilities	2026	TRN	Transit Subaward	LNTP	LNTP	$750.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$3,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.42.11	Acquisition - Support Vehicles	114-00	Bus Support Equip / Facilities	2026	TRN	Transit Subaward	LNTP	LNTP	$6,250.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$25,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.44.03	Rehab / Renovation - Admin / Maint Facility	114-00	Bus Support Equip / Facilities	2026	TRN	Transit Subaward	LNTP	LNTP	$6,250.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$25,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.7A.00	Other Capital Items (Bus - Preventive Maintenance)	117-00	Other Capital Items (Bus)	2026	TRN	Transit Subaward	LNTP	LNTP	$120,000.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$480,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.7C.00	Other Capital Items (Bus - Non Fixed Route ADA Paratransit)	117-00	Other Capital Items (Bus)	2026	TRN	Transit Subaward	LNTP	LNTP	$67,500.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$270,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.92.08	Acquisition - Signage	119-00	Bus Associated Transit Enhancements	2026	TRN	Transit Subaward	LNTP	LNTP	$2,500.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$10,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				30.09.01	Operating Assistance up to 50% Federal Share	300-00	Operating Assistance	2026	TRN	Transit Subaward	LNTP	LNTP	$180,000.00	Local Match	Local Let	$2,732,500.00	
											4TT7	GRF	$400,000.00	General Revenue	Public Transit Assistance	$2,732,500.00	
											FTAD	5307	$580,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				44.24.00	Short Range Transportation Planning	442-00	Metropolitan Planning	2026	TRN	Transit Subaward	LNTP	LNTP	$41,250.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$165,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				44.26.13	Participation of Transit Operators in Metropolitan	442-00	Metropolitan Planning	2026	TRN	Transit Subaward	LNTP	LNTP	$27,500.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$110,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				44.27.00	Other Activities	442-00	Metropolitan Planning	2026	TRN	Transit Subaward	LNTP	LNTP	$2,000.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$8,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
2026 Richland County Transit Board													**$2,732,500.00**				

Transit Projects Lists - (3/10/2025)

Row Labels	PID	PID-Ph	Project Name	ALI	ALI Description	Scope	Scope Description	State Fiscal Year	Phase	Subphase Name	SAC	Fund Type	SUM Total Amount (with TDC)	Fund Type (F, S, B, O)	Capital Program	Total Project Cost	TDC
Individual	118359	118359-TRN	RCTB 2027 Transit Projects	11.12.04	Buy Replacements - Bus < 30 FT	111-00	Bus Rolling Stock	2027	TRN	Transit Subaward	LNTP	LNTP	$37,500.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$150,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.31.02	Engineering & Design - Bus Station	113-00	Bus Stations/ Stops / Terminals	2027	TRN	Transit Subaward	LNTP	LNTP	$500.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$2,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.34.02	Rehab / Renovation - Bus Station	113-00	Bus Stations/ Stops / Terminals	2027	TRN	Transit Subaward	LNTP	LNTP	$4,500.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$18,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.41.03	Engineering & Design - Admin / Maint Facility	114-00	Bus Support Equip / Facilities	2027	TRN	Transit Subaward	LNTP	LNTP	$1,250.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$5,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.44.03	Rehab / Renovation - Admin / Maint Facility	114-00	Bus Support Equip / Facilities	2027	TRN	Transit Subaward	LNTP	LNTP	$10,000.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$40,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.44.20	Rehab / Renovation - Miscellaneous Equipment	114-00	Bus Support Equip / Facilities	2027	TRN	Transit Subaward	LNTP	LNTP	$2,500.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$10,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.7A.00	Other Capital Items (Bus - Preventive Maintenance)	117-00	Other Capital Items (Bus)	2027	TRN	Transit Subaward	LNTP	LNTP	$120,000.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$480,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.7C.00	Other Capital Items (Bus - Non Fixed Route ADA Paratransit)	117-00	Other Capital Items (Bus)	2027	TRN	Transit Subaward	LNTP	LNTP	$67,500.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$270,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				30.09.01	Operating Assistance up to 50% Federal Share	300-00	Operating Assistance	2027	TRN	Transit Subaward	LNTP	LNTP	$180,000.00	Local Match	Local Let	$2,732,500.00	
											4TT7	GRF	$400,000.00	General Revenue	Public Transit Assistance	$2,732,500.00	
											FTAD	5307	$580,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				44.24.00	Short Range Transportation Planning	442-00	Metropolitan Planning	2027	TRN	Transit Subaward	LNTP	LNTP	$41,250.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$165,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				44.26.13	Participation of Transit Operators in Metropolitan	442-00	Metropolitan Planning	2027	TRN	Transit Subaward	LNTP	LNTP	$27,500.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$110,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				44.27.00	Other Activities	442-00	Metropolitan Planning	2027	TRN	Transit Subaward	LNTP	LNTP	$2,000.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$8,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
2027 Richland County Transit Board													**$2,732,500.00**				

Transit Projects Lists - (3/10/2025)

