

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM



State Fiscal Years 2018-2021
May 2017

transportation.ohio.gov/stip



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INTRODUCTION & OVERVIEW

The Statewide Transportation Improvement Program—STIP—is a short range planning document developed and maintained by the state transportation department as required per federal regulations. It provides an integrated process for transportation planning and transportation project selection.

The Ohio Department of Transportation (ODOT) develops the STIP in cooperation with Ohio's Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Organizations (RTPOs), and local officials in accordance with ODOT's Rural Consultation Process. The MPOs and RTPOs develop a Transportation Improvement Program (TIP) in which ODOT reviews, approves as the Governor's designee, and includes by reference the resulting projects, schedules, and funding into the STIP.

The STIP documents how decisions are made regarding which projects will be funded to ensure an integrated long range transportation plan; and how ODOT will manage the use of those funds to ensure a fiscally constrained program over the STIP period. The STIP is

designed to document analyses of the overall transportation program that demonstrates how the group of projects meets constraints and regulations required by federal law.

The STIP provides Ohio's transportation stakeholders and the public a fiscally sound overview of the transportation improvement projects scheduled for some phase of implementation during the four-year period. The STIP also serves as the reference document required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for use in approving federal funds for transportation projects in Ohio.



Requirements

The requirements and regulations for the STIP and the MPO TIPs are summarized below and addressed within this document. For additional federal guidance, please reference: 23 USC 134 and 135, 49 USC 53, 23 CFR 450 and 500 and 49 CFR 613.

ISTEA (1991)

TEA21 (1998)

SAFETEA-LU (2005)

MAP-21 (2012)

FAST Act (2015)

Under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, each state was required to develop a STIP. The Transportation Equity Act for the 21st Century (TEA21) Act of 1998 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005 continued to define the STIP/TIP development process. On July 6, 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law. MAP-21 created a streamlined, performance-based, multimodal program to address the many challenges facing the U.S. transportation system. On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law which provides long-term federal funding certainty for surface transportation infrastructure planning and investment over fiscal years 2016 through 2020. It supports and continues the overall performance management approach as established in MAP-21. Information on the FAST Act may be found at: <https://www.fhwa.dot.gov/fastact/>.

Time Period: The STIP shall cover no less than a four year period and be updated at least every four years. ODOT and the MPOs have established a two year update cycle.

Specific Project Information: The STIP is responsible to list capital and non-capital surface transportation projects that use a variety of federal funds or regionally significant projects requiring FHWA or FTA action. For each project, or project phase, the STIP shall in-

clude sufficient descriptive material including work type, termini, length, total estimated cost, estimated amount of federal funds, and responsible agency. Statewide Line Item (SLI) Grouped Projects may be used for projects that are not considered to be of appropriate scale for individual identification (see Section 5 and Appendix 5).

Air Quality Conformity: The conformity process assures that federally supported highways and transit activities identified in Transportation Plans, Programs (this STIP) and projects are consistent with the purpose of the State Air Quality Implementation Plan (SIP). Section 2 provides detailed information on Ohio's air quality conformity.

Environmental Justice (EJ): Transportation program EJ regulations are embodied in US Department of Transportation Order 5610.2(a), Executive Order 12898, FHWA Order 6640.23A, and FTA Circular 4703.1. The STIP shall document that the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, are sought out and considered. The implementation of the STIP shows that targeted populations are not disproportionately affected. ODOT's EJ Analyses is documented in Section 3 along with ODOT's Title VI and ADA compliance.

Public Involvement: The STIP process shall provide opportunity for public review and comment on the development of the STIP. Section 4 and Appendix 2 of

this document summarizes the public involvement for the 2018-2021 STIP development period. ODOT's Planning Program Public Involvement Process is found at: <http://www.dot.state.oh.us/Divisions/Planning/SPR/StatewidePlanning/Pages/Public-Involvement.aspx>.

Financial Plan: The STIP shall include a financial plan including system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation. Section 10 of this document discusses the expected financial resources and summarizes fiscal constraint for the STIP.

Consistency with Long-Range Transportation Plan: Each project or project phase in the Ohio STIP shall be consistent with Ohio's Statewide Transportation Plan, [ACCESS OHIO](#), in accordance with the FAST Act.

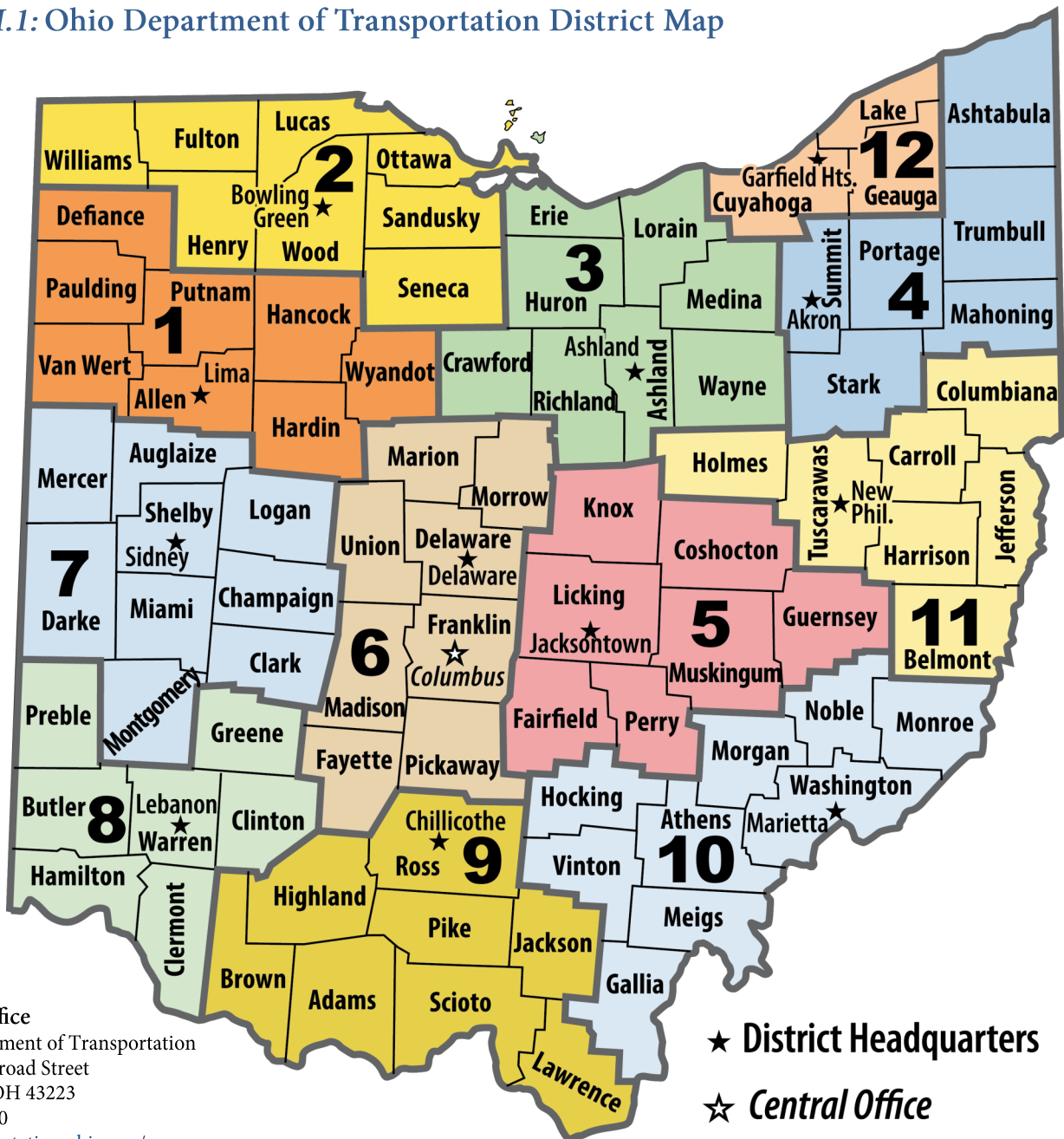
Self-Certification: In accordance with Title 23 CFR 450.220(a), ODOT certifies to FHWA and FTA that its comprehensive transportation planning process is conducted in accordance with all applicable federal requirements of:

1. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. 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;
5. 23 CFR part 230, regarding implementation of an

- equal employment opportunity program on Federal and Federal-Aid highway construction contracts;
6. 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;
7. 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;
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. 23 U.S.C. 324, 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.



Figure I.1: Ohio Department of Transportation District Map



Central Office
Ohio Department of Transportation
1980 West Broad Street
Columbus, OH 43223
614-466-7170
www.transportation.ohio.gov/

District 1
1885 N. McCullough St.
Lima, OH 45801-0040
419-222-9055

District 2
317 East Poe Rd.
Bowling Green, OH 43402-1330
419-353-1468

District 3
906 Clark Ave.
Ashland, OH 44805-1989
800-276-4188 or 419-281-0513

District 4
2088 S. Arlington Road
Akron, OH 44306
330-786-3100

District 5
9600 Jacksontown Rd.
Jacksontown, OH 43030
740-323-4400

District 6
400 East William St.
Delaware, OH 43015
740-833-8000

District 7
1001 St. Marys Ave.
Sidney, OH 45365-0969
888-200-9919 or 937-492-1141

District 8
505 S. State Route 741
Lebanon, OH 45036-9518
800-831-2142 or 513-932-3030

District 9
650 Eastern Ave. P.O. Box 467
Chillicothe, OH 45601
888-819-8501 or 740-773-2691

District 10
338 Muskingum Dr. P.O. Box 658
Marietta, OH 45750
800-845-0226 or 740-568-3900

District 11
2201 Reiser Ave.
New Philadelphia, OH 44663
330-339-6633

District 12
5500 Transportation Blvd.
Garfield Heights, OH 44125-5396
800-732-4896 or 216-581-2100

**Figure I.2: Ohio Planning Organizations—Metropolitan and Regional****NOTE:**

Appendix 3 contains contact information for Ohio's Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Organizations (RTPOs) as shown in Figure I.2.

OHIO'S TRANSPORTATION SYSTEM

Highways

- Ohio is a single day's drive from 60% of the U.S. and Canadian population.
- Ohio has the nation's 4th largest interstate system with over 6,800 lane miles.
- Ohio has the nation's 2nd largest total number of bridges with 43,537.
- Trucks moved 936 million tons of freight on Ohio's roadways valued at \$1.67 trillion in 2007.

Maritime

- Ohio has approximately 736 miles of navigable waterways
- Ohio has the first container service called the Cleveland Express to Europe and India on the Great Lakes.
- The Ohio River has the first and second largest Inland Water Ports in America with the #1 Port of Huntington Tri-State and the #2 Ports of Cincinnati & Northern Kentucky.
- Ohio's 341 public/private ports and terminals have a \$6.5 billion annual impact on the economy.

