

AMATS

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

MEMORANDUM

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: Resolution 2017-04 - Adopting the Transportation Improvement Program
FY 2018-2021

DATE: May 10, 2017

The Transportation Improvement Program (TIP) FY 2018-2021 contains a comprehensive listing of regional transportation improvement projects scheduled for implementation with federal or state funds within the next four years. The TIP FY 2018-2021 was developed by the Staff in conjunction with all AMATS committees, area transit operators, and ODOT.

The TIP contains highway projects, including bike and pedestrian, and transit projects scheduled for funding in the AMATS area. The AMATS area includes all of Summit and Portage counties and the Chippewa and Milton Township areas of Wayne County. Attached to this memorandum are the list of highway improvements in Table H-3, the list of transit improvements in Table T-2, and the Statewide Line Items for the AMATS area in Table A-1. Also attached are the codes and abbreviations for Table H-3.

Federal regulations derived from *Fixing America's Surface Transportation (FAST) Act* require that the TIP demonstrate financial balance and air quality conformity, and include opportunities for public comment. A summary of each of these activities follows:

Financial Balance

The FAST Act requires that a financial plan be included demonstrating that the TIP can be implemented with the financial resources expected to be available over the next four years. For this purpose, *Chapter 4 - Financial Assessment* is included in the TIP. This chapter summarizes highway and transit revenues and project costs. Highway cost information was drawn from Table H-3 and transit cost information was drawn from Table T-2.

The financial analysis indicates that sufficient federal, state and local funds are expected to be available to support the projects included in the TIP for FY 2018-2021.

Air Quality Conformity

The Air Quality Conformity Analysis forecasts the mobile emissions generated by vehicles using the transportation system recommended in *Transportation Outlook 2040*, the area's Regional Transportation Plan. The analysis is required to forecast emissions relating to ozone and PM_{2.5} pollutants. The results of the analysis demonstrate that the emissions of ozone and PM_{2.5} do not exceed the level of emissions established by the Ohio EPA in the State Implementation Plan (SIP).

All of the projects in the TIP that require an air quality analysis were included in the Air Quality Conformity Analysis. This analysis confirms that the TIP FY 2018-2021 is in conformity with the SIP.

Included in the full TIP document is *Appendix D – Air Quality Analysis*, which provides additional details of this analysis.

Public Comment

The public was given the opportunity to review and comment on the second draft of the TIP FY 2018-2021 from March 27 through April 7. The draft TIP document was available at the office of AMATS as well as on the AMATS website.

In addition, a public meeting was held on March 30 at the Akron Public Main Library. A press release, written notices, newspaper advertisements and social media were utilized to notify the public of the TIP public involvement period and meeting. Five individuals attended the public meeting. Twenty-six comments were received during the public comment period.

In order to document the public's involvement, *Appendix F – Public Review of the TIP FY 2018-2021*, is included.

Staff Recommendation

The complete TIP FY 2018-2021 can be found on the "What's New" section of AMATS website located at **amatsplanning.org**. It is expected that the Federal Highway Administration and Federal Transit Administration will approve this document by the end of June. On July 1, 2017, the new TIP is expected to become official.

Attached to this memo is Resolution Number 2017-04. This Resolution adopts the Transportation Improvement Program FY 2018-2021. The Staff recommends approval.

RESOLUTION NUMBER 2017-04

**OF THE METROPOLITAN TRANSPORTATION POLICY COMMITTEE
OF THE AKRON METROPOLITAN AREA TRANSPORTATION STUDY**

ADOPTING THE TRANSPORTATION IMPROVEMENT PROGRAM FY 2018-2021

WHEREAS, the Akron Metropolitan Area Transportation Study (AMATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor, acting through the Ohio Department of Transportation (ODOT) and in cooperation with locally elected officials in Summit and Portage Counties and the Chippewa Township and Milton Township areas of Wayne County; and

WHEREAS, AMATS, pursuant to 23 United States Code 134, prepared a Transportation Improvement Program for Fiscal Years 2018 through 2021; and

WHEREAS, AMATS carried out public involvement activities consistent with the AMATS Public Participation Plan during the period of March 27 through April 7 and conducted a public meeting on March 30; and

WHEREAS, an Environmental Justice scan has been completed, in order to ensure that low-income and minority population groups will not disproportionately bear the negative environmental consequences of implementing the projects scheduled in the Transportation Improvement Program; and

WHEREAS, an analysis was made that showed that adequate funding is available to finance the projects programmed in the Transportation Improvement Program; and

WHEREAS, the Clean Air Act Amendments of 1990 require that AMATS make a determination, in cooperation with NOACA and ODOT, that the Transportation Improvement Program Fiscal Years 2018 through 2021 is in conformity with respect to Ohio's State Implementation Plan for attainment of the 2008 8-hour ozone standard and the 2006 PM_{2.5} (particulate matter) standards; and

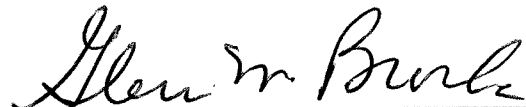
WHEREAS, a quantitative air quality analysis of *Transportation Outlook*, the area's 2040 Regional Transportation Plan, has been completed in accordance with the requirements specified by the *Fixing America's Surface Transportation* (FAST) Act and the Clean Air Act Amendments of 1990; and

WHEREAS, the projects programmed in the AMATS Transportation Improvement Program Fiscal Year 2018 through 2021 are consistent with *Transportation Outlook*, the area's 2040 Regional Transportation Plan, and were included in the air quality analysis completed for the 2040 Plan and found to be in conformity with the State Implementation Plan.

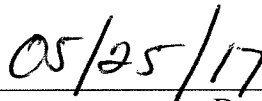
RESOLUTION NUMBER 2017-04 (continued)

NOW THEREFORE BE IT RESOLVED:

1. That this Committee adopts the Transportation Improvement Program Fiscal Year 2018 through 2021 and recommends that its members incorporate these improvements into their transportation improvement programming for their governmental units.
2. That this Committee affirms that the public had adequate opportunity to comment on the Transportation Improvement Program FY 2018-2021.
3. That this Committee affirms the consistency of the Transportation Improvement Program with available Federal, State and Local Funding sources.
4. That this Committee affirms the consistency between the Transportation Improvement Program FY 2018-2021 and the State Implementation Plan for air quality.
5. That this Committee approves the Transportation Improvement Program FY 2018-2021 document.
6. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Transportation Policy Committee.



Mayor Glenn M. Broska, 2017 Chairman
Metropolitan Transportation Policy Committee



Date

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: Policy Committee
Technical Advisory Committee
Citizens Involvement Committee

FROM: AMATS Staff

RE: Resolution 2017-07 - Reaffirming the Approval of the Regional
Transportation Plan and the Transportation Improvement Program, and
Affirming the Consistency between the Regional Transportation Plan, the
Transportation Improvement Program, and the State Implementation Plan

Resolution 2017-08 - Certification of the Urban Transportation Planning
Process

DATE: May 10, 2017

In order to remain certified as a Metropolitan Planning Organization (MPO), AMATS must satisfy various requirements each year. Four requirements are pending:

1. Reaffirming the approval of *Transportation Outlook*, the area's 2040 Regional Transportation Plan.
2. Reaffirming the approval of the Transportation Improvement Program (TIP).
3. Affirming the consistency between *Transportation Outlook*, the Transportation Improvement Program, and the State Implementation Plan (SIP) for improving air quality.
4. Certifying that the urban transportation planning process is being carried out in compliance with all applicable federal requirements.

Transportation Outlook, the AMATS area's current Regional Transportation Plan was adopted by the AMATS Policy Committee on May 25, 2017. Federal planning requirements under the *Fixing America's Surface Transportation Act (FAST)* state that the regional transportation plan must be reviewed and updated every four years in air quality non-attainment or maintenance areas. Consequently, the area's next regional transportation plan update is scheduled for adoption by the Policy Committee in 2021.

The AMATS Policy Committee approved the FY 2018-2021 TIP on May 25, 2017. The TIP is updated routinely every two years and is comprised of projects drawn from *Transportation Outlook*, the area's Regional Transportation Plan.

Because AMATS is part of the eight-county Cleveland-Akron-Lorain air quality non-attainment area, its Regional Transportation Plan and TIP must also contain an air quality analysis that shows that emissions from mobile sources will not exceed the allowable limits for ozone and fine particulate matter (PM_{2.5}) that have been established by the Ohio Environmental Protection Agency (OEPA) in the State Implementation Plan (SIP). To that end, an air quality analysis entitled, *Ozone and PM2.5 Conformity Analyses for Transportation Plans, Programs, and Projects in the Cleveland-Akron-Lorain, Ohio Metropolitan Area* was completed. This air quality analysis demonstrates that *Transportation Outlook* and the TIP are in compliance with the applicable air quality standards.

ODOT requests that AMATS annually reaffirm its approval of the area's Regional Transportation Plan and TIP, and that it affirm the consistency of both of these documents with the SIP in a single resolution. Resolution 2017-07 meets this objective.

Resolution 2017-08 is also attached. This resolution certifies that the AMATS transportation planning process is being carried out in compliance with all applicable federal requirements.

Specifically, Title VI of the Civil Rights Act of 1964 requires that AMATS shall not, on the basis of race, color, religion, national origin or sex, exclude anyone from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Consequently, it is the policy of AMATS to provide an environment of nondiscrimination and equal opportunity in employment as well as in the development of the area's regional transportation policies, plans, and programs contained in the Regional Transportation Plan (Transportation Outlook) and the Transportation Improvement Program.

The Staff recommends that both Resolution 2017-07 and Resolution 2017-08 be approved.

RESOLUTION NUMBER 2017-07

**OF THE METROPOLITAN TRANSPORTATION POLICY COMMITTEE
OF THE AKRON METROPOLITAN AREA TRANSPORTATION STUDY**

**REAFFIRMING THE APPROVAL OF THE REGIONAL TRANSPORTATION PLAN
AND THE TRANSPORTATION IMPROVEMENT PROGRAM, AND AFFIRMING
THE CONSISTENCY BETWEEN THE REGIONAL TRANSPORTATION PLAN, THE
TRANSPORTATION IMPROVEMENT PROGRAM, AND THE STATE
IMPLEMENTATION PLAN**

WHEREAS, the Akron Metropolitan Area Transportation Study (AMATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor, acting through the Ohio Department of Transportation (ODOT) and in cooperation with locally elected officials in Summit and Portage Counties, and the Village of Doylestown, Chippewa Township and Milton Township in Wayne County; and

WHEREAS, AMATS has, pursuant to 23 United States Code 134 and 49 United States Code 5303, prepared *Transportation Outlook*, the area's 2040 Regional Transportation Plan, which was approved on May 25, 2017; and

WHEREAS, AMATS has, pursuant to Title 23 United States Code Section 134 prepared the Transportation Improvement Program for Fiscal Years 2018 through 2021, which was approved on May 25, 2017; and

WHEREAS, the Transportation Improvement Program for Fiscal Years 2018-2021 is consistent with *Transportation Outlook*, the area's 2040 Regional Transportation Plan; and

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


WHEREAS, a quantitative air quality analysis of *Transportation Outlook* and the Transportation Improvement Program for Fiscal Years 2018 through 2021 was completed for both ozone and fine particulate matter (PM_{2.5}), in accordance with the requirements specified by the *Fixing America's Surface Transportation Act (FAST)* and the Clean Air Act Amendments of 1990; and

WHEREAS, this quantitative air quality analysis entitled, *Ozone and PM2.5 Conformity Analyses for Transportation Plans, Programs, and Projects in the Cleveland-Akron-Lorain, Ohio Metropolitan Area SFY 2018 – 2021 Transportation Improvement Programs* demonstrates that *Transportation Outlook* and the Transportation Improvement Program for Fiscal Years 2018 through 2021 are in conformity with the applicable air quality standards of the State Implementation Plan.

RESOLUTION NUMBER 2017-07 - Continued

NOW THEREFORE BE IT RESOLVED:

1. That this Committee reaffirms its approval of *Transportation Outlook* as the Transportation Plan for Summit and Portage Counties and the Chippewa and Milton Township areas of Wayne County.
2. That this Committee reaffirms its approval of the Transportation Improvement Program for Fiscal Years 2018 and 2021 as the Program of projects being implemented with federal transportation funds in Summit and Portage counties and the Chippewa Township area of Wayne County.
3. That this Committee affirms the consistency between the Transportation Improvement Program for Fiscal Years 2018 and 2021 and *Transportation Outlook*.
4. That this Committee affirms the consistency between *Transportation Outlook* and the State Implementation Plan.
5. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Transportation Policy Committee.



Mayor Glenn M. Broska, 2017 Chairman
Metropolitan Transportation Policy Committee

05/25/17

Date

RESOLUTION NUMBER 2017-08

OF THE METROPOLITAN TRANSPORTATION POLICY COMMITTEE OF THE AKRON METROPOLITAN AREA TRANSPORTATION STUDY

CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS

WHEREAS, the Akron Metropolitan Area Transportation Study (AMATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor, acting through the Ohio Department of Transportation (ODOT) and in cooperation with locally elected officials in Summit and Portage Counties, and the Village of Doylestown, Chippewa Township and Milton Township in Wayne County, as evidenced in the Agreement of Cooperation, Number 17652-A, between ODOT and the City of Akron finalized on February 5, 2014; and

WHEREAS, the federal regulations pertaining to Urban Transportation Planning, published as 23 CFR 450.334, require the MPO to certify that the cooperative metropolitan transportation planning process is in conformance with these regulations; and

WHEREAS, the federal regulations published as 23 CFR 450 require that the metropolitan transportation planning process shall include activities to support the development and implementation of a regional transportation plan and a transportation improvement program and subsequent transportation planning activities to the degree appropriate for the area; and

WHEREAS, these activities have been acted upon by the MPO by separate Resolution Number 2017-07, dated May 10, 2017; and

WHEREAS, the federal regulations published as 23 CFR 450.334 also require that the planning process be carried out in accordance with:

- a. 23 U.S.C. 134 and 49 U.S.C. 5303 concerning metropolitan planning for Highways and Transit, respectively
- b. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 in non-attainment areas
- c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21
- d. 49 U.S.C 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity
- e. Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects
- f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts
- g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38
- h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance
- i. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender

RESOLUTION NUMBER 2017-08 - Continued

- j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and

WHEREAS, Title VI of the Civil Rights Act of 1964 requires that AMATS shall not, on the basis of race, color, religion, national origin or sex, exclude anyone from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance; and

WHEREAS, *Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* requires that recipients of federal funds make a meaningful effort to involve low-income and minority groups in the process to make decisions regarding the use of federal funds; and also requires that they identify and address any disproportionately high and adverse human health and environmental effects on minority and low-income groups, which may result from the implementation of their plans and programs; and

WHEREAS, in accordance with the *Fixing America's Surface Transportation Act (FAST)*, AMATS, as a Transportation Management Area, is carrying out its planning responsibilities under the applicable provisions of federal law.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation system, that the urban transportation planning process is being carried out in compliance with all of the applicable federal requirements.
2. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Transportation Policy Committee.



Mayor Glenn M. Broska, 2017 Chairman
Metropolitan Transportation Policy Committee

05/29/17

Date

BELOMAR

**RESOLUTION OF THE
BELMONT-OHIO-MARSHALL TRANSPORTATION STUDY POLICY COMMITTEE
ADOPTING THE FY2018 - FY2021 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, on August 29, 2013 and on September 30, 2013, the USEPA redesignated the Ohio and West Virginia portions, respectively, of the Wheeling Metropolitan Area to attainment for the 1997 annual national ambient air quality standards (NAAQs) for fine particulate matter (PM_{2.5})

WHEREAS, the Wheeling Metropolitan Area is unclassified under the 2008 Ozone standards.