Row Labels	PID	PID-Ph	Project Name	ALI	ALI Description	Scope	Scope Description	State Fiscal Year	Phase	Subphase Name	SAC	Fund Type	SUM Total Amount (with TDC)	Fund Type (F, S, B, O)	Capital Program	Total Project Cost	TDC
Individual	122568	122568-TRN	S2028 RCTB Transit Projects	11.12.04	Buy Replacements - Bus < 30 FT	111-00	Bus Rolling Stock	2028	TRN	Transit Subaward	LNTP	LNTP	$37,500.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$150,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.31.02	Engineering & Design - Bus Station	113-00	Bus Stations/ Stops / Terminals	2028	TRN	Transit Subaward	LNTP	LNTP	$500.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$2,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.34.02	Rehab / Renovation - Bus Station	113-00	Bus Stations/ Stops / Terminals	2028	TRN	Transit Subaward	LNTP	LNTP	$4,500.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$18,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.41.03	Engineering & Design - Admin / Maint Facility	114-00	Bus Support Equip / Facilities	2028	TRN	Transit Subaward	LNTP	LNTP	$1,250.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$5,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.44.03	Rehab / Renovation - Admin / Maint Facility	114-00	Bus Support Equip / Facilities	2028	TRN	Transit Subaward	LNTP	LNTP	$12,500.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$50,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.7A.00	Other Capital Items (Bus - Preventive Maintenance)	117-00	Other Capital Items (Bus	2028	TRN	Transit Subaward	LNTP	LNTP	$120,000.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$480,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.7C.00	Other Capital Items (Bus - Non Fixed Route ADA Paratransit)	117-00	Other Capital Items (Bus	2028	TRN	Transit Subaward	LNTP	LNTP	$67,500.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$270,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				30.09.01	Operating Assistance up to 50% Federal Share	300-00	Operating Assistance	2028	TRN	Transit Subaward	LNTP	LNTP	$180,000.00	Local Match	Local Let	$2,732,500.00	
											4TT7	GRF	$400,000.00	General Revenue	Public Transit Assistance	$2,732,500.00	
											FTAD	5307	$580,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				44.24.00	Short Range Transportation Planning	442-00	Metropolitan Planning	2028	TRN	Transit Subaward	LNTP	LNTP	$41,250.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$165,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				44.26.13	Participation of Transit Operators in Metropolitan	442-00	Metropolitan Planning	2028	TRN	Transit Subaward	LNTP	LNTP	$27,500.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$110,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				44.27.00	Other Activities	442-00	Metropolitan Planning	2028	TRN	Transit Subaward	LNTP	LNTP	$2,000.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$8,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
	2028 Richland County Transit Board												**$2,732,500.00**				

Transit Projects Lists - (3/10/2025)

Row Labels	PID	PID-Ph	Project Name	ALI	ALI Description	Scope	Scope Description	State Fiscal Year	Phase	Subphase Name	SAC	Fund Type	SUM Total Amount (with TDC)	Fund Type (F, S, B, O)	Capital Program	Total Project Cost	TDC
Individual	122569	122569-TRN	S2029 RCTB Transit Projects	11.12.04	Buy Replacements - Bus < 30 FT	111-00	Bus Rolling Stock	2029	TRN	Transit Subaward	LNTP	LNTP	$37,500.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$150,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.31.02	Engineering & Design - Bus Station	113-00	Bus Stations/ Stops / Terminals	2029	TRN	Transit Subaward	LNTP	LNTP	$500.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$2,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.34.02	Rehab / Renovation - Bus Station	113-00	Bus Stations/ Stops / Terminals	2029	TRN	Transit Subaward	LNTP	LNTP	$4,500.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$18,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.41.03	Engineering & Design - Admin / Maint Facility	114-00	Bus Support Equip / Facilities	2029	TRN	Transit Subaward	LNTP	LNTP	$1,250.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$5,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.44.03	Rehab / Renovation - Admin / Maint Facility	114-00	Bus Support Equip / Facilities	2029	TRN	Transit Subaward	LNTP	LNTP	$12,500.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$50,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.7A.00	Other Capital Items (Bus - Preventive Maintenance)	117-00	Other Capital Items (Bus)	2029	TRN	Transit Subaward	LNTP	LNTP	$120,000.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$480,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				11.7C.00	Other Capital Items (Bus - Non Fixed Route ADA Paratransit)	117-00	Other Capital Items (Bus)	2029	TRN	Transit Subaward	LNTP	LNTP	$67,500.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$270,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				30.09.01	Operating Assistance up to 50% Federal Share	300-00	Operating Assistance	2029	TRN	Transit Subaward	LNTP	LNTP	$180,000.00	Local Match	Local Let	$2,732,500.00	
											4TT7	GRF	$400,000.00	General Revenue	Public Transit Assistance	$2,732,500.00	
											FTAD	5307	$580,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				44.24.00	Short Range Transportation Planning	442-00	Metropolitan Planning	2029	TRN	Transit Subaward	LNTP	LNTP	$41,250.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$165,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				44.26.13	Participation of Transit Operators in Metropolitan	442-00	Metropolitan Planning	2029	TRN	Transit Subaward	LNTP	LNTP	$27,500.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$110,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
				44.27.00	Other Activities	442-00	Metropolitan Planning	2029	TRN	Transit Subaward	LNTP	LNTP	$2,000.00	Local Match	Local Let	$2,732,500.00	
											FTAD	5307	$8,000.00	Federal Transit Direct	Federal Transit Direct	$2,732,500.00	
	2029 Richland County Transit Board												**$2,732,500.00**				
Individual Total													**$10,930,000.00**				
Grand Total													**$11,876,335.28**				