

TRANSPORTATION IMPROVEMENT PROGRAM

For
The Licking County Area Transportation Study

FISCAL YEARS
2008 - 2011

2nd draft ~ submitted March 26, 2007



<http://www.lcats.org>

This document was prepared in cooperation with The United States Department of Transportation's Federal Highway Administration and Federal Transit Administration, the State of Ohio Department of Transportation, and the local communities (i.e. Licking County, the cities of Newark and Heath, and the villages of Granville and Hebron).

The contents of this report reflect the views of the Licking County Area Transportation Study, which is responsible for the facts and accuracy of the data presented. The contents do not necessarily reflect the official view and policies of the State of Ohio Department of Transportation and/or the United States Department of Transportation. This report does not constitute a standard specification or regulation.

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LCATS Policy Committee Resolution

Resolution T-2007-xx dated May 8, 2007

(Copy of Resolution will be included with the final Transportation Improvement Program)

INTRODUCTION

The Policy Committee of the Licking County Area Transportation Study (LCATS) is designated by the Ohio Department of Transportation (ODOT), acting on behalf of Ohio's Governor Ted Strickland, as the Metropolitan Planning Organization (MPO) for the Newark Ohio Urbanized Area. LCATS was designated as an MPO in 1983, based on population data from the 1980 census.

The Policy Committee is the public body that is the forum for cooperative transportation decision-making and shall be comprised of at least 51% locally elected officials.

The LCATS Policy Committee approves plans and programs involving expenditures of federal-assisted transportation funds in the Licking County area.

A Metropolitan Planning Organization is designated to carry out the planning process for each urbanized area with a population of more than 50,000 by agreement of the chief executive officer of a State and units of general purpose local government that together represent at least 75 percent of the affected population (*including the central city or cities, as defined the Bureau of the Census*) or under procedures established by State or local law.

An MPO must conduct a **C**ontinuing, **C**ooperative, and **C**omprehensive (**3-C**) urban transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals. These plans and programs shall lead to the development and operation of an integrated, inter-and intra-modal transportation system that facilitates the efficient, economic movement of people and goods.

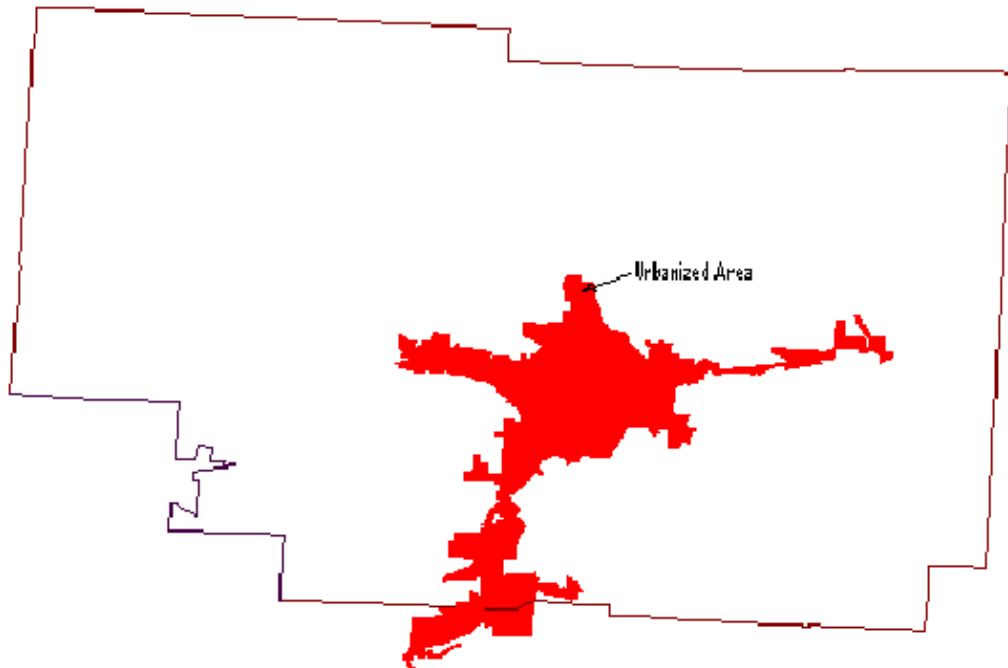
A Transportation Advisory Committee (TAC), established as an advisory board for making technical recommendations to the Policy Committee.

Bicycle and Pedestrian Transportation Committee (BPTC) – Title 23 Section 450.322 (3) of the United States Code (USC) specifies the metropolitan transportation planning process shall include “ . . . *Identify pedestrian walkway and bicycle transportation facilities in accordance with 23 USC 217(g). . .*” Therefore, a Bicycle and Pedestrian Transportation Committee (BPTC) shall assist the Policy Committee.

LCATS Service Area

– Based on the 2000 U.S. Census data, LCATS service area is defined as the entire area within Licking County, Ohio, including the Village of Millersport in Fairfield County, but excludes Etna Township and the Cities of Pataskala and Reynoldsburg (*which are located in the Mid-Ohio Regional Planning Commission (MORPC) service area*).

LCATS and MORPC share transportation data relative to areas within Licking County. LCATS service area now includes 646.86 square miles with a population of 125,114. A map of the LCATS transportation study area follows.



Licking County Area Transportation Study - Service Area

PUBLIC TRANSPORTATION

Public Transportation (or public transit) is defined by the American Public Transportation Association (APTA) as *transportation by bus, rail or other conveyance, either publicly or privately owned, which is provided to the public of specialty service on a regular and continuing basis. Also known as "mass transit," "mass transportation" and "transit".*

Currently there are two public transportation governmental bodies in Licking County:

- 1) The Newark-Heath User-Side Subsidized Taxi Token Program
- 2) The Licking County Transit Board

NEWARK-HEATH USER-SIDE SUBSIDIZED TAXI-TOKEN PROGRAM

The demand-response Newark-Heath User-Side Subsidized Taxi-Token Program is designed to support most of the Newark-Heath Urbanized Area and is administered by the City of Newark. The Taxi-Token service area encompasses 14.4 square miles. The program provides curb-to-curb immediate response public transportation services available up to 24 hours per day. The Program contracts with:

Yellow Cab Company of Newark, Inc.

(24-hour / 7days-a-week service)

Williams Transportation, LC (dispatched by Yellow Cab Company)

(24-hour / 7days-a-week service)

Under the City's program, residents in the Newark-Heath Urbanized Area can purchase tokens for \$3.00 each and exchange a token for a ride with a transit provider anywhere in the established zone (designated area in the cities of Newark and Heath). The elderly (age 65 and over) and disabled passengers can purchase tokens for \$1.50 as part of the ODOT sponsored Elderly & Disabled Half-Fare Fare Assistance Program. Travel outside of the zone requires an additional cash fare to the service provider depending on the destination and the transit provider's policy.

Tokens may be purchased at nine (9) locations in Newark and Heath including a senior center, pharmacy and grocery stores.

If public transit riders call the City of Newark transit office wishing to travel from outside City limits to other areas in Licking County, they are referred to the Licking County Transit Board.

Vehicles operated in the program are sedans owned by Yellow Cab Company of Newark, Inc. and ADA Light Transit Vehicles owned by the City of Newark.

Currently, the City of Newark is assessing its transit program for improvements commencing January 2008 (proposed). It has been working with the Licking County Transit Board and Licking County Area Transportation Study, as well as community agencies in determining its needs and priorities of its constituents. Seamless transportation between the Cities of Newark (County Seat), Heath and the remainder of Licking County has been determined as a common goal.

THE LICKING COUNTY TRANSIT BOARD

On July 27, 1998, the Licking County Board of Commissioners signed Resolution 25-16, forming the Licking County Transit Board (LCTB). The Commissioners directed the LCTB to address the public transportation needs of all Licking County residents. Passenger trips are provided on an origin to destination, demand-responsive basis.

The mission statement of the Licking County Transit Board: *The Licking County Transit Board is dedicated to providing safe transportation to improve the quality of life for the maximum number of Licking County citizens. We recognize that this can best be accomplished by partnering with others in the Licking County Community.*

The LCTB provides public transportation services and is also the lead agency in the coordination of social service transportation for Licking County. To date, 32 member agencies work together to assure the maximum number of Licking County residents have access to transportation services. In addition, the LCTB works with various social service and government agencies to secure transportation contracts. By doing so, the LCTB is able to maximize the use of vehicles and personnel to offer an affordable trip to the Licking County residents it serves.

OVERVIEW OF THE TRANSPORTATION PLAN

As an MPO, the main goal of LCATS is to utilize federal transportation funding which is available to the area to produce the most efficient transportation system possible. These funds can be used for projects and improvements including federal-aid roadways, bridges, transit, and enhancement projects. There are two mechanisms that must be in place to accomplish this goal. They are:

- 1) The Long-Range Transportation Plan (20-year plan)
- 2) A Transportation Improvement Program (TIP) (4-year plan)

The LCATS 2030 Transportation Plan, updated May 2004, describes the transportation improvements envisioned for the next twenty years and serves as a guide for the LCATS Policy Committee in making decisions regarding transportation improvements within the LCATS Service Area.

LCATS 2030 Transportation Plan GOALS

Licking County's transportation system shall . . .

GOAL: . . . provide a safe system of travel for its residents and visitors

GOAL: . . . address the travel needs of all the residents of Licking County, including those who may not have access to a private vehicle

GOAL: . . . encourage appropriate economic development

GOAL: . . . enhance the county's quality of life

GOAL: . . . be sensitive to the natural environment

OVERVIEW OF THE TIP

The Transportation Improvement Program (TIP) is a four-year short-range document that is the implementation of the Long-Range Transportation Plan. The LCATS TIP demonstrates consistency with the LCATS Transportation Plan and its goals as listed above. The TIP is also available on the LCATS Web Site at <http://www.lcats.org>.

Federal transportation legislation, the most recent of which, is the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, or SAFETEA-LU, requires the development of a TIP for the Metropolitan planning area in cooperation with the State and public transit operators.

The TIP covers four years and in Ohio must be updated every other year. The development of the TIP requires cooperation and coordination amongst all levels of local governments, as well as providing reasonable opportunity for public comment.

The TIP includes a list of projects for which federal funds are anticipated, along with non-federally funded projects that are regionally significant. In addition to the more traditional highway and public transit projects, the list is multi-and inter-modal; the TIP includes bicycle and pedestrian related projects as well. The project list represents the transportation improvement priorities of the LCATS Service Area.

Projects included in the TIP and listed in the LCATS 2030 Transportation Plan dated May 2004 were reviewed and recommended by the Technical Advisory Committee prior to being approved by the LCATS Policy Committee.

The projects in the TIP must be financially constrained using current and proposed revenue sources while adequately operating and maintaining the existing transportation system. A project listed in the TIP represents a critical step in the authorization of funding to a project.

The time frame shown in the TIP is the "best estimate" at the time of TIP development, which is six to nine months prior to the beginning of the first fiscal funding year. Projects sometimes cannot maintain that schedule and must be reprogrammed to later years. Other TIP projects may be moved forward to utilize the available federal and state funds.

Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, and additional financial constraints. These problems can slow a project, cause it to be postponed, or even dropped from further consideration.

The TIP can be modified or amended quarterly in order to add new projects, delete projects, advance projects into the first year, and accommodate cost and phase of work changes or major scope changes to a project. These quarterly amendments are submitted to ODOT and included with the State TIP amendments and forwarded for Federal approval.

Following approval of the TIP by the MPO and ODOT, as designated by the Governor of Ohio, all seventeen of the Ohio MPO TIPs are incorporated by reference into the Ohio's Statewide Transportation Improvement Program (STIP) and become an integral part of the compilation of documents that constitute the approved STIP.

PUBLIC INVOLVEMENT PROCESS

Contributing to the success of the transportation planning process is the early involvement of local public officials, private citizens and interested agencies who represent a wide range of disciplines, areas of expertise and specific concerns.

LCATS Public Involvement Process originally was adopted in 1994 and has been updated in 2007 to address SAFETEA-LU.

The goals of the Public Involvement Process are to provide:

- 1) Complete information available
- 2) Timely public notice
- 3) Full public access to key decisions
- 4) Opportunity for early and continuing involvement
- 5) 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

To achieve these goals, LCATS will:

- 1) Follow guidance provided per the Federal Register, 23 CFR Part 450, 49 CFR Part 613, Statewide Planning and Metropolitan Planning Rule, Section 450.316.
- 2) Make the Transportation Plan, Transportation Improvement Program and other documents available for public review and comment both in paper and electronic format.
- 3) Provide public notice in the Newark Advocate, which is the daily and most subscribed-to newspaper in Licking County and make documents available on the LCATS web site at <http://www.lcats.org>.
- 4) Coordinate with ODOT's Public Involvement Process wherever possible to enhance public consideration of the issues, plans and programs to reduce redundancies and costs.
- 5) Perform an "Assessment of Distribution of Benefits", more commonly known as Environmental Justice, for projects to determine if disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations might occur.

The Licking County Area Transportation Study (LCATS) supports public involvement at all stages of project planning and development.

All agendas, minutes and resolutions from Policy and TAC meetings are available on the LCATS Web Site at <http://www.lcats.org> or can be obtained by contacting LCATS at 740-670-5190.

As the final STIP/TIP is developed, if there are significant differences from the draft STIP/TIP, the STIP/TIP will again be made available for a two-week public review before submittal to the FHWA/FTA for approval.