WHEREAS, the USEPA revoked the 1997 Ozone NAAQs in April, 2015 and revoked the 1997 PM_{2.5} NAAQs in August, 2016.

THEREFORE, the conformity determination of projects and programs in the FY2018 - FY2021 Transportation Improvement Program (TIP) is no longer required.

WHEREAS, the Transportation Plan for 2040 was approved in September, 2016 and the FY2019 - FY2021 TIP is consistent with this plan.

WHEREAS, the public has been provided an opportunity to comment on the FY2018 - FY2021 TIP in accordance with Bel-O-Mar's process; and

WHEREAS, the projects included in the TIP were programmed through the cooperative effort of State and local officials; and

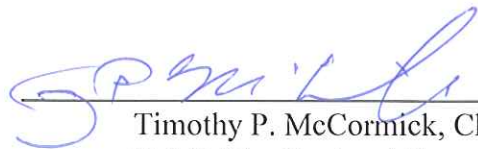
WHEREAS, the TIP can be revised at any time, by endorsement of the BOMTS Policy Committee, in accordance with Federal Regulations.

NOW, THEREFORE BE IT RESOLVED, that the FY2018 - FY2021 Transportation Improvement Program (TIP) is hereby approved.

Adopted this 20th day of April, 2017.

ATTEST:





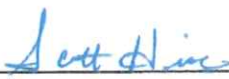
Timothy P. McCormick, Chairman
Bel-O-Mar Regional Council/
BOMTS Policy Committee

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

WHEREAS the USDOT Fixing America's Surface Transportation Act (FAST Act) legislation requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with regulations; in accordance with 23 CFR 450.220, the Ohio and West Virginia Departments of Transportation and the Belmont-Ohio-Marshall Transportation Study, the Metropolitan Planning Organization for the Wheeling, WV-OH urbanized area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this subpart;
- II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- V. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.


Belmont-Ohio-Marshall Transportation Study (BOMTS)


Signature

EXECUTIVE DIRECTOR
Title

2/14/17
Date

West Virginia Department of Transportation


Signature

Title

2/17/17
Date

Ohio Department of Transportation


Signature

District Director D-11
Title

3/27/17
Date

BHJ

RESOLUTION 2017-5

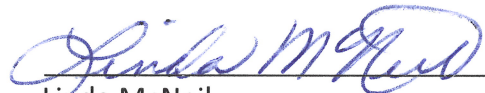
THE BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION AND THE BROOKE-HANCOCK-JEFFERSON TRANSPORTATION STUDY POLICY COMMITTEE IN THE MATTER OF ADOPTING A FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM AND CONFIRMING CONSISTENCY WITH THE TRANSPORTATION PLAN AND THE STATE IMPLEMENTATION PLAN FOR AIR QUALITY

- WHEREAS,** the Brooke-Hancock-Jefferson Transportation Study Policy Committee (BHJTS), the designated the Metropolitan Planning Organization (MPO) has, pursuant to 23 United States Code 134, and 49 United States Code 1602(a)(2), 1603(a), and 1604(g)(1) and (2), adopted a 2040 Long Range Transportation Plan by action on May 18, 2016; and
- WHEREAS,** on September 18, 2013 and on March 18, 2014 the U.S. Environmental Protection Agency (USEPS) issued an insignificant finding for the Ohio and West Virginia portion of the BHJ Study Area respectively for both the 1997 Annual PM_{2.5} Standard and the 2006 24-Hour PM_{2.5} standard; and
- WHEREAS,** on April 6, 2015 the USEPA revoked the 1997 ozone National Ambient Air Quality Standard (NAAQS) and enacted the 2008 ozone NAAQS SIP requirements rule. Therefore, the BHJ Transportation Plan and TIP will no longer need to demonstrate transportation conformity for this NAAQS. The Plan and TIP will continue to demonstrate transportation conformity for the PM_{2.5} NAAQS; and
- WHEREAS,** the MPO, pursuant to 23 United States Code 134, and 49 United States Code 5303, has prepared a Biennial Transportation Improvement Program for Fiscal Year 2018-2021 consistent with the 2040 Long Range Transportation Plan; and
- WHEREAS,** all projects listed in the FY 2018-2021 Transportation Improvement Program are consistent with the 2040 Long Range Transportation Plan and all applicable Transportation Conformity Regulations as listed above; and
- WHEREAS,** as permitted in §93.122 (g) of the Transportation Conformity Regulations, the BHJTS is relying on these previous regional emissions analysis to demonstrate conformity to all applicable implementation plans and provisions of the conformity rule; and
- WHEREAS,** said Transportation Improvement Program is considered to be complete pending any final comments generated by either ODOT or WVDOT, and hereafter on occasion revised and readopted by action of this body; and
- WHEREAS,** adequate opportunity for citizen and local government involvement in the development and review of the interim final Transportation Improvement Program has been the result of the process and techniques found in the Public Participation Plan adopted January 17, 2007; and

NOW, THEREFORE, BE IT RESOLVED:

1. That this Committee reaffirms its approval of the Long Range Transportation Plan for the BHJMPO Region including Brooke and Hancock Counties of West Virginia and Jefferson County of Ohio, and recommends that its members incorporate these improvements into their planning for transportation improvements in their governmental units;
2. That this Committee adopts the Fiscal Years 2018 through 2021 Final Transportation Improvement Program subject to any comments or s generated by either ODOT or WVDOT and hereafter on occasion revised and readopted by action of this body; and
3. That this Committee reaffirms that the Fiscal Years 2018 through 2021 Final Transportation Improvement Program conforms to any applicable state implementation plans in accordance with the provisions of the Transportation Conformity Rule (40 CFR Parts 51 & 93); and

ADOPTED, this 26th day of April 2017 at a joint meeting of the BHJTS Technical Advisory Committee, Brooke-Hancock-Jefferson Metropolitan Planning Commission and the Brooke-Hancock-Jefferson Transportation Study Policy Committee.



Linda McNeil
Chairman

ATTEST:



Michael Paprocki
Executive Director

RESOLUTION 2017-7

THE BROOKE-HANCOCK-JEFFERSON METROPOLITAN PLANNING COMMISSION AND THE BROOKE-HANCOCK-JEFFERSON TRANSPORTATION STUDY POLICY COMMITTEE IN THE MATTER OF SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

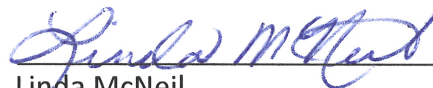
- WHEREAS,** the Brooke-Hancock-Jefferson Transportation Study (BHJTS), as the designated Metropolitan Planning Organization (MPO) for the Weirton, WV-Steubenville, OH-PA urbanized area, has entered into a three party agreement with the West Virginia Department of Transportation (WVDOT) and the Ohio Department of Transportation (ODOT), to carry out the urban transportation planning process consistent with 23 CFR Part 450.310(d); and
- WHEREAS,** the federal regulations pertaining to the purpose of the transportation planning process complies with Metropolitan Transportation Planning requirements of Moving Ahead for Progress in the 21st Century Act (MAP-21; Public Law 112-141-July 6, 2012) and there is a four-year Transportation Improvement Program (TIP) for the Metropolitan Planning Area that has been approved by the Metropolitan Planning Organization and the Governor; and
- WHEREAS,** the federal rules and regulations require that the MPO shall annually certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that the transportation planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:
- (A) 23 U.S.C. 134, 49 U.S.C.5303, and this subpart;
 - (B) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d) and 40 CFR part 93;
 - (C) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C 2000d-1) and 49 CFR part 21;
 - (D) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
 - (E) Section 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21; Public Law 112-141-July 6, 2012) and 49 CFR part 26 regarding the involvement of Disadvantaged Business Enterprises (DBE) in USDOT funded projects;
 - (F) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
 - (G) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
 - (H) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
 - (I) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
 - (J) Section 504 of the Rehabilitation Act of 1973 (929 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

WHEREAS, the Metropolitan Planning Process for a Metropolitan Planning Area shall provide for consideration of projects and strategies that will:

- (A) Support the economic vitality of the metropolitan planning area, especially by enabling global competitiveness, productivity, and efficiency;
- (B) Increase the safety of the transportation system for motorized and non-motorized users;
- (C) Increase the security of the transportation system for motorized and non-motorized users;
- (D) Increase the accessibility and mobility of people and for freight;
- (E) Protect and enhance the environment, promote energy conservation, and improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (F) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (G) Promote efficient system management and operation; and
- (H) Emphasize the efficient preservation of the existing transportation system

NOW THEREFORE BE IT RESOLVED: that the Brooke-Hancock-Jefferson Transportation Study Policy Committee certifies, in consideration of the requirements listed herein, and to the degree appropriate for the size of the BHJ planning area and the complexity of its transportation problems that the MPO carries out the Urban Transportation Planning Process in conformance with all the applicable federal requirements.

ADOPTED, this 26th day of April, 2017, at a joint meeting of the BHJTS Technical Advisory Committee, Brooke-Hancock-Jefferson Metropolitan Planning Commission and the Brooke-Hancock-Jefferson Transportation Study Policy Committee.



Linda McNeil
Chairman

ATTEST:



Michael Paprocki
Executive Director

BUCKEYE HILLS



ADOPTING THE SFY2018-2021 REGIONAL TRANSPORTATION IMPROVEMENT PLAN

RESOLUTION #2017/05-01

WHEREAS, the Buckeye Hills Regional Council is designated as the Regional Transportation Planning Organization (RTPO) by the Governor acting through the Ohio Department of Transportation in cooperation with locally elected officials for Athens, Hocking, Meigs, Monroe, Morgan, Noble, Perry, and Washington Counties; and

WHEREAS, the Buckeye Hills' Executive Board serves as the policy committee through which local governments guide the RTPO's transportation planning process for Southeastern Ohio; and

WHEREAS, federal and state directives provide for RTPO's to develop a Regional Transportation Improvement Program (RTIP) in cooperation with state and local officials; regional and local transit operators; grant recipients under sections of Title 49, U.S.C., and other affected transportation and regional planning and implementing agencies; and,

WHEREAS, the Buckeye Hills' SFY 2018-2021 TIP is consistent with the 2015-2040 Long Range Transportation Plan; and,

WHEREAS, the Buckeye Hills' RTIP is fiscally constrained; and,

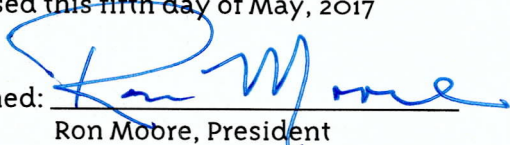
WHEREAS, the Buckeye Hills' RTIP was developed, reviewed, and found to be consistent with the Public Participation Plan and has been reviewed and accepted by the Buckeye Hills Transportation Sub-Committee; and,

NOW THEREFORE BE IT RESOLVED,

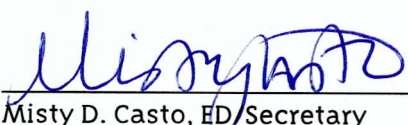
1. The Buckeye Hills Regional Council Executive Board adopts the SFY 2018-2021 Regional Transportation Improvement Program.
2. This Committee affirms the public had adequate opportunity to comment on the Buckeye Hills SFY 2018-2021 RTIP.
3. This Committee approves submission of the Buckeye Hills RTIP to the Ohio Department of Transportation, for inclusion in the Ohio SFY 2018-2021 Statewide Transportation Improvement Program.
4. The Rural Consultation Procedures will be followed to address all changes to the Buckeye Hills SFY 2018-2021 RTIP.

Passed this fifth day of May, 2017

Signed:


Ron Mobre, President

Witnessed:


Misty D. Casto, ED/Secretary

Serving Athens, Hocking, Meigs, Monroe, Noble, Perry and Washington Counties in Southeast Ohio
1400 Pike Street | Marietta, OH 45750 | 1.800.331.2644 | 740.373.6400 | fax: 740.373.1594

buckeyehills.org

CCSTCC

RESOLUTION 2017-F

OF THE CLARK COUNTY-SPRINGFIELD TRANSPORTATION COORDINATING COMMITTEE TO ADOPT THE SFY2018-SFY2021 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Clark County-Springfield Transportation Coordinating Committee (CCSTCC) is designated the Metropolitan Planning Organization (MPO) for the Springfield urbanized area in Clark County by the Governor of the State of Ohio, acting through the Ohio Department of Transportation (ODOT), and in cooperation with locally elected officials in the area pursuant to Agreement of Cooperation #18823 between ODOT and the Board of Commissioners of Clark County, Ohio; and

WHEREAS, the CCSTCC has prepared a biennial Transportation Improvement Program for State Fiscal Years 2018 through 2021 which includes all projects to be funded with Title 23 or Federal Transit Administration funds in Clark County; and

WHEREAS, the projects recorded in the Transportation Improvement Program are consistent with the CCSTCC 2040 Transportation Plan; and

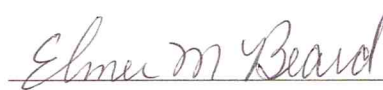
WHEREAS, the Transportation Improvement Program was developed consistent with funding reasonably expected to be available to the area and is fiscally constrained; and

WHEREAS, the CCSTCC through its Public Participation Plan, and the Ohio Department of Transportation have afforded a reasonable opportunity for public comment on the biennial Transportation Improvement Program; and

WHEREAS, the SFY2018-SFY2021 Transportation Improvement Program will be effective concurrent with USDOT approval of the SFY2018-SFY2021 State Transportation Improvement Program.

BE IT THEREFORE RESOLVED:

That the members of the Clark County-Springfield Transportation Coordinating Committee adopt the biennial Fiscal Year 2018-2021 Transportation Improvement Program and recommends that its members pursue the successful completion of the projects contained therein by local governments.



Elmer M. Beard
Chairman

May 12, 2017

RESOLUTION 2017-G

OF THE CLARK COUNTY-SPRINGFIELD TRANSPORTATION COORDINATING COMMITTEE TO CERTIFY THE TRANSPORTATION PLANNING PROCESS

WHEREAS, the Clark County-Springfield Transportation Coordinating Committee (CCSTCC) is designated the Metropolitan Planning Organization (MPO) for the Springfield urbanized area in Clark County by the Governor of the State of Ohio, acting through the Ohio Department of Transportation (ODOT), and in cooperation with locally elected officials in the area pursuant to Agreement of Cooperation #18823 between ODOT and the Board of Commissioners of Clark County, Ohio; and

WHEREAS, the federal regulations pertaining to urban transportation planning, published as 23 CFR 450.334, require that CCSTCC and ODOT to certify that the transportation planning process is cooperatively conducted in conformance with the regulations; and

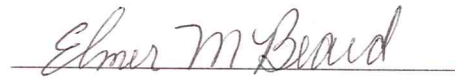
WHEREAS, the urban transportation planning process includes activities to support the development and implementation of a Transportation Plan, a Transportation Improvement Program and subsequent project development activities to the degree appropriate for the area; and

WHEREAS, the federal regulations published as 23 CFR 450.334 also require planning is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C 134 and 49 U.S.C. 5303 (Metropolitan Transportation Planning requirements);
- II. Sections 174 and 176(c) and (d) of the Clear Air Act, as Amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- IV. 49 U.S.C. 4332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- V. Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects;
- VI. 23 CFR part 230, regarding the implementation of the equal employment opportunity program on federal and federal-aid highway construction contracts;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27,37 and 38;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
- IX. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

BE IT THEREFORE RESOLVED:

That the Clark County-Springfield Transportation Coordinating Committee certifies, in consideration of the requirements listed herein and to the agree appropriate for the size of the area and the complexity of its transportation problems, that the urban transportation planning process is being carried out in conformance with all the applicable federal requirements.