Public Transit

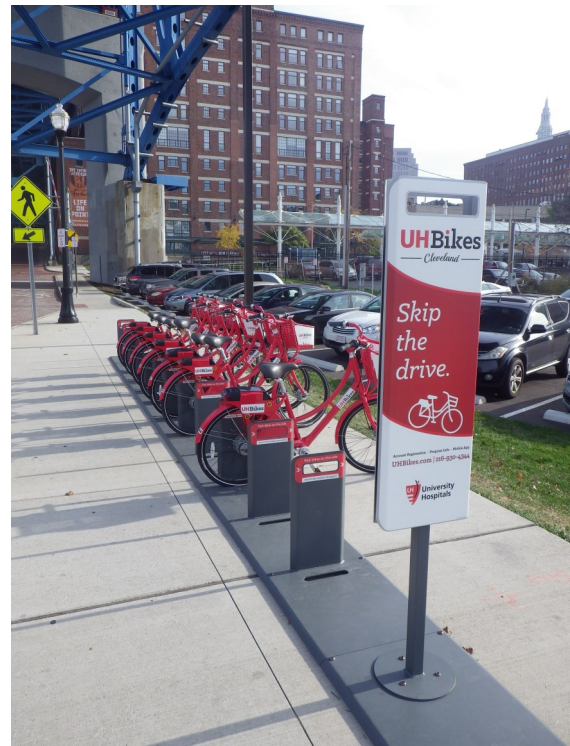
- Ohio has the 14th highest transit ridership in the nation.
- Ohio has 27 urban and 34 rural transit systems.
- Ohio's transit systems provide an estimated 500,000 rides each work day.

Aviation

- Ohio has 155 public use airports.
- Ohio's 7 commercial airports average 11 million passengers each year.
- Ohio's aviation industry contributes over \$10 billion in economic activity and helps create more than 142,000 jobs in the state.

Bicycle/Pedestrian

- 57% of Ohioans own at least 1 bicycle.
- The Ohio to Erie Trail, connecting Cincinnati to Cleveland, was ranked the 29th best trail in America by Complex Magazine.
- Ohio is ranked 16th in the nation in the League of American Bicyclists, bicycle friendly state survey.



Freight Rail

- Ohio is 4th in the nation in total active rail miles with 5,288 route miles.
- Ohio has intermodal connections to both CSX National Gateway and Norfolk Southern Heartland Corridor.
- Ohio has the 6th largest number of railroad companies.
- Ohio is 6th in the U.S. for rail tons originating by state.

SECTION 1: STIP DEVELOPMENT, IMPLEMENTATION, & REVISIONS

The STIP development, implementation, and revision process is a coordinated effort between ODOT, the MPOs, RTPOs, and local officials.

Development

The STIP development process encourages a thorough review of each program within the four years of the STIP; thus, STIP development begins biennially with Rural Consultation meetings. Coordination continues between ODOT, the locals, RTPOs, and MPOs for project selection, programming, and budgeting as each program must be reasonable fiscally constrained for each fiscal year. The cooperative review of planned and programmed projects creates a comprehensive project list that reflects the four year transportation program in the STIP and TIPs. Air quality conformity and EJ analyses along with a reasonably fiscally constrained financial plan and public involvement process are additional vital components included to provide a continuing, comprehensive planning document.

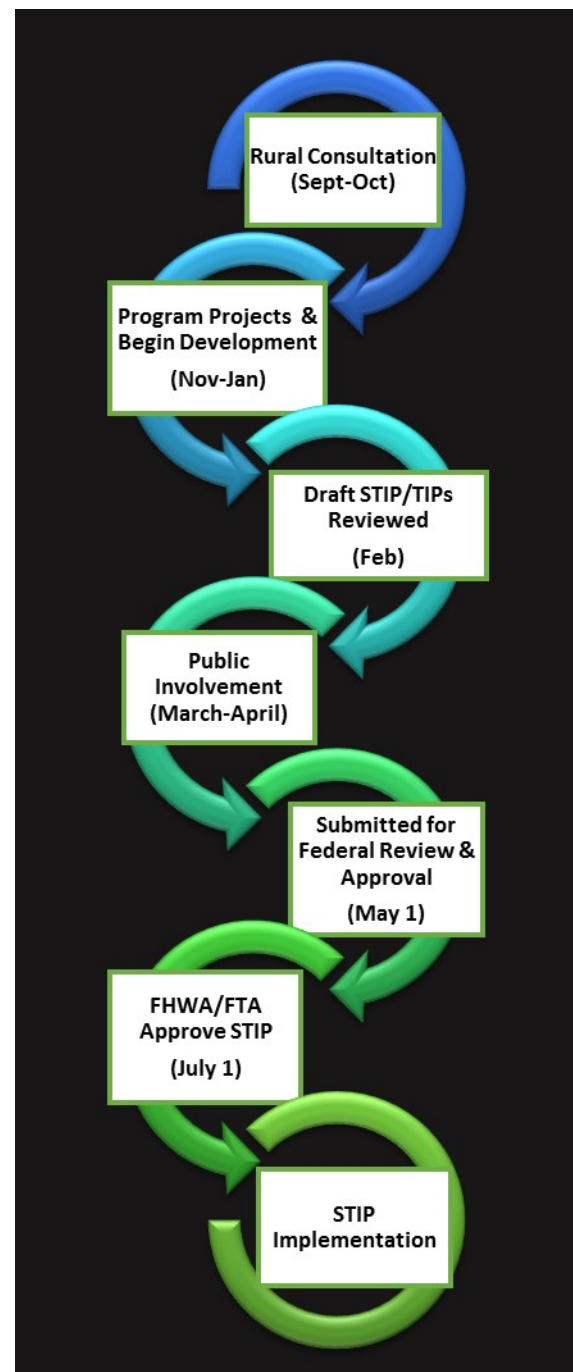
Figure 1.1 shows the general development process flow and schedule.

Implementation

Upon receiving federal approval, the new STIP and TIPs are implemented and posted to the Ohio STIP website and applicable MPO and RTPO websites. Projects in the approved STIP/TIPs may then be advanced as identified and scheduled.

Additional information regarding the STIP development process is found in the 2018-2021 STIP-TIP Development Guidance which is available on the Ohio STIP website: transportation.ohio.gov/stip.

Figure 1.1: Ohio STIP Development Process



Revisions

As the STIP is a dynamic schedule of agreed upon priority programs and projects, it is regularly reviewed and revised to accommodate the changing needs of the schedules, funding, and system.

Revisions to the STIP are completed by either administrative modifications or amendments per the *Procedures for Ohio Statewide Transportation Improvement Program (STIP) Amendments and Administrative Modifications*.

Administrative Modifications are minor revisions to the STIP/TIP that do not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas). STIP Administrative Modifications are processed on an as needed basis in coordination with applicable MPOs and RTPOs.

Amendments are major revisions to the STIP/TIP that require federal approval, require public review and comment, re-demonstration of fiscal constraint, and/or a conformity determination. STIP Amendments are processed in coordination with all applicable MPOs and RTPOs on a quarterly schedule—January, April, July, and October. Special Amendments are completed as warranted.

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

1. Fiscal constraint must be maintained,
2. Transportation conformity requirements must be met for air quality non-attainment and maintenance areas, and
3. There must be an appropriate level of public involvement.
 - * In MPO areas, the STIP/TIP revisions shall be coordinated through the MPO's current adopted public participation process.
 - * In non-metropolitan areas, public involvement for STIP revisions will be coordinated by the applicable RTPO and/or ODOT District Office.

The *Procedures for Ohio Statewide Transportation Improvement Program (STIP) Amendments and Administrative Modifications* may be found on the Ohio STIP website.



SECTION 2: AIR QUALITY CONFORMITY

The US Environmental Protection Agency (US EPA) establishes National Ambient Air Quality Standards (NAAQS) for the entire United States. The standards are for a variety of pollutants, including transportation sector related ozone, carbon monoxide, particulate matter, and nitrogen dioxide pollutants. US EPA, through its partner state air quality agencies, monitors actual localized (regional) pollutant levels to assess regional compliance with the NAAQS.

If, through US EPA's monitoring, a particular region of the nation is identified as not meeting an individual air quality standard, US EPA designates the region as a Nonattainment Area. Following a nonattainment designation, the affected state and region are required to develop a plan recording the pollution reduction strategies that will be implemented to enable the region to meet and maintain the air quality standard. This plan is referenced as a State Implementation Plan (SIP). The SIP quantifies pollutant emission contributions from three principal sectors of the economy – transportation, industry, and consumer activity that are needed for areas to begin meeting the respective NAAQS. Once an area subsequently begins meeting the standard, US EPA re-designates the affected region as a Attainment/Maintenance Area. Ohio includes designated nonattainment/maintenance areas for three separate US EPA air quality standards: 2006 24-Hour Small Particulates ($PM_{2.5}$), 2012 Annual Small Particulates ($PM_{2.5}$), and 2008 8-hour Ozone. (Refer to **Figure 2.1**).

Joint US EPA and US DOT regulations, embodied in 40 CFR 93, establish and define the linkage between transportation system investments and the SIP process for meeting and maintaining the national air quality standards. The regulations identify a process called Transportation Conformity, whereby US DOT funded or approved projects in air quality nonattainment and maintenance areas are analyzed to demonstrate their consistency with the SIP. The conformity process as-

ures that federally supported highway and transit activities identified in Transportation Plans, Programs (this STIP), and projects “are consistent with (conform to) the purpose of the state air quality implementation plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards (NAAQS).” US DOT must issue a formal Conformity Determination for nonattainment and maintenance area MPO Transportation Plans and the STIP (inclusive of MPO TIPs) concurrent with approving the STIP and prior to approving federal funding for “regionally significant” (capacity additions) transportation system improvement projects identified in the STIP.

Conformity for MPO Transportation Plans and Programs (this STIP) is established based on analyses of estimated aggregate regional emissions resulting from vehicles traversing the transportation networks the will result from implementing the transportation improvement projects documented in Transportation Plans and the STIP. The aggregate Plan/STIP networks' emissions (pollution) estimates are then compared to maximum allowable mobile source emission thresholds (SIP mobile source budgets) identified in the SIP. Conformity is demonstrated when the Plan/STIP emissions are below the SIP emissions thresholds/budgets. Separate individual project level conformity analyses are performed sep-

arately and are typically documented in federally required environmental publications.

Ohio's Ozone and PM_{2.5} nonattainment and maintenance areas are concentrated around Ohio's major metropolitan regions. The areas' geographic boundaries encompass counties that are within the boundaries of an Ohio MPO and non-MPO area (rural) counties. This geography results in projects necessitating air quality conformity analyses being recorded in both the MPO TIPS and, in non-MPO counties, the STIP. Similarly, the resulting conformity analyses combine both MPO and non-MPO geography and data inputs to develop emissions data needed to provide complete geographic coverage for each Ohio nonattainment/maintenance area conformity demonstration. ODOT and the affected MPOs engage in interagency consultation and coordination to complete the conformity demonstrations. The complete air quality conformity documentation for each Ohio nonattainment/maintenance area is included in the affected MPO TIP.

Ohio's air quality interagency consultation partners – US DOT, US EPA, OEPA, MPOs, and ODOT – collectively reviewed the status of each Ohio air quality area and established a strategy for each area's regional transportation conformity demonstration for this 2018-2021 STIP/TIP. **Figure 2.2** identifies each area's strategy – new regional emissions analysis, reliance on previous analysis. Interagency consultation via email correspondence and conference calls to review and confirm these strategies were held during December 2016. Interagency consultation documentation is included in the MPOs' TIPS.

Note: ODOT consulted electronically with its District partners to identify regionally significant projects for non-MPO areas. ODOT Districts 4, 5, 6, 8, and 11 each

confirmed that no regionally significant projects in their rural air quality area geographies are programmed for SFYs 2018-2021.