Public involvement activities for the development of the LCATS FY 2008-2011 TIP are listed below:

October 10, 2006 ~ LCATS Technical Advisory Committee (TAC) met. Discussion included reviewing the current project status (i.e. costs, delivery schedule) and adding future year projects to the draft Fiscal-Year 2008-2011 Transportation Improvement Program (TIP) Program.

November 7, 2006 ~ LCATS Technical Advisory Committee (TAC) met. The purpose of this meeting was to review project costs and timelines, approve a project list and prioritize the projects by year for recommendation to the LCATS Policy Committee on November 14, 2006.

November 14, 2006 ~ the regularly scheduled LCATS Policy/TAC Committee met. The LCATS draft FY 2008-2011 TIP progress report was given at the LCATS Policy/TAC Meeting and the Policy/TAC Committee approved the recommendation of the TAC members with the adoption of Resolution T-2007-06. All Policy/TAC meetings are open for public attendance and advertised on the LCATS website.

February 16, 2007 ~ LCATS submitted the 1st draft FY 2008-2011 TIP to the ODOT Office of Systems Planning and Program Management, Office of Transit, ODOT District 5 Office of Planning, the City of Newark Transit Operations and the Licking County Transit Board for review and comment.

March 13, 2007 ~ LCATS 1st draft FY 2008-2011 TIP progress report was given at the LCATS Policy/TAC Meeting. All Policy/TAC meetings are open for public attendance.

March 26, 2007 ~ LCATS mailed copies of the 2nd draft FY 2008-2011 TIP to each MPO in Ohio, each ODOT District Office and ODOT Central Office-Office of Systems Planning and Program Management for the two-week, statewide public involvement period. The 2nd draft also included air quality conformity details.

March 26, 2007 ~ LCATS also submitted the 2nd draft FY 2008-2011 Transit TIP tables, via email as an attached Excel file, to the ODOT Office of Transit, STIP/TIP Coordinator at ODOT.Transit.STIP-TIP@dot.state.oh.us.

- March 26 2007 ~ LCATS emailed the website link of the 2nd draft FY 2008-2011 TIP for review and comment to the LCATS E-Mail List, which included Policy Committee members, and other interested parties. LCATS sent notification to environmental stakeholders for early coordination of projects in environmentally sensitive areas.
- April 1, 2007 ~ LCATS will advertise notice of the availability of the statewide and Ohio MPOs' Transportation Improvement Program for public review and comment in The Newark Advocate, Licking County's daily and most subscribed-to newspaper.
- April 2 – 13, 2007 ~ LCATS joined the Ohio Department of Transportation and the other 16 Ohio MPOs in making the STIP/TIP available to the public for review and comment.
- April 8, 2006 ~ LCATS will advertise notice of the availability of the state and Ohio MPOs Transportation Improvement Program for public review and comment in The Advocate, Licking County's daily and most subscribed-to newspaper.
- April 9, 2007 ~ LCATS will join ODOT District 5 office at the Newark Public Library located at 101 West Main Street, Newark OH from 4:00 p.m. to 6:00 p.m. to provide opportunity for the public to comment on the STIP/TIP.
- May 08, 2007 ~ LCATS Policy Committee is scheduled to approve the LCATS FINAL FY 2008-2011 TIP. All Policy/TAC meetings are open for public attendance.
- May 11, 2007 ~ 15 paper copies of LCATS Final FY 2008-2011 TIP and an electronic version will be submitted to ODOT Central Office-Office of Systems Planning and Program Management. The Final FY 2008-2011 TIP will include LCATS documentation to public comments received.
- May 11, 2007 ~ LCATS will also submit the Final FY 2008-2011 Transit TIP tables, via email as an attached Excel file, to the ODOT Office of Transit, STIP/TIP Coordinator at ODOT.Transit.STIP-TIP@dot.state.oh.us.
- June 30, 2007 ~ FHWA/FTA, in coordination with U.S. EPA, is scheduled to approve the FINAL Ohio STIP/TIP.

ENVIRONMENTAL JUSTICE ANALYSIS

The Travel Demand Forecasting Model was used to objectively quantify the impact of the transportation plan on the population subject to environmental justice consideration (henceforth referred to as the EJ population). Impacts were determined in two categories, accessibility benefits and negative impacts related to the acquisition of land for major new alignments.

All projects that are included in the TIP have previously been included in the Transportation Plan. During the Transportation Plan development process, the impact to Environmental Justice populations is analyzed. This analysis is based on traffic analysis zones (TAZ's). TAZ's are established based on both socio economic features of the land use as well as geographic features, such as rivers. Each zone is compared to the overall plan and using statistics determines if there is any disproportionate disbenefit to any of the TAZ's.

Since all projects that are included in the TIP were first in the Transportation Plan, then they have already been evaluated for Environmental Justice concerns. With a significant portion of our service area being low to moderate income, nearly all projects considered are a benefit to EJ populations. Individual projects that involve significant right of way acquisition are also looked at on a project level basis and an Environmental Justice Report may be completed. This report generally overlays sensitive populations on a map of the study area to indicate special areas of consideration for analyzing the effects of changes along the corridor.

Due to the efforts of the ODOT Office of Technical Services the LCATS Environmental Justice (EJ) issue has not only addressed the environmental justice issues for zones populated with a majority of EJ populations, as done in other areas, but every person under the EJ population categories in the LCATS study area. Details of this statistical analysis are included in Appendix A, Environmental Justice Technical Analysis. The following is a summary of the Environmental Justice Analysis as it relates to Right of Way Acquisition.

Summary of Environmental Justice Populations Impacted by Potential Right of Way Acquisition Activities

Outcome:

Percent of Area Population in Zones Impacted by Major Right of Way Acquisition				
Disadvantaged	1.3%			
Total	2.5%			
Accessibility of EJ Population				
Accessibility to:	Work	School	Shop	Other
2000 existing	56.82	32.86	78.90	96.43
2030 no build	62.29	35.25	91.86	98.38
2030 build	62.65	34.94	92.08	98.57

Percent of Area Population in Zones Impacted by Major Right of Way Acquisition				
Accessibility of Total Population				
Accessibility to:	Work	School	Shop	Other
2000 existing	42.93	23.84	58.26	70.63
2030 no build	48.98	26.36	70.29	74.68
2030 build	49.73	26.37	71.13	75.58

For entire computation set see Appendix A in the LCATS 2030 T-Plan adopted May 2004. An additional technical summary is included in Appendix A, Environmental Justice Technical Analysis of this document.

FISCAL CONSTRAINT

ODOT provided estimates of Federal funding for LCATS for State Fiscal Years 2008-2011. The PROPOSED SOURCES and PROJECT COSTS of LCATS FEDERAL FUNDING is listed below (as of 01/08/2007)

Proposed Source of Funding is:

STP = Specialized Transportation Program Funds

CMAQ = Congestion Mitigation / Air Quality Funds

Project costs are constrained within the funding resources available to the area during a four-year period. Furthermore, the projects listed in the first two years of the TIP (Fiscal Year 2008 and Fiscal Year 2009) are limited to those projects for which funds are available or committed. These projects have also been programmed and assigned a Project Identification Designation (PID) by ODOT.

Funding Source	PID#	STP	CMAQ	TOTAL
	Priority			
FY 2008 Proposed Revenue		\$808,181	\$687,567	
Carry Forward / Adjustments		\$60,360	\$651,388	
FY 2008 Proposed Revenues		\$868,541	\$1,338,955	\$2,207,495
FY 2008 Proposed Projects				
13/16 safety match	1 81969	(\$500,000)		
SR37 Left Turn Lane Addition at SR79	2 78863		(\$180,000)	
US62 & Duncan Plains Intersection Imp.	3 75711	(\$360,000)		
LCTB Vehicle Replacement	4 82196		(\$82,648)	
3 Wheelchair Lift Equipped Buses (NT) 08	5 78915		(\$125,000)	
TDP (NT) 08	6 78916		(\$25,000)	
FY 2008 Proposed Project Costs		(\$860,000)	(\$412,648)	(\$1,272,648)
Balance at end of FY 2008		\$8,541	\$926,307	\$934,847

Funding Source		PID#	STP	CMAQ	TOTAL
	Priority				
FY 2009 Proposed Revenue			\$1,142,128	\$939,225	
Carry Forward / Adjustments			(\$119,248)	\$842,490	
FY 2009 Proposed Revenues			\$1,022,880	\$1,781,715	\$2,804,595
FY 2009 Proposed Projects					
TRAC match for SR16/Cherry Valley Road	1	80704		(\$143,692)	
SR79 Safety Project	2	79015		(\$120,000)	
SR13 & Waterworks Rd Inter. Relocation	3	76583		(\$1,000,000)	
Vehicle Replacements (LCTB)	4	78937		(\$119,000)	
Update TDP (LCTB) 09	5	78938		(\$25,000)	
Newark Country Club Dr	6	78896	(\$1,000,000)		
NT Replacement Vehicles	7	82212		(\$182,100)	
FY 2009 Proposed Project Costs			(\$1,000,000)	(\$1,589,792)	(\$2,589,792)
Balance at end of FY 2009			\$22,880	\$191,923	\$214,803

Funding Source		PID#	STP	CMAQ	TOTAL
	Priority				
FY 2010 Proposed Revenue			\$1,153,549	\$948,617	
Carry Forward / Adjustments			(\$256,752)	\$256,791	
FY 2010 Proposed Revenues			\$896,797	\$1,205,408	\$2,102,206
FY 2010 Proposed Projects					
SR16/21 st Street Safety Upgrade IMS Results	1				
<i>Tentative \$300,000 CMAQ</i>					
LCTB Vehicle Replacement	2	82209		(\$245,088)	
Newark Goosepond Rd	3	79600	(\$850,000)		
NT Replacement Vehicles	4	82210		(\$187,600)	
FY 2010 Proposed Project Costs			(\$850,000)	(\$432,688)	(\$1,282,688)
Balance at end of FY 2010			\$46,797	\$772,720	\$819,518

Funding Source		PID#	STP	CMAQ	TOTAL
	Priority				
FY 2011 Proposed Revenue			\$1,153,550	\$948,617	
Carry Forward / Adjustments			(\$72,596)	\$396,223	
FY 2011 Proposed Revenues			\$1,080,954	\$1,344,840	\$2,425,794
FY 2011 Proposed Projects					
Thornwood Dr R/W	1	82211	(\$300,000)		
SR16 Buena Vista & Cedar Streets	2				
<i>Tentative \$500,000 CMAQ</i>					
37/40 R/W	3	81983			
<i>Tentative \$500,000 CMAQ</i>					
LCTB Vehicle Replacement	4	78934		(\$85,768)	
NT Replacement Vehicles 3	5	78936		(\$147,700)	
Manning St Bridge - Deck Replacement	6	82354			
<i>Tentative \$594,000 STP</i>					
FY 2011 Proposed Project Costs			(\$300,000)	(\$233,468)	(\$533,468)
Balance at end of FY 2011			\$780,954	\$1,111,372	\$1,892,326

MAINTAINING THE EXISTING TRANSPORTATION SYSTEM

Maintenance projects are the upkeep of infrastructure and equipment to design, operating and safety standards. A representative project is the resurfacing of Mt. Vernon Road in Newark, Ohio.

Major-New Construction projects do one or more of the following: increase mobility, provide connectivity, increase the accessibility of a region for economic development, increase the capacity of a transportation facility, or reduce congestion. This definition includes all new interchanges proposed for economic development or local access, any significant interchange modifications, bypasses, general-purpose lane additions, intermodal facilities, major transit facilities, passenger rail facilities, or Intelligent Transportation Systems (ITS). The completion of the State Route 161 corridor from the Village of New Albany to the Village of Granville is a current major-new construction project.

Major Reconstruction projects are work performed on pavement or a transportation structure that is intended to restore its structural integrity and functional characteristics. A previous project that was completed was 30th Street from Main Street to Harris Street in Newark, Ohio. An upcoming similar project is Country Club Drive from Granville Road to Sharon Valley Road.

Transit is also known as mass transportation, public transportation or public transit. Transit projects are transportation by bus, rail, boat or other conveyance, either publicly or privately owned, that provides general or special service to the general public on a regular and continuing basis. Examples of transit projects are vehicle replacements for both the City of Newark Office of Transit and the Licking County Transit Board.

The tables below show the project types and the source of funding planned for all projects listed in the LCATS FY 2008 - 2011 TIP.

# Projects	Classification
23	M = Maintenance
1	MN = Major-New Construction
4	MR = Major Reconstruction
10	T = Transit
38	TOTAL

Funding Source	Amounts
Federal	\$32,754,294
State	\$8,531,467
Local	\$3,643,714
Total	\$45,108,473

PROJECT LIST

ABBREVIATION GUIDE to the Fiscal Years 2008-2011 PROJECT LISTING

ODOT District	District where the project is located	
PID #	P roject I dentification Number assigned by ODOT (<i>Blank, NA or New means programming status is not complete; a number has not yet been assigned by ODOT</i>)	
County	County or counties the project is located	
Route	Route designation - County, US, State, Interstate, or Municipal Street (<i>Projects without route numbers are listed alphabetically</i>)	
Section	Mileage section as designated by ODOT	
SAC Code	S pending A uthority C ode – internal number assigned by ODOT	
Fund Source	F	Federal
	S	State
	L	Local
Fund Type	SP	System Preservation
	PRP	General System Pavement Resurfacing Project
	TE	Transportation Enhancements
	LG	Local Governments
	STP	MPO Area Local Govt Projects – STP
	CMAQ	MPO Area Local Govt Projects-CMAQ
	PSCMAQ	MPO Planning Studies-CMAQ
	NTM	Non-Traditional Match
	MP	Metro Parks
	MW	Major Widening
	MB	Major Bridges
	SU	Safety Upgrading
	CESTP	County Engineer Assoc-STP
	SPE	Safety High Priority & Earmarks
	MNC	Major New Construction
Phase	P	Preliminary Engineering
	R	Right-of-Way Acquisition
	C	Construction
	O	Other
Project Type	M	Maintenance
	MN	Major-New
	MR	Major Reconstruction
	T	Transit

The Project List is sorted in this order:

- 1st is by County in alphabetical order,
- 2nd in Route order (first in alphabetical order, then numeric),
- 3rd is by Section in numeric order.