A handwritten signature in cursive script, reading "Elmer M. Beard", is written over a horizontal line.

Elmer M. Beard
Chairman

May 12, 2017

EASTGATE

GPB RESOLUTION #009-2017

**RESOLUTION
OF THE EASTGATE REGIONAL COUNCIL OF GOVERNMENTS AFFIRMING THAT
THE METROPOLITAN TRANSPORTATION PLAN (MTP), AND APPROVAL OF THE
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) IS CONSISTENT WITHIN THE
STATE IMPLEMENTATION PLAN**

WHEREAS, the Eastgate Regional Council of Governments (Eastgate) is officially designated as the Metropolitan Planning Organization (MPO) by the Governor acting through the Ohio Department of Transportation, and in cooperation with locally-elected officials for Mahoning and Trumbull Counties; and

WHEREAS, Eastgate, is the designated MPO for transportation planning in the Youngstown Metropolitan Area which include in its' study area Mahoning and Trumbull Counties; and

WHEREAS, Eastgate, is a Transportation Management Area (TMA) formally identified and established in ISTEA, included in TEA-21, retained in SAFETEA-LU, and MAP - 21, and continued under the new transportation legislation - the Fixing America's Surface Transportation Act (FAST Act); and

WHEREAS, Eastgate, pursuant to the Ohio Office of Management and Budget Intergovernmental Review Process, is designated as the Intergovernmental Review Agency for Mahoning and Trumbull Counties; and

WHEREAS, the MPO has, pursuant to 23 United States Code 134, and 49 United States Code 1602(a), 1603(a), and 1604 (g)(1), completed the 2040 MTP and met the triennial approval date of June 15, 2013; and

WHEREAS, the MPO has, pursuant to 23 United States Code 134, and 49 United States Code 1602(a)(z), 1603(a), and 1604(g)(1) and (1), prepared a Transportation Improvement Program for Fiscal Years 2018 - 2021 for Mahoning and Trumbull county area; and

WHEREAS, on June 12, 2007, the Federal Register/Vol. 72, No. 112 / Rules and Regulations (page 32193) publication stated that the Youngstown Warren-Sharon PA-OH Counties of Columbiana, Mahoning, and Trumbull, were in "Attainment" of the 8-Hour Ozone Standard; and

WHEREAS, on November 13, 2009, the Federal Register/Vol. 74, No. 218 / Rules and Regulations (page 58697) publication stated that the Youngstown Ohio area was attaining the 24-Hour PM2.5 National Ambient Air Quality Standards; and

WHEREAS, the Eastgate region is a 1997 ozone standard maintenance area with 2009 and 2018 (MOBILE based) budgets, and, the region is also a 2008 ozone standard and PM2.5 (1997 and 2006 standards) attainment area; and

GPB RESOLUTION #009-2017- continued

WHEREAS, effective July 20, 2013 the 1997 ozone standard was revoked for conformity purposes and accordingly Eastgate's Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) no longer need to demonstrate transportation conformity but is still required to update its MTP on a five-year schedule – with a minor MTP update scheduled for May 2018; and

WHEREAS, Eastgate has developed the FY2018 - FY2021 TIP and is relying on the previous analysis when no new transportation or emissions modeling is otherwise required since the transportation plan has not changed (58 FR 3778); and

WHEREAS, the FY2018 - FY 2021 TIP is consistent with air quality goals based on recent qualitative analyzes conducted for the 2040 MTP, and no changes to the transportation plan have taken place which adversely affect air quality; and

NOW, THEREFORE, BE IT RESOLVED:

1. That this Board previously approved the 2040 Metropolitan Transportation Plan as the Transportation Plan for the Youngstown-Warren area on April 29, 2013 and recommends that its members incorporate these improvements into their planning for transportation improvements in their governmental units; and
2. That this Board adopts the Fiscal Year 2018 - 2021 Transportation Improvement Program and recommends that its members incorporate these improvements into their transportation improvement programming for their governmental units; and
3. That Eastgate further determined that the FY2018 - FY2021 Transportation Improvement Program does not increase the frequency or severity of emissions of the relevant pollutants in the future, relative to emissions over the same period without the program.
4. That this Board affirms the FY2018 - FY2021 MPO TIP will become effective concurrent with US DOT approval of the FY2018 - FY2021 Ohio State Transportation Improvement Program.

Passed this 24th day of April, 2017.

ATTEST:


James G. Kinnick, P.E., Executive Director


Casey R. Kozlowski, Chairmarr

GPB RESOLUTION #010-2017

RESOLUTION
**CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING
 PROCESS OF THE EASTGATE REGIONAL COUNCIL OF GOVERNMENTS**

WHEREAS, the Eastgate Regional Council of Governments (Eastgate) is designated as the Metropolitan Planning Organization (MPO) by the Governor of Ohio acting through the Ohio Department of Transportation (ODOT) and in cooperation with locally-elected officials in the Youngstown-Warren urbanized area as evidenced in the Agreement of Cooperation, number 18827, between ODOT and Eastgate encompassing Mahoning and Trumbull Counties; and

WHEREAS, the federal regulations pertaining to urban transportation planning, published as 23 United States Code 134, require the MPO and ODOT to certify that the transportation planning process cooperatively conducted is in conformance with the regulations; and

WHEREAS, the federal regulations, 23 United States Code 134, require that the urban transportation planning process shall include activities to support the development and implementation of a transportation plan and a Transportation Improvement Program inclusive of an annual element and subsequent project development activities to the degree appropriate for the area. These activities have been acted upon by the General Policy Board of the Eastgate by separate resolution number 009-2017 dated April 24, 2017; and

WHEREAS, that in accordance with 23 United States Code 134, ODOT and Eastgate as the MPO for the Youngstown/Warren urbanized areas, hereby certify to the FHWA and the FTA that the transportation planning process is addressing major issues in the metropolitan planning area and is being carried out in accordance with all applicable requirements of:

1. 49 U.S.C. Section 5323 (k), 23 U.S.C. 135, and 23 United States Code 134; and
2. Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794; and
3. Section 1101 of the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Public Law 112-141) regarding the involvement of socially and economically disadvantaged business enterprises in FHWA and the FTA funded projects (sec. 105(f), Pub. L. 97-424, 96 Stat. 2100; 49 CFR part 23) and MAP-21 sections §1101(b), 1109, 52004(4)(A); 23 USC 104(a), 140(b)-(c), 504(e); and
4. The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U.S. DOT implementing regulation; and
5. The provisions of 49 CFR part 20 regarding restrictions on influencing certain Federal activities; and GPB Resolution #009-2017 - continued
6. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506, (c) and (d)).

GPB RESOLUTION #010-2017- continued

NOW, THEREFORE, BE IT RESOLVED, that in accordance with 23 United States Code 134, the Eastgate Regional Council of Governments, the Metropolitan Planning Organization for the Youngstown/Warren urbanized areas certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation problems, that the urban transportation planning process is being carried out in conformance with all the applicable federal requirements of 23 United States Code 134.

Passed this 24th day of April, 2017.

ATTEST:

James G. Kinnick, P.E., Executive Director

Casey R. Kozłowski, Chairman

ERPC

RESOLUTION NUMBER 2017-03

OF THE POLICY COMMITTEE OF THE ERIE REGIONAL PLANNING COMMISSION

REAFFIRMING THE 2040 REGIONAL TRANSPORTATION PLAN AND APPROVING THE 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM, AND AFFIRMING THE CONSISTENCY BETWEEN THE REGIONAL TRANSPORTATION PLAN, THE TRANSPORTATION IMPROVEMENT PROGRAM, AND THE STATE IMPLEMENTATION PLAN

WHEREAS, The Governor of the State of Ohio, acting through the Ohio Department of Transportation and in cooperation with local elected officials, has designated the Policy Committee of the Erie Regional Planning Commission as the Metropolitan Planning Organization (MPO) for Erie County and the City of Vermillion portion of Lorain County; and

WHEREAS, the MPO has, pursuant to 23 United States Code §134 and 49 United States Code 5303, prepared the 2040 Regional Long Range Transportation Plan, which was approved in July 2015, and

WHEREAS, the MPO has, pursuant to 23 United States Code §134 prepared a Transportation Improvement Program for Fiscal Years 2018 through 2021, and

WHEREAS, Lorain County is included in the US EPA Cleveland-Akron 8-Hour Ozone and PM_{2.5} Nonattainment Area designations, and

WHEREAS, pursuant to US EPA regulations 40 CFR Part 93, Regional Transportation Plans and Transportation Improvement Programs in non-attainment areas are required to demonstrate transportation conformity with the State Implementation Plan, and,

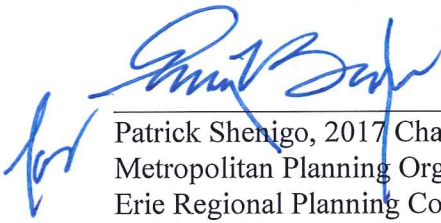
WHEREAS, conformity analyses and determinations for USEPA's 1997 and 2008 8-hour ozone standard, and the 1997 daily and 2006 and 2012 annual fine particulate matter air quality standards for the SFY 2018-2021 Transportation Improvement Program (TIP) and Long Range Transportation Plan must be completed in cooperation with the other MPOs and ODOT for the designated non-attainment areas as more fully described in the attached and,

WHEREAS, this analysis demonstrates that the AMATS, NOACA, and ERPC Regional Transportation Plans and Transportation Improvement Programs conform to the State Implementation Plan, pursuant to 40 CFR 93.

NOW THEREFORE BE IT RESOLVED:

1. That this Committee reaffirms its approval of the 2040 Regional Long Range Transportation Plan as the Transportation Plan for Erie County and the Lorain County portion of the City of Vermillion.
2. That this Committee approves of the Transportation Improvement Program for Fiscal Years 2018 through 2021 as the Program of projects being implemented with federal transportation funds in Erie County and the Lorain County portion of the City of Vermillion.

3. That this Committee affirms the consistency between the 2040 Regional Long Range Transportation Plan and the Transportation Improvement Program for Fiscal Years 2018 through 2021.
4. That this Committee affirms the consistency between the Lorain County portion of the ERPC 2040 Regional Long Range Transportation Plan and the State Implementation Plan (SIP).
5. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization Policy Committee.



Patrick Shenigo, 2017 Chairperson
Metropolitan Planning Organization Policy Committee
Erie Regional Planning Commission

April 21, 2017

RESOLUTION NUMBER 2017-05

OF THE METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE OF THE CONTINUING COMPREHENSIVE LAND-USE AND TRANSPORTATION PROGRAM FOR ERIE COUNTY, OHIO.

A RESOLUTION OF SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

WHEREAS, the Policy Committee of the Continuing Comprehensive Land-Use and Transportation Program of the Erie County Regional Planning Commission (ERPC) who is designated as the Metropolitan Planning Organization (MPO) for the Sandusky urbanized area by the Governor acting through the Ohio Department of Transportation in cooperation with locally elected officials of Erie County and as evidenced in the Agreement of Cooperation Number 15402 between the Ohio Department Of Transportation, Board of County Commissioners of Erie County, Ohio and the Erie Regional Planning Commission; and

WHEREAS, the federal regulations published as 23 CFR 450 require that the metropolitan transportation planning process shall include activities to support the development and implementation of a Regional Transportation Plan and a Transportation Improvement Program and subsequent transportation planning activities to the degree appropriate for the area; and

WHEREAS, the federal regulations published as 23 CFR 450 requires ERPC as the MPO for the Sandusky Urbanized area, to annually self certify through its Policy Committee that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with the following applicable requirements.

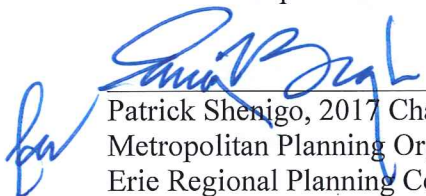
- a. That the planning process shall be consistent with Sections 8(e) and 3(e) of the Federal Transit Act concerning the involvement of the appropriate public and private transportation providers (49 USC 1607 and 1602 (e));
- b. That the planning process shall be consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 USC 344 and 29 USC 794;
- c. That the planning process shall be consistent with Section 105(f) of the Surface Transportation Assistance Act of 1982 regarding the involvement of minority business enterprises in FHWA and FTA funded projects (Public Law 97-424, Section 105(f) and 49 CFR Part 23);
- d. That the planning process shall be consistent with Section 16 of the Federal Transit Act (49 USC 1612), Section 165 (b) of the Federal-Aid Highway Act of 1973, as amended, and 49 CFR 27 which call for special efforts to plan public mass transportation facilities and services that can effectively be used by elderly and disabled persons
- e. That the planning process shall be in conformance with the applicable requirements of Sections 174 and 176(c) and (d) of the Clean Air Act (42 USC 7504, 7506 (c) and

WHEREAS, the federal regulations published as 23 CFR 450 further require that the State and the Metropolitan Planning Organization shall certify that the planning process is being carried out in conformance with all the applicable requirements of 23 USC 134 and 49 USC 1607, which indicate ". . .the Secretary (of the United States Department of Transportation) shall cooperate with the State and local officials in the development of transportation plans and programs which are formulated on the basis of transportation needs with due consideration to comprehensive long-range land use plans, development objectives, and overall social, economic, environmental, system performance, and energy conservation goals and objectives, and with the consideration to their probable effect on the future development of urban areas of more than 50,000 population. The planning process shall include an analysis of alternative transportation system management and investment strategies to make more efficient use of existing transportation facilities and development of long-term financial plans for regional urban mass transit improvements and the revenue available from current and potential sources to implement such improvements. The process shall consider all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate based on the complexity of the transportation problems," and

WHEREAS, *Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* requires that recipients of Federal funds make a meaningful effort to involve low-income and minority groups in the process to make decisions regarding the use of federal funds; and also requires that they attempt to identify and address any disproportionately high and adverse human health and environmental effects on minority and low-income groups, which may result from the implementation of their plans and programs, and

NOW THEREFORE BE IT RESOLVED:

- 1) That this Committee certifies that the Metropolitan Planning Organization's metropolitan transportation planning process complies with the metropolitan planning requirements as set forth above.
- 2) That this Committee authorizes Erie Regional Planning Commission staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.


Patrick Shenigo, 2017 Chairperson
Metropolitan Planning Organization Policy Committee
Erie Regional Planning Commission

April 21, 2017

KYOVA

2/24/2017

Resolution # 2017-013

RESOLUTION
KYOVA INTERSTATE PLANNING COMMISSION
ADOPTING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR
FISCAL YEARS 2018-2021

- WHEREAS, Fixing America's Surface Transportation (FAST) Act, enacted by Congress on December 4, 2015, requires a Transportation Improvement Program (TIP) be adopted by each Metropolitan Planning Organization; and,
- WHEREAS, KYOVA Interstate Planning Commission has been designated as the Metropolitan Planning Organization (MPO) by the Governors of West Virginia, Kentucky and Ohio for the Huntington, WV-KY-OH Urbanized Area acting through the West Virginia Division of Highways (WVDOH), the Kentucky Transportation Cabinet (KYTC), the Ohio Department of Transportation (ODOT) and locally elected officials in the KYOVA region; and
- WHEREAS, KYOVA Interstate Planning Commission has met the provisions of the FAST ACT in the Transportation Improvement Program (TIP) for Fiscal Years 2018-2021, which is financially constrained and a subset of updated regional 2040 Integrated Metropolitan Transportation Plan; and,
- WHEREAS, The KYOVA 2018-2021 TIP has met the requirements of public participation as described in the KYOVA Participation Plan; and,
- WHEREAS, The Huntington, WV-KY-OH Urbanized Area regional emissions are not required for the conformity report, due to the revocation of the 1997 8-hour ozone standard. The ozone standard has been revoked for all purposes. This area is in attainment for the 2008 8-hour ozone standard; and,
- WHEREAS, The insignificance finding of the 1997 PM2.5 annual NAAQs, no regional modeling is required as the Huntington-Ashland Area is in attainment for the 24-hour 2006 PM2.5 standard; and
- WHEREAS, It has been determined that the KYOVA 2018-2021 TIP has met the Air Quality Conformity requirements.