Figure 2.1: Ohio Air Quality Areas and Ozone Standard Map

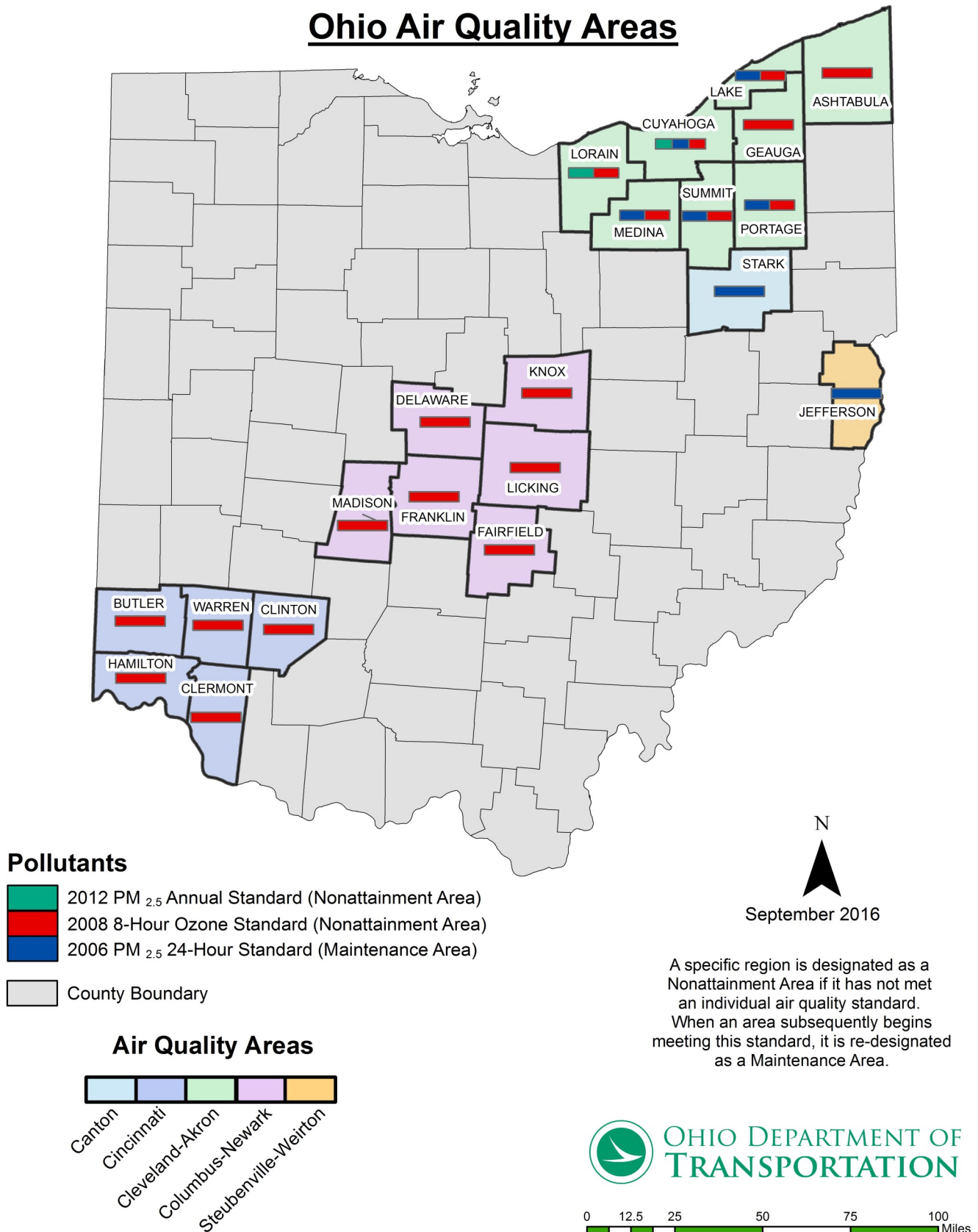


Figure 2.2: Air Quality Conformity Strategy Table

Ohio 2018-2021 STIP/TIP Air Quality Conformity Strategy						
Ohio Air Quality Area	Conformity Status		Air Quality Status			Comments
			Ozone	PM _{2.5}		
	Current US DOT Conformity Determination	2018-2021 TIP Conformity Strategy	2008 8-Hour Standard Non-Attainment	2006 24-Hour Standard Maintenance	2012 Annual Standard Non-Attainment	
Canton	5/28/13	Reliance on previous emissions analysis - 40 CFR 93.122(g)		X		SCATS' 2040 T-Plan conformity lapse date is 6/15/17. Conformity for SCATS' 2040 T-Plan update will be established based on a new emissions analyses, leading to a new US DOT conformity determination effective 6/15/17. SCATS' MPO and US DOT conformity determinations for the 2018 - 2021 TIP will be advanced consistent with the emissions analysis conducted for the T-Plan Update.
Cincinnati	11/18/16	New Emissions Analysis	X			Cincinnati area still nonattainment for 1997 PM _{2.5} standard. Redesignation to attainment NPRM published 1/4/17.
Cleveland/Akron	5/15/13	New Emissions Analysis	X	X	X	AMATS and NOACA T-Plans quadrennial update conformity lapse date - 6/15/17. NOACA's June 9, 2017 Board meeting schedule may preclude federal agencies' ability to issue a new US DOT NOACA 2040 T-Plan conformity determination by 6/15/17. If so, the AMATS and NOACA 2040 T-Plan and 2018 TIP US DOT conformity determination will be issued concurrent with the July 1, 2017 Ohio 2018 - 2021 STIP approval.
Columbus/Newark	5/12/16	New Emissions Analysis	X			
Steubenville	7/12/16	New "Qualitative" Regional Conformity Determination		X		2006 PM _{2.5} 24-Hour Standard SIP Mobile Source Insignificance Finding

Note 1: US EPA revoked the 1997 8-Hour Ozone Standard, effective 4/6/15.

Note 2: US EPA revoked the 1997 PM_{2.5} Annual Standard, effective 10/24/16.

SECTION 3: EJ, ADA, & TITLE VI COMPLIANCE

Environmental Justice (EJ)

EJ is “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies. Fair treatment means that no group of people, including racial, ethnic, or socio-economic groups should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local and tribal programs and policies.”

Through provisions in federal law dating back to the Intermodal Surface Transportation Efficiency Act (ISTEA), state Departments of Transportation must evaluate the effect of transportation programs, projects and policies on low income and minority populations. These populations will be referred to as target populations. The following sections identify target populations and provide an analysis of the impacts of STIP projects on these populations.

Part 1: Identifying Target Populations

Part 2: Analysis of public involvement opportunities for target populations

Part 3: Analysis of disproportionately high and adverse impacts on target populations

Part 4: Analysis of proportionate share of benefits for target populations

Part 1: Identifying Target Populations

For the EJ analysis ODOT identified target census tracts for minority and poverty populations. Below are the definitions that were used to determine minority and poverty populations.

Minority: All individuals that are not 100% white.

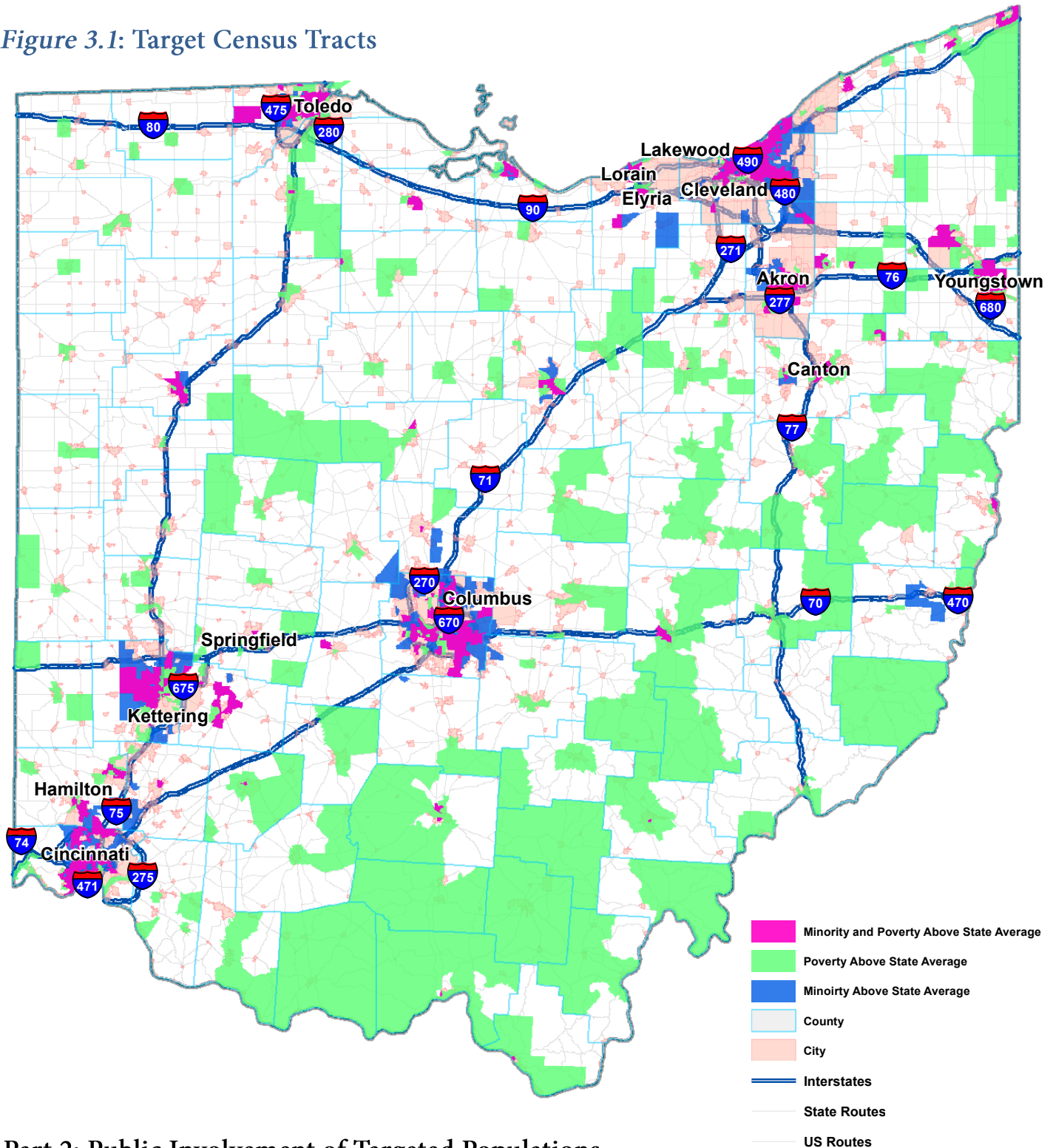
Poverty: All individuals whose 2014 income was below the poverty level as determined by the US Department of Health and Human Services.

A census tract was considered a target for minorities if the percent of minorities in the census tract exceeded the percent of minorities in the state, which is 17.4%. A census tract was considered a target for poverty if the percent of individuals whose income was below the poverty level exceeded statewide levels of 15.8%.

A map of target minority and poverty census tracts is shown in **Figure 3.1** on the next page. As can be seen, target minority census tracts seem to cluster around Ohio’s larger cities, while target poverty census tracts are more widespread around cities of all sizes as well as large sections of rural regions, particularly in the rural regions of Southeast Ohio.



Figure 3.1: Target Census Tracts



Part 2: Public Involvement of Targeted Populations

The general public, including low income and minority populations, have several opportunities to participate in ODOT's program decision making process. Opportunities to provide input on the STIP are explained in detail in **Section 4: Public Involvement**. Additionally, this environmental justice analysis is available for review providing people the opportunity to comment if they disagree with the methodology of this EJ analysis.