FEDERAL HIGHWAY ADMINISTRATION AND STATE PROJECT LIST

<u>ODOT District</u>	<u>PID</u>	<u>County</u>	<u>Route</u>	<u>Section</u>	<u>Project Description</u>	<u>SAC Code</u>	<u>Fund Source</u>	<u>Fund Type</u>	<u>Phase</u>	<u>Amount</u>	<u>Fiscal Yr</u>	<u>Sponsoring Agency</u>	<u>Air Quality Analyzed / Exempt</u>	<u>Project Type</u>
5	25692	D05	Interstate	CS FY 2008	Cracksealing on the Interstates in District 5	4PS7 LABR	S S	SP SP	C C	\$249,200 \$24,900	2008 2008	ODOT District 5	Exempt	M
5	21497	D05	Routes	CS FY 2011	Crackseal various routes within District	LABR	S	PRP	C	\$30,000	2011	ODOT District 5	Exempt	M
5	81812	LIC	SR 661	.28/.30	Construction of pedestrian bridge over Raccoon Creek constructed next to the existing SR 661 bridge within the Village of Granville at the 00.28 mile marker.	4B37 4BG7 LABR LABR	F L F L	TE LG TE LG	C C C C	\$363,080 \$90,770 \$36,800 \$9,200	2009 2009 2009 2009	GRANVILLE	Exempt	M
5	80447	LIC		Bike tunnel	Dual use path tunnel and approaches under Irving-Wick Drive within the City of Heath. Constructed between Barb Avenue and Liberty Drive	4B37 4BG7 LABR LABR	F L F L	TE LG TE LG	C C C C	\$190,320 \$47,580 \$18,126 \$4,531	2008 2008 2008 2008	HEATH	Exempt	M
5	78896	LIC	CR 812	0.00/1.21	County Club Drive -- Granville Road to Sharon Valley Road --- widen roadway, add/improve turn lanes, storm sewers, curbs, gutters, and side	4BG7 4TA7 LABR LABR	L F L F	LG STP LG STP	C C C C	\$240,000 \$960,000 \$10,000 \$40,000	2009 2009 2009 2009	NEWARK	Exempt	MR
5	78916	LIC		Transit FY 2008	Replace existing outdated TDP	4BG7 4AQ7	L F	LG CMAQ	OTH OTH	\$6,250 \$25,000	2008 2008	City of Newark	Exempt	T
5	82196	LIC		Transit FY 2008	Transit Vehicle Replacement	4BG7 4TB7	L F	LG PSCMAQ	OTH OTH	\$20,662 \$82,648	2008 2008	Licking County Transit Board	Exempt	T
5	78915	LIC		Transit FY 2008	Replacement of 3 vehicles beyond miles and years life expectancy	4BG7 4TB7	L F	LG PSCMAQ	OTH OTH	\$31,250 \$125,000	2008 2008	City of Newark	Exempt	T

<u>ODOT District</u>	<u>PID</u>	<u>County</u>	<u>Route</u>	<u>Section</u>	<u>Project Description</u>	<u>SAC Code</u>	<u>Fund Source</u>	<u>Fund Type</u>	<u>Phase</u>	<u>Amount</u>	<u>Fiscal Yr</u>	<u>Sponsoring Agency</u>	<u>Air Quality Analyzed / Exempt</u>	<u>Project Type</u>
5	78938	LIC		Transit FY 2009	Replace existing, outdated TDP	4AQ7 4BG7	F L	PSCMAQ LG	OTH OTH	\$25,000 \$3,000	2009 2009	Licking County Transit Board	Exempt	T
5	78937	LIC		Transit FY 2009	Purchase two vehicles	4TB7 4BG7	F L	PSCMAQ LG	OTH OTH	\$119,000 \$29,750	2009 2009	Licking County Transit Board	Exempt	T
5	82212	LIC		Transit FY 2009	Replacement of Transit Vehicles (Newark Transit)	4TB7 4BG7	F L	PSCMAQ LG	OTH OTH	\$182,100 \$45,525	2009 2009	City of Newark	Exempt	T
5	82209	LIC		Transit FY 2010	Vehicle Purchase Licking County	4BG7 4TB7	L F	LG PSCMAQ	OTH OTH	\$61,272 \$245,088	2010 2010	Licking County Transit Board	Exempt	T
5	82210	LIC		Transit FY 2010	Vehicle Replacement for City of Newark Transit	4TB7 4BG7	F L	PSCMAQ LG	OTH OTH	\$187,600 \$46,900	2010 2010	City of Newark	Exempt	T
5	78934	LIC		Transit FY 2011	Replacement of vehicle	4TB7 4BG7	F L	PSCMAQ LG	OTH OTH	\$85,768 \$21,442	2011 2011	Licking County Transit Board	Exempt	T
5	78936	LIC		Transit FY 2011	Vehicle Replacement(s)	4BG7 4TB7	L F	LG PSCMAQ	OTH OTH	\$36,925 \$147,700	2011 2011	City of Newark	Exempt	T
5	76583	LIC	CR 259	0.00/0.50	Realign intersection of Waterworks Road with Deo Drive and install new signal at intersection	4TB7 4BG7 LNTP LNTP	F L L L	PSCMAQ LG NTM NTM	CO CO CO CO	\$1,000,000 \$1,950,000 \$250,000 \$320,000	2009 2009 2009 2009	NEWARK	Analyzed	MR
5	81477	LIC		William Kraner Nature Center	Addition of Parking Lot to Kraner Nature Center.	4BW7 4BW7	S S	MP MP	CO CO	\$100,000 \$10,000	2009 2009	Licking Park District	Exempt	M
5	80709	LIC	SR 13	22.36	Preventative Maintenance resurfacing with related work	4PF7 4PF7 4PS7 4PS7 4BG7 4PF7 4BG7 LABR LABR LABR LABR LABR LABR LABR LABR	F F S S L F L F F L S L S F	SP SP SP SP LG SP LG SP SP LG SP SP SP SP	C C C C C C C C C C C C C C	\$93,460 \$1,351,347 \$337,837 \$11,683 \$21,833 \$87,322 \$11,683 \$9,346 \$135,135 \$2,183 \$1,168 \$1,168 \$33,784 \$8,733	2008 2008 2008 2008 2008 2008 2008 2008 2008 2008 2008 2008 2008 2008	ODOT District 5	Exempt	M

<u>ODOT District</u>	<u>PID</u>	<u>County</u>	<u>Route</u>	<u>Section</u>	<u>Project Description</u>	<u>SAC Code</u>	<u>Fund Source</u>	<u>Fund Type</u>	<u>Phase</u>	<u>Amount</u>	<u>Fiscal Yr</u>	<u>Sponsoring Agency</u>	<u>Air Quality Analyzed / Exempt</u>	<u>Project Type</u>
5	80704	LIC	SR 16	16.50	Cherry Valley Int ~ Upgrade at grade intersection to an interchange facility. PDP Steps 1-4 under PID 78116	4TB7	F	PSCMAQ	P	\$143,692	2009	ODOT District 5	Analyzed	MN
						4R77	F	MW	P	\$1,820,000	2008			
						4BD7	S	MNC	P	\$455,000	2008			
5	76384	LIC	SR 16	19.79	Resurfacing with related work	4BG7	L	LG	C	\$21,671	2011	ODOT District 5	Exempt	M
						4PF7	F	SP	C	\$86,685	2011			
						4PF7	F	SP	C	\$911,075	2011			
						4PS7	S	SP	C	\$227,769	2011			
						LABR	F	SP	C	\$99,776	2011			
						LABR	L	LG	C	\$3,185	2011			
						LABR	S	SP	C	\$24,944	2011			
						LABR	F	SP	C	\$12,740	2011			
						LABR	S	SP	P	\$5,000	2010			
5	81969	LIC	SR 16	20.86	Safety and traffic study of the SR 13 interchange with SR 16 at Hudson Street	4BC7	S	SU	C	\$113,636	2009	ODOT District 5	Analyzed	MR
						4BC7	S	SU	C	\$577,273	2009			
						4BJ7	F	SU	C	\$2,309,091	2009			
						4TA7	F	STP	C	\$454,545	2008			
						LABR	S	SU	C	\$11,364	2009			
						LABR	S	SU	C	\$57,727	2009			
						LABR	F	SU	C	\$230,909	2009			
						LABR	F	STP	C	\$45,455	2008			
5	78863	LIC	SR 37	25.58	Adding a turn lane on State Route 37 at the intersection of SR 37 and SR 79	4TB7	F	PSCMAQ	C	\$180,000	2008	ODOT District 5	Exempt	M
						4PF7	F	SP	C	\$60,000	2008			
						4PS7	S	SP	C	\$45,000	2008			
						4PS7	S	SP	C	\$15,000	2008			
						LABR	F	SP	C	\$24,000	2008			
						LABR	S	SP	C	\$6,000	2008			
5	22640	LIC	US 40	0.53	Major 2 Resurfacing with overlay	4PF7	F	SP	C	\$5,172,106	2008	ODOT District 5	Exempt	M
						4PS7	S	SP	C	\$1,293,026	2008			
						LABR	F	SP	C	\$517,211	2008			
						LABR	S	SP	C	\$129,303	2008			

<u>ODOT District</u>	<u>PID</u>	<u>County</u>	<u>Route</u>	<u>Section</u>	<u>Project Description</u>	<u>SAC Code</u>	<u>Fund Source</u>	<u>Fund Type</u>	<u>Phase</u>	<u>Amount</u>	<u>Fiscal Yr</u>	<u>Sponsoring Agency</u>	<u>Air Quality Analyzed / Exempt</u>	<u>Project Type</u>
5	78777	LIC	CR 42	1.75	Reconstruction and widening from 2 10' lanes to 3 11' lanes, from US 40 to Refugee Road in Etna Township. Project will include removal of three vertical curves, major widening of existing bridge, and installation of a traffic signal and crosswalks at the entrance to the Watkins Memorial School Complex. Total Cost \$1,224,257	4B77	F		C		2009	Licking County Engineer	Exempt	M
						4B77	L		C		2009			
						LABR	F		C		2009			
						LABR	L		C		2009	For Information Only		
												This project within MORPC Area		
5	75711	LIC	US 62	2.41	Construct left turn lanes and construct a signal on US 62 at the intersection with CR 33 (Duncan Plains Rd).	4PF7	F	SP	C	\$176,000	2008	ODOT District 5	Exempt	M
						4PS7	S	SP	C	\$44,000	2008			
						4PS7	S	SP	C	\$90,000	2008			
						4TA7	F	STP	C	\$360,000	2008			
						4PS7	S	SP	C	\$10,263	2008			
						LABR	L	LG	C	\$53,600	2008			
						LABR	S	SP	C	\$13,400	2008			
5	81248	LIC	US 62	3.85	Replace bridge, SFN 4502558, on US 62 in Knox County	4PF7	F	SP	C	\$1,551,732	2010	ODOT District 5	Exempt	M
						4PS7	S	SP	C	\$387,933	2010			
						LABR	S	SP	C	\$38,793	2010			
						LABR	F	SP	C	\$155,173	2010			
5	78981	LIC	IR 70	23.84	Resurfacing of Lic IR 70 23.84 to 28.93 and Mus IR 70 0.00-0.76	4PF7	F	SP	C	\$1,933,161	2008	ODOT District 5	Exempt	M
						4PS7	S	SP	C	\$59,818	2008			
						LABR	S	SP	C	\$19,930	2008			
						LABR	F	SP	C	\$179,368	2008			
5	81253	LIC	IR 70	28.88	Deck repair of the Left & Right structures, SFN 4504534 & 4504569, on IR 70	4PS7	S	SP	C	\$136,687	2011	ODOT District 5	Exempt	M
						4PF7	F	SP	C	\$1,230,185	2011			
						LABR	S	SP	C	\$13,669	2011			
						LABR	F	SP	C	\$123,018	2011			

<u>ODOT District</u>	<u>PID</u>	<u>County</u>	<u>Route</u>	<u>Section</u>	<u>Project Description</u>	<u>SAC Code</u>	<u>Fund Source</u>	<u>Fund Type</u>	<u>Phase</u>	<u>Amount</u>	<u>Fiscal Yr</u>	<u>Sponsoring Agency</u>	<u>Air Quality Analyzed / Exempt</u>	<u>Project Type</u>
5	80076	LIC	IR 70 / SR 79	12.67 / 3.83	Construction of a new interchange which will be elevated to eliminate flooding which occurs several times a year during periods of heavy rains; reconfiguration of ramp styles to increase efficiency and safety; and widening of the mainline from 4 to 6 lane	4BD7	S	MB	P	\$1,500,000	2008		Analyzed	MR
5	79015	LIC	SR 79	11.45	Installation of a median barrier and construction of service roads to connect signalized intersections. Additionally, realignment of the Oberlin Dr and Andover Rd intersection and the Radian Dr and Putnam Dr intersection.	4TB7 4R67 4BC7 4BG7 LABR LABR LABR	F F S L F L S	PSCMAQ SPE SPE LG SPE LG SPE	C C C C C C C	\$120,000 \$2,110,818 \$527,705 \$30,000 \$211,082 \$15,000 \$52,770	2009 2009 2009 2009 2009 2009 2009	HEATH	Exempt	M
5	79600	LIC	TR 124	0.00	Project to upgrade and widen Goosepond Road adding curb and gutter with sidewalks	4TA7 LNTP LNTP LABR	F L L F	STP NTM NTM STP	C C C C	\$765,000 \$166,667 \$16,667 \$85,000	2010 2010 2010 2010	NEWARK	Exempt	M
5	82211	LIC	CR 134	0.330	Resurfacing and turn lane/widening of Thornwood Drive from CR134A to Heath/Newark Corp line.	4BG7 4TA7	L F	LG STP	R R	\$75,000 \$300,000	2011 2011	HEATH	Exempt	M
5	82225	LIC	SR 310	3.96	Replacement of prestressed concrete beams and deck	4PS7 4PF7 LABR LABR	S F S F	SP SP SP SP	C C C C	\$140,000 \$560,000 \$14,000 \$56,000	2008 2008 2008 2008	ODOT District 5	Exempt	M

<u>ODOT District</u>	<u>PID</u>	<u>County</u>	<u>Route</u>	<u>Section</u>	<u>Project Description</u>	<u>SAC Code</u>	<u>Fund Source</u>	<u>Fund Type</u>	<u>Phase</u>	<u>Amount</u>	<u>Fiscal Yr</u>	<u>Sponsoring Agency</u>	<u>Air Quality Analyzed / Exempt</u>	<u>Project Type</u>
5	81222	LIC	SR 310	9.98	Resurfacing with a double chip seal on a portion of SR 310 in Licking County	4PF7	F	SP	C	\$200,000	2010	ODOT District 5	Exempt	M
						4PS7	S	SP	C	\$50,000	2010			
						LABR	F	SP	C	\$20,000	2010			
						LABR	S	SP	C	\$5,000	2010			
5	81105	LIC	SR	0.00 / 10.25	Resurfacing with related work including replacement of the culvert at 04.47 and the bridge at 01.53 in order to turn the old two lane over to the county. State forces to replace the culverts at 03.73 and 04.98 mile markers. Phase 3	4BD7	S	MNC	C	\$278,355	2009	ODOT District 5	Exempt	M
						4BK7	F	MNC	C	\$720,000	2009			
						4BD7	S	MNC	C	\$180,000	2009			
						4BK7	F	MNC	C	\$1,113,421	2009			
						LABR	S	MNC	C	\$13,750	2009			
						LABR	S	MNC	C	\$46,028	2009			
						LABR	F	MNC	C	\$55,000	2009			
LABR	F	MNC	C	\$184,111	2009									
5	81251	LIC/MUS	US 40	26.66 / 1.21	Rehab bridges & superstructure, SFN's 4502434 & 6001025, on US 40 in Lic & Muskingum Counties	4PS7	S	SP	CO	\$155,345	2010	ODOT District 5	Exempt	M
						4PF7	F	SP	CO	\$621,379	2010			
						LABR	S	SP	CO	\$15,534	2010			
						LABR	F	SP	CO	\$62,138	2010			
5	76415	LIC/MUS	SR 16		Resurfacing with related work	4PF7	F	SP	CO	\$2,231,680	2011	ODOT District 5	Exempt	M
						4PS7	S	SP	CO	\$557,920	2011			
						LABR	F	SP	CO	\$223,168	2011			
						LABR	S	SP	CO	\$55,792	2011			
						LABR	S	SP	PE	\$5,000	2010			
5	81232	PER/LIC	SR 668	11.00 / 0.00	Resurfacing with related work on portions of SR 668 in Perry and Licking Counties	LABR	S	PRP	CO	\$360,161	2011	ODOT District 5	Exempt	M

SUMMARY OF FEDERAL, STATE AND LOCAL USAGE FOR SFY 2008, 2009, 2010, AND 2011

Summary of Federal, State and Local Usage for SFY 2008, 2009, 2010, and 2011

Federal Funds	Comment	2008 Budget	2008 Estimates	2009 Budget	2009 Estimates	2010 Budget	2010 Estimates	2011 Budget	2011 Estimates	2008-2011 Budget
APPALACHIAN HWYS DEV										\$0
Bridge										\$0
CMAQ		\$412,648	\$412,648	\$1,589,792	\$1,589,792	\$432,688	\$432,688	\$233,468	\$233,468	\$2,668,596
Emergency Relief										\$0
Equity Bonus										\$0
Ferry Boat										\$0
Forest Highway										\$0
Garvee Bonds										\$0
High Priority				\$2,321,900	\$2,321,900					\$2,321,900
Highway Planning & Research										\$0
HIGHWAY SAFETY IMP PROG				\$2,540,000	\$2,540,000					\$2,540,000
INNOVATIVE BR RSCH & CO										\$0
INTERSTATE MAINTENANCE										\$0
METRO PLANNING										\$0
NATIONAL HWY SYST		\$12,183,189	\$12,183,189	\$2,072,532	\$2,072,532	\$2,610,422	\$2,610,422	\$4,918,327	\$4,918,327	\$21,784,470
NCPD										\$0
RAIL-HIGHWAY CROSSING										\$0
SAFE ROUTES TO SCHOOL										\$0
SCENIC BYWAY										\$0
STP		\$860,000	\$860,000	\$1,000,000	\$1,000,000	\$850,000	\$850,000	\$300,000	\$300,000	\$3,010,000
Transportation Enhancements		\$208,446	\$208,446	\$399,880	\$399,880			\$0		
Trans. & Community System Preservation Pilot										\$0
State Funds (S.O)		\$4,493,312	\$4,493,312	\$1,968,608	\$1,968,608	\$662,605	\$662,605	\$1,406,942	\$1,406,942	\$8,531,467
State Bond										\$0
Local Match		\$200,740	\$200,740	\$2,993,245	\$2,993,245	\$291,506	\$291,506	\$158,223	\$158,223	\$3,643,714
Total		\$18,358,335	\$18,358,335	\$14,885,957	\$14,885,957	\$4,847,221	\$4,847,221	\$7,016,960	\$7,016,960	\$45,108,473

Federal	\$13,664,283	\$13,664,283	\$9,924,104	\$9,924,104	\$3,893,110	\$3,893,110	\$5,451,795	\$5,451,795	\$32,933,292
State	\$4,493,312	\$4,493,312	\$1,968,608	\$1,968,608	\$662,605	\$662,605	\$1,406,942	\$1,406,942	\$8,531,467
Local	\$200,740	\$200,740	\$2,993,245	\$2,993,245	\$291,506	\$291,506	\$158,223	\$158,223	\$3,643,714

FEDERAL TRANSIT ADMINISTRATION PROJECT LIST

Ohio Department of Transportation
 Office of Transit
 Transit TIP Tables
 Funding Source Descriptions

Federal Funding Sources		State Funding Sources		Local Funding Sources
STP		OPTGP Formula		Dedicated Local Tax
CMAQ		E & D Fare Assistance		General Revenue Funds
5307 - Urban Formula		Ohio Coordination Program		Fare box Revenue
5309 - Local Earmark		Other		Other
5309 - Statewide Earmark				
5309 - New Start				
5309 - Rail Mod				
5310 - Specialized				
5311 - Rural Program				
5316 - JARC				
5317 - New Freedom				
Other				

Ohio Department of Transportation - Transit TIP Table

Transit STIP	Text	Text	Text	Text	Number	Number	Text - Expansion or Replacement	Yes/No	Text - Exempt or Non-exempt	Text - Operating or Planning or Capital	Number (0000)	Yes/No	Currency	Text (See Funding Source Descriptions)	Currency	Text (See Funding Source Descriptions)	Currency	Text (See Funding Source Descriptions)	Currency		
T#	MPO Name	Transit System Name	FTA ALI Code	Project Description	PID Number	Quantity	Expansion or Replacement	Accessible	Air Quality	Type	State FY	Fiscally Constrained	Federal Funding \$	Federal Funding Source	State Funding \$	State Funding Source	Local Funding \$	Local Funding Source	Total Line Cost \$		
FHWA	LCATS	City of Newark	30.09.00	Operating Assistance					Exempt	Operating	2008	Yes	\$ 320,000	5307 - Urban Formula	\$ 52,214	OPTGP Formula			\$ 372,214		
															\$ 90,731	E & D Fare Assistance			\$ 90,731		
																	\$ 160,212	Farebox Revenue	\$ 160,212		
																		\$ 34,355	Other	\$ 34,355	
		LCATS	City of Newark	44.24.00	Update TDP - Transit Planning	78916				Exempt	Planning	2008	Yes	\$ 25,000	CMAQ				\$ 6,250	Other	\$ 31,250
		LCATS	City of Newark	44.24.00	Short Range Transit Planning					Exempt	Planning	2008	Yes	\$ 4,000	5307				\$ 1,000	Other	\$ 5,000
		LCATS	City of Newark	11.71.12	Capital Cost of Contracting					Exempt	Capital	2008	Yes	\$ 300,000	5307 - Urban Formula	\$ 60,000	OPTGP Formula			\$ 360,000	
																\$ 105,165	E & D Fare Assistance			\$ 105,165	
																		\$ 185,700	Farebox Revenue	\$ 185,700	
																			\$ 39,821	Other	\$ 39,821
FHWA	LCATS	City of Newark	11.7A.00	Preventative Maintenance					Exempt	Capital	2008	Yes	\$ 30,000	5307 - Urban Formula	\$ 6,000	OPTGP Formula			\$ 36,000		
															\$ 10,310	E & D Fare Assistance			\$ 10,310		
																	\$ 18,206	Farebox Revenue	\$ 18,206		
																		\$ 3,904	Other	\$ 3,904	
		LCATS	City of Newark	11.12.04	<30 ft. Bus	78915	3	Replacement	Yes	Exempt	Capital	2008	Yes	\$ 125,000	CMAQ				\$ 31,250	Other	\$ 156,250
		LCATS	City of Newark	11.12.04	<30 ft. Bus		5	Replacement	Yes	Exempt	Capital	2008	No	\$ 260,500	5309 - Statewide Earmark				\$ 52,100	Other	\$ 312,600
																				\$ -	
		LCATS	City of Newark	30.09.00	Operating					Exempt	Operating	2009	Yes	\$ 329,600	5307 - Urban Formula	\$ 52,214	OPTGP Formula			\$ 381,814	
																\$ 90,731	E & D Fare Assistance			\$ 90,731	
																		\$ 160,212	Farebox Revenue	\$ 160,212	
																		\$ 39,668	Other	\$ 39,668	
	LCATS	City of Newark	44.24.00	Short Range Transit Planning					Exempt	Planning	2009	Yes	\$ 12,000	5307 - Urban Formula				\$ 3,000	Other	\$ 15,000	
	LCATS	City of Newark	11.71.12	Capital Cost of Contracting					Exempt	Capital	2009	Yes	\$ 309,000	5307 - Urban Formula	\$ 60,000	OPTGP Formula			\$ 369,000		
															\$ 105,165	E & D Fare Assistance			\$ 105,165		
																	\$ 185,700	Farebox Revenue	\$ 185,700		
																		\$ 45,979	Other	\$ 45,979	
FHWA	LCATS	City of Newark	11.7A.00	Preventative Maintenance					Exempt	Capital	2009	Yes	\$ 30,900	5307 - Urban Formula	\$ 6,000	OPTGP Formula			\$ 36,900		
															\$ 10,310	E & D Fare Assistance			\$ 10,310		
																	\$ 18,206	Farebox Revenue	\$ 18,206		
																		\$ 4,508	Other	\$ 4,508	
		LCATS	City of Newark	11.12.04	<30 ft. Bus	82212	4	Replacement	Yes	Exempt	Capital	2009	Yes	\$ 182,100	CMAQ				\$ 45,525	Other	\$ 227,625
		LCATS	City of Newark	11.12.04	<30 ft. Bus		4	Replacement	Yes	Exempt	Capital	2009	No	\$ 182,100	5309 - Statewide Earmark				\$ 45,525	Other	\$ 227,625
																			\$ -		
		LCATS	City of Newark	30.09.00	Operating					Exempt	Operating	2010	Yes	\$ 339,488	5307 - Urban Formula	\$ 52,214	OPTGP Formula	\$ 287,274		\$ 678,976	
																\$ 90,731	E & D Fare Assistance			\$ 90,731	
																		\$ 160,212	Farebox Revenue	\$ 160,212	
																		\$ 45,141	Other	\$ 45,141	
	LCATS	City of Newark	44.24.00	Short Range Transit Planning					Exempt	Planning	2010	Yes	\$ 12,000	5307 - Urban Formula				\$ 3,000	Other	\$ 15,000	
	LCATS	City of Newark	11.71.12	Capital Cost of Contracting					Exempt	Capital	2010	Yes	\$ 318,270	5307 - Urban Formula	\$ 60,000	OPTGP Formula	\$ 19,568		\$ 397,838		
															\$ 105,165	E & D Fare Assistance			\$ 105,165		
																	\$ 185,700	Farebox Revenue	\$ 185,700		
																		\$ 52,322	Other	\$ 52,322	
FHWA	LCATS	City of Newark	11.7A.00	Preventative Maintenance					Exempt	Capital	2010	Yes	\$ 31,827	5307 - Urban Formula	\$ 6,000	OPTGP Formula	\$ 1,957		\$ 39,784		
															\$ 10,310	E & D Fare Assistance			\$ 10,310		
																	\$ 18,206	Farebox Revenue	\$ 18,206		
																		\$ 5,130	Other	\$ 5,130	
		LCATS	City of Newark	11.12.04	<30 ft. Bus	82210	4	Replacement	Yes	Exempt	Capital	2010	Yes	\$ 187,600	CMAQ				\$ 46,900	Other	\$ 234,500
		LCATS	City of Newark	11.12.04	<30 ft. Bus		4	Replacement	Yes	Exempt	Capital	2010	No	\$ 187,600	5309 - Statewide Earmark				\$ 46,900	Other	\$ 234,500
		LCATS	City of Newark	4B37	Capital (Transit Enhancement)		10			Exempt	Capital	2010	No	\$ 13,600	4B37 (Transit Enhancement)				\$ 3,400	Other	\$ 17,000
																				\$ -	
		LCATS	City of Newark	30.09.00	Operating					Exempt	Operating	2011	Yes	\$ 349,673	5307 - Urban Formula	\$ 52,214	OPTGP Formula	\$ 287,274		\$ 678,976	
																\$ 90,731	E & D Fare Assistance			\$ 90,731	
																	\$ 160,212	Farebox Revenue	\$ 160,212		
																		\$ 50,777	Other	\$ 50,777	
	LCATS	City of Newark	44.24.00	Short Range Transit Planning					Exempt	Planning	2011	Yes	\$ 12,000	5307 - Urban Formula				\$ 3,000	Other	\$ 15,000	
	LCATS	City of Newark	11.71.12	Capital Cost of Contracting					Exempt	Capital	2011	Yes	\$ 327,818	5307 - Urban Formula	\$ 60,000	OPTGP Formula	\$ 19,568		\$ 387,818		
															\$ 105,165	E & D Fare Assistance			\$ 105,165		
																	\$ 185,700	Farebox Revenue	\$ 185,700		
																		\$ 58,856	Other	\$ 58,856	
FHWA	LCATS	City of Newark	11.7A.00	Preventative Maintenance					Exempt	Capital	2011	Yes	\$ 32,782	5307 - Urban Formula	\$ 6,000	OPTGP Formula	\$ 1,957		\$ 38,782		
															\$ 10,310	E & D Fare Assistance			\$ 10,310		
																	\$ 18,206	Farebox Revenue	\$ 18,206		
																		\$ 5,770	Other	\$ 5,770	
		LCATS	City of Newark	11.12.04	<30 ft. Bus	78936	3	Replacement	Yes	Exempt	Capital	2011	Yes	\$ 147,700	CMAQ				\$ 36,925	Other	\$ 184,625
		LCATS	City of Newark	11.12.04	<30 ft. Bus		5	Replacement	Yes	Exempt	Capital	2011	No	\$ 243,700	5309 - Statewide Earmark				\$ 60,930	Other	\$ 304,630
																				\$ -	

NOTE: Projects noted as FHWA are also listed on the "Federal Highway Administration and State Project List" section of this FY 2008-2011 TIP. These projects are funded with flexible MPO CMAQ dollars. All other LCTB projects are funded with direct Federal Transit Administration grant funds.

Ohio Department of Transportation - Transit TIP Table

<i>Transit STIP</i>	<i>Text</i>	<i>Text</i>	<i>Text</i>	<i>Text</i>	<i>Number</i>	<i>Number</i>	<i>Text - Expansion or Replacement</i>	<i>Yes/No</i>	<i>Text - Exempt or Non-exempt</i>	<i>Text - Operating or Planning or Capital</i>	<i>Number (0000)</i>	<i>Yes/No</i>	<i>Currency</i>	<i>Text (See Funding Source Descriptions)</i>	<i>Currency</i>	<i>Text (See Funding Source Descriptions)</i>	<i>Currency</i>	<i>Text (See Funding Source Descriptions)</i>	<i>Currency</i>
<i>T#</i>	<i>MPO Name</i>	<i>Transit System Name</i>	<i>FTA ALI Code</i>	<i>Project Description</i>	<i>PID Number</i>	<i>Quantity</i>	<i>Expansion or Replacement</i>	<i>Accessible</i>	<i>Air Quality</i>	<i>Type</i>	<i>State FY</i>	<i>Fiscally Constrained</i>	<i>Federal Funding \$</i>	<i>Federal Funding Source</i>	<i>State Funding \$</i>	<i>State Funding Source</i>	<i>Local Funding \$</i>	<i>Local Funding Source</i>	<i>Total Line Cost \$</i>
	LCATS	LCTB	30.09.00	Operating					Exempt	Operating	2008	Yes	\$149,489	5307 - Urban Formula	\$3,639	E&D Fare Assistance	\$149,489	Other	\$302,617
	LCATS	LCTB	30.09.00	Operating					Exempt	Operating	2008	Yes					\$546,360	Operating Revenue	\$546,360
	LCATS	LCTB	11.7A.00	Capitalized Maintenance					Exempt	Operating	2008	Yes	\$191,470	5307 - Urban Formula	\$33,260	None	\$14,607	Other	\$239,337
	LCATS	LCTB	11.12.15	Capital Projects					Exempt	Capital	2008	Yes							\$0
FHWA	LCATS	LCTB		Vehicle(s)	82196		Replacement	Yes	Exempt	Capital	2008	Yes	\$82,648	MPO CMAQ	\$0	None	\$20,662	Other	\$103,310
																			\$0
																			\$0
																			\$0
	LCATS	LCTB	30.09.00	Operating					Exempt	Operating	2009	Yes	\$180,532	5307 - Urban Formula	\$3,639	E&D Fare Assistance	\$180,532	Other	\$364,703
	LCATS	LCTB	30.09.00	Operating					Exempt	Operating	2009	Yes					\$546,362	Operating Revenue	\$546,362
	LCATS	LCTB	11.7A.00	Capitalized Maintenance					Exempt	Operating	2009	Yes	\$201,043	5307 - Urban Formula	\$33,260	None	\$17,001	Other	\$251,304
	LCATS	LCTB	11.12.15	Capital Projects					Exempt	Capital	2009	Yes							\$0
FHWA	LCATS	LCTB		Update TDP	78938				Exempt	Capital	2009	Yes	\$12,000	MPO CMAQ	\$0	None	\$3,000	Other	\$15,000
FHWA	LCATS	LCTB		Vehicle(s)	78937		Replacement	Yes	Exempt	Capital	2009	Yes	\$119,000	MPO CMAQ	\$0	None	\$29,750	Other	\$148,750
																			\$0
																			\$0
	LCATS	LCTB	30.09.00	Operating					Exempt	Operating	2010	Yes	\$180,532	5307 - Urban Formula	\$3,639	E&D Fare Assistance	\$180,532	Other	\$364,703
	LCATS	LCTB	30.09.00	Operating					Exempt	Operating	2010	Yes					\$546,362	Operating Revenue	\$546,362
	LCATS	LCTB	11.7A.00	Capitalized Maintenance					Exempt	Operating	2010	Yes	\$201,043	5307 - Urban Formula	\$33,260	None	\$17,001	Other	\$251,304
	LCATS	LCTB	11.12.15	Capital Projects					Exempt	Capital	2010	Yes							\$0
FHWA	LCATS	LCTB		Vehicle(s)	82209		Replacement	Yes	Exempt	Capital	2010	Yes	\$245,088	MPO CMAQ	\$0	None	\$61,272	Other	\$306,360
																			\$0
																			\$0
																			\$0
	LCATS	LCTB	30.09.00	Operating					Exempt	Operating	2011	Yes	\$180,532	5307 - Urban Formula	\$3,639	E&D Fare Assistance	\$180,532	Other	\$364,703
	LCATS	LCTB	30.09.00	Operating					Exempt	Operating	2011	Yes					\$546,362	Operating Revenue	\$546,362
	LCATS	LCTB	11.7A.00	Capitalized Maintenance					Exempt	Operating	2011	Yes	\$201,043	5307 - Urban Formula	\$33,260	None	\$17,001	Other	\$251,304
	LCATS	LCTB	11.12.15	Capital Projects					Exempt	Capital	2011	Yes							\$0
FHWA	LCATS	LCTB		Vehicle(s)	78934		Replacement	Yes	Exempt	Capital	2011	Yes	\$85,768	MPO CMAQ	\$0	None	\$21,442	Other	\$107,210
																			\$0
																			\$0
																			\$0

NOTE: Projects noted as FHWA are also listed on the "Federal Highway Administration and State Project List" section of this FY 2008-2011 TIP. These projects are funded with flexible MPO CMAQ dollars. All other LCTB projects are funded with direct Federal Transit Administration grant funds.

ODOT Statewide Line Items for FY 2008-2011

The nature of some programs and their funding cycles precludes an individual project from being listed. Ohio uses statewide line items to indicate federal funding sources for federal authorization purposes. Below is a listing of these Ohio Statewide Line Items and the types of projects, which may be authorized for funding using this listing in place of individual project listings.

Statewide Transportation Improvement Program (STIP) State Fiscal Years 2008-2011 Total Project Cost by Fiscal Year

COUNTY-ROUTE-SECTION	STATEWIDE LINE ITEMS	TOTAL PROJECT COST (000'S)	TYPE OF FEDERAL FUNDS	FEDERAL SHARE OF COST BY PHASE			RESPONSIBLE AGENCY
				PE	R/W	CO	
ALL SYSTEMS	AMISH BUGGY	\$300	STP	\$50	\$50	\$100	STATE
ALL SYSTEMS	APPALACHIAN DEVELOPMENT LOCAL ACCESS	\$1,000	APL	\$200	\$200	\$600	STATE
ALL SYSTEMS	BRIDGE INSPECTION	\$1,000	BR	\$800			STATE
ALL SYSTEMS	BRIDGE MAINTENANCE ACTIVITIES	\$750	STP			\$750	STATE
ALL SYSTEMS	BRIDGE REHABILITATION, RECONSTRUCTION, & REPLACEMENT	\$5,000	BR STP		\$1,000	\$4,000	STATE
LOCAL SYSTEMS	CEAO PROGRAM ADMINISTRATION	\$300	STP	\$300			STATE
ALL SYSTEMS	EMERGENCY RELIEF PROJECTS (CATEGORY B & C)	\$5,000	ER			\$5,000	STATE
ALL SYSTEMS	ENVIRONMENTAL MITIGATION	\$1,000	STP	\$1,000			STATE

Statewide Transportation Improvement Program (STIP)
State Fiscal Years 2008-2011
Total Project Cost by Fiscal Year

COUNTY-ROUTE-SECTION	STATEWIDE LINE ITEMS	TOTAL PROJECT COST (000'S)	TYPE OF FEDERAL FUNDS	FEDERAL SHARE OF COST BY PHASE			RESPONSIBLE AGENCY
				PE	R/W	CO	
ALL SYSTEMS	FEDERAL DISCRETIONARY PROGRAMS	\$3,000	IMD DCB FBD INB NCPD SB TCSP	\$500	\$500	\$2,000	STATE
ALL SYSTEM	FOREST HIGHWAYS/PUBLIC LANDS	\$200	FH PLH	\$25	\$25	\$150	STATE
ALL SYSTEM	GEOLOGIC SITE ASSESSMENT	\$2,000	IM NH STP	\$250	\$250	\$1,500	STATE
ALL SYSTEMS	HIGHWAY MAINTENANCE ACTIVITIES	\$1,500	IM NH STP			\$500 \$500 \$500	STATE
ALL SYSTEMS	HIGHWAY PLANNING AND RESEARCH	\$29,000	SPR PL STP CMAQ	\$13,000 \$8,000 \$1,000 \$1,000			STATE
ALL SYSTEMS	HIGHWAY RESURFACING, REHABILITATION, & IMPROVEMENTS	\$5,000	IM NH STP	\$200 \$200 \$200	\$150 \$150 \$150	\$1,000 \$1,000 \$1,000	STATE
ALL SYSTEMS	HIGHWAY SAFETY PROGRAM	\$1,500	IM NH STP HSIP	\$300	\$500	\$1,000	STATE
ALL SYSTEMS	JOB ACCESS REVERSE COMMUTE	\$900	5316	\$900			STATE

Statewide Transportation Improvement Program (STIP)
State Fiscal Years 2008-2011
Total Project Cost by Fiscal Year

COUNTY-ROUTE-SECTION	STATEWIDE LINE ITEMS	TOTAL PROJECT COST (000'S)	TYPE OF FEDERAL FUNDS	FEDERAL SHARE OF COST BY PHASE			RESPONSIBLE AGENCY
				PE	R/W	CO	
LOCAL SYSTEMS	LOCAL GOVERNMENT PROGRAMS	\$5,000	BR HRRR HSIP STP	\$1,000	\$1,000	\$2,000	STATE
ALL SYSTEMS	LOCAL PLANNING AGENCIES	\$50	STP	\$40			STATE
ALL SYSTEMS	MAJOR PROJECT GARVEE BOND PAYMENTS	\$70,000	IM NH STP APD			\$70,000	STATE
ALL SYSTEMS	NATIONAL RECREATIONAL TRAILS	\$500	NRT	\$100	\$100	\$200	STATE
ALL SYSTEMS	NEW FREEDOM	\$600	5317				STATE
ALL SYSTEMS	OHIO DEPARTMENT OF PUBLIC SAFETY 402 SAFETY PROGRAM ACTIVITIES	\$2,000	STP	\$1,600			STATE
ALL SYSTEMS	RAIL GRADE SEPARATION PROGRAM	\$6,000	STP CMAQ		\$500 \$500	\$2500 \$2500	STATE
ALL SYSTEMS EXCEPT INTERSTATE	RAIL HIGHWAY CROSSING SAFETY	\$15,000	STP	\$1,000		\$14,000	STATE
ALL SYSTEMS	RIDESHARE PROGRAM	\$2,000	STP CMAQ	\$1,500 \$500			STATE
ALL SYSTEMS	RIGHT-OF-WAY HARDSHIP AND PROTECTIVE BUYING	\$1,000	NH STP		\$400 \$400		STATE

Statewide Transportation Improvement Program (STIP)
State Fiscal Years 2008-2011
Total Project Cost by Fiscal Year

COUNTY-ROUTE-SECTION	STATEWIDE LINE ITEMS	TOTAL PROJECT COST (000'S)	TYPE OF FEDERAL FUNDS	FEDERAL SHARE OF COST BY PHASE			RESPONSIBLE AGENCY
				PE	R/W	CO	
ALL RURAL TRANSIT SYSTEMS	RURAL TRANSIT PROGRAM	\$11,400	5311	\$10,700			STATE
ALL SYSTEMS	SAFE ROUTES TO SCHOOL	\$1,000	LU10 LU20 LU30	\$300	\$100	\$500	STATE
ALL SYSTEMS	SPECIALIZED SERVICES PROVIDED BY STATE WIDE/DISTRICTWIDE CONSULTANT CONTRACT	\$2,000	NH STP	\$800 \$800			STATE
ALL TRANSIT SYSTEMS	SPECIALIZED TRANSPORTATION PROGRAMS	\$3,500	5310	\$3,400			STATE
ALL SYSTEMS	TRANSPORTATION ENHANCEMENT ACTIVITIES	\$3,000	STP		\$1,100	\$1,800	STATE

PROJECT CRITERIA AND PROCESS

The LCATS Policy Committee, at the recommendation of the Technical Advisory Committee, adopted Resolution T-2004-18 in March 2004 for project selection criteria. The project selection criteria and scoring follow:

LCATS Transportation Planning Process – Project Ranking Criteria & Point Values

The LCATS ranking system is made up of several different project-ranking categories. They are as follows:

1. Project Readiness
2. Project Regional Importance
3. System Use and Performance
4. Project Type
5. Functional Classification
6. Regional Significance
7. Safety
8. Quality of Life
9. Local Commitment

Project Readiness is made up of ranking criteria created by ODOT TRAC. The Evaluation Criteria and point values are shown below.

<i>PROJECT READINESS EVALUATION CRITERIA & POINT VALUES</i>	
1.	Preliminary/ Feasibility Study Status:
a.	Study started: 1 point
b.	Study completed or not required: 2 points
2.	Major Investment Study (MIS) Status:
a.	MIS started: 1 point
b.	MIS completed or not required: 2 points
3.	Environmental Study Status:
a.	Environmental started: 1point
b.	Environmental completed or not required: 3 points
4.	Project Funding Plan and/or predetermined:
a.	Example: Environmental study funded: 1point
b.	Example: Formal design costs funded: 1 point additional
c.	Example: Detail design has begun: 2 points
d.	Example: Detail design completed: 4 points

<i>PROJECT REGIONAL IMPORTANCE EVALUATION CRITERIA & POINT VALUES</i>	
1.	Regional Cooperation: Does the project involve multi-jurisdiction cooperation or efforts?
a.	Regional: 5 points
b.	Multi-county: 4 points
c.	Multi-City, Village, Township: 3 points
2.	Alternative modes: Does the project include/promote mobility options on alternative modes such as transit, bikeways or sidewalks?
a.	Yes: 3 points
b.	No: 0 points
3.	Inter-modal connectivity: Does the project create, improve or enhance links/connectivity among modes

<u>PROJECT REGIONAL IMPORTANCE EVALUATION CRITERIA & POINT VALUES</u>	
such as placing sidewalks or bikeways that connect to transit routes, park and ride lots, bus stops or other links/connectivity with regards to freight movements and airport access?	
a. Yes: 3 points	
b. No: 0 points	
c. Potential: 1 point	
4. Environmental Justice: Does the project have a negative impact on an Environmental Justice area?	
a. Yes: 0 points	
b. No: 2 points	
5. Project Study Coordination/ Land Use: Is the project the result of, and compatible with, the affected entities land use/ comprehensive/thoroughfare plan (s) or any study?	
a. Yes: 2 points	
b. No: 0 points	
6. Public/Private Partnership: Does the project include joint funding as part of a public/private partnership?	
a. Yes: 2 points	
b. No: 0 points	
7. Has the project received prior Earmarked funding?	
a. Yes: 3 points	
b. No: 0 points	

<u>SYSTEM USE AND PERFORMANCE CRITERIA & POINT VALUES</u>		Points Available	Score
Project address an identified congested area		2	
Volume to Capacity Ratio V/C	1.0	0	
	1.2	2	
	1.4	4	
	1.6	6	
	>1.8	9	
Bridge General Sufficiency Rating	>80	1	
	50-80	4	
	25-50	8	
	<25	12	
<u>PROJECT TYPE CRITERIA & POINT VALUES</u>		Points Available	Score
Resurfacing (mill and fill)		2	
Rehabilitation with some base replacement		4	
Rehabilitation with full base replacement		6	
Corridor Completion		6	
Intersection and/or Interchange Improvement		6	
Transit		6	
Freight		6	
<u>FUNCTIONAL CLASSIFICATION CRITERIA & POINT VALUES</u>		Points Available	Score
Principle Arterial		5	
Minor Arterial		4	

Major Collector	3	
Minor Collector	2	
Local	1	
Project identified in local study, land/use or comp plan	2	
Project identified in Access Ohio	2	

<u>REGIONAL SIGNIFICANCE CRITERIA & POINT VALUES</u>	Points Available	Score
Project will benefit a multi-county commute	10	
Project will benefit intra-county commute	5	
Project will benefit multiple political subdivisions	2	
Project promotes economical development	5	

<u>SAFETY CRITERIA & POINT VALUES</u>		Points Available	Score
Accident Frequency/Density (3 year period)	0-5	0	
	6-10	1	
	11-15	2	
	16-20	3	
	21-30	4	
Number of accidents at intersection (frequency)	21-30	4	
	>30	5	
Number of accidents per mile (minimum .4 mile) (density)	>30	5	
Fatality		2	
Existing ADT	<600	0	
	600-1000	1	
	1000-2500	2	
	2500-5000	3	
	>5000	4	
% Truck	<5%	0	
	5%-10%	1	
	10%-15%	2	
	>15%	3	

<u>QUALITY OF LIFE CRITERIA & POINT VALUE</u>		Points Available	Score
Project has positive effect on air quality	> 2000	6	
	1000-2000	4	
	100-999	2	
	<100	0	
Project provides for esthetics or enhancement		1	
Major Bikeway project or multi use trail		2	
Project includes bikeway		1	

<u>LOCAL COMMITMENT CRITERIA & PONT VALUE</u>		Points Available	Score
Sponsor providing 100% of PE		1	
To what extent will MPO funds support project Right of way (PE, R/W, CONST)			
MPO funds comprise more than 75% of project cost.		2	
MPO funds comprise more than 70% of project cost.		5	
MPO funds comprise more than 65% of project cost.		6	
MPO funds comprise more than 60% of project cost.		8	
MPO funds comprise more than 55% of project cost.		10	
Project currently listed on Long Range Plan	Not listed	0	
	Listed	2	

The LCATS Technical Advisory Committee (TAC) met in October and November 2006, and reviewed the proposed list of projects for Fiscal Years 2008 through 2011. This list of projects was taken from the LCATS 2030 Transportation Plan. The TAC Members requested LCATS staff apply the objective scores and the TAC Members scored the subjective criteria.

In November 2006, the LCATS Policy Technical Advisory Committee adopted Resolution T-2007-06 for ranking projects for LCATS FY 2008-2011 TIP.

The following list reflects the LCATS Policy Committee's project ranking and prioritization of projects for Fiscal Years 2008 through 2011.

November 7, 2006 TAC Meeting 2008-2011 Draft TIP Project list			
as of the - October 10, 2006 TAC Meeting 2008-2011 Working Draft TIP			
2008 Program	Description	Amount	Project Score
81969	13/16 Safety Study Match	\$500,000.00	77
78863	SR37 Left Turn Lane Addition at SR79	\$180,000.00	63
75711	US62 & Duncan Plains Intersection Imp.	\$360,000.00	52
82196	LCTB Vehicle Replacement	\$82,648.00	43
78915	3 Wheelchair Lift Equiped Buses (NT) 08	\$125,000.00	35
78916	TDP (NT) 08	\$25,000.00	31
2009 Program	Description	Amount	Project Score
78116	TRAC match for SR16/Cherry Valley Road	\$143,692.00	87
79015	SR79 Safety Project	\$120,000.00	78
76583	SR13 & Waterworks Rd Inter. Relocation	\$1,000,000.00	70
78934	Vehicle Replacements (LCTB)	\$119,000.00	43
78938	Update TDP (LCTB) 09	\$25,000.00	43
78896	Newark Country Club Dr	\$1,000,000.00	36
82212	NT Replacement Vehicles	\$182,100.00	35
2010 Program	Description	Amount	Project Score
	SR16/21 st Street Safety Upgrade IMS Results	\$500,000.00	74
82209	LCTB Vehicle Replacement	\$245,088.00	43
79600	Newark Goosepond Rd	\$1,000,000.00	38
82210	NT Replacement Vehicles	\$187,600.00	35
2011 Program	Description	Amount	Project Score
82211	Thornwood Dr	\$300,000.00	51
	SR16 Buena Vista & Cedar Streets	\$300,000.00	49
81983	37/40 R/W	\$500,000.00	47
78934	LCTB Vehicle Replacement	\$85,768.00	43
78936	NT Replacement Vehicles 3	\$147,700.00	35
82354	Manning St Bridge	\$600,000.00	17

PREVIOUS TIP PROJECT STATUS

The following pages reflect the status of the projects listed in the previous FY 2006-2009 TIP.

**Status of State Fiscal Year 2006 Projects
Previously listed in the FY 2006-2009 TIP**

<u>ODOT District</u>	<u>PID</u>	<u>County/Route/Section Project Description</u>	<u>Phase</u>	<u>Status</u>
		<u>FRA-LIC / SR 161 / 22.15-0.00</u>		
5	24486	Phase 1. Extension of limited access highway from New Albany Bypass to just west of Simpson's Run. There will be 5 structures on the project 1&2) Over Mink Road-Left and Right 3&4) Over Beech Road-Left and Right 5) SR 310 structure over the main line	Right-of-Way Construction	Completed Under Construction
		<u>LIC-Regional Planning Supplemental Funding</u>		
5	79820	Transfer STP Funds to Supplement Planning Funds in FY 2006	Other	Completed
		<u>Transit Vehicle Purchases (Newark) LIC</u>		
5	78147	Two Transit Vehicle purchases for the Newark-Heath Taxi Token Program (21 passenger light transit vehicle with wheel-chair seats) LCATS will be requesting TRC (Toll Revenue Credit) for the local match share	Other	Completed
		<u>Transit Vehicle Purchase (LCTB) LIC</u>		
5	78148	One Transit Vehicle purchase for the Licking County Transit Board (LCTB) (23 passenger light transit vehicle) LCATS will be requesting TRC (Toll Revenue Credit) for the local match share	Other	Completed
		<u>LIC / TR 303 1.08</u>		
5	77587	Dawes wetland mitigation site in the southeastern corner of the intersection of Licking Trail Road (LIC-TR303-1.08) and White Chapel Road (LIC-TR306-1.29) Create Wetlands	Construction	Completed

**Status of State Fiscal Year 2006 Projects
Previously listed in the FY 2006-2009 TIP**

<u>ODOT District</u>	<u>PID</u>	<u>County/Route/Section Project Description</u>	<u>Phase</u>	<u>Status</u>
5	25042	<u>LIC / US 040 / 19.61</u> Mill and fill with related work on US 40 from SR 13 to 0.5 mile east of SR 668	Construction	Completed
5	78981	<u>LIC / IR 070 / 23.84 - 28.93</u> Resurfacing IR 70 from .38 miles west of TR 334 (Hope Road) LIC/MUS county line to MUS/LIC county line and MUS 0.00 to .076	Construction	Moved to FY 2008; Award Scheduled 01/17/2008
5	79015	<u>LIC / SR 079 / 11.45-12.50</u> SR 79 Safety Project ~ Installation of a median barrier and construction of service roads to connect signalized intersections. Additionally, realignment of the Oberlin Drive and Andover Road intersection and the Radian Drive and Putnam Drive intersection. Licking SR 79 from Andover Road/Oberlin Drive for 1.03 miles to Merlin Drive	Preliminary Engineering	In Design
5	76587	<u>LIC / CR 134</u> Main Street Signals Near SR 79 ~ Intersection of SR 79 / Union / Main / 11th Street - Install new traffic signals at intersection of SR 79 ramps at Main Street and install new traffic signal to Union Street and Main Street	Construction	Constructed
5	78116	<u>LIC / CR 134 / .33-2.97</u> Thornwood - Preparation for SIB Loan ~ Preliminary Development for a new extension to connect Thornwood Drive to Cherry Valley Road From .33 to 2.97	Preliminary Engineering	In Design Project expanded to include the study of the SR 16 & Cherry Valley Road Interchange

**Status of State Fiscal Year 2006 Projects
Previously listed in the FY 2006-2009 TIP**

<u>ODOT District</u>	<u>PID</u>	<u>County/Route/Section Project Description</u>	<u>Phase</u>	<u>Status</u>
5	77221	<p align="center"><u>LIC / SR 161/37 / 7.08/10.25 Phase 2</u></p> Phase 2. Construction of new 4-lane facility on new alignment from just west of Simpson's Run to the existing 4-lane section just west of Granville. There will be 6 structures. 1 & 2) <i>Left & Right mainline structures over Moots Run</i> 3 & 4) <i>Left and Right mainline structures over Chimney Cr.</i> 5 & 6) <i>Left & Right Structures over Simpson Run</i>	Right-of-Way	On Schedule 2 Structures added 7) SR 37 Interchange Overpass 8) Outville Road Overpass Award Scheduled 04/12/2007
5	22979	<p align="center"><u>LIC / CR 815 / .069</u></p> Orchard Street Bridge ~ Replace bridge on Orchard St over the South Fork Licking River. Replace existing steel bridge with galvanized steel bridge of same demensions	Construction	Completed

**Status of State Fiscal Year 2007 Projects
Previously listed in the FY 2006-2009 TIP**

<u>ODOT District</u>	<u>PID #</u>	<u>County/Route/Section Project Description</u>	<u>Phase</u>	<u>Status</u>
5	77238	<u>FAI-LIC / IR 70 / 1.27-0.00</u> Add third lane to Interstate 70 to connect existing three lane sections at SR 256 and SR 79. Includes environmental clearance	Preliminary Engineering	Moved to SFY 2015 Project delayed due to cost increases and necessary flood studies
5	78875	<u>LIC / SR 013 / 10.04</u> Resurface Mt Vernon Road between SR 16 and Deo Drive including curb replacement and storm sewer work as necessary	Construction	On Schedule
5	79151	<u>LIC / SR 013 / 13.96</u> Bridge deck replacement and painting 0.1 miles south of SR 657 over Dry Creek	Construction	On Schedule
5	25161	<u>LIC / SR 037 / 0.00-4.30</u> Resurfacing with Related Work. 0.00 to 4.3. SR 16 from SR 37 to 1.065 Mile East of Cherry Valley Road	Construction	Moved to SFY 2013
5	78863	<u>LIC / SR 037 / 25.58 - 25.73</u> Add a turn lane on SR 37 at the intersection of SR 37 & SR 79	Right-of-Way	On Schedule
5	22640	<u>LIC / US 040 / 0.00</u> Resurfacing with 2" overlay US 40 from Franklin county line to SR 310	Construction	Moved to SFY 2008
5	75711	<u>LIC / US 062 / 2.41-2.60</u> US 62 & Duncan Plains Intersection Improvements ~ Add Traffic Signal and Add Left Turn Lanes on US 62 at CR 33 (Duncan Plains Rd). From 2.41 to 2.6	Right-of-Way	On Schedule

**Status of State Fiscal Year 2007 Projects
Previously listed in the FY 2006-2009 TIP**

<u>ODOT District</u>	<u>PID #</u>	<u>County/Route/Section Project Description</u>	<u>Phase</u>	<u>Status</u>
5	22976	<u>LIC / SR 079 / 10.53-10.68</u> Align intersection on SR 79 at Dorsey Mill Road. From 10.53 to 10.68	Construction	Moved to SFY 2006 Awarded 03/20/2006
5	23160	<u>LIC / CR 134A / 0.00</u> New connector road between SR 79 and Thornwood Drive	Construction	Moved to SFY 2006 Awarded 02/09/2006
5	76586	<u>LIC / CR 804 / .64-.65</u> Install new traffic signal at intersection of SR 16 ramps and West Church Street; improve intersection and add turn lane. From .64 to .65	Construction	On Schedule

**Status of State Fiscal Year 2008 Projects
Previously listed in the FY 2006-2009 TIP**

<u>ODOT District</u>	<u>PID #</u>	<u>County/Route/Section Project Description</u>	<u>Phase</u>	<u>Status</u>
		<u>LIC / SR 013</u>		
5	76583	SR 13 & Waterworks Road Intersection Relocation ~ Re-Align Intersection on SR 13 at Waterworks Road with Deo Drive and install new traffic signal	Construction	Moved to SFY 2009
		<u>LIC / US 040 / 5.270</u>		
5	25195	Resurfacing with related work US 40 from SR 310 to Kirkersville West Corportation and from 0.5 mile east of SR 668 to Muskingum County line	Construction	Moved to SFY 2006 Awarded 11/22/2006
		<u>LIC / IR 070 / 15.96 - 23.87</u>		
5	25692	Crack Seal on IR 70 in Licking County from 15.96 to 23.87	Construction	On Schedule
		<u>LIC / CR 812 / 0.00 - 1.21</u>		
5	78896	Newark Country Club Drive ~ Widen roadway and add turn lanes from Granville Road to Sharon Valley Road including storm sewers, curbs, gutters and sidewalks	Construction	Moved to SFY 2009

**Status of State Fiscal Year 2009 Projects
Previously listed in the FY 2006-2009 TIP**

<u>ODOT District</u>	<u>PID #</u>	<u>County/Route/Section Project Description</u>	<u>Phase</u>	<u>Status</u>
		<u>Transit Vehicle Purchase (LCTB)</u>		
5	78934	One Transit Vehicle purchase for the Licking County Transit Board (08)		On Schedule
		<u>Transit Vehicle Purchases (Newark) PID# 78915</u>		
5	78915	Three Transit Vehicle purchases for the Newark-Heath Taxi Token Program (08)		On Schedule
		<u>Transit Development Plan (Newark) PID# 78916</u>		
5	78916	Transit Development Plan purchase for the Newark-Heath Taxi Token Program (08)		On Schedule
		<u>Transit Vehicle Purchase (LCTB)</u>		
5	78936	One Transit Vehicle purchase for the Licking County Transit Board (09)		On Schedule
		<u>Transit Vehicle Purchases (LCTB)</u>		
5	78937	Two Transit Vehicle purchases for the Licking County Transit Board (09)		On Schedule
		<u>Update Transit Development Plan (LCTB)</u>		
5	78938	Update Transit Development Plan for the Licking County Transit Board (09)		On Schedule
		<u>LIC / SR 016 / 21.69</u>		
5	24720	Preventative maintenance mill and fill with related work in conjunction with rehabilitation of six bridges LIC SR 16 21.69 to 23.63 PCR-64	Construction	On Schedule

**Status of State Fiscal Year 2009 Projects
Previously listed in the FY 2006-2009 TIP**

<u>ODOT District</u>	<u>PID #</u>	<u>County/Route/Section Project Description</u>	<u>Phase</u>	<u>Status</u>
5	25685	<u>LIC / IR 070 / 9.55-15.96</u> Resurface on IR 70 in Licking County 9.55 to 15.96 from 0.35 Mile East of SR 79 to .38 Mile West of TR 334 (Mt Hope Road)	Construction	On Schedule
5	79600	<u>LIC / TR 124 / 0.00</u> Goosepond Road ~ Minor Widening, add sidewalks, drainage improvements from King Road to 21st Street. Upgrade and widen Goosepond Road adding curb and gutter with sidewalks	Construction	Moved to SFY 2010

PRECEEDING YEAR FEDERAL PROJECTS

LCATS prepares a separate report for listing of projects for which Federal funds have been obligated in the preceding year. The State Fiscal Year 2006 Federal Funding Report was published in September 2006 and is available on LCATS Web Site at http://www.lcats.org/planning_documents/fedfundreport/default.asp or may be obtained by contacting LCATS at 740-670-5190.

AIR QUALITY CONFORMITY DOCUMENTATION

LCATS in cooperation with MORPC and ODOT perform air quality analysis on all regionally significant projects that are included in the Transportation Plan. Regionally significant projects include any project that adds capacity to the transportation network, projects that are over one quarter of a mile long, projects that would improve the economic development capabilities of an area, or projects that improve the quality of flow to an area without the addition of capacity. All projects that are included in the TIP have previously been included and analyzed for air quality as part of the Transportation Plan Development.

The Mid-Ohio Regional Planning Commission (MORPC) prepared the Air Quality Conformity Document. It is Appendix II in the Licking County Area Transportation Study's (LCATS) 2030 Transportation Plan. Appendix II is packaged as a separate document and is available upon request by contacting LCATS at 740-670-5190. ODOT, MORPC and LCATS jointly hold the models and provide extensive technical support for each other in regards to air quality and travel demand forecasting.

LCATS specific data has been calculated by ODOT, Bureau of Planning, Office of Technical Services, Modeling and Forecasting Section and is included as Appendix B, Air Quality Analysis. This analysis includes current and future population, traffic volumes, land use, employment, travel, and congestion. In a letter dated August 2, 2004, the U.S. Department of Transportation, Federal Highway Administration found the conformity analysis of the updated 2030 Transportation Plan for the Columbus and Newark areas demonstrate conformity for both volatile organic compounds and oxides of nitrogen as currently required.

Projects that are developed in an effort to improve air quality can be funded with Congestion Mitigation Air Quality (CMAQ) dollars. These projects frequently include turn lane additions, signal improvements, lower emission transit vehicle replacements and other projects that reduce congestion, hence reducing idle time and pollutants. As each of these identified projects begins preliminary development, a CMAQ eligibility is performed to guarantee that the project meets the strict criteria in reducing pollutants.

FROM THE MORPC TIP ~ AIR QUALITY CONFORMITY DETERMINATION

Franklin, Delaware and Licking counties were classified as a marginal nonattainment area for ozone according to the 1990 Clean Air Act Amendments. As recorded in the Federal Register on February 1, 1996, U.S. EPA issued a direct final rule to redesignate the three-county area to attainment status, effective April 1, 1996.

Franklin, Delaware and Licking counties were redesignated to non-attainment for ozone effective June 2004 as a result of the implementation of the 8-hour ozone standard. This designation also included Madison, Fairfield and Knox counties in the central Ohio non-attainment area. Franklin, Delaware, Licking, Fairfield and part of Coshocton County was designated non-attainment with respect to the PM2.5 standard effective April 2005. The Clean Air Act requires that the TIP projects in nonattainment areas lead to improvements in air quality.

The process that shows that TIPs lead to improvements in air quality or maintain the air quality is called a conformity determination. A conformity determination is required at least every four years, when modifications to the long-range Transportation Plan are completed, or within one year after an area is designated non-attainment. TIPs do not require a separate new conformity analysis as long as all of the projects are consistent with the most recent conformity analysis performed for the Transportation Plan.

The Transportation Plan was updated and accompanying conformity determination completed in June 2004 with federal approval in July 2004. However, with the redesignation, it was necessary to redo the conformity determination following the procedures for the 8-hour ozone standard and the new 6-county non-attainment area. This was completed in March 2005 and approved by MORPC in April 2005. Likewise the conformity determination for PM2.5 was completed in February 2006.

Ohio EPA submitted an ozone redesignation package to U.S. EPA in January 2007. The redesignation package included new on-road mobile source budgets for the six county non-attainment area for the years 2009 and 2018. The package is currently under review by U.S. EPA. It is expected that the budgets included in the package will be determined adequate for transportation conformity purposes by June 2007. To be consistent with the new budget years and ensure compliance with all latest planning assumptions and projects included in the interim year networks, the Transportation Plan conformity analysis for ozone and PM2.5 was redone for the SFY 08-11 TIP conformity.

The conformity determination was made by MORPC with technical assistance from ODOT. The technical procedures were developed by ODOT and agreed to by MORPC. The emissions analysis was based on the MOBILE 6 model. Complete documentation of the conformity process, the procedures used and the analysis results are contained in Appendix 1 and are available upon request.

Transportation network models were developed by MORPC based on the program of projects contained in the four-year TIP and Transportation Plan. Regionally significant nonfederal construction projects, to be completed by the analysis years, were also solicited from implementing agencies and included in the analysis. This included projects funded by the Local Transportation Improvement Program (LTIP) and the State Capital Improvement Program (SCIP). Finally, all projects in the Transportation Plan are included in the Transportation Plan's horizon year (2030) analysis.

The conformity analysis was performed using the analysis years 2009, 2018, 2020 and 2030. For ozone the budget test is performed which consists of comparing forecast year emission loadings to

the mobile emission budgets contained in the pending State Implementation Plan (SIP) ozone redesignation request for the 6 county ozone area. For PM2.5 the conformity the no greater than 2002 test is performed for 4-plus county PM2.5 area.

The air quality appendix identifies which projects require air quality analysis and which ones are included in each of the analysis years. The method used to forecast emissions for each analysis year is consistent with the SIP. Table 13a provides information on the ozone budget test. Table 13b provides the information on the PM 2.5 no greater than 2002 test.

The results of the conformity analysis show that the emissions for HC and NOx are less than the emission budgets for the ozone analysis and that NOx and PM2.5 are less than 2002 for the PM 2.5 analysis. Thus it is determined that MORPC's SFY 2008-2011 TIP is in conformity.

Table 13a
TIP Air Quality Analysis for the Columbus Ozone Nonattainment Area

	VOC (tons/day)	Budget (tons/day)	NOx (tons/day)	Budget (tons/day)
2009 Build	62.670	72.160	108.632	125.430
2018 Build	35.948	41.500	48.798	56.300
2020 Build	33.094	41.500	42.178	56.300
2030 Build	33.448	41.500	33.158	56.300

Table 13b
TIP Air Quality Analysis for the Columbus PM2.5 Nonattainment Area

	NOx (tons/year)	2002 Emissions (tons/year)	PM 2.5 (tons/year)	2002 Emissions (tons/year)
2009 Build	35,085	51,434	563	858
2018 Build	15,853	51,434	336	858
2020 Build	12,710	51,434	319	858
2030 Build	9,554	51,434	323	858

Transportation Control Measures

Transportation Control Measures (TCMs) are transportation strategies, which are sometimes included in a region's State Implementation Plan (SIP) to help an area achieve or maintain an air quality standard. The TIP should describe the progress in implementing TCM's. The SIP for the Columbus non-attainment area does not include any TCM's. Thus, there is no progress to report in the TIP.

APPENDIX A – ENVIRONMENTAL JUSTICE TECHNICAL ANALYSIS

ENVIRONMENTAL JUSTICE TECHNICAL ANALYSIS

Ohio Department of Transportation
 Bureau of Planning
 Office of Technical Services
 Section of Modeling and Forecasting

The Travel Demand Forecasting Model was used to objectively quantify the impact of the transportation plan on the population subject to environmental justice consideration (henceforth referred to as the EJ population). Impacts were determined in two categories, accessibility benefits and negative impacts related to the acquisition of land for major new alignments.

To calculate accessibility benefits, the accessibility of each zone with respect to the trip purposes in the model (work, school, shop, other) was calculated as: $ACC_i = \sum_j (F(TT_{ij}) * A_j)$

Where:

- ACC_i = Accessibility of zone i.
- $F(TT_{ij})$ = Function of the travel time from zone i to zone j (referred to as friction factors).
- A_j = Trip attractions of the given trip purpose in zone j.

The area-wide accessibility of a given segment of the population with respect to a given trip purpose was then calculated as: $ACC = (\sum_i (ACC_i * POP_i)) / POP$

Where:

- ACC = Accessibility of subject population segment in the Service Area.
- POP_i = Population of the given segment in zone i.
- POP = Area-wide total of the given population segment.

This computation was made for both the total area population and the EJ population. This was done for both year 2000 and two scenarios for year 2030 (build and no-build).

The second category of impact was determined by flagging all new roadways in the 2030 build network (versus 2000). These flagged links were then used to flag the traffic analysis zones that they intersect. The total and EJ populations in these flagged zones was then calculated and the percentage of each versus the area wide totals was calculated and compared.

Outcome:

Percent of Area Population in Zones Impacted by Major Right of Way Acquisition				
Disadvantaged	1.3%			
Total	2.5%			
Accessibility of EJ Population				
Accessibility to:	Work	School	Shop	Other
2000 existing	56.82	32.86	78.90	96.43
2030 no build	62.29	35.25	91.86	98.38
2030 build	62.65	34.94	92.08	98.57

Percent of Area Population in Zones Impacted by Major Right of Way Acquisition				
Accessibility of Total Population				
Accessibility to:	Work	School	Shop	Other
2000 existing	42.93	23.84	58.26	70.63
2030 no build	48.98	26.36	70.29	74.68
2030 build	49.73	26.37	71.13	75.58

For entire computation set see Appendix A in the LCATS 2030 T-Plan adopted May 2004.

Note: The no-build has better accessibility than the 2000. This is caused by two things; one the no-build actually has the committed projects in it, and two, development densities are higher in 2030 without a huge increase in congestion which results in a net increase in accessibility.

APPENDIX B – AIR QUALITY ANALYSIS

AIR QUALITY CONFORMITY DOCUMENTATION

The Mid-Ohio Regional Planning Commission (MORPC) prepared the Air Quality Conformity Document. It is Appendix II in the Licking County Area Transportation Study's (LCATS) 2030 Transportation Plan. Appendix II is packaged as a separate document and is available upon request by contacting LCATS at 740-670-5190.

LCATS specific data has been calculated by ODOT, Bureau of Planning, Office of Technical Services, Modeling and Forecasting Section and is attached. Also attached is the August 2, 2004 Federal Highway Administration Conformity Determination letter.



U.S. Department
of Transportation
**Federal Highway
Administration**

Ohio Division Office

200 North High Street
Columbus, Ohio 43215

In Reply Refer To:
HDA-OH

August 2, 2004

Mr. Gordon D. Proctor, Director
Ohio Department of Transportation
P.O. Box 899
Columbus, Ohio 43216-0899

Subject: Columbus/Newark Area Air Quality
Conformity Determination

Dear Mr. Proctor:

Your June 14, 2004 letter transmitted the updated 2030 Transportation Plan (TP) and accompanying air quality conformity analyses for the Columbus and Newark metropolitan areas. We have reviewed the Air Quality Conformity analyses and have coordinated with the US Environmental Protection Agency (USEPA) to ensure requirements of the Clean Air Act are met

Consistent with the recommendations of the USEPA, our review has concluded that the criteria of the conformity rule have been met. These criteria include the following: use of the latest planning assumptions, use of the latest emissions model, use of appropriate consultation procedures, consistency with the mobile source emission budgets in the State Implementation Plan (SIP), and provisions for timely implementation of transportation control measures in the SIP. This area is a 1-hour ozone maintenance area and the conformity analyses show conformity to the mobile source emission budgets in the approved maintenance plan for the Columbus and Newark metropolitan areas.

Accordingly, we find that the conformity analyses of the updated 2030 Transportation Plans for the Columbus and Newark areas demonstrate conformity to the SIP budgets for both volatile organic compounds and oxides of nitrogen as currently required by the conformity rule.

If you have any questions regarding this finding, please contact Frank Burkett at (614) 280-6838.

Sincerely yours,

Dennis A. Decker
Division Administrator

AQ Model Data

		2000							
TOTAL		CATEGORY		VMT	LANE MILES	MILES	VOL/LANE		
OHI		FWY		1808056	227	107	7879		
OHI		ART		2944326	1667	2142	1090		
OHI		TOT		4752383	1894	2249	1414		
INTRAZONAL EMISSIONS (TONS)		HC:	0.051 NOX:	0.088 CO:	0.444				
INTRAZONAL VMT:		24233.							
		2010							
TOTAL		CATEGORY		VMT	LANE MILES	MILES	VOL/LANE		
OHI		FWY		2472087	311	136	7323		
OHI		ART		3077031	1677	2146	1097		
OHI		TOT		5549115	1988	2282	1468		
INTRAZONAL EMISSIONS (TONS)		HC:	0.024 NOX:	0.040 CO:	0.257				
INTRAZONAL VMT:		26777.							
		2020							
TOTAL		CATEGORY		VMT	LANE MILES	MILES	VOL/LANE		
OHI		FWY		3172261	323	142	9119		
OHI		ART		3366995	1672	2147	1233		
OHI		TOT		6539260	1995	2290	1723		
INTRAZONAL EMISSIONS (TONS)		HC:	0.014 NOX:	0.015 CO:	0.199				
INTRAZONAL VMT:		29131.							
		2030							
TOTAL		CATEGORY		VMT	LANE MILES	MILES	VOL/LANE		
OHI		FWY		3683851	349	143	10032		
OHI		ART		3776062	1669	2147	1391		
OHI		TOT		7459917	2018	2290	1929		
INTRAZONAL EMISSIONS (TONS)		HC:	0.013 NOX:	0.010 CO:	0.199				
INTRAZONAL VMT:		31717.							

PEAK V/C	CON INDEX	LANE MILES EXCEEDING	% LME	LANE MILE HOURS EXCEEDING	% LMHE	PKHRVMT	PKHRVMT EXCEED	TOTVMT EXCEEDS	%PKHRVMTEX
0.31	0.57	0	0	0	0	142279	0	0	0
0.08	0.32	9	1	61	0	229996	6286	43750	2.73
0.09	0	9	0	61	0	372275	6286	43750	1.69

PEAK V/C	CON INDEX	LANE MILES EXCEEDING	% LME	LANE MILE HOURS EXCEEDING	% LMHE	PKHRVMT	PKHRVMT EXCEED	TOTVMT EXCEEDS	%PKHRVMTEX
0.29	0.57	0	0	0	0	193420	0	0	0
0.08	0.33	13	1	64	0	240353	8342	41860	3.47
0.1	0	13	1	64	0	433773	8342	41860	1.92

PEAK V/C	CON INDEX	LANE MILES EXCEEDING	% LME	LANE MILE HOURS EXCEEDING	% LMHE	PKHRVMT	PKHRVMT EXCEED	TOTVMT EXCEEDS	%PKHRVMTEX
0.36	0.7	0	0	0	0	249358	609	609	0.24
0.09	0.37	23	1	133	0	262909	15876	86555	6.04
0.11	0	24	1	134	0	512267	16485	87164	3.22

PEAK V/C	CON INDEX	LANE MILES EXCEEDING	% LME	LANE MILE HOURS EXCEEDING	% LMHE	PKHRVMT	PKHRVMT EXCEED	TOTVMT EXCEEDS	%PKHRVMTEX
0.4	0.75	0	0	1	0	289390	681	1338	0.24
0.11	0.41	40	2	247	1	294805	29517	170402	10.01
0.12	0	41	2	248	1	584195	30198	171740	5.17

Air Quality Summary

Newark Air Quality Analysis		
	HC	Nox
Budget		
1990 SIP Inventory	11.940	14.270
1990 HPMS Results	22.361	16.711
1990 SIP/HPMS Ratio	0.534	0.854
2000 Model Emissions	8.770	15.380
2000 HPMS Results	13.423	14.551
2000 HPMS/Model Ratio	1.531	0.946
SIP/Model Ratio	0.817	0.808
2010 Model Emissions	4.310	7.8
2010 Adjusted Model	3.522	6.302
2020 LRP Model Emissions	2.590	3.34
2020 LRP Adjusted Model	2.117	2.698
2030 LRP Model Emissions	2.61	2.56
2030 LRP Adjusted Model	2.133	2.068

1990 Licking County HPMS Based Emissions Calculation

Func. Class	Name	1990 HPM VMT	1990 VOC EF	1990 NOX EF	1990 VOC Tons/Day	Nox Tons/Day
Rural	1 Interstate	820830	4.512	4.642	4.083	4.200
	2 Prin. Art.	346860	4.84	3.89	1.851	1.487
	6 Min. Art.	292210	5.057	3.783	1.629	1.219
	7 Maj. Col.	536510	5.272	3.74	3.118	2.212
	8 Min. Col.	139150	5.624	3.774	0.863	0.579
	9 Local	562600	5.818	3.822	3.608	2.370
Urban	11 Interstate	96820	4.827	3.987	0.515	0.426
	12 Freeway	167170	4.942	3.895	0.911	0.718
	14 Prin. Art.	168750	6.958	4.162	1.294	0.774
	16 Min. Art.	194560	6.792	4.124	1.457	0.884
	17 Collector	146010	6.792	4.124	1.093	0.664
	19 Local	259160	6.792	4.124	1.940	1.178
	Total	3730630			22.361	16.711

2000 Licking County HPMS Based Emissions Calculation

Func. Class	Name	2000 HPM VMT	2000 VOC EF	2000 NOX EF	2000 VOC Tons/Day	Nox Tons/Day
Rural	1 Interstate	1051030	2.343	3.625	2.715	4.200
	2 Prin. Art.	669170	2.481	2.712	1.830	2.000
	6 Min. Art.	139140	2.587	2.622	0.397	0.402
	7 Maj. Col.	639520	2.696	2.584	1.901	1.822
	8 Min. Col.	186640	2.857	2.607	0.588	0.536
	9 Local	669710	2.954	2.641	2.181	1.950
Urban	11 Interstate	202840	2.484	3.123	0.555	0.698
	12 Freeway	254140	2.54	3.049	0.712	0.854
	14 Prin. Art.	235770	3.562	2.891	0.926	0.751
	16 Min. Art.	137050	3.467	2.863	0.524	0.433
	17 Collector	117320	3.467	2.863	0.448	0.370
	19 Local	169450	3.467	2.863	0.648	0.535
	Total	4471780			13.423	14.551

HPMS Results generated by calculating HPMS VMT for given year for Licking County and multiplying by emission factors from appropriate year and functional class (which sets veh mix and speed) by the VMT

Future year adjusted emissions are the product of model emissions and the SIP/Model Ratio

%TOTVMT	TEX VHT	CON DELAY	SPDLIM DELAY	FREEFLOW DELAY	HC	NOX	CO
0	29187	4	2101	-728	2.95	7.65	6.11
1.49	82071	3325	24696	9118	5.77	7.64	13.77
0.92	111258	3329	26797	8389	8.72	15.29	19.88

%TOTVMT	TEX VHT	CON DELAY	SPDLIM DELAY	FREEFLOW DELAY	HC	NOX	CO
0	39146	1	2554	-1438	1.7	4.28	8.47
1.36	88958	4525	27061	10392	2.59	3.48	14.77
0.75	128104	4526	29616	8954	4.29	7.76	23.24

%TOTVMT	TEX VHT	CON DELAY	SPDLIM DELAY	FREEFLOW DELAY	HC	NOX	CO
0.02	50570	18	3707	-1960	1.11	1.8	10.7
2.57	100254	8302	29877	10639	1.47	1.52	16.35
1.33	150824	8320	33584	8679	2.58	3.32	27.05

%TOTVMT	TEX VHT	CON DELAY	SPDLIM DELAY	FREEFLOW DELAY	HC	NOX	CO
0.04	58543	80	4254	-2470	1.13	1.31	12.46
4.51	116215	13296	33189	11986	1.47	1.24	18.74
2.3	174758	13376	37443	9516	2.6	2.55	31.2

**Please see MORPC Appendix One for complete Air Quality
conformity Technical Analysis.**

APPENDIX C – PUBLIC COMMENTS

To be published in the final document.