NOW, THEREFORE BE IT RESOLVED, that the KYOVA Interstate Planning Commission adopt the Transportation Improvement Program (TIP) for Fiscal Years 2018-2021 to become effective upon its inclusion in each of the three Statewide Transportation Improvement Programs (STIPs) and its adoption by FHWA and FTA.


ROBERT PASLEY, CHAIRMAN
DATE: February 24, 2017


CHRISTOPHER CHILES, EXECUTIVE DIRECTOR
DATE: February 24, 2017

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

WHEREAS the USDOT Fixing America's Surface Transportation Act (FAST Act) legislation requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with regulations; in accordance with 23 CFR 450.220, the Kentucky Transportation Cabinet, Ohio and West Virginia Department of Transportation and KYOVA Interstate Planning Commission, the Metropolitan Planning Organization for the Huntington, WV-KY-OH urbanized area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this subpart;
- II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- V. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

KYOVA Interstate Planning Commission

Robert Pasley
Signature

Chairman
Title

3/24/17
Date

West Virginia Department of Transportation

Robert H. Harrington
Signature

Title

3/17/17
Date

LACRPC

RESOLUTION: AFFIRMATION OF THE LONG RANGE TRANSPORTATION PLAN (LRP), AND APPROVAL OF THE FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the Transportation Coordinating Committee (TCC) of the Lima-Allen County Regional Planning Commission (LACRPC) is designated as the Metropolitan Planning Organization (MPO) by the Governor of Ohio and, in cooperation with local elected officials from Allen County, is acting through the Ohio Department of Transportation; and,

WHEREAS, the MPO has, pursuant to Section 134, Title 23 of the United States Code and Section 1607, Title 49 of the United States Code, caused a transportation plan to be prepared consisting of the Year 2040 Long Range Transportation Plan; and,

WHEREAS, the MPO has, pursuant to the aforementioned Sections of the United States Code, prepared a Transportation Improvement Program for Fiscal Years 2018 through 2021 inclusive of the Fiscal Year 2018 annual element; and,

WHEREAS, the MPO has completed an extensive public involvement process and Ohio's STIP Public Involvement Process has concluded; and,

WHEREAS, the MPO has, pursuant to Code of Federal Regulations, Title 40 Parts 51.390 and Part 93, as established under Section 176(c) of the Clean Air Act and pursuant to the 1997 Ozone standards, developed the aforementioned Transportation Plans cognizant of, and in compliance with, the Transportation Conformity Rule and the Clean Air Act, and completed the interagency consultation requirements defined pursuant to Title 40 (CFR) part 93.105;

NOW, THEREFORE, BE IT RESOLVED by the Transportation Coordinating Committee (TCC) of the Lima-Allen County Regional Planning Commission that the Committee reaffirms its approval of both, the Year 2040 Long Range Transportation Plan (LRP) and the FY 2018-2021 Transportation Improvement Program (TIP), as the transportation plan and program for the area, and that this Committee adopts the Fiscal Year 2018 annual element and recommends that the participating members of the Regional Planning Commission incorporate these improvements into their planning efforts targeting transportation improvements within their governmental units.

ADOPTED THIS 27TH DAY OF APRIL 2017



Shane Coleman, Chairperson
Transportation Coordinating Committee



Attest: Thomas M. Mazur, Executive Director
Lima-Allen County Regional Planning Commission

RESOLUTION
METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

WHEREAS, in accordance with 23 CFR 450.334, the Transportation Coordinating Committee (TCC) of the Lima-Allen County Regional Planning Commission (LACRPC) was designated as the Metropolitan Planning Organization (MPO) responsible for the transportation planning functions within Allen County and the Lima Urbanized Area by the Governor of the State of Ohio; and,

WHEREAS, the Joint Planning Regulations issued October 28, 1993 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require a Unified Planning Work Program (UPWP) be prepared addressing the major transportation issues in the metropolitan planning area as the basis and justification for soliciting federal/state funding; and,

WHEREAS, the TCC has approved the preliminary FY 2018 Unified Planning Work Program and finds that it has been prepared in accordance subsequent to the general direction of the Ohio Department of Transportation (ODOT) and applicable requirements as established under:

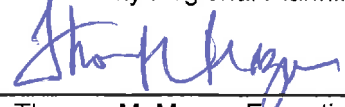
- I. 49 U.S.C. Section 5323(k), 23 U.S.C. 135, and 23 CFR part 450.220;
- II. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State Under 23 U.S.C. 324 and 29 U.S.C. 794;
- III. Section 1101 of the Transportation Equity Act for the 21st Century (TEA-21/Pub. L. 105-178) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded project (Sec. 105 (f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);
- IV. Sections 1107 and 6001 of the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU/Pub. L. 109-59) regarding metropolitan planning requirements for certain organizations; and,
- V. Section 1105 of the Moving Ahead for Progress in the 21st Century Act (MAP-21/Pub. L. 112-141) regarding MPO responsibility to establish a cooperative, continuous and comprehensive framework for making transportation investment decisions in metropolitan areas; and,
- VI. Section 1201 of the Fixing America's Surface Transportation Act (FAST Act/Pub L. 114-94); requiring MPOs to expand consultation and participation in the public planning process and affect changes to the selection criteria for MPO officials; and,
- VII. The provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation; and,
- VIII. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities.

NOW, THEREFORE, BE IT RESOLVED by the Transportation Coordinating Committee of the LACRPC that the FY 2018 Unified Planning Work Program, as presented is consistent with federal planning requirements to the degree appropriate for the size of the area and the complexity of its transportation problems and be submitted to ODOT/FHWA/FTA for federal funding assistance.

ADOPTED THIS 27th DAY OF APRIL, 2017

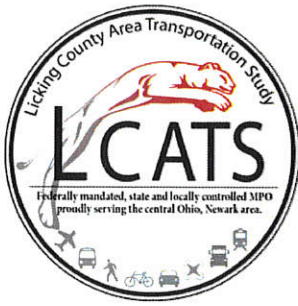


Shane Coleman, Chair, Transportation Coordinating Committee, MPO
Lima-Allen County Regional Planning Commission



Attest: Thomas M. Mazur, Executive Director
Lima-Allen County Regional Planning Commission

LCATS



Licking County Area Transportation Study
20 South Second Street
Newark, OH 43055

Todd Fortune
Technical Study Director

Resolution T-2017-17

Of the Policy Committee of the Licking County Area Transportation Study (LCATS) Adoption of the SFY 2018-2021 Transportation Improvement Program (TIP) and Reaffirmation of the 2040 Long Range Transportation Plan.

Whereas, pursuant to 23 United States Code 134, and 49 United States Code 5304, LCATS, as the MPO, has prepared a Transportation Improvement Program (TIP) for Fiscal Years 2018 through 2021 dated May 09, 2017, and available at www.LCATS.org/Documents, and which is consistent with the 2040 Transportation Plan; and

WHEREAS, all projects in the TIP are included in the 2016-2040 Metropolitan Transportation Plan; and

Whereas, the SFY 2018-21 TIP affirms the consistency with the Transportation Plan and thus the determination of conformity between the TIP and the State Implementation Plan (SIP).

Whereas, in compliance with the U.S. Department of Transportation's Title VI regulations, solicitation of citizens' comments on the TIP was made by following LCATS's adopted Public participation Process, advertisements in the Newark Advocate and an open house meeting; and

Whereas, in response to the Federal Transit Administration's guidelines on private sector participation, public transit operators in the region have been involved in the planning process through representation on the Transportation Advisory Committee and the Policy Committee; and

Whereas, pursuant to 23 USC 134, the financial plan for the TIP demonstrates that it can be implemented and that it is consistent with funding reasonably expected to be available; and

Whereas, the TIP does not become effective until approval is received from the federal and state authorities; and

Whereas, the Transportation Advisory Committee had meetings aligning the projects with the amount of funding available and recommended project approval to the Policy Committee; now therefore

Whereas, the Policy Committee of the Licking County Area Transportation Study (LCATS) is designated as the Metropolitan Planning Organization (MPO) for area-wide transportation planning in Licking County by the Governor of the State of Ohio in accordance with the regulations of the U.S. Department of Transportation; and

Whereas, the Policy Committee in cooperation with the State of Ohio, is responsible for carrying out the continuing, comprehensive and coordinated transportation planning process for Licking County in cooperation with local elected officials; and

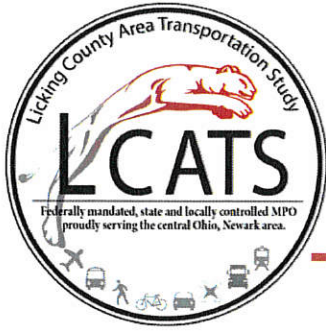
Therefore be it Resolved, that the Policy Committee of LCATS:

- Section 1. Adoption of the SFY 2018-2021 Transportation Improvement Program (TIP) and Reaffirmation of the 2040 Long Range Transportation Plan.
- Section 2. Finds and determines that all formal deliberations and actions of this committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.



Eddie Hunt, Chair

May 09, 2017



Licking County Area Transportation Study

20 South Second Street

Newark, OH 43055

Todd Fortune

Technical Study Director

Resolution T – 2017 – 15

Of the Policy Committee of the Licking County Area Transportation Study (LCATS) approves the State Fiscal Year 2018 (SFY18) Unified Planning Work Program.

Whereas, the Ohio Department of Transportation, the Federal Highway Administration and the Federal Transit Administration have reviewed the SFY18 Unified Planning Work Program for approval as a basis for soliciting state and federal funds; and

Whereas, approval by the LCATS Policy Committee of this Unified Planning Work Program is necessary to receive federal and state grants; and

Whereas, the SFY17 Unified Planning Work Program identifies projects and services to be provided by the LCATS staff during SFY18 which commences on July 1, 2017 and terminates on June 30, 2018; and

Whereas, the SFY18 Unified Planning Work Program identifies planning projects for the Licking County Transit Board serving all of Licking County utilizing FTA 5307 funds during SFY18; and


Whereas, the Policy Committee of the Licking County Area Transportation Study (LCATS) is designated as the Metropolitan Planning Organization (MPO) for area-wide transportation planning in Licking County by the Governor of the State of Ohio in accordance with the regulations of the U.S. Department of Transportation; and

Whereas, the Policy Committee in cooperation with the State of Ohio, is responsible for carrying out the continuing, comprehensive and coordinated transportation planning process for Licking County in cooperation with local elected officials;

Therefore be it resolved, the Policy Committee of LCATS:

Section 1. Approves the State Fiscal Year 2018 (SFY18) Unified Planning Work Program.

Section 2. Finds and determines that all formal deliberations and actions of this committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.


Eddie Hunt, Chair
May 09, 2017



Licking County Area Transportation Study

20 South Second Street

Newark, OH 43055

Todd Fortune

Technical Study Director

Resolution T-2017-16

Of the Policy Committee of the Licking County Area Transportation Study (LCATS) Certifies in consideration of the requirements listed, to the degree appropriate for the size of the study area and the complexity of its transportation system, the urban transportation planning process is being carried out in conformance with all applicable federal requirements.

Whereas, the LCATS conducts the transportation planning process for the area consisting of Licking County, Ohio, excluding Etna Township, including the municipalities therein except for the cities of Pataskala and Reynoldsburg [located in the Mid-Ohio Regional Planning Commission (MORPC) area] and including the Village of Millersport and census block area defined as Fairfield Beach located in Fairfield County, and

Whereas, the federal regulations relating to urban transportation planning, published as 23 CFR §450, require the MPO and ODOT to certify the transportation process cooperatively conducted is in conformance with the regulations; and

Whereas, the federal regulations published as 23 CFR §450 require the urban transportation planning process shall include activities to support the development and implementation of a Transportation Plan and a Transportation Improvement Program (TIP) including a financial plan and subsequent project development activities to the degree appropriate for the area; and

Whereas, the federal regulations published as 23 CFR §450, as may be amended, also require:

{23 CFR §450.300} “[The] metropolitan area has a continuing, cooperative and comprehensive 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, intermodal transportation system that facilitates the efficient, economic movement of people and goods.”

{23 CFR §450.334} (a) “The state and the MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:

- (1) Section 134 of title 23, U.S.C., section 8 of the Federal Transit Act (49 U.S.C. appendix §1607) and this part;

23 USC §134 reads, in part: "It is in the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and through urbanized areas, while minimizing transportation-related fuel consumption and air pollution.

To accomplish this objective stated in paragraph (1), metropolitan planning organizations, in cooperation with the State and public transit operators, shall develop transportation plans and programs for urbanized areas of the State.

The plans and programs for each metropolitan area shall provide for the development and integrated management and operation of transportation systems and facilities (including pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the metropolitan area and as an integral part of an intermodal transportation system for the State and the United States.

The process for developing the plans and programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed."

- (2) Sections 174 and 176(c) and (d) of the Clean Air Act (42 U.S.C. §7504, §7506(c) and (d)).
- (3) Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 U.S.C. §324 and 29 U.S.C. §794. Executive Order 12898 by requiring that Federal programs and activities address environmental justice in its planning and products.
- (4) Section 1101(b) of the Moving Ahead for Progress in the 21st Century Act (Public Law 109-203) regarding the involvement of disadvantaged business enterprises in FHWA and FTA funded planning projects Public Law (112-141), Title I, July 6, 2012, 119 Statutory, 450 CFR part 23; and
- (5) The provisions of the Americans with Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR parts 27, 37 and 38).

Whereas, the Policy Committee of the Licking County Area Transportation Study (LCATS) is designated as the Metropolitan Planning Organization (MPO) for area-wide transportation planning in Licking County by the Governor of the State of Ohio in accordance with the regulations of the U.S. Department of Transportation; and

Whereas, the Policy Committee in cooperation with the State of Ohio, is responsible for carrying out the continuing, comprehensive and coordinated transportation planning process for Licking County in cooperation with local elected officials;

Therefore be it resolved, the Policy Committee of LCATS:

Section 1. Certifies in consideration of the requirements listed, to the degree appropriate for the size of the study area and the complexity of its transportation system, the urban transportation planning process is being carried out in conformance with all applicable federal requirements.

Section 2. Finds and determines that all formal deliberations and actions of this committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.



Eddie Hunt, Chair
May 09, 2017

LUC



Logan-Union-Champaign regional planning commission

Dave Gulden, AICP
Director

Jim Holycross
President

Jeremy Hoyt
Vice-President

Dave Faulkner
2nd Vice-President

Robert A. Yoder
Treasurer

A RESOLUTION ADOPTING THE SFY2018-SFY2021 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Logan-Union-Champaign Regional Planning Commission (LUC) is designated as the Regional Transportation Planning Organization (RTPO) by the Governor for Logan and Champaign Counties; and

WHEREAS, the LUC Executive Committee serves as the policy and decision making body through which local governments conduct the LUC transportation planning process; and

WHEREAS, federal and state directives provide for RTPOs to develop a Regional Transportation Improvement Program (TIP), in cooperation with state and local officials; regional and local transit operators; port officials; grant recipients under sections of Title 49, U.S.C., and other affected transportation and regional planning and implementing agencies; and

WHEREAS the LUC SFY 2018 – 2021 TIP records the transportation improvement projects, their scopes of work, funding sources, and funding amount, that will be implemented in the LUC over the next four years; and

WHEREAS, the projects recorded in the LUC 2018 – 2021 TIP are consistent with the LUC Regional Transportation Plan; and


WHEREAS, the LUC SFY 2018-2021 TIP is fiscally constrained; and

WHEREAS, the LUC SFY 2018-2021 TIP was developed and reviewed consistent with LUC Public Participation Policy and has been coordinated with regional and local transit operators and local community officials; and

NOW THEREFORE BE IT RESOLVED:

1. That this Committee adopts the LUC SFY 2018 – 2021 Transportation Improvement Program.
2. That this Committee affirms that the public had adequate opportunity to comment on the LUC SFY 2018 – 2021 TIP.
3. That this Committee approves submission of the LUC 2018 – 2021 TIP to the Ohio Department of Transportation, for inclusion in the Ohio 2018 – 2021 Statewide Transportation Improvement Program.
4. That the Rural Consultation Procedures will be followed to address all changes to the LUC TIP.

BY ACTION OF THE LUC EXECUTIVE COMMITTEE



Dave Gulden
Executive Director



Jim Holycross
President, LUC Executive Committee

4/27/2017

Date

MORPC

RESOLUTION T-5-17

“Adoption of the FY 2018-2021 Transportation Improvement Program (TIP) and Reaffirmation of the 2016-2040 Metropolitan Transportation Plan”

WHEREAS, the Mid-Ohio Regional Planning Commission is designated as the metropolitan planning organization (MPO) by the Governor, acting through the Ohio Department of Transportation and in cooperation with locally elected officials for Franklin and Delaware counties, the cities of New Albany and Pataskala and Etna Township in Licking County, and Violet and Bloom townships in Fairfield County, and Jerome Township in Union County; and

WHEREAS, pursuant to 23 United States Code 134, and 49 United States Code 5303, 5305, and 5306, MORPC, as the MPO, has caused the 2016-2040 Metropolitan Transportation Plan dated May 2016 to be prepared; and

WHEREAS, pursuant to 23 United States Code 134, and 49 United States Code 5304, MORPC, as the MPO, has prepared a Transportation Improvement Program (TIP) for Fiscal Years 2018 through 2021 dated April 28, 2017, and available at www.morpc.org/tip; and

WHEREAS, all projects in the TIP are included in the 2016-2040 Metropolitan Transportation Plan; and

WHEREAS, pursuant to 23 USC 134 and 42 USC 7506, the 2016-2040 Metropolitan Transportation Plan has been reanalyzed based on accepted methodology and has been determined to be in conformity with the requirements of the Clean Air Act Amendments of 1990, and said fact is documented in the *Air Quality Conformity Determination Documentation for the Franklin, Delaware, Licking, Fairfield, Madison and Knox County Ozone Non-Attainment Area and the Franklin, Delaware, Licking, Fairfield and Coshocton County (Franklin Twp.) PM 2.5 Non-Attainment Area* dated April 28, 2017, and the SFY 2018-2021 TIP projects are consistent with this conformity determination; and

WHEREAS, the TIP includes the Central Ohio Transit Authority's (COTA's) Short-Range Transit Plan (SRTP) with specific details provided in Appendix A of the TIP, which was adopted by the COTA board at its April 26, 2017 meeting; and

WHEREAS, in compliance with the U.S. Department of Transportation's Title VI regulations, solicitation of citizens' comments on the TIP was made by following MORPC's adopted Public Involvement Process including review by the Community Advisory Committee (CAC), advertisements in the *Columbus Dispatch*, *Delaware Gazette*, *Newark Advocate*, *Lancaster Eagle-Gazette*, and *Columbus Post*, sunshine mailings and an open house meeting; and

WHEREAS, in response to the Federal Transit Administration's guidelines on private sector participation, private transportation operators in the region have been involved in the planning process through representation on the Transportation Advisory Committee, the CAC and/or the Transportation Policy Committee; and

WHEREAS, pursuant to 23 USC 134, the financial plan for the TIP demonstrates that it can be implemented and that it is consistent with funding reasonably expected to be available; and

WHEREAS, the TIP does not become effective until approval is received from the federal and state authorities; and

WHEREAS, the Community Advisory Committee at its meeting on May 1, 2017 and the Transportation Advisory Committee at its meeting on May 3, 2017 recommended approval of this resolution to the Transportation Policy Committee; now therefore

BE IT RESOLVED BY THE TRANSPORTATION POLICY COMMITTEE OF THE MID-OHIO REGIONAL PLANNING COMMISSION:

- Section 1. That it adopts the Transportation Improvement Program for Fiscal Years 2018 through 2021 dated April 28, 2017, as provided on the MORPC website at www.morpc.org/tip and recommends that its members incorporate these improvements into their transportation improvement programming for their governmental units.
- Section 2. That it affirms the consistency between the Fiscal Years 2018 through 2021 TIP and the 2016-2040 Metropolitan Transportation Plan and thus the determination of conformity between the TIP and the State Implementation Plan (SIP).
- Section 3. That it authorizes the Transportation Systems and Funding Director to approve administrative modifications to the TIP as provided in Appendix D of the document.
- Section 4. That the Transportation Policy Committee finds and determines that all formal deliberations and actions of this committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.



Matt Greeson, Chair

MID-OHIO REGIONAL PLANNING COMMISSION

5/11/17

Date

Prepared by: Transportation Systems & Funding Staff

"Certification of the MORPC Metropolitan Transportation Planning Process"

WHEREAS, the Transportation Policy Committee of the Mid-Ohio Regional Planning Commission is designated as the metropolitan planning organization (MPO) for the Columbus Urbanized Area; and

WHEREAS, 23 CFR 450.334 requires that the state and MPO certify, at least every four years, that the transportation planning process is being carried out in accordance with all applicable requirements, including:

- (1) 23 U.S.C. 134 and 49 U.S.C. 5303 (Metropolitan Transportation Planning requirements);
- (2) Sections 174 and 176(c) and (d) of the Clean Air Act, as Amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST-Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects;
- (6) 23 CFR part 230, regarding the implementation of the equal employment opportunity program on federal and federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
- (9) Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and

WHEREAS, this "self-certification" is separate from the MPO certification done by the Federal Highway Administration and Federal Transit Administration, which was last conducted at MORPC in 2014; and

WHEREAS, as a prerequisite to the receipt of federal financial assistance (per 49 CFR Subtitle A, Section 21.7), MORPC is required to provide the Title VI Assurances included in Attachment A; and

WHEREAS, the Community Advisory Committee at its meeting on May 1, 2017 and the Transportation Advisory Committee at its meeting on May 3, 2017 recommended approval of this resolution by the Transportation Policy Committee; now therefore

BE IT RESOLVED BY THE TRANSPORTATION POLICY COMMITTEE OF THE MID-OHIO REGIONAL PLANNING COMMISSION:

- Section 1. That it certifies that the urban transportation planning process is carried out in conformance with all the applicable federal requirements to the degree that is appropriate for the size and complexity of the area.
- Section 2. That it provides the Title VI Assurances in Attachment A, Parts 1 and 2.
- Section 3. That this committee finds and determines that all formal deliberations and actions of this committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.



Matt Greeson, Chair
MID-OHIO REGIONAL PLANNING COMMISSION



Date

Prepared by: Nick Gill

Attachments:

- A. Part 1 - Standard DOT Title VI Assurances
Part 2 - Contractor Contractual Requirements

PART 1
STANDARD DOT TITLE VI ASSURANCES

The Mid-Ohio Regional Planning Commission (MORPC) hereby agrees that as a condition to receiving Federal financial assistance from the Department of Transportation (DOT), it will comply with Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.) and all requirements imposed by 49 CFR Part 21 - Nondiscrimination in Federally Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the “Regulations”) to the end that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which MORPC receives Federal financial assistance and will immediately take any measures necessary to effectuate this agreement. Without limiting the above general assurance, MORPC agrees that:

1. Each “program” and “facility” (as defined in Sections 21.23(e) and 21.23 (b)) will be conducted or operated in compliance with all requirements of the Regulations.
2. It will insert the clauses of Part 2 of this assurance in every contract subject to the Act and the Regulations.
3. This assurance obligates MORPC for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of personal property or real property or interest therein or structures or improvements thereon, in which case the assurance obligates MORPC or any transferee for the longer of the following periods:
 - (a) the period during which the property is used for a purpose for which Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits, or
 - (b) the period during which MORPC retains ownership or possession of the property.
4. It will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom (s)he delegates specific authority to give reasonable guarantee that it, other sponsors, sub-grantees, contractors, subcontractors, transferees, successors in interest, and other participants or Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations, and this assurance.
5. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining Federal financial assistance for this Project and is binding on MORPC, its contractor, subcontractors, transferees, successors in interest and other participants in the Project. The person whose signature appears on this resolution is authorized to sign this assurance on behalf of MORPC.

PART 2 CONTRACTOR CONTRACTUAL REQUIREMENTS

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations.** The contractor shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter "DOT"), Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the "Regulations"), which are herein incorporated by reference and made a part of this contract.
2. **Nondiscrimination.** The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
3. **Solicitations for Subcontracts, including Procurements of Materials and Equipment.** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.
4. **Information and Reports.** The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Mid-Ohio Regional Planning Commission (MORPC), the Ohio Department of Transportation (ODOT), or DOT to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to MORPC, ODOT or DOT, as appropriate, and shall set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance.** In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, MORPC shall impose such contract sanctions as it, ODOT or the DOT may determine to be appropriate, including, but not limited to:
 - a. Withholding of payments to the contractor under the contract until the contractor complies, and/or
 - b. Cancellation, termination, or suspension of the contract, in whole or in part.
6. **Incorporation of Provisions.** The contractor and subcontractor(s) shall include the provisions of paragraphs 1 through 5 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The contractor and subcontractor(s) shall take such action with respect to any subcontract or procurement as MORPC, ODOT or DOT may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event a contractor or subcontractor(s) becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor or subcontractor(s) may request MORPC or ODOT to enter into such litigation to protect the interests of MORPC or ODOT and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

MVPO

IX. RESOLUTION

The MVPO Executive Council approved the FY 2018–2021 Regional Transportation Improvement Program through Resolution No. 2017-Regional Transportation Improvement Program 02 during a special meeting on April 24, 2017. The resolution confirms that all programmed projects on the RTIP align with the regional transportation plan and certifies that all applicable federal regulations were followed throughout the RTIP development process. A copy of the signed resolution is located below.

Resolution No. 2017-Regional Transportation Improvement Program 02

A RESOLUTION OF THE MAUMEE VALLEY PLANNING ORGANIZATION ADOPTING THE SFY2018-SFY2021 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Maumee Valley Planning Organization (MVPO) is designated as the Regional Transportation Planning Organization (RTPO) by the Governor for the MVPO Region comprising Defiance, Fulton, Henry, Paulding, and Williams Counties; and

WHEREAS, the MVPO Executive Council serves as the policy and decision making body through which local governments conduct the MVPO transportation planning process; and

WHEREAS, federal and state directives provide for RTPOs to develop a Regional Transportation Improvement Program (TIP), in cooperation with state and local officials; regional and local transit operators; port officials; grant recipients under sections of Title 49, U.S.C., and other affected transportation and regional planning and implementing agencies; and

WHEREAS, the MVPO SFY 2018 – 2021 TIP records the transportation improvement projects, their scopes of work, funding sources, and funding amount, that will be implemented in the MVPO region over the next four years; and

WHEREAS, the projects recorded in the MVPO 2018 – 2021 TIP are consistent with the MVPO Long Range Transportation Plan, Moving Together 2040; and

WHEREAS, the MVPO SFY 2018-2021 TIP is fiscally constrained; and

WHEREAS, the MVPO SFY 2018-2021 TIP was developed and reviewed consistent with MVPO Public Participation Policy and has been reviewed and accepted by the Technical Committee and has been coordinated with regional and local transit operators and local community officials; and

NOW, THEREFORE, be it resolved by the Executive Council of the Maumee Valley Planning Organization:

Section 1. Adoption. The Executive Council of the Maumee Valley Planning Organization hereby adopts the MVPO SFY 2018-2021 Transportation Improvement Program.

Section 2. Public Involvement. The Executive Council of the Maumee Valley Planning Organization hereby affirms that the public had adequate opportunity to comment on the MVPO SFY 2018-2021 Transportation Improvement Program.

Section 3. Approval. The Executive Council of the Maumee Valley Planning Organization hereby approves submission of the MVPO SFY 2018-2021 Transportation Improvement Program to the Ohio Department of Transportation, for inclusion in the Ohio SFY 2018-2021 Statewide Transportation Improvement Program.

Section 4. Rural Consultation. The Rural Consultation Procedures will be followed to address all changes to the MVPO Transportation Improvement Program.

Section 5. Compliance with Open Meeting Law. It is found and determined that all formal actions of this Board concerning and relating to the passage of this resolution took place in an open meeting of this Board which was open to the public in compliance with law.

Section 6. Effective Date. This resolution shall be in full force and effect upon its adoption.


Vice Chairman

Adopted: April 24, 2017


Secretary

Yeas: 5
Nays: 0

MVRPC



10 North Ludlow St., Suite 700
Dayton, Ohio 45402-1855

t: 937.223.6323
f: 937.223.9750
TTY/TDD: 800.750.0750
www.mvrpc.org

RESOLUTION ADOPTING THE SFY2018-SFY2021 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Miami Valley Regional Planning Commission is designated as the Metropolitan Planning Organization (MPO) by the Governor acting through the Ohio Department of Transportation in cooperation with locally elected officials for Greene, Miami and Montgomery Counties and the jurisdictions of Carlisle, Franklin and Springboro in Warren County; and

WHEREAS, the MVRPC's Board of Directors serves as the policy and decision making body through which local governments guide the MPO's transportation planning process for the Dayton Metropolitan Area; and

WHEREAS, federal and state directives require that a Transportation Improvement Program (TIP) shall be developed and updated by Metropolitan Planning organizations in cooperation with (1) state and local officials; (2) regional and local transit operators; (3) grant recipients under Section 5307, Section 5310 or other sections of Title 49, U.S.C., and other affected transportation and regional planning and implementing agencies; and

WHEREAS, the SFY2018-2021 Transportation Improvement Program developed by the Miami Valley Regional Planning Commission (MVRPC), as the designated Metropolitan Planning Organization for the Dayton Metropolitan Area, is consistent with the 2040 Long Range Transportation Plan and its policies; and

WHEREAS, the SFY2018-2021 Transportation Improvement Program is fiscally constrained; and

WHEREAS, the SFY2018-2021 Transportation Improvement Program was developed consistent with MVRPC's Public Participation Policy and has been reviewed and accepted by the Technical Advisory Committee and has been coordinated with regional and local transit operators, recipients authorized under Federal Transit Acts, and with adjacent transportation planning agencies (OKI and CCS-TCC) as well as local community officials; and

WHEREAS, significant TIP projects in Franklin, Carlisle, and Springboro have been included in the regional emissions analysis for the Cincinnati Region and found to conform to the 2008 8-hour ozone and 1997 PM 2.5 standards; and

WHEREAS, the MVRPC's SFY2018-2021 Transportation Improvement Program and 2040 Long Range Transportation Plan conformity determination is made consistent with the April 2012, U.S. EPA Transportation Conformity Regulations.

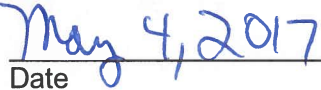
NOW THEREFORE BE IT RESOLVED THAT,

- (1) MVRPC's Board of Directors adopts the SFY2018-2021 Transportation Improvement Program.
- (2) MVRPC's Board of Directors hereby concurs with the advancement to SFY2018 of all delayed projects initially scheduled in SFY2017.
- (3) MVRPC assures that the SFY2018-2021 Transportation Improvement Program and 2040 Long Range Transportation Plan contain no goals, directives, recommendations or projects which contradict any requirements or commitments of Ohio's State Implementation Plan.

BY ACTION OF THE Miami Valley Regional Planning Commission's Board of Directors.



Brian O. Martin, AICP
Executive Director



Date



Carol Graff, Chairperson
Board of Directors of the
Miami Valley Regional Planning Commission



MIAMI VALLEY

Regional Planning Commission

10 North Ludlow St., Suite 700
Dayton, Ohio 45402-1855

t: 937.223.6323
f: 937.223.9750
TTY/TDD: 800.750.0750
www.mvrpc.org

RESOLUTION OF SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

WHEREAS, the Miami Valley Regional Planning Commission is designated as the Metropolitan Planning Organization (MPO) for the Dayton Urbanized Area (Greene, Miami and Montgomery Counties and the jurisdictions of Carlisle, Franklin and Springboro in Warren County) by the Governor of the State of Ohio, acting through the Ohio Department of Transportation, in cooperation with local elected officials for the Urbanized Area, and as evidenced in the Agreement of Cooperation, Number 17658 between ODOT and the MVRPC; and

WHEREAS, the federal regulations published as 23 CFR 450 requires MVRPC, as the MPO for the Dayton Urbanized area, to self-certify through its Board of Directors (MVRPC's policy board) in conjunction with the biennial Transportation Improvement Program update, that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with the following applicable requirements:

- (a) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (b) In non-attainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (c) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (d) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (e) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (f) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (g) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (h) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (i) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (j) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the Miami Valley Regional Planning Commission certifies that the Metropolitan Planning Organization's metropolitan transportation planning process complies with the metropolitan planning requirements as set forth above.

BY ACTION OF THE Miami Valley Regional Planning Commission's Board of Directors.

Brian O. Martin, AICP
Executive Director

May 4, 2017
Date

Carol Graff, Chairperson
Board of Directors of the
Miami Valley Regional Planning Commission



MIAMI VALLEY

Regional Planning Commission

10 North Ludlow St., Suite 700
Dayton, Ohio 45402-1855

t: 937.223.6323
f: 937.223.9750
TTY/TDD: 800.750.0750
www.mvrpc.org

**RESOLUTION OF CONCURRENCE WITH THE OKI AIR QUALITY AREA
TRANSPORTATION CONFORMITY DETERMINATION**

WHEREAS, the Miami Valley Regional Planning Commission is designated as the Metropolitan Planning Organization (MPO) by the Governor acting through the Ohio Department of Transportation in cooperation with locally elected officials for Greene, Miami and Montgomery Counties and the jurisdictions of Carlisle, Franklin and Springboro in Warren County; and

WHEREAS, nonattainment and maintenance areas through a process called transportation conformity are required to demonstrate that emissions resulting from planned transportation system improvements will not exceed an area's emissions budget; and

WHEREAS, the United States Environmental Protection Agency (U.S. EPA) establishes air pollution standards pursuant to the Clean Air Act for the preservation of public health and the environment; and

WHEREAS, the U.S. EPA designated the counties of Butler, Clinton, Clermont, Hamilton and Warren in Ohio a maintenance area under the 1997 eight-hour ozone standard, and the counties of Butler, Clermont, Hamilton and Warren in Ohio a non-attainment area under the 1997 annual fine particles standard; and

WHEREAS, OKI is amending its 2040 Transportation Plan in conjunction with the new SFY2018-2021 Transportation Improvement Program to account for changes in project implementation timeframes; and

WHEREAS, OKI completed a quantitative air quality analysis for both ozone and fine particulate matter (PM_{2.5}) in accordance with the requirements specified by the FAST Act and the Clean Air Act Amendments of 1990; and

WHEREAS, the quantitative air quality analysis demonstrates that the OKI 2040 Transportation Plan and SFY2018-2021 Transportation Improvement Program are in conformity with the applicable air quality standards of the State Implementation Plan.

NOW THEREFORE BE IT RESOLVED THAT, MVRPC's Board of Directors concurs with OKI's air quality conformity analysis for the Ohio portion of the Cincinnati air quality non-attainment area.

BY ACTION OF THE Miami Valley Regional Planning Commission's Board of Directors.

Brian O. Martin, AICP
Executive Director

5/4/17

Date

Carol Graff, Chairperson
Board of Directors of the
Miami Valley Regional Planning Commission

NOACA

**RESOLUTION NO. 2017-024
(SFY 2018 - 2021 TRANSPORTATION
IMPROVEMENT PROGRAM)**

**RESOLUTION OF THE BOARD OF DIRECTORS
OF THE
NORTHEAST OHIO AREAWIDE COORDINATING AGENCY**

WHEREAS, the Northeast Ohio Areawide Coordinating Agency (NOACA), as the metropolitan planning organization (MPO) for the five Northeast Ohio counties of Cuyahoga, Geauga, Lake, Lorain, and Medina, is presently engaged, through Board of Directors action and staff technical work, in the continuing phase of the cooperative, comprehensive, and continuing (3C) planning process designed to meet needs, requirements, goals, and objectives of national, state, and local governmental levels, all within this nation's federal transportation system; and

WHEREAS, the Congress of the United States, through law, and the U.S. Department of Transportation, through regulation, have determined that a Transportation Improvement Program (TIP) shall be prepared, which includes federal-aid transportation projects expected to be implemented in each of the program years; and

WHEREAS, the final draft of NOACA's State Fiscal Year (SFY) 2018-2021 Transportation Improvement Program (TIP), dated April 2017 was prepared in conformance with the NOACA Regional Transportation Investment Policy and, as such, is consistent with the above guidance and regulation; and

WHEREAS, the final draft TIP was prepared and submitted for ODOT, FHWA and FTA review and approval.

WHEREAS, the final draft TIP has been processed through public involvement, consistent with the Board of Directors Public Interaction Policy and Participation Plan; and

WHEREAS, the final draft TIP includes projects recommended to be funded with NOACA administered Surface Transportation Block Grant (STBG), STBG set-aside for Transportation Alternatives (TAP) and Statewide Congestion Mitigation Air Quality Program (CMAQ) funds for SFYs 2018 through 2021;

WHEREAS, concurrent with the development of the TIP, PID No. 80974 (CUY TRANSPORTATION BLVD), is being processed through project planning review and, if approved, is to be included in the final TIP; and

WHEREAS, the Clean Air Act Amendments of 1990 require that NOACA make a determination, in cooperation with AMATS, ERPC and ODOT, that the SFY 2018 – 2021 TIP is in conformity with respect to Ohio's State Implementation Plan for attainment of the 2008 8-hour ozone standard and the 1997 annual and 2006 daily fine particulate matter standards; and

WHEREAS, NOACA staff have completed the necessary transportation conformity analyses for the five counties and combined them with the analyses for the rest of the applicable nonattainment areas; and

WHEREAS, the results of the analyses (Attachment 1) demonstrate that NOACA's long-range transportation plan, AIM Forward 2040 and the SFY 2018 – 2021 TIP for the area remains in conformance with the intent of Ohio State Implementation Plans (SIPs); and

**RESOLUTION NO. 2017-024
(SFY 2018 - 2021 TRANSPORTATION
IMPROVEMENT PROGRAM)**

WHEREAS, in accordance with Moving Ahead for Progress in the 21st Century (MAP-21), NOACA and ODOT are carrying out their responsibilities under applicable provisions of federal law.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Northeast Ohio Areawide Coordinating Agency, consisting of forty-five principal officials of general purpose local government throughout and within the counties of Cuyahoga, Geauga, Lake, Lorain, and Medina that:

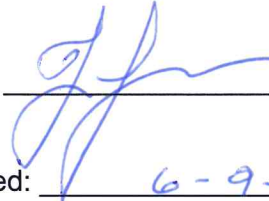
Section 1: The NOACA SFY 2018-2021 Transportation Improvement Program, in substantial form, as shown as of today's date on the NOACA website, www.NOACA.org, is adopted as NOACA's TIP.

Section 2: The urban transportation planning process is being carried out in conformance with all applicable federal requirements.

Section 3: The Executive Director is hereby authorized to transmit a certified copy of this resolution and other appropriate documentation to federal, state, and local agencies.

Certified to be a true copy of a Resolution of the Board of Directors of the Northeast Ohio Areawide Coordinating Agency adopted this 9th day of June 2017.

Secretary: _____



Timothy C. Hurvorn

Date Signed: _____

6-9-17

RESOLUTION OF THE BOARD OF DIRECTORS
OF THE
NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

WHEREAS, the Northeast Ohio Areawide Coordinating Agency (NOACA) is the Metropolitan Planning Organization (MPO) for the counties of Cuyahoga, Geauga, Lake, Lorain and Medina, and the areawide water quality management agency for the same region; and

WHEREAS, the Northeast Ohio Areawide Coordinating Agency (NOACA) is required by federal law to develop an Overall Work Program (OWP); and

WHEREAS, the Board of Directors has the responsibility to approve the work activities, revenues and expenditures of the agency and does so through approval of the agency's fiscal year Overall Work Program (OWP) and budget; and

WHEREAS, the OWP and Budget, incorporating activities to be performed by the agency under various grants for fiscal year (FY) 2018, has been prepared for the Board of Directors, based on local input and areawide needs, as supplemented by state and federal requirements; and

WHEREAS, proposed OWP activities have been reviewed by local jurisdictions, agencies, Board committees, and state and federal funding agencies; and

WHEREAS, the transportation and environmental elements of the NOACA FY 2018 OWP are designed to address the policies of the NOACA Board of Directors, and meet applicable regulations of the U.S. Department of Transportation and the U.S. Environmental Protection Agency; and

WHEREAS, the draft OWP and financial information have been presented to the appropriate committees; and

WHEREAS, the OWP includes expected planning activities from public transit agencies that will be using federal funds; and

WHEREAS, the draft OWP has been reviewed by Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and the Ohio Department of Transportation (ODOT); and

WHEREAS, comments and suggestions received through this process have been incorporated into the final OWP and fully reported to the NOACA Board of Directors; and

WHEREAS, based upon the OWP activities, the FY 2018 budget has been prepared containing line item detail related to the agency's projected operations; and

WHEREAS, dues from member local governments and regional authorities are invoiced at the beginning of each new fiscal year budget so that local funds are available to match available federal grants; and

WHEREAS, NOACA was successfully certified by federal agencies in 2017 and continues to carry out its responsibilities in accordance with federal law; and

WHEREAS, federal regulations also require that NOACA and ODOT must annually self-certify the MPO planning process; and

WHEREAS, in accordance with the Fixing America's Surface Transportation (FAST) Act, NOACA and ODOT are carrying out their respective duties under applicable provisions of federal law, and as outlined in ongoing biennial agreements between the two entities.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Northeast Ohio Areawide Coordinating Agency, consisting of forty-five principal officials serving general purpose local governments throughout and within the counties of Cuyahoga, Geauga, Lake, Lorain, and Medina that:

**RESOLUTION NO. 2017-017
(FY 2018 OVERALL WORK
PROGRAM AND BUDGET)**

Section 1. The FY 2018 Overall Work Program and Budget as it exists on NOACA's website as of June 9, 2017 and the FY 2018 Budget Summary (Exhibit 1), has been appropriately reviewed and is approved as meeting federal requirements for comprehensive, cooperative, and continuing areawide planning.

Section 2. The Board of Directors authorizes commitment of sufficient local funds to provide for said work activities, as matching share for grants tendered to this Agency for FY 2018, and otherwise as support for local activities.

Section 3. The Executive Director is authorized to issue invoices for a total of \$706,748 in local dues for FY 2018, according to the NOACA Code of Regulations and the NOACA dues allocation plans formulated by the respective Boards of Commissioners in each of the four counties and by the Cuyahoga County Executive's office.

Section 4. The urban transportation planning process is being carried out in conformance with all applicable federal requirements and the Executive Director is authorized to sign NOACA's Self Certification (Exhibit 2) and forward it with necessary documentation to the appropriate agencies, and to execute the ongoing biennial agreement with the Ohio Department of Transportation.

Section 5. The Executive Director is authorized to apply for, receive and utilize such funds as provided for within the Overall Work Program and Budget, including execution of contracts, agreements, certifications and civil rights assurances, as necessary to accomplish the intent of this Resolution.

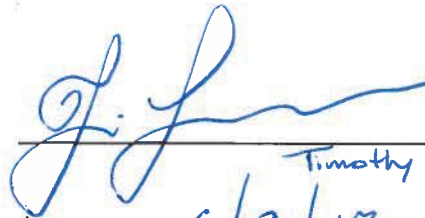
Section 6. The projects and funding tables in the OWP are based on estimates of available funding and will be adjusted when final funding amounts are announced. The Executive Director is hereby authorized to adjust the Overall Work Program and Budget accordingly upon receipt of that announcement.

Section 7. The FY 2018 Overall Work Program and Budget is adopted with the understanding that the scope, staffing and budget of individual planning projects may need to be modified due to available funding or for other reasons. The Executive Director is authorized to make modifications within and between work program categories so long as the total agency budget remains unchanged.

Section 8. The Executive Director is hereby authorized to transmit a certified copy of this Resolution and other appropriate documentation to federal, state and local agencies.

Certified to be a true copy of a Resolution of the
Board of Directors of the Northeast Ohio Areawide
Coordinating Agency adopted this 9th day of June
2017.

Secretary: _____



Timothy C. Lennon

Date Signed: _____

6/9/17

OKI

RESOLUTION

OF THE BOARD OF DIRECTORS OF THE
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTSCONCERNING ADOPTION OF THE
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND AMENDMENT TO
THE 2040 TRANSPORTATION PLAN AND THE DETERMINATION OF CONFORMITY OF THE TIP
AND 2040 TRANSPORTATION PLAN WITH AIR QUALITY REGULATIONS

WHEREAS, the Ohio-Kentucky-Indiana Regional Council of Governments (“OKI”) is designated as the Metropolitan Planning Organization (“MPO”) by the Governors of Ohio, Kentucky and Indiana acting through the Ohio Department of Transportation, the Kentucky Transportation Cabinet and the Indiana Department of Transportation, and in cooperation with locally elected officials for the counties of Butler, Clermont, Hamilton and Warren in the State of Ohio; Boone, Campbell and Kenton in the Commonwealth of Kentucky; and Dearborn County in Indiana; and

WHEREAS, the MPO has, pursuant to 49 U.S.C. 5323 (k), 23 U.S.C. 135, and 23 CFR 450.220, developed the OKI Fiscal Years 2018 – 2021 Transportation Improvement Program as a short-range element of the OKI 2040 Regional Transportation Plan (Metropolitan Transportation Plan); and

WHEREAS, the ozone nonattainment area consists of the Kentucky counties of Boone, Campbell and Kenton; and a portion of Dearborn County, Indiana; the ozone maintenance area consists of the Ohio counties of Butler, Clinton, Clermont, Hamilton and Warren; and the PM2.5 nonattainment area consists of the Ohio counties of Butler, Clermont, Hamilton, Warren and a portion of Dearborn County, Indiana; and the PM2.5 maintenance area consists of the Kentucky counties of Boone, Campbell and Kenton and are subject to transportation conformity rules; and

WHEREAS, the OKI Fiscal Years 2018 – 2021 Transportation Improvement Program includes several changes to the timing and scope of projects that are subject to transportation conformity requirements and these changes have not been previously analyzed as part of the OKI 2040 Regional Transportation Plan (Metropolitan Transportation Plan), as amended, and, due to those changes, a new conformity determination is required based on a new regional emissions analysis, and OKI has engaged in interagency consultation with federal, state and local partners, including the U.S. Department of Transportation, and those partners have concurred with the methodology used by OKI to determine conformity; and

WHEREAS, the OKI Fiscal Years 2018 – 2021 Transportation Improvement Program and amended OKI 2040 Regional Transportation Plan conform to all applicable U.S. Environmental Protection Agency (EPA) approved State Implementation Plans for air quality; and

WHEREAS, the environmental justice impacts of these amendments have been identified and addressed as appropriate per Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low Income Population; and

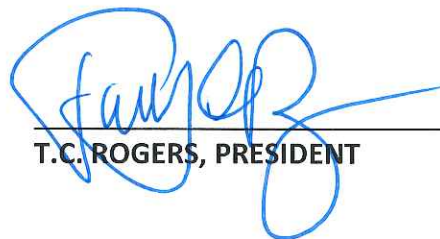
WHEREAS, the OKI Fiscal Years 2018 – 2021 Transportation Improvement Program and amended OKI 2040 Regional Transportation Plan have met the requirements of OKI's Public Participation Process; and

WHEREAS, the OKI Fiscal Years 2018 – 2021 Transportation Improvement Program and amended OKI 2040 Regional Transportation Plan demonstrate fiscal constraint; and

WHEREAS, the OKI Fiscal Years 2018 – 2021 Transportation Improvement Program will become effective concurrent with US DOT approval of the Fiscal Years 2018 – 2021 State Transportation Improvement Programs for Ohio, Kentucky and Indiana: Now, therefore,

BE IT RESOLVED that the Board of Directors of the Ohio-Kentucky-Indiana Regional Council of Governments at its regular public meeting of April 13, 2017, hereby adopts the OKI Fiscal Years 2018 – 2021 Transportation Improvement Program as the short range element of the OKI 2040 Regional Transportation Plan and amends the OKI 2040 Regional Transportation Plan for the counties of Butler, Clermont, Hamilton and Warren in the State of Ohio; Boone, Campbell and Kenton in the Commonwealth of Kentucky; and Dearborn County in Indiana, and recommends that its members incorporate these improvements into their planning for transportation improvements in their governmental units;

BE IT FURTHER RESOLVED that the Board of Directors of the Ohio-Kentucky-Indiana Regional Council of Governments hereby affirms the conformity between the OKI Fiscal Years 2018 – 2021 Transportation Improvement Program and the amended OKI 2040 Regional Transportation Plan and applicable EPA approved State Implementation Plans.



T.C. ROGERS, PRESIDENT

04/13/17
AJR

RESOLUTION**OF THE BOARD OF DIRECTORS OF THE
OHIO-KENTUCKY-INDIANA REGIONAL COUNCIL OF GOVERNMENTS****CONCERNING CERTIFICATION OF THE
URBAN TRANSPORTATION PLANNING PROCESS**

WHEREAS, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) is designated as the Metropolitan Planning Organization (MPO) by the Governors of Ohio, Kentucky and Indiana, acting through the Ohio Department of Transportation (ODOT), the Kentucky Transportation Cabinet (KYTC) and Indiana Department of Transportation (INDOT) in cooperation with locally elected officials in the Cincinnati, Middletown urbanized areas as evidenced in the Agreement, number 3206, between ODOT and OKI dated July 1, 1979 and the Agreement between KYTC and OKI dated July 1, 1983 encompassing the Counties of Butler, Clermont, Hamilton and Warren in the State of Ohio, and Boone, Campbell and Kenton in the Commonwealth of Kentucky and Dearborn County, Indiana; and

WHEREAS, the federal regulations pertaining to Urban Transportation Planning, published as 23 CFR 450.334, require the MPO, ODOT, KYTC and INDOT to certify that the transportation planning process cooperatively conducted is in conformance with the regulations; and

WHEREAS, the federal regulations also require that the metropolitan transportation planning process be carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 USC 5303, and 23 CFR Part 450.300;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR Part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded projects;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting the discrimination on the basis of age in program and activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities; and

WHEREAS, the United States Department of Transportation conducted an on-site certification review at the Ohio-Kentucky-Indiana Regional Council of Governments offices in December 2016, and issued a subsequent finding, including three commendations, that the Ohio-Kentucky-Indiana Regional Council of Governments was fully certified as meeting all pertinent requirements: Now, therefore,

BE IT RESOLVED that the Board of Directors of the Ohio-Kentucky-Indiana Regional Council of Governments, at its regular public meeting of April 13, 2017 certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation problems, that the urban transportation planning process is being carried out in conformance with all the applicable federal requirements.



T.C. ROGERS, PRESIDENT

4/13/17

rwk

OMEGA



**RESOLUTION NO. 2017-005
ADOPTING THE SFY2018–SFY2021
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Ohio Mid-Eastern Governments Association (OMEGA) is designated as the Regional Transportation Planning Organization (RTPO) by the Governor for Carroll, Columbiana, Coshocton, Guernsey, Harrison, Holmes, Muskingum, and Tuscarawas Counties; and

WHEREAS, the OMEGA Executive Board serves as the policy and decision making body through which local governments conduct the OMEGA RTPO transportation planning process; and

WHEREAS, federal and state directives provide for RTPOs to develop a Regional Transportation Improvement Program (RTIP), in cooperation with state and local officials; regional and local transit operators; port officials; grant recipients under sections of Title 49, U.S.C., and other affected transportation and regional planning and implementing agencies; and

WHEREAS the OMEGA RTPO SFY 2018 - 2021 RTIP records the transportation improvement projects, their scopes of work, funding sources, and funding amount, that will be implemented in the OMEGA RTPO region over the next four years; and

WHEREAS, the projects recorded in the OMEGA RTPO 2018 - 2021 RTIP are consistent with the OMEGA RTPO Regional Transportation Plan; and

WHEREAS, the OMEGA RTPO SFY 2018-2021 RTIP is fiscally constrained; and

WHEREAS, the Transportation Advisory Committee recommended that the Executive Board approve the SFY 2018-2021 RTIP; and

WHEREAS, the OMEGA SFY 2018-2021 RTIP was developed and reviewed consistent with OMEGA's Public Participation Policy and has been reviewed and accepted by the Transportation Advisory Committee and has been coordinated with regional and local transit operators and local community officials; and

NOW THEREFORE BE IT RESOLVED BY THE EXECUTIVE BOARD OF OMEGA:

Section 1: The Executive Board adopts the OMEGA SFY 2018 – 2021 RTIP.

Section 2: The Executive Board affirms that the public had adequate opportunity to comment on the OMEGA SFY 2018 - 2021 RTIP.

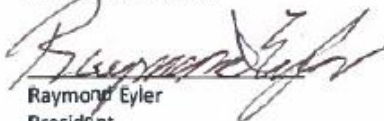
Section 3: The Executive Board approves submission of the OMEGA 2018 – 2021 RTIP to the Ohio Department of Transportation, for inclusion in the Ohio 2018 – 2021 Statewide Transportation Improvement Program.

Section 4: The Rural Consultation Procedures will be followed to address all changes to the OMEGA SFY 2018 -2021 RTIP.


Section 5: If applicable, any final comments regarding the plan that are received from ODOT, board members, and/or general public will be addressed upon their receipt by OMEGA.

Section 6: If any of these comments result in substantive changes to the OMEGA SFY 2018 - 2021 RTIP, then such changes will be brought forth to the Executive Board for approval.

DATE: April 18, 2017


Raymond Eyler
President


Chris Abbuhl
Secretary


Domenick Mucci, Jr.
Vice-President


Dorothy Skowfinski
Treasurer

OVRDC

**RESOLUTION
OF THE
OHIO VALLEY REGIONAL DEVELOPMENT COMMISSION**

WHEREAS, the Ohio Valley Regional Development Commission is designated as a Regional Transportation Planning Organization (RTPO) by the Governor acting through the Ohio Department of Transportation for Adams, Brown, Fayette, Gallia, Highland, Jackson, Pike, Ross, Scioto, Vinton and part of Lawrence County; and,

WHEREAS, the OVRDC Executive Committee serves as the policy and decision making body through which local governments guide the RTPO's transportation planning process for the OVRDC region: and,

WHEREAS, federal and state directives provide for RTPOs to develop a Regional Transportation Improvement Plan (RTIP), in cooperation with state and local officials; regional and local transit operators; port officials; grant recipients under sections of Title 49, U.S.C., and other affected transportation and regional planning and implementing agencies; and,

WHEREAS, the OVRDC SFY 2018-2021 RTIP records the transportation improvement projects, their scopes of work, funding sources, and funding amount, that will be implemented in the OVRDC RTPO region over the next four years; and,

WHEREAS, the OVRDC SFY 2018-2021 RTIP is fiscally constrained; and,

WHEREAS, the OVRDC SFY 2018-2021 RTIP was developed consistent with the OVRDC's Public Participation Plan and 2040 Comprehensive Transportation Plan and has been recommended for approval by the OVRDC Transportation Committee and has been coordinated with regional and local transit operators and local community officials.

NOW THEREFORE BE IT RESOLVED THAT

- (1) The OVRDC Executive Committee adopts the OVRDC SFY 2018-2021 Regional Transportation Improvement Plan.
- (2) The Executive Committee approves submission of the OVRDC CFY 2018-2021 Regional Transportation Improvement plan to the Ohio Department of Transportation, for inclusion in the Ohio 2018-2021 Statewide Transportation Improvement Plan.

ADOPTED THIS 27th DAY OF April, 2017

Signed:


Shane Wilkin, Chairman

Witnessed:


John W. Hemmings, III
Executive Director & Commission Secretary

RCRPC



RESOLUTION 17-04

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

A RESOLUTION ADOPTING THE TRANSPORTATION IMPROVEMENT PROGRAM FY2018 – FY2021

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

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

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

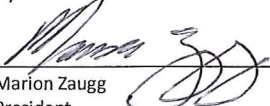
NOW, THEREFORE, BE IT RESOLVED THAT, the Coordinating Committee of the Continuing Comprehensive Land Use and Transportation Program for Richland County:

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

Certification:


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

By:


Marion Zaugg
President

Date

Attest:


Jotika Shetty
Executive Director/Secretary

Date



RESOLUTION 17-06

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

A RESOLUTION CERTIFYING THE URBAN PLANNING PROCESS

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

WHEREAS, In accordance with Fixing America's Surface Transportation Act (FAST Act) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is conducted in accordance with all applicable requirements including;

- a) 23 USC 134, USC 5303 CFR part 450 and this subpart;
- b) Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000 d-1 and 49 CFR Part 21);
- c) 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity
- d) 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in US DOT funded planning process
- e) 23 CFR part 230 regarding the implementation of the equal employment opportunity program on Federal and Federal Aid highway construction contracts;
- f) The provisions of the American with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR parts 27, 37, and 38.
- g) The older Americans Act, as amended (42 USC 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.
- h) Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender; and
- i) Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

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

Certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation problems, that the urban transportation planning process is being carried out in accordance with all applicable federal requirements as outlined in Fixing America's Surface Transportation Act (FAST Act)


Certification:

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

By:

 4-26-17
Marion Zaugg
President

Attest:

 4-26-17
Jotika Shetty
Executive Director/Secretary

SCATS

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

ADOPTION OF THE TRANSPORTATION IMPROVEMENT PROGRAM FY 2018-2021

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

WHEREAS, SCATS has, pursuant to 23 United States Code 134, and 49 United States Code 5303, prepared a Transportation Improvement Program for fiscal years 2018 through 2021; and

WHEREAS, SCATS completed a public involvement process consistent with SCATS Public Participation Plan during the designated period between March 27th and April 7th, 2017; and

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

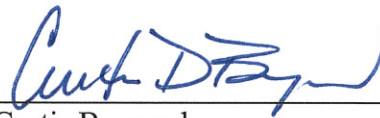
WHEREAS, Section 176(c)(3) of the Clean Air Act Amendments of 1990 requires that the MPO make a determination that the Transportation Improvement Program and the Regional Transportation Plan and Transportation Improvement Program are in conformity with respect to Ohio's State Implementation Plan for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

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

WHEREAS, the projects programmed in the SCATS Fiscal Years 2018 - 2021 Transportation Improvement Program are consistent with the "Year 2040 Transportation Plan for Stark County, Ohio" and were included in the air quality analysis completed for the Plan and found to be in conformity with the State Implementation Plan.

NOW THEREFORE, BE IT RESOLVED:

1. That this Committee approves and adopts the Transportation Improvement Program for Fiscal Years 2018 – 2021 and recommends that its members incorporate the improvements into their planning for transportation improvements in their governmental units.
2. That this Committee affirms that the public had adequate opportunity to comment on the Transportation Improvement Program for Fiscal Years 2018 – 2021.
3. That this Committee affirms the consistency between the Year 2040 Transportation Plan for Stark County, Ohio, the Transportation Improvement Program FY 2018 -2021 and affirms their conformity with the State Implementation Plan for air quality.
4. That this Committee approves the Transportation Improvement Program for fiscal years 2018 through 2021.
5. That this Committee authorizes the staff to provide copies of this Resolution to the appropriate parties as evidence of action by the MPO.



Curtis Bungard
Chair, SCATS Policy Committee

5-22-17

Date

RESOLUTION OF THE POLICY COMMITTEE OF THE STARK COUNTY AREA
TRANSPORTATION STUDYREAFFIRM APPROVAL OF THE TRANSPORTATION PLAN, THE
TRANSPORTATION IMPROVEMENT PROGRAM AND THE CONSISTENCY BETWEEN THE
PLAN, TIP AND THE STATE IMPLEMENTATION PLAN

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

WHEREAS, SCATS has, pursuant to 23 United States Code 134, and 49 United States Code 5303, prepared the "Year 2040 Transportation Plan for Stark County, Ohio", and

WHEREAS, SCATS has, pursuant to 23 United States Code 134, and 49 United States Code 5303, prepared a Transportation Improvement Program for fiscal years 2018 through 2021 approved on May 22^d 2015, and

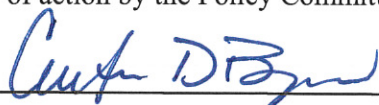
WHEREAS, Section 176(c)(3) of the Clean Air Act Amendments of 1990 requires that the MPO make a determination that the Transportation Improvement Program and the Regional Transportation Plan for the transportation planning area are in conformity with respect to Ohio's State Implementation Plan for attainment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

WHEREAS, a quantitative air quality analysis of the "Year 2040 Transportation Plan for Stark County, Ohio" has been completed in accordance with the requirements specified by the *Fixing America's Surface Transportation* Act (The FAST ACT) and the Clean Air Act Amendment of 1990, and

WHEREAS, the projects programmed in the SCATS Fiscal Year 2018-2021 Transportation Improvement Program are consistent with the "Year 2040 Transportation Plan for Stark County, Ohio" and were included in the air quality analysis completed for the Plan and found to be in conformity with the State Implementation Plan.

NOW THEREFORE, BE IT RESOLVED THAT:

1. This Committee reaffirms its approval of the "Year 2040 Transportation Plan for Stark County, Ohio" as the Transportation Plan for the Stark County area and recommends that its members incorporate the improvements into their planning for transportation improvements in their governmental units, and
2. This Committee reaffirms its approval of the Transportation Improvement Program for fiscal years 2018 through 2021 as the Program of projects to be implemented with federal transportation funds in Stark County.
3. This Committee affirms the consistency between the Transportation Plan, Transportation Improvement Programs and the State Implementation Plan for air quality.
4. This Committee authorizes the staff to provide copies of this Resolution to the appropriate parties as evidence of action by the Policy Committee of the MPO.



Curtis Bungard
Chair, SCATS Policy Committee



Date

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

CERTIFICATION OF THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

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

WHEREAS, the federal regulations pertaining to Urban Transportation Planning, published as 23 CFR 450, require the MPO and ODOT to certify that the transportation planning process cooperatively conducted is in conformance with the regulations, and

WHEREAS, the federal regulations published as 23 CFR 450 require that the urban transportation planning process shall include activities to support the development and implementation of a Transportation Plan and a Transportation Improvement Program and subsequent project development activities to the degree appropriate to the area. These activities have been acted upon by the **MPO by Resolution 2017-13 in May 2017**, and

WHEREAS, the federal regulations published as 23 CFR 450 also require that the planning process is being carried out in accordance with all applicable requirements including:

1. 23 USC 134, 49 USC 5303;
2. The applicable requirements of Sections 174 and 176(c) and (d) of the Clean Air Act as amended [42 USC 7504, 7506(c) and (d)] and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964 as amended (42 USC 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and

WHEREAS, Executive Order 12898 requires that recipients of federal funds make a meaningful effort to involve low-income and minority groups in the process to make decisions regarding the use of federal funds; and also requires that they identify and address any disproportionately high and adverse human health and environmental effects on minority and low income groups, which may result from the implementation of their plans and programs, and

WHEREAS, in accordance with the *Fixing America's Surface Transportation Act (The FAST ACT)*, SCATS, as a Transportation Management Area, is fulfilling its planning responsibilities under the applicable provisions of federal law....

NOW THEREFORE, BE IT RESOLVED

1. That the Policy Committee of the Stark County Area Transportation Study (SCATS) certifies, in consideration of the requirements listed above and to the degree appropriate for the size of the area and the complexity of its transportation problems, that the urban transportation planning process is being carried out in conformance with all applicable federal requirements.
2. This Committee authorizes the staff to provide copies of this Resolution to the appropriate parties as evidence of action by the SCATS Policy Committee.



Curtis Bungard,
Chair, SCATS Policy Committee



Date

TMACOG

**A RESOLUTION OF THE
TOLEDO METROPOLITAN AREA COUNCIL OF GOVERNMENTS
AFFIRMING THAT THE FISCAL YEAR 2018-2021 TRANSPORTATION
IMPROVEMENT PROGRAM CONFORMS TO THE “ON THE MOVE: 2015-2045
TRANSPORTATION PLAN”; APPROVING THE FISCAL YEAR 2018-2021
TRANSPORTATION IMPROVEMENT PROGRAM; AUTHORIZING THE VICE
PRESIDENT OF TRANSPORTATION, IN CONSULTATION WITH THE TIP
COMMITTEE, TO MOVE FORWARD PROJECTS IN THE TIP TO FISCAL YEARS
2018 AND 2019 UNDER CERTAIN CONDITIONS; AFFIRMING THE CONSISTENCY
BETWEEN THE “ON THE MOVE: 2015-2045 TRANSPORTATION PLAN” AND THE
FISCAL YEAR 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM WITH
THE STATE IMPLEMENTATION PLAN; AND AFFIRMING THAT THE FISCAL
YEAR 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM CONFORMS TO
THE ADOPTED ELDERLY AND HANDICAPPED TRANSPORTATION PLAN**

WHEREAS, the Toledo Metropolitan Area Council of Governments (TMACOG) is a voluntary association of local governments and non-governmental partners in northwest Ohio and southeast Michigan, organized on May 31, 1968, and established under Chapter 167 of the Ohio Revised Code and the Michigan Public Act No. 7 (EX-SESS), and has carried out comprehensive metropolitan and regional planning since that date; and

WHEREAS, the Toledo Metropolitan Area Council of Governments (TMACOG) is designated as the Metropolitan Planning Organization (MPO) by the Governor through the Ohio Department of Transportation in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive transportation planning process (Process) for the Toledo Metropolitan Planning Area that results in plans and programs that consider all transportation modes and supports community development and social goals; and

WHEREAS, the MPO has been designated by the United States Department of Transportation (USDOT) and the Ohio Department of Transportation (ODOT) to direct, coordinate, and administer the Process in the Toledo Metropolitan Planning Area as mandated by the Congress in Titles 23 and 49 U.S.C.; and

WHEREAS, The USDOT allocates to the Toledo Metropolitan Planning Organization through ODOT certain Federal-Aid funds for transportation-related projects and activities; and

WHEREAS, the Fixing America’s Surface Transportation (FAST) Act, enacted by Congress in 2015, and the Code of Federal Regulations governing MPOs (23 C.F.R. 450) require that a Transportation Improvement Plan (TIP) be updated every two years and cover at least a four year time period; and

WHEREAS, the FY 2018-2021 TIP was prepared in cooperation with the States of Ohio and Michigan and with transit operators;

WHEREAS, under the FAST Act, TMACOG, as the MPO, selects projects for federal funding in consultation with the states, except for Interstate (I), Bridge (BR), and National Highway System (NHS) projects; and

WHEREAS, under the FAST Act, the states must select Interstate, Bridge, and National Highway System projects in consultation with TMACOG as the MPO; and

WHEREAS, the TMACOG TIP Committee has developed a proposed FY 2018-2021 Transportation Improvement Program that was reviewed through cooperation between TMACOG and ODOT at public meetings on March 30, 2017 at TMACOG, and on April 4, 2017 at ODOT District 2 in Bowling Green and further, the 2018-2021 TIP was subject to a public review and comment period from March 27 through April 7, 2017; and

WHEREAS, the FY 2018-2021 Transportation Improvement Program was prepared consistent with the goals, policies, transportation system improvement projects and strategies, and the fiscal constraints of the “On the Move: 2015-2045 Transportation Plan”; and

WHEREAS, the FY 2018-2021 TIP has been recommended for approval by the TIP Committee on March 27, 2017, and by the Transportation Council on April 5, 2017.

NOW, THEREFORE, BE IT RESOLVED BY THE TOLEDO METROPOLITAN AREA COUNCIL OF GOVERNMENTS:

Section 1

THAT it affirms that the FY 2018-2021 Transportation Plan has been prepared in accordance with the goals, policies, transportation system improvement projects and strategies, and the fiscal constraints of the “On the Move: 2015-2045 Transportation Plan” (2045 Plan) and recommends that its members incorporate the 2045 Plan into their own planning improvements; and

Section 2

THAT it adopts the “Fiscal Year 2018-2021 Transportation Improvement Program (TIP)” and certifies that projects identified therein are consistent with the goals, policies, transportation system improvement projects and strategies, and the fiscal constraints of the “On the Move: 2015-2045 Transportation Plan” (2045 Plan); and

Section 3

THAT, should a project not listed in the first two years of the TIP become eligible for sale during FY 2018 or FY 2019, the Vice President of Transportation, in consultation with the TIP Committee, is hereby authorized to review the project to determine the effect of the sale on other annual element projects, and if he or she determines that the project will not negatively impact the implementation of the program, he or she is authorized to notify ODOT of TMACOG’s concurrence in the advanced sale; and

Section 4

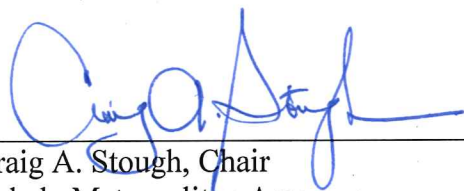
THAT it affirms the consistency between the FY 2018-2021 TIP, the 2045 Plan and the State Implementation Plan; and

Section 5

THAT the FY 2018-2021 TIP is hereby certified as compatible with the adopted Elderly and Handicapped Transportation Plan.

Adopted by the Board of Trustees on April 12, 2017.

Yea -28-, Nay -0-, Abstain -0-



Craig A. Stough, Chair
Toledo Metropolitan Area
Council of Governments (TMACOG)



Tim W. Brown, President
Toledo Metropolitan Area
Council of Governments (TMACOG)

Resolution certifying the urban transportation planning process – **STAFF REPORT**

TOLEDO METROPOLITAN AREA COUNCIL OF GOVERNMENTS
BOARD OF TRUSTEES MEETING AGENDA
APRIL 12, 2017

This resolution certifies that TMACOG is conducting the Urban Transportation Planning Process in accordance with appropriate federal laws and regulations. Specific laws include: The Federal Transit Act; the Clean Air Act; Title VI of the Civil Rights Act of 1964; the Fixing America's Surface Transportation (Fast) Act, the Older Americans Act, and the Americans with Disabilities Act of 1990.

This annual self-certification is required by 23 CFR 450 (MPO Planning regulations) to allow TMACOG to remain certified as a Metropolitan Planning Organization.

THIS PAGE INTENTIONALLY LEFT BLANK.

**A RESOLUTION OF THE
TOLEDO METROPOLITAN AREA COUNCIL OF GOVERNMENTS
CERTIFYING THE URBAN TRANSPORTATION PLANNING PROCESS
IN THE TOLEDO METROPOLITAN AREA IN CONFORMANCE WITH
FEDERAL REQUIREMENTS**

WHEREAS, the Toledo Metropolitan Area Council of Governments (TMACOG) is a voluntary association of local governments and non-governmental partners in northwest Ohio and southeast Michigan, organized on May 31, 1968, and established under Chapter 167 of the Ohio Revised Code and the Michigan Public Act No. 7 (EX-SESS), and has carried out comprehensive metropolitan and regional planning since that date; and

WHEREAS, the Toledo Metropolitan Area Council of Governments (TMACOG) is designated as the Metropolitan Planning Organization (MPO) by the Governor through the Ohio Department of Transportation in cooperation with local elected officials and is authorized to carry out the continuing, cooperative, and comprehensive transportation planning process (Process) for the Toledo area that results in plans and programs that consider all transportation modes and supports community development and social goals; and

WHEREAS, the MPO has been designated by the U.S. Department of Transportation and the Ohio Department of Transportation (ODOT) to direct, coordinate, and administer the Process in the Toledo area as mandated by the Congress in Titles 23 and 49 U.S.C.; and

WHEREAS, the federal regulations pertaining to Urban Transportation Planning, published as 23 CFR 450, require the State and the MPO to annually certify that the cooperative metropolitan transportation planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:

- a) 23 U.S.C. Section 134 (Metropolitan Planning), 49 U.S.C. Section 5303 (Public Transportation), and federal regulations at 23 C.F.R. Part 450 (Planning Assistance and Standards);
- b) Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. Sections 7504, 7506 (c) and (d)) and 40 CFR Part 93;
- c) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. Section 2000d-1) and 49 CFR Part 21;
- d) 49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- e) Section 1101(b) of FAST Act (Public Law 114-94) and 49 CFR Part 26 regarding the involvement of disadvantaged or minority business enterprises in FHWA funded planning projects and FTA funded projects;
- f) 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

- g) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. Section 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
- h) The Older Americans Act, as amended (42 U.S.C. Section 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- i) Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- j) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. Section 794) and 49 CFR Part 27, 37, and 38 regarding discrimination against individuals with disabilities.

WHEREAS, the federal regulations published as 23 CFR 450 require that the urban transportation planning process shall include activities to support the development and implementation of a Regional Transportation Plan and a Transportation Improvement Program and subsequent project development activities to the degree appropriate for the area. These activities have been completed and acted upon by the MPO by separate Resolutions recommended by the Transportation Council; and

WHEREAS, in accordance with the Fixing America's Surface Transportation (FAST) Act, TMACOG, as a Transportation Management Area, is carrying out its planning responsibilities under the applicable provisions of Federal law; and


WHEREAS, this resolution was recommended for approval by the Transportation Council on April 5, 2017.

NOW, THEREFORE, BE IT RESOLVED BY THE TOLEDO METROPOLITAN AREA COUNCIL OF GOVERNMENTS:


THAT it certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation problems, that the Urban Transportation Planning Process is being carried out in conformance with all applicable federal requirements.

Adopted by the Board of Trustees on April 12, 2017

Yea -28-, Nay -0-, Abstain -0-



Craig A. Stough, Chair
Toledo Metropolitan Area
Council of Governments (TMACOG)



Tim W. Brown, President
Toledo Metropolitan Area
Council of Governments (TMACOG)

WWW

**RESOLUTION
OF THE
WOOD-WASHINGTON-WIRT
INTERSTATE PLANNING COMMISSION
CONCERNING
FISCAL YEAR 2018-2021
TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Wood-Washington-Wirt Interstate Planning Commission is designated as the Metropolitan Planning Organization by the Governors of the States of West Virginia and Ohio acting through the West Virginia Department of Transportation and the Ohio Department of Transportation and in cooperation with locally elected officials for Wood (Parkersburg-Williamstown-Vienna-North Hills), and Washington (Marietta-Belpre) Counties; and

WHEREAS, the Wood-Washington-Wirt Interstate Planning Commission has, pursuant to 23 United States Code 123, and 49 United States Code 1602 (a)(2), 1603 (a) and 1604 (g)(i) and (l), caused a Biennial Transportation Improvement Program for Fiscal Years 2018-2021.

NOW THEREFORE BE IT RESOLVED

THAT THIS BOARD APPROVES the Fiscal Year 2018-2021 Transportation Improvement Program (TIP) for the WWW study area consisting of Wood County, West Virginia and portions of Washington County, Ohio including Belpre, Dunham, Warren, Muskingum, Fearing, Marietta and Newport Townships.

BE IT FURTHER RESOLVED that the TIP was subject to the approved public participation process for WWW, and was made available to stakeholders and resource agencies for review and comment through the coordination and consultation process. Any comments received were documented and incorporated into the final document.

So resolved this 10th day of May, 2017.


Randall Rapp, Chairman

DATED: 5.10.17
ATTEST: Randy I. Durst

**RESOLUTION
OF THE
WOOD-WASHINGTON-WIRT
INTERSTATE PLANNING COMMISSION
CONCERNING
CONSISTENCY BETWEEN
LONG RANGE TRANSPORTATION PLAN
AND
TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Wood-Washington-Wirt Interstate Planning Commission is designated as the Metropolitan Planning Organization by the Governors of the States of West Virginia and Ohio acting through the West Virginia Department of Transportation and the Ohio Department of Transportation and in cooperation with locally elected officials for Wood (Parkersburg-Williamstown-Vienna-North Hills), and Washington (Marietta-Belpre) Counties; and

WHEREAS, the Wood-Washington-Wirt Interstate Planning commission has, pursuant to 23 United States Code 123, and 49 United States Code 1602 (a)(2), 1603 (a) and 1604 (g)(i) and (l), caused a Biennial Transportation Improvement Program, and Long Range Multi-Model Transportation Plan be prepared; and

NOW THEREFORE BE IT RESOLVED

That projects identified in the Fiscal Year 2018-2021 Transportation Improvement Program are consistent with the Long-Range Transportation Plan as approved by this board on December 21, 2016.

So resolved this 10th day of May, 2017.


Randall Rapp, Chairman

DATED: 5.10.17
ATTEST: Randy Dust

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

WHEREAS the USDOT Fixing America's Surface Transportation Act (FAST Act) legislation requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with regulations; in accordance with 23 CFR 450.220, the Ohio and West Virginia Department of Transportation and the Wood-Washington-Wirt Interstate Planning Commission, the Metropolitan Planning Organization for the Parkersburg, WV-OH urbanized area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this subpart;
- II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- V. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Wood-Washington-Wirt
Interstate Planning Commission


Signature

CHAIRMAN
Title

3/15/17
Date

Date

West Virginia Department of Transportation


Signature

Title

5/17/17
Date

Date

Ohio Department of Transportation


Signature

District Deputy Director
Title

2/21/17
Date

Date