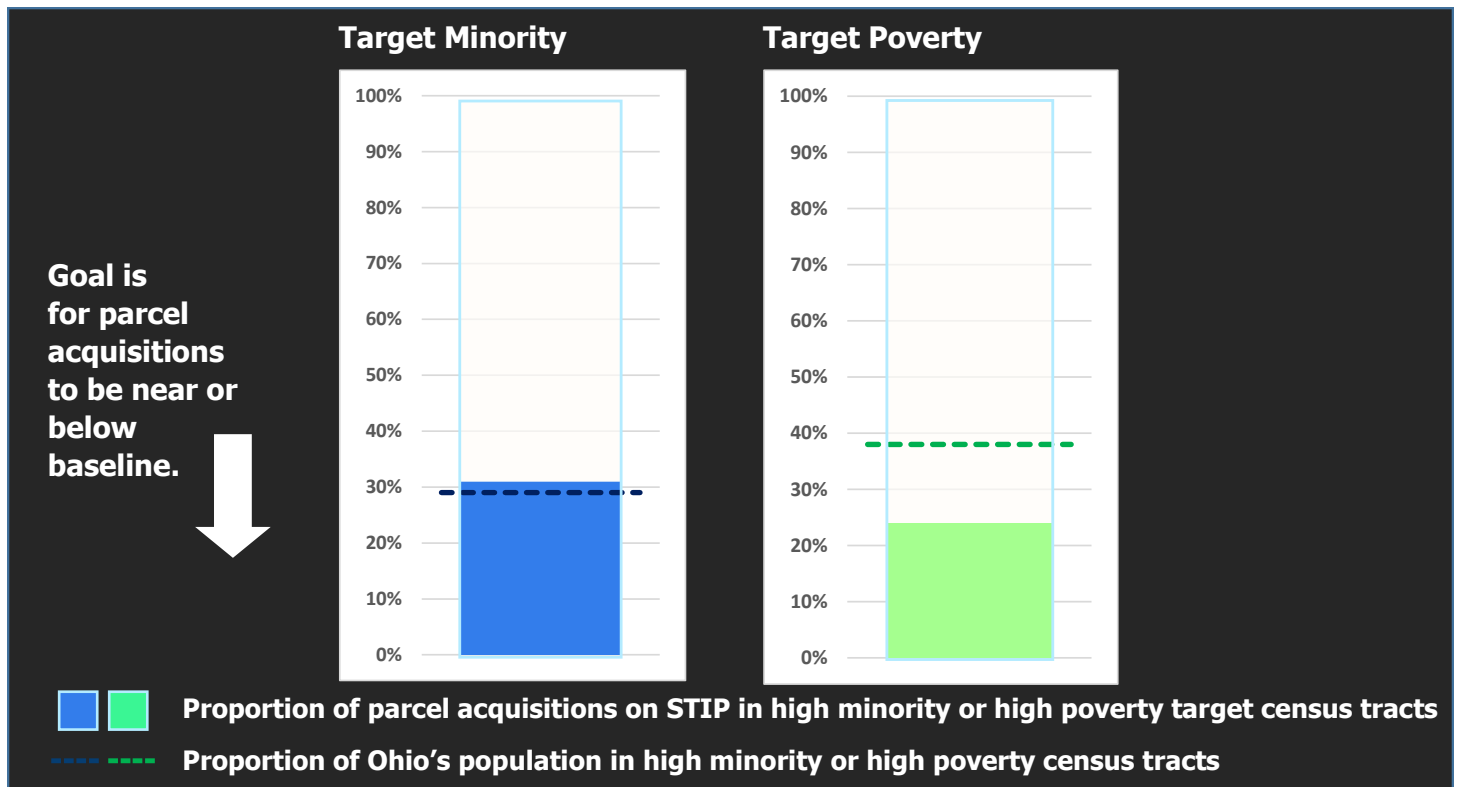
Part 3: Analysis of Disproportionately High and Adverse Impacts

Transportation investments in a community are often viewed as a benefit—typically improving safety, access, and/or road conditions. There is, however, the potential for these transportation improvements to have adverse impacts too. For example, projects that require property acquisition are burdensome to landowners and can potentially fragment neighborhoods. While there are regulations in place to minimize the negative impacts of transportation projects, part of the environmental justice analysis is to ensure that minority and low income populations do not bear an unreasonably high proportion of these negative impacts.

Figure 3.2 shows the proportion of all STIP period property acquisitions in target minority and poverty census tracts compared to the proportion of Ohio's

population living in these census tracts. Approximately 5,000 parcel acquisitions will be acquired as part of the projects on the upcoming STIP. In target minority census tracts, where approximately 28% of Ohio's population lives, 31% of STIP project property acquisitions will occur. In target poverty census tracts, where approximately 38% of Ohio's residents live, 24% of STIP project property acquisitions will occur. As shown the proportion of property acquisitions in target minority census tracts is slightly higher than the proportion of people living in minority areas. This, however, is expected since much of the target minority census tracts are located in larger cities where land is divided into smaller parcels and therefore a larger percent of properties exist. In looking at Figure 3.2 it is reasonable for ODOT to conclude that target minority and poverty census tracts do not bear a disproportionately high adverse impact from the transportation projects on the upcoming STIP.

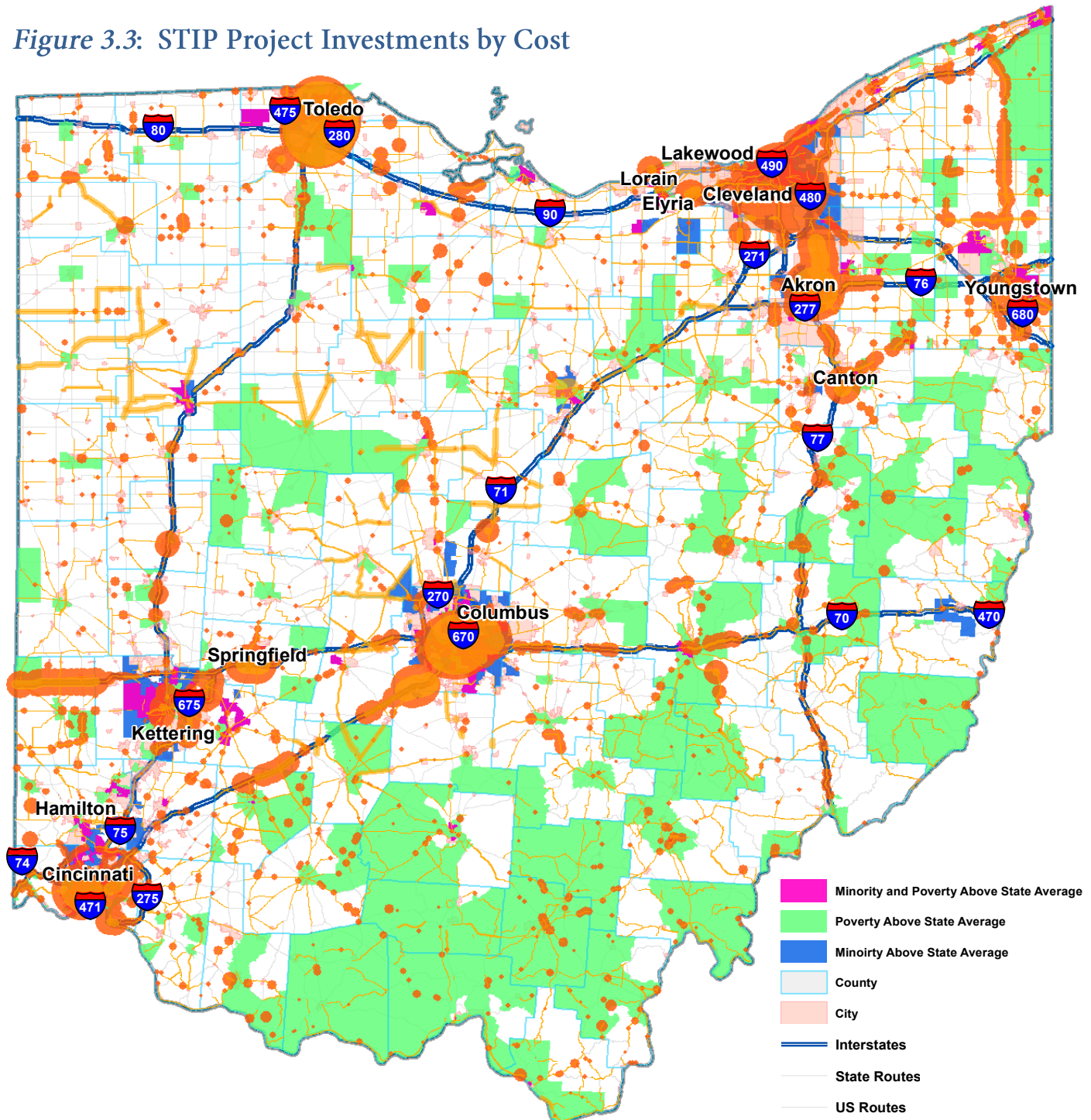
Figure 3.2: STIP Project Property Acquisitions in Target EJ Areas



Part 4: Analysis of Proportionate Share of Benefits

This section of the EJ analysis will compare STIP project investments to the percent of roads and bridges in target EJ census tracts. **Figure 3.3** shows STIP projects overlaid on the target population map. The size of the road segments and bridges is proportional to the cost of each project. As can be seen in **Figure 3.3**, the majority of the highest cost projects on the STIP are located in Ohio's larger cities. These cities are also where minority populations often cluster and are often high poverty locations too.

Figure 3.3: STIP Project Investments by Cost



Figures 3.4 and 3.5 quantify the number of road miles improved on projects, bridges improved on projects, and air quality improvements, that will take place in target minority and poverty census tracts as a result of STIP projects. As shown, target areas will receive a proportionate share of benefits from STIP Projects.

Figure 3.4: Bridge Project Investments in Target EJ Areas

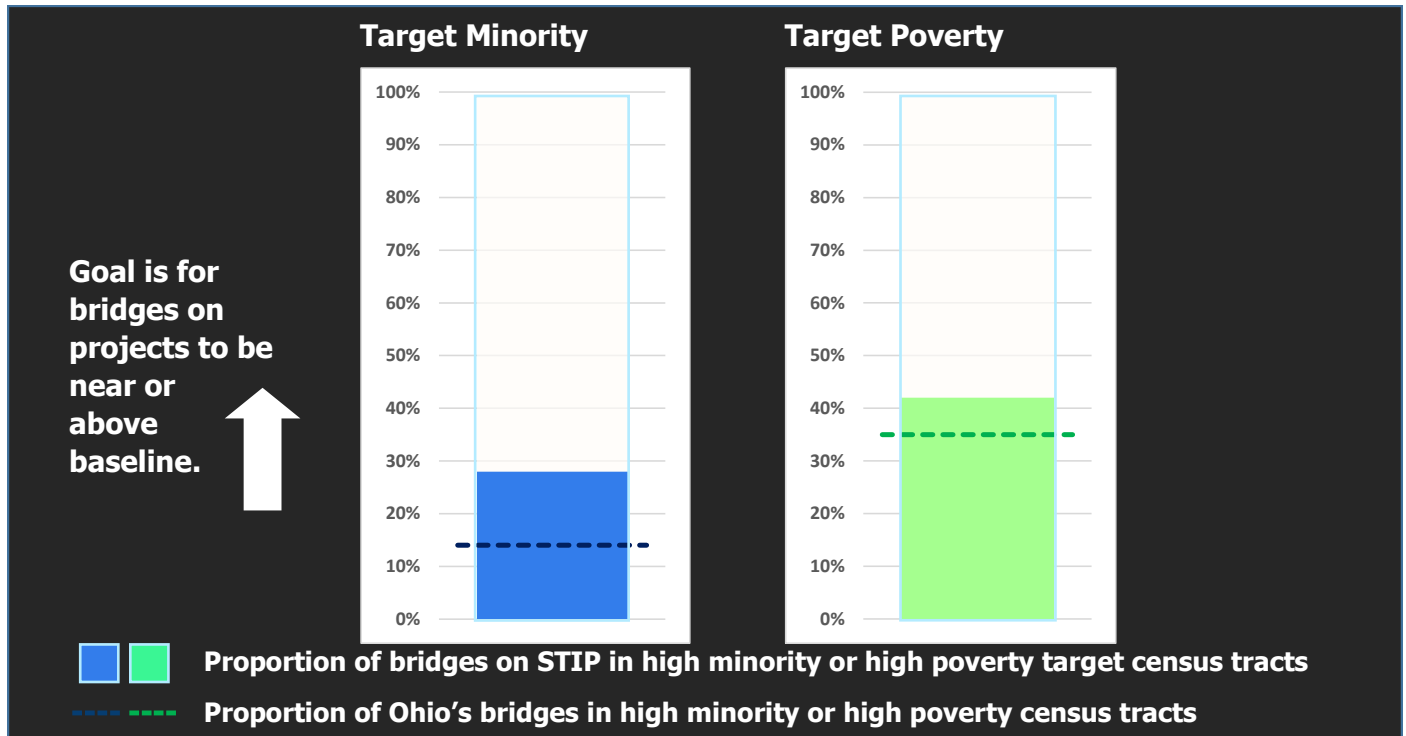


Figure 3.5: Roadway Investments in Target EJ Areas

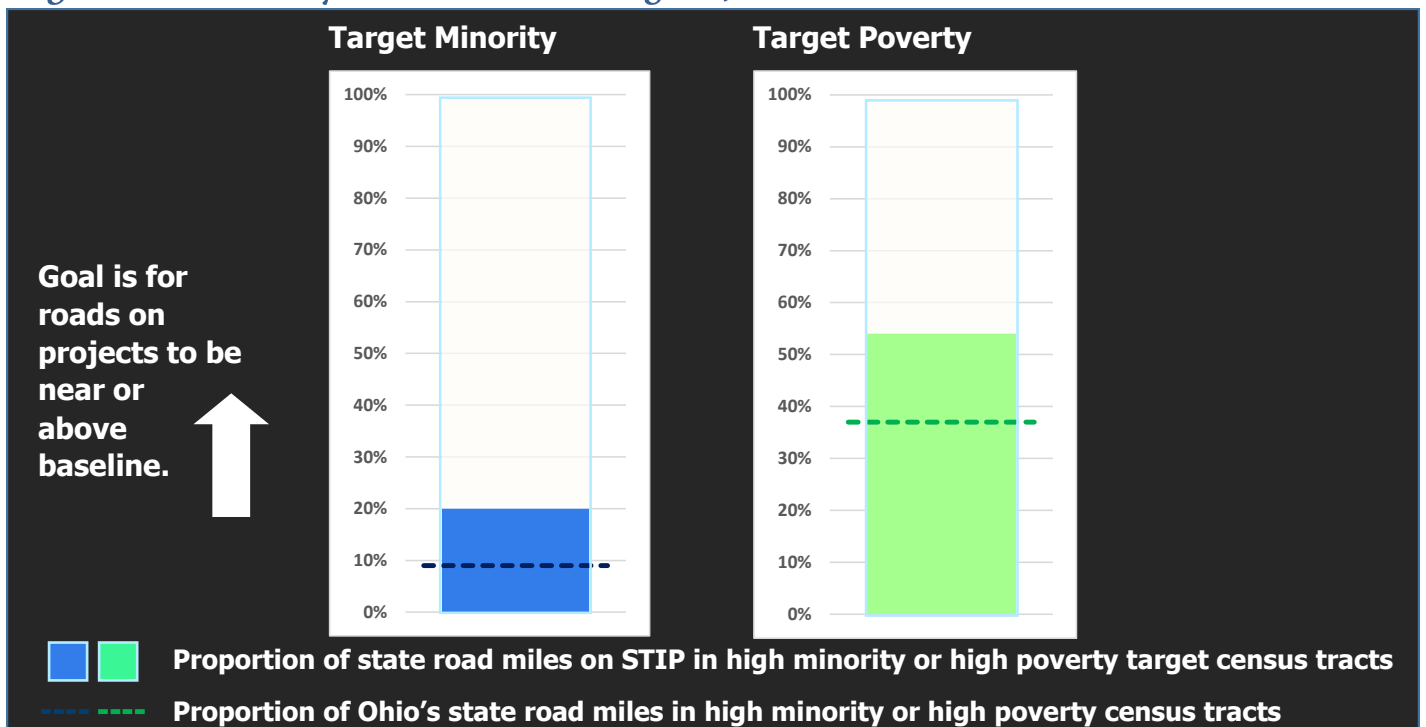
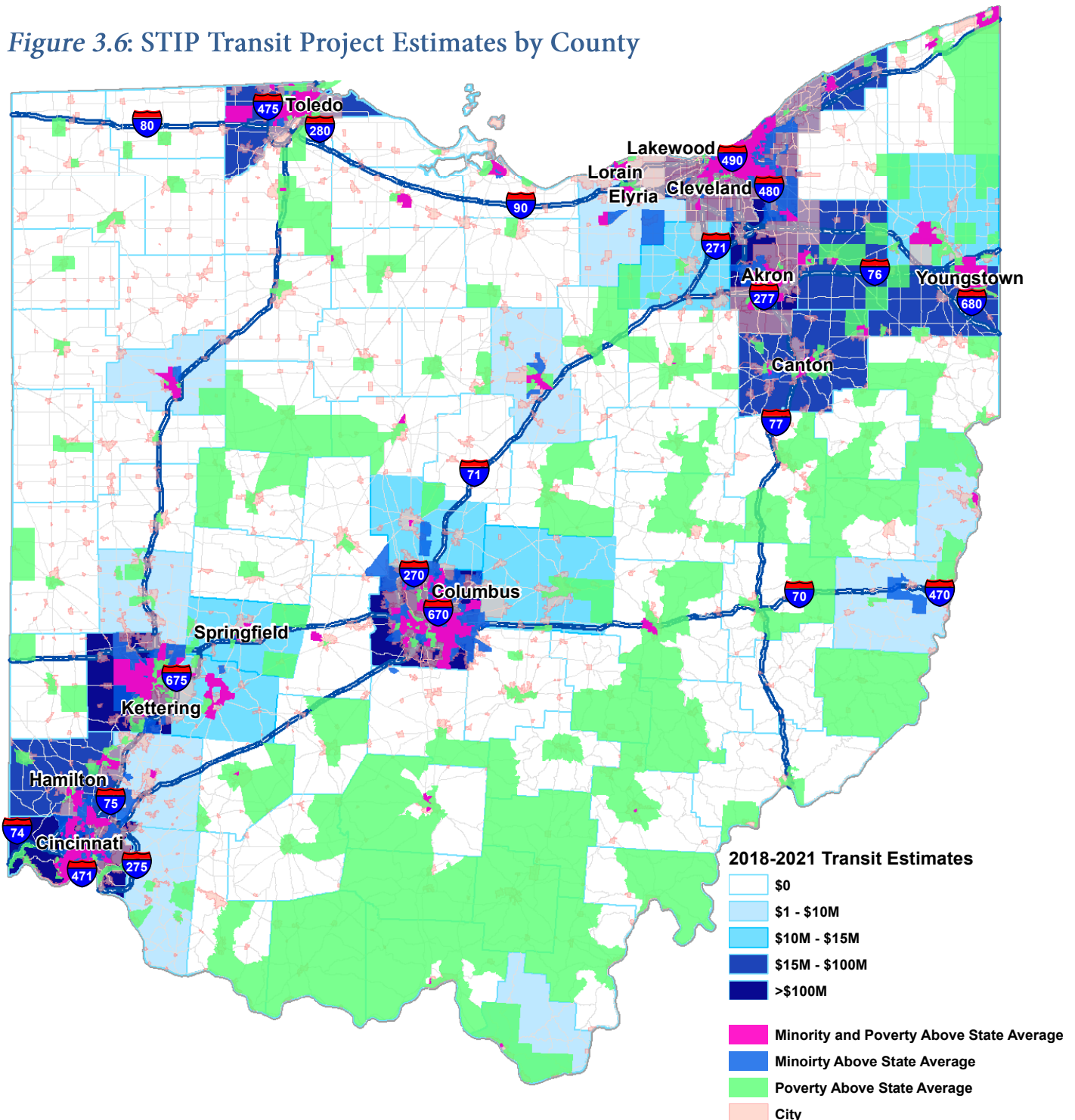


Figure 3.6 shows the counties that have transit funding on the 2018-2021 STIP. As can be seen, the majority of STIP transit funding is in Ohio's large cities, which is where the majority of target minority census tracts are and where many target poverty census tracts are. In fact 90% of the population in Ohio's target minority census tracts are in counties that will receive transit funding on the 2018-2021 STIP as are 70% of the population in Ohio's target minority census tracts. It is reasonable to conclude that target minority and poverty regions will receive a proportionate share of benefits from transit expenditures on the upcoming STIP.

Figure 3.6: STIP Transit Project Estimates by County



Conclusion

ODOT has reviewed the targeted population areas and the projects scheduled in those areas within the four year STIP. Based upon this review, ODOT believes that a reasonable distribution of benefits is scheduled to be made with this program of projects. This includes all projects, transit, maintenance and new construction. In addition, ODOT could not identify any “disproportionate burden” on any targeted population in Ohio from projects listed in this STIP. The review of the EJ impacts of the specific projects is or will be evaluated and addressed through mitigation, minimization, or avoidance as part of the project development and NEPA processes.

Note: Specific regional or county EJ maps may be obtained by contacting the applicable MPO, RTPPO, or the ODOT Office of Program Management.



ADA

The purpose of The Americans with Disabilities Act (ADA) of 1990 is to ensure that people with disabilities have the same opportunities to participate in the mainstream of American life—including participating in State and local government programs and services, including being able to use the transportation system in an accessible and safe manner.

An integral component of the ADA planning process is for local government and transportation infrastructure owners, to prepare and implement ADA Self-Evaluations and Transition Plans that inventory accessibility conditions, define strategies, and prioritize schedules for implementing fully accessible pedestrian networks.

Ohio's transportation planning partners—ODOT/MPOs/RTPOs—are incorporating ADA Self-Evaluation and Transition Planning into their regional transportation planning programs, as follows:

- Surveying member local governments to establish and determine whether they have active ADA Self-Evaluations and Transition Plans.
- Serving as a resource for ADA Transition Plan information and requirements and serving as a clearing house for member local governments.
- Reviewing local government transportation improvement project funding requests for consistency with ADA accessibility standards.
- Assisting member local governments in surveying their transportation infrastructure to develop ADA inventories.

ODOT is committed to ADA and Section 504 of the Rehabilitation Act of 1973 (504). ODOT has completed the following steps in incorporating ADA/504 planning into its programs and services:

- ODOT conducted an initial ADA/504 Self-

Evaluation of its assets and made that document available for public review and comment in May of 2010.

- ODOT completed, submitted to the Federal Highway Administration, and published its first ADA/504 Transition Plan on February 10, 2012.
- ODOT published an updated ADA/504 Transition Plan highlighting the deficiencies it has worked to correct on January 22, 2014.

ODOT is currently working on a comprehensive asset management and collection web-based application tailored to ADA/504 specifications. This data collection piece will be integral in long-term data management and planning. ODOT is also currently conducting an updated full review of its facilities and is beginning the updated comprehensive data asset collection for its assets in the rights-of-way (i.e., curb ramps, sidewalks, pedestrian signal heads, and bridges with pedestrian access). ODOT is working closely with its Office of Local Technical Assistance (LTAP) to build and provide training classes, webinars, and workshops tailored to local governments and their responsibilities under the ADA/504 program. In addition, ODOT is currently developing specialized training geared toward incorporating ADA/504 requirements into every project and update for its Planning & Engineering and Construction staff.

Title VI/Nondiscrimination Program

As a recipient of federal financial assistance, the Ohio Department of Transportation (ODOT), including its direct grant recipients and sub-recipients, is obligated to adhere to, and is committed to achieving full compliance with Title VI of the Civil Rights Act of 1964 (Title VI) and all related nondiscrimination laws. ODOT incorporates the principles of EJ (Executive Order 12898) into its programs, policies, and activities to ensure there are no transportation system-related disproportionate adverse impacts particularly to low-income and minority populations.

Executive Order 13166 on Limited English Proficiency (LEP) is also included to ensure meaningful access is provided to persons who are limited in the English language. The basic philosophy of Title VI is 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 subjected to discrimination under any program or activity receiving federal financial assistance” (42 U.S.C. Section 2000d).

ODOT has taken the following steps to ensure compliance with Title VI and its related nondiscrimination statutes.

- ODOT has developed its Title VI/Nondiscrimination Program Implementation Plan. ODOT’s current plan was approved by the Federal Highway Administration (FHWA) on December 30, 2016.
- ODOT has executed a Title VI/Nondiscrimination Policy to ensure that no person will be denied the benefits of or be excluded from participation in or be subjected to discrimination under any program, service, or activity on the basis of race, color, national origin, sex, age, disability, low-income status, or limited English proficiency. ODOT updates its policy to reflect any needed changes. ODOT’s current policy became effective on July 1, 2015.

- ODOT has entered into a Nondiscrimination Agreement, Title VI Assurances, with the FHWA and the Federal Transit Administration (FTA). The assurances set forth ODOT’s commitment to comply with Title VI in all its programs and activities. ODOT updated and executed its Standard Title VI/Nondiscrimination Assurances pursuant to DOT Order No. 1050.2A on November 3, 2014.
- ODOT created the Division of Opportunity, Diversity & Inclusion (ODI) on July 1, 2015 in an effort to promote diversity and provide equitable opportunities both internally and externally. ODI is comprised of: the Office of Equal Opportunity; the Office of Small & Disadvantaged Business Enterprise; and, the Office of Outreach.
- ODOT has designated a Title VI Coordinator who has easy access to the ODOT Director on Title VI issues and is responsible for monitoring ODOT’s Title VI activities, as well as preparing required reports.

To download a complaint form or to obtain additional information on ODOT’s Title VI and Nondiscrimination Program, please visit:

<http://www.dot.state.oh.us/Divisions/ODI/EqualOpportunity/Pages/TitleVI.aspx>

SECTION 4: PUBLIC INVOLVEMENT

Public involvement is an integral part of STIP development as emphasized in the FAST Act. Continual coordination between ODOT, MPOs, RTPOs, transit authorities, local governments, and other stakeholders through active public participation is an important element in preparation for the STIP. MPOs and RTPOs lead the development and public review of TIPs for their regions; while ODOT coordinates the development and public review of the STIP for Ohio counties outside of the MPO and RTPO boundaries.

ODOT's Planning Program Public Involvement Process outlines the procedures to be used for the STIP public involvement period. Various forms of notification for statewide outreach were used to invite the public to review and comment on the draft 2018-2021 STIP.

- A newspaper advertisement in the *Ohio MBE Newspaper*—Ohio's Largest Black-owned Business Newspaper—was placed in the March 2017 edition. *Ohio MBE* has over 10,000 online subscribers plus over 5,000 who receive the newspaper in print across Ohio.
- A banner advertisement was placed on the *Radio One* radio network that primarily targets African-American consumers. The analytics for target areas were:
 - ◊ Cincinnati: 20,258 impressions delivered with a total of 85 clicks. The radio stations included WOSL 100.3 and WDBZ thebuzz1230.
 - ◊ Cleveland: 57,655 impressions delivered with a total of 186 clicks. The radio stations included WERE 1490AM, WZAK 93.1, WJMO Praise1300, and NewsOne.
 - ◊ Columbus: 20,011 impressions delivered with a total of 83 clicks. The stations included WXMG Magic 106.3 and WYMG Joy 107.1.
- An advertisement for statewide outreach was placed on *Facebook* with a target audience of all Ohioans of driving age. The analytics were 90,777 impressions with 2,772 clicks.
- An advertisement was placed on *Twitter* for statewide outreach which resulted in 22,330 impressions and 164 clicks.
- *I-Heart Radio* interviewed the STIP Coordinator which was aired on March 26 in Lima on WBKS-FM, WIMT-FM, WMLX-FM, WZRX-FM, and WI-MA-AM, in Marion on WYNT-FM, WMRN-AM, and WMRN-FM, in the Ashland/Mansfield area on WMAN-AM, WNCO-AM, and WNCO-FM, and in Columbus on WYTS-AM and WXZX-FM. The interview was also aired on April 2, 2017 in Columbus on WTVN, WCOL, WODC, and WYTS-AM. The podcast and STIP story were placed on the *iHeart-Media Communities* page so that listeners across Ohio could see the story, hear the podcast, and go to the STIP webpage to comment.
- Flyers inviting the public to comment on the draft STIP were provided to all Ohio Public Libraries. QR codes were added to the flyers to provide an instant way for individuals to access the STIP draft and comment.
- ODOT Communications sent out Statewide Media Releases regarding the comment period.
- ODOT's Local Technical Assistance Program (LTAP) sent out an email notice of the STIP public involvement period. The LTAP email list reaches 9,000 transportation partners which include County Engineers, City Engineers, Village Service Directors, Township Trustees, and individuals in the consultant community.
- A segment in ODOT's weekly communication, *The Loop*, dated March 10, 2017, highlighted the STIP. ODOT's *The Loop* is shown on *YouTube* and *Facebook*.
- ODOT Districts also sent flyers, letters, and emails to local officials and transportation partners inviting



them to participate in the scheduled meetings and open houses to provide input on the draft STIP. Districts also sent media releases and placed various advertisements in social media outlets for their specific regions.

The 2018-2021 draft STIP public involvement period was held Monday, March 27 through Friday, April 7, 2017. Various meetings and open houses were held across the state to provide constituents and transportation partners opportunities to review the draft STIP and TIPS and provide comments. (For a list of meetings held statewide, see Appendix 2.) The draft 2018-2021 STIP and TIPS were available for review and comment at the twelve ODOT District Offices, the MPO offices, and the RTP/O offices during normal business hours during the public involvement period. The draft STIP was also available electronically on the STIP website for review and comment during the public involvement period.

The following is a brief overview of the public involvement activities for the 2018-2021 draft STIP. Appendix 2 provides the statewide meeting schedule and sample notifications and media coverage. The complete public involvement documentation for the draft 2018-2021 STIP period is on file in the ODOT Office of Program management and is available upon request.

ODOT Central Office

ODOT Central Office coordinated the overall outreach across the state by placing advertisements as identified in the first part of this Section. The ODOT STIP webpage provided an easily viewable draft STIP document with the opportunity to comment directly on the site. A poster was placed in the ODOT Central Office lobby which included a QR code to provide transportation partners a way to review and comment on the draft STIP via their phone or other smart device at their convenience. Twenty-one comments were received. Of those, fifteen were regarding additional funding needed in Transit and passenger rail, five were related to highway (two were forwarded to the Districts for response), and one comment was regarding funding sources. All comments were reviewed and provided timely responses.

ODOT District 1

The District in coordination with LACRCP held an

open house meeting on March 30. The meeting was held at LACRCP's office. Several news media sources covered the open house meeting including the *Lima News* and *The Van Wert Independent*. There were twenty-one individuals in attendance. Six comments were received in which three were forwarded to LACRCP for a response. Comments included concerns for bike paths, sidewalks, safety, and requests for various projects. All comments were reviewed and provided a timely response. The District also attended the regional draft TIP meetings held by MVPO in a collaborative public involvement effort.



ODOT District 2

The District held a public involvement open house on April 4 at the ODOT District 2 office in coordination with TMACOG and MVPO. Fifteen individuals were in attendance. Various questions including roundabouts and upcoming projects were addressed at the meeting. No written comments were received. The District also attended and collaborated with TMACOG and MVPO on the draft TIP public involvement meetings.

ODOT District 3

The District held a public involvement open house on April 4 at the ODOT District 3 office. NOACA and RCRCP collaborated on the meeting and were available for questions. Twenty-two individuals were in attendance. Most individuals in attendance had questions regarding their work location region which were addressed. Three comments were received regarding pavement conditions, cost of a project, and a safety concerns in which the District provided timely responses.

ODOT District 4

The District office was open during the two week public involvement period for the public to review and comment on the draft STIP during normal business hours. As Eastgate and SCATS cover all but one county in the District 4 region, a specific open house meeting was not held at the District. No comments or visitors were received in the District 4 office during the review period related to the STIP public involvement.

ODOT District 5

The District collaboratively with LCATS and OMEGA held three public meetings as follows: March 29 at the Muskingum County Library, April 4 at the ODOT District 5 office, and April 5 at the Newark Public Library. There were a total of twenty-one attendees. One comment was received regarding traffic flow for a bridge replacement project. The comment was reviewed and provided a timely response.

ODOT District 6

The District held two open house public involvement meetings. The first meeting was held on March 29 at the Circleville Fire Station with six attendees. Various topics were discussed which included improvements, potential upgrades, restriping, safety, and various other highway related projects. Each topic and request was reviewed by the District and provided a timely response. The second meeting was held on March 31 at the ODOT District 6 office with five attendees. Various topics were discussed including safety improvements, resurfacing, US 36/IR 71 interchange improvements, and a couple requests for information. All topics and requests were reviewed and provided a timely response by the District.

ODOT District 7

The District held an open house public involvement meeting on April 3 at the ODOT District 7 office with twenty in attendance. Representatives from CCSTCC and LUC attended the meeting in a collaborative public involvement effort. One comment was received regarding the possible programming of a project for SR 540. The District provided a timely response.

ODOT District 8

The District held two open house public involvement meetings. The first was held on March 28 at the Preble

County Engineer's office with five in attendance other than District personnel. Comments during the meeting included discussion of timing of projects. No written comments were received. The second meeting was held on April 4 at the Clinton County Engineer's office with eight attendees other than the District personnel. Discussion during the meeting included the timing and schedule of projects. No written comments were received.

ODOT District 9

The District in partnership with OVRDC and KYOVA held eight public involvement meetings during the two week period to allow the stakeholders and constituents the opportunities to attend a meeting in a convenient location to review the draft STIP and TIPs. Various notifications of the meetings were sent including newspaper, radio, letters, and flyers. A total of 64 were in attendance for the eight meetings. Various topics were discussed including the Portsmouth Bypass, bike and pedestrian efforts, resurfacing and bridge replacement projects. Five written comments were received, reviewed, and provided a timely response.

ODOT Districts 10 and 11

ODOT Districts 10 and 11 are within RTPO and MPO regions. As such, the public involvement for these regions were handled by the MPOs and RTPOs. The Districts collaborated with the MPOs and RTPOs to provide input and assistance during the public involvement period. The District offices were open during the two week public involvement period for the public to review and comment on the draft STIP during normal business hours. No comments or visitors were received in District 10 or 11 related to the STIP public involvement.

ODOT District 12

The District held an open house public involvement meeting on April 6 at the ODOT District 12 office in collaboration with NOACA. There were eighteen in attendance. The meeting was publicized on the website, Twitter, Facebook, and NOACA's website. Six comments involving requests for additional information were received and provided a timely response.

SECTION 5: PROGRAMS & PROJECTS

Projects

The STIP is composed of a dynamic group of priority programs and projects. Projects may be identified individually within a STIP or by a grouped project list. Federal regulations [23 CFR 450.218] establish the parameters as to whether a project is able to be included as a grouped project or listed individually in the STIP or TIP.

ODOT has chosen to utilize grouped projects in the STIP and TIPs. Appendix 5 has the listing of grouped projects or Statewide Line Item (SLI) Groups as identified by ODOT. An estimated cost is associated to each SLI Group and STIP/TIP fiscal constraint is maintained by fiscal year per SLI Group. Various types of federal funds are anticipated to be utilized in the SLI Groups for the 2018-2021 STIP including but not limited to: Appalachian Highways, Bridge, CMAQ, Discretionary, Earmarks, Emergency Relief, Federal Lands Access Program, Highway Planning, Highway Safety Improvement Program, Interstate Maintenance, National Highway Performance Program, National Recreational Trails, Surface Transportation Block Grant, and Transportation Alternative Program. A list of SFY 2018-2021 programmed projects associated to the SLI Groups is included in Appendix 5 for informational purposes only as it is a fluid document. Additional guidance on the SLI Groups may be found in the *STIP/TIP SLI Grouped Project Guidance* found on ODOT's STIP website.

Projects identified individually in the STIP are listed in Appendix 6.

Programs

ODOT divides the funding received from the state legislature and the U.S. Congress into specific capital programs. Brief descriptions of the various programs are provided in the next few pages. In-depth descriptions

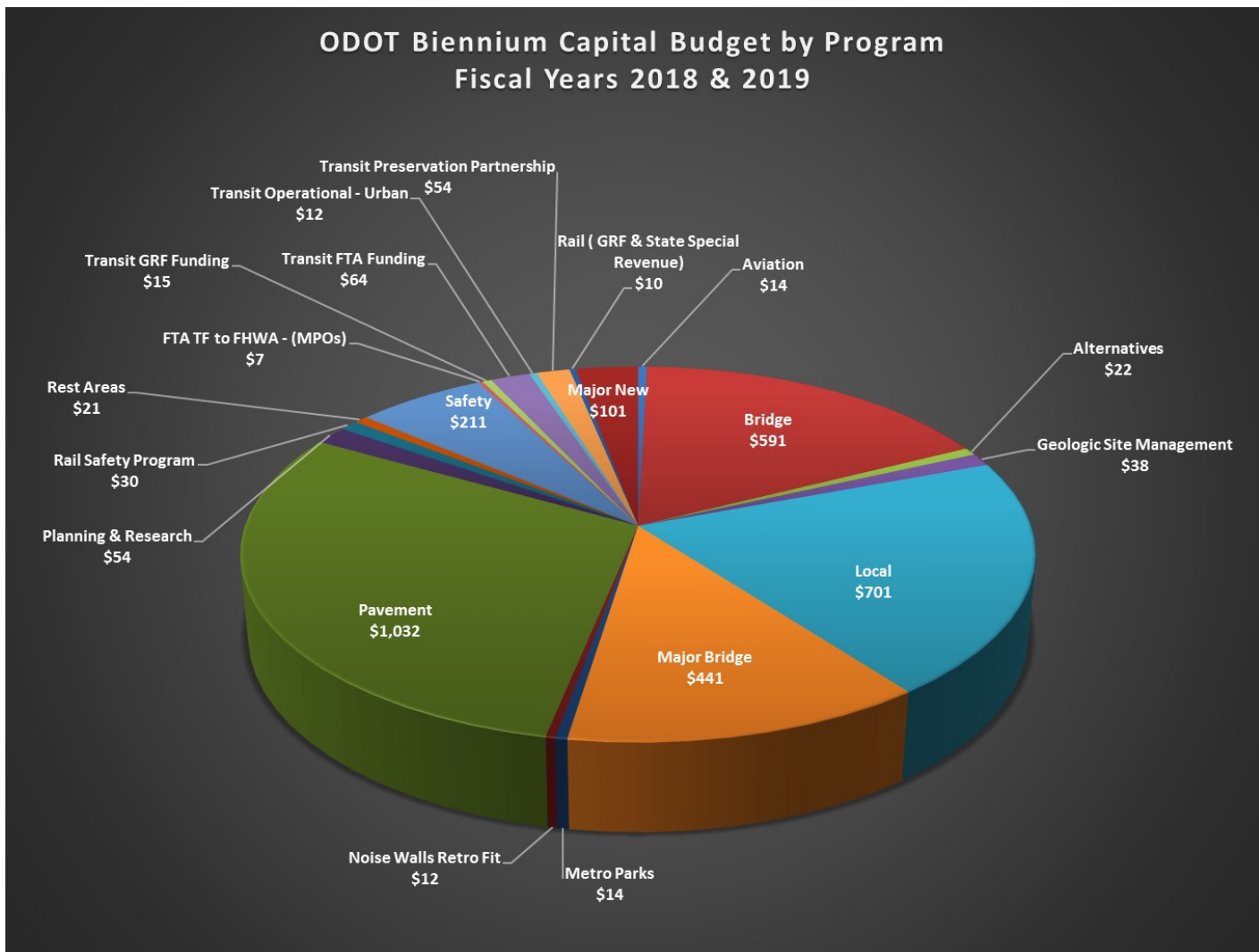
of the programs, eligibility, and evaluation criteria are available in various publications and on websites as noted. The budget for the various ODOT Capital Programs is identified in **Figure 5.1**.

District Pavement and Bridge

The pavement and bridge preservation program was created to provide funding for the preservation and rehabilitation of the Priority, Urban, and General System pavements and the state maintained bridge structures. The goal of the department's preservation program funding process is to maintain pavements and bridges at "steady state" conditions, or a relatively low and stable level of deficiencies where a predictable rate of preventive maintenance and regular repairs can efficiently sustain the system conditions. On an annual basis ODOT's twelve districts summarize and submit their multi-year work plans. These work plans detail the District's strategies for maintaining and improving the State's pavement and bridges over the upcoming planning horizon. To view the district multi-year work plan and the bridge and pavement goals, visit the ODOT District Pavement/Bridge Work Plans at:

<http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/MajorPrograms/Pages/DistrictPavementBridgeWorkPlans.aspx>

Figure 5.1: ODOT Biennium Capital Budget by Program FY 2018 & 2019



TRAC/Major New

The Transportation Review Advisory Council (TRAC) selects the major new capacity projects to be constructed in a four-year period. Major new capacity projects are those which cost ODOT more than \$12 million and: increases mobility, provides connectivity, increases the accessibility of a region for economic development, increases the capacity of a transportation facility, or reduces congestion. ODOT determines the budget for the Major New Program after basic maintenance and operational needs have been met. Funding applications

are accepted annually. For additional information regarding eligibility, the application process, and project selection criteria for the Major New Program, please visit: <http://www.dot.state.oh.us/trac>.

Major Bridge

The ODOT Major Bridge Program was established with the purpose of funding high cost bridge rehabilitations and replacements for the largest structures in the state. The creation of this program allowed the expense of maintaining major bridges to be addressed while not

overburdening the ODOT District general bridge allocation funds, which could be entirely consumed with just one major bridge rehabilitation. ODOT is currently responsible for maintaining 180 structures which meet the major bridge criteria. For additional information on the major bridge program, refer to the *ODOT Program Resource Guide* or visit the ODOT Major Bridge website at: <http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/MajorPrograms/Pages/MajorBridge.aspx>

Multi-Lane Major Rehab Program

The purpose of this program is to provide funding for major rehabilitation projects along the multi-lane divided priority system to restore the structural integrity of the pavement and/or bridges. Projects are prioritized based upon system analyses. For additional information, please refer to the *ODOT Program Resource Guide* or visit the ODOT Priority System Major Rehabilitation website at:

<http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/MajorPrograms/Pages/MajorRehab.aspx>

Safety

ODOT's Highway Safety Program focuses on high-crash, sever-crash, and congested locations on any public road in Ohio. The program is administered by the Office of Program Management in conjunction with District Safety Review Teams located in each region of the state. Each year ODOT prioritizes safety locations using state-of-the-art statistical methodologies to identify roadway locations and safety improvements with the highest potential for reducing crashes. District offices are required to study these locations to identify improvements through an Annual Safety Work Plan. ODOT also prioritizes locations for review and

funding assistance based on local and regional rankings developed by local governments and MPOs. For more information on the safety programs see the *ODOT Program Resource Guide* or visit the ODOT Safety website at:

<http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/HighwaySafety/Pages/default.aspx>



County Bridge, Safety & Surface Transportation Programs

ODOT allocates federal funds to the County Engineers Association of Ohio (CEAO) which manages these three programs. Each program has a separate project selection process and each county is eligible for these programs. The County Bridge Program funds bridge replacements and rehabilitation projects. The County Highway Safety Program provides funds to counties for highway safety treatments or corrective activity designed to alleviate a safety problem or potentially hazardous situation. The County Surface Transportation Program provides construction funding for eligible roadway improvements. For more details on these programs see the *ODOT Program Resource Guide*.

Transportation Alternatives Program

The Transportation Alternatives Program (TAP) provides funding for projects that support transportation by improving non-motorized transportation facilities, historic preservation, scenic and environmental aspects. ODOT allocates transportation alternative funds to the MPOs and keeps the remainder for a statewide project selection process. For information on the MPO Transportation Alternatives Programs see the individual MPO TIP. For details on the ODOT program and eligible projects see the *ODOT Program Resource Guide* or visit the ODOT Office of Local Programs Local Funding Opportunities webpage and click on Transportation Alternatives: <http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx>

Federal Lands Access Program

The Federal Lands Access Program provides funds for projects on Federal Lands Access Transportation Facilities that are located on or adjacent to, or that provide access to Federal lands. Projects are selected through an annual application process administered by the Programming Decisions Committee which consists of representatives of ODOT, County Engineer's Association of Ohio, and FHWA. Eastern Federal Lands Highway Division projects programed for the State of Ohio are included individually in the STIP Project List or as SLI Grouped projects. For additional information, visit the Ohio Federal Lands Access Program website at: <https://flh.fhwa.dot.gov/programs/flap/oh/>.

Geological Site Management Program

The Geological Site Management Program provides funding to repair land-slides and slips, rock falls, underground mine voids, and erosion projects. It includes reactive and proactive repair work. Research and experience

shows that repairs done in the early stages of a problem can significantly reduce costs by avoiding a major failure. Additional information for the Geological Site Management Program may be found in the *ODOT Program Resource Guide*.



Local Major Bridge

The Local Major Bridge Program provides federal funds to counties and municipal corporations for bridge replacement or bridge major rehabilitation projects. A Local Major Bridge is defined as a moveable bridge or a bridge having a deck area greater than 35,000 square feet. Currently, there are 50 bridges identified statewide as Local Major Bridges. For additional information on this program, refer to the *ODOT Program Resource Guide* or visit the ODOT Office of Local Programs Local Funding Opportunities webpage and click on Local Major Bridge: <http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx>

Maintenance

Routine maintenance of the state highway system is the main responsibility of the ODOT county garages. Each garage has a County Work Plan which details the work needed to maintain Ohio's roadside conditions and for

preventive maintenance activities. Examples of road-side condition activities are guardrail, pavement repair, and brush cutting. Preventive Maintenance activities include raised pavement makers, lighting, and mowing. Contact the applicable ODOT District for additional information.



MPO & Large City

Ohio's seventeen MPOs and five large cities, with populations between 25,000 and 49,999, (Findlay, Lancaster, Marion, Wooster, and Zanesville) receive annual federal fund budget allocations for financing multi-modal transportation system improvement projects and programs in Ohio's urban areas. Each MPO and Large City establishes and maintains its own project selection processes and criteria. For more information on the MPO program see the respective TIP for the MPO region. The Large City programs of projects are recorded in this STIP. For additional information on this program see the *ODOT Program Resource Guide*.

Municipal Bridge

The Municipal Bridge Program provides federal funds to municipalities for bridge replacement or bridge rehabilitation projects. Currently, there are about 1,300 bridges statewide that have a municipal owner and meet the Federal definition of a bridge (20 feet or greater).

Additional information on this program may be found in the *ODOT Program Resource Guide* or visit the ODOT Office of Local Programs Local Funding Opportunities webpage and click on Municipal Bridge:

<http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx>



Noise Wall

The Type II Noise Wall Program provides funds for retrofitting existing highways with noise barriers for communities that predate the freeway and desire a noise wall. Projects are selected and managed by the ODOT Office of Environmental Services in consultation with the Districts. For additional information on this program refer to the *ODOT Program Resource Guide* or visit the Noise Wall Program website at: http://www.dot.state.oh.us/Divisions/Planning/Environment/NEPA_policy_issues/NOISE/Pages/default.aspx

Metro Parks

The Ohio Parks and Recreation Association manages this program which provides state funds for park drives or roads within the boundaries of township or county parks and access roads from the parks to the state highway system. For additional information on this program refer to the *ODOT Program Resource Guide* or visit the ODOT Office of Local Programs Local Funding Oppor-

tunities webpage and click on Metro Parks: <http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx>

Rail

Rail programs in Ohio are the responsibility of the Ohio Rail Development Commission (ORDC). The ORDC members are appointed by the Governor and the General Assembly. The Commission administers rail freight, passenger, and safety programs. For additional information on the Rail Programs in Ohio, refer to the *ODOT Program Resource Guide* or visit the ORDC's website at: <http://rail.ohio.gov>.



Rest Areas

The goal of this program is the optimization of the agency's rest areas on the state highway system using generally accepted planning criteria in an effort to increase efficiencies through the reduction of both excess facilities and maintenance and operating expenses. For a list of Ohio's rest areas, visit ODOT's Office of Facilities Ohio's Rest Area System's website at <http://www.dot.state.oh.us/Divisions/Facilities/Facilities/RestAreas/Pages/default.aspx>.

Safe Routes to School

The purpose of Safe Routes to School is to encourage and enable students in grades k-8 to walk or ride their bicycle to school. The funding is for a variety of engineering, education, enforcement, encouragement, and evaluation projects to address the overall safety and health benefits of walking or riding bikes to school. For additional information on this program refer to the *ODOT Program Resource Guide* or visit the program website at <http://www.dot.state.oh.us/saferoutes>.



Small City

The Small City Program provides federal funds to small cities with populations from 5,000 to 24,999 that are not located within MPO boundaries. This program may be used by the incorporated localities for any road, safety or signal project on the Federal-aid system. Currently, there are 54 cities that meet the program's criteria. For details on this program and selection criteria see the *ODOT Program Resource Guide* or visit the ODOT Office of Local Programs Local Funding Opportunities webpage and click on Small City: <http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalFundingOpportunities.aspx>

Ohio Bridge Partnership Program

The Ohio Bridge Partnership Program is a construction initiative designed to reduce the excess of deficient county and city bridges. Projects meeting eligibility criteria will be designed and constructed through the ODOT-Let process with 100% federal funds – no local



match required. Additional information on this program may be found in the *ODOT Program Resource Guide*.

Jobs & Commerce

The ODOT Office of Jobs & Commerce is a rapid-response team dedicated to helping Ohioans go to work by providing transportation infrastructure and project management assistance to the State's businesses and communities. The goal is to align transportation investments and strategies with the needs of Ohio's businesses and workers. For additional information on this program and for contact information, please visit the Jobs & Commerce website at:

www.Transportation.Ohio.Gov/Divisions/JobsAndCommerce

Diesel Emission Reduction Grants

The Ohio Diesel Emission Reduction Grants (DERG) finances transportation projects that will reduce mobile source diesel engine emissions. The program is jointly administered by the Ohio Environmental Protection Agency (lead agency) and the Ohio Department of Transportation. For additional information, visit the Ohio EPA DERG website at: <http://www.epa.ohio.gov/oef/EnvironmentalEducation.aspx#131364252-diesel-emission-reduction-grants>



Freight

The objectives of the Freight Program are to look at new ways to integrate and take advantage of Ohio's vast resources in moving goods within and through Ohio to support a global economy. Transport Ohio is Ohio's



FAST Act compliant freight plan. To view Ohio's Freight Plan or to obtain additional information on the Freight Program, visit: http://www.dot.state.oh.us/Divisions/Planning/SPR/StatewidePlanning/Pages/Maritime_Freight_Program.aspx

SECTION 6: TRANSIT

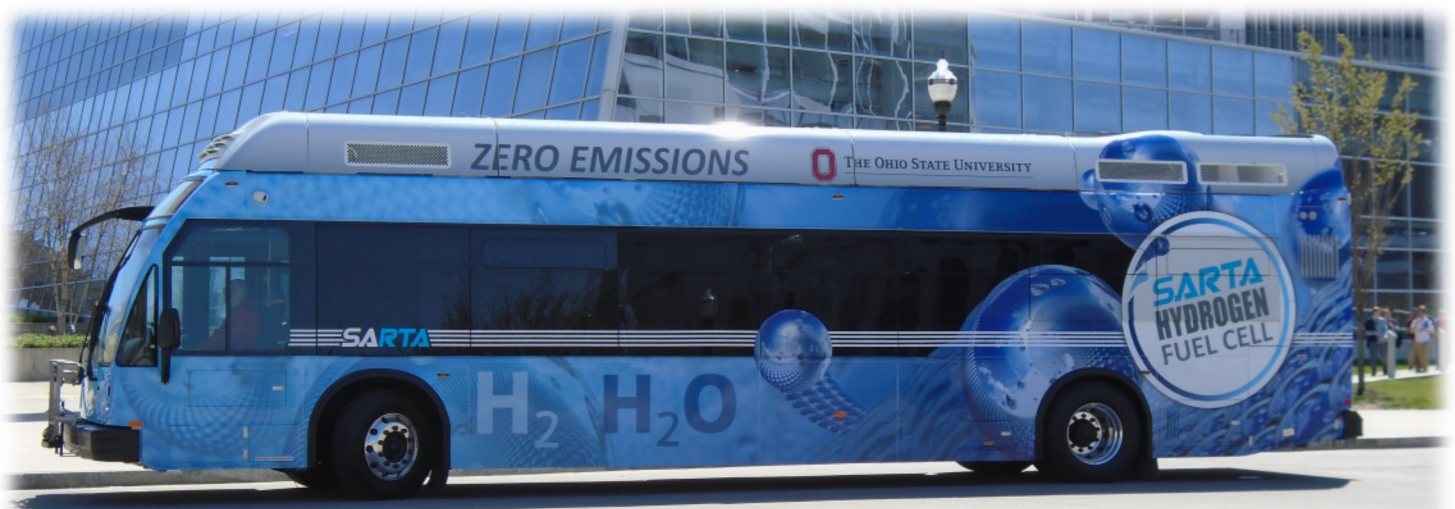
Public transit in Ohio is a crucial part of the solution to the nation's economic, energy, and environmental challenges—helping to bring a better quality of life to all Ohioans. It is also an affordable transportation option to the many Ohioans that don't own a car or choose not to use a car. Unlike human service transportation, public transit is a first come first serve amenity with no trip prioritization. There is a fee collected from the users which is referred to commonly as the fare. The fare for Ohio's transit systems is established locally.

Ohio has 61 public transit agencies that offer a range of services broadly categorized into fixed route or demand response services. Transit agency service areas vary although most are defined along political (city or county) lines. Currently Ohio has 34 rural systems and 27 urban systems. In general, urban transit systems tend to operate scheduled, fixed route services, while rural systems are more likely to operate demand response or dial-a-ride services. There are 26 counties in Ohio that currently do not have public transit. **Figure 6.1** provides a map of Ohio's Transit Agencies.

According to the American Public Transportation Association's Transit Safety Report, a two-person household can save on average more than \$10,000 a year by

downsizing to one car. This same household can realize a carbon emission reduction of 10 to 30 percent on the environment which also positively impacts the carbon footprint for Ohio. Utilizing the services of public transit can also reduce gasoline consumption. Households near public transit drive an average of 4,400 fewer miles than households without access to public transit. This equates to an annual national savings of 4.2 billion gallons of gasoline.

In short, public transit provides the ability for Ohioans from all walks of life to travel within and beyond their communities while providing environmental and economic benefits.





Programs

The ODOT Office of Transit administers State and Federal transit programs for the support and provision of public transportation services in Ohio. With the signing of the FAST Act, transit funding created by MAP-21 was re-established with some key changes. Those changes are highlighted in the General Procedures segment of Section 10 (Finance) of this document.

Ohio Coordination Program

The Ohio Coordination Program provides federal transit funding for local and regional mobility managers—professionals who work to enhance and expand transportation options at both a community and a personal level. According to the Partnership for Mobility Management,

- Mobility management is innovation in transportation service and coordination.
- Mobility management is local and regional solutions to fit community needs and visions.
- Mobility management is assisting transportation-challenged populations—youth, people with disabilities, older people and people with low incomes—to get where they need to go so they can live fruitful lives in their communities.
- Mobility management is easy information and referral to assist individuals in learning about and accessing community and regional transportation services.
- Mobility management is a shared table of transportation providers, planners, and community stakeholders to collaborate, plan, implement and maintain a family of transportation services.
- Mobility management does not include driving,

scheduling, or dispatching, or directly supervising the staff that fulfill these roles.

Funding, eligibility, and the application process for the Coordination Program may be found by visiting <http://www.dot.state.oh.us/ocp> or by contacting the ODOT Transit State Program Coordinator, Danielle Gray, by email at Danielle.Gray@dot.ohio.gov.

Elderly and Disabled Transit Fare Assistance

The Elderly and Disabled Transit Fare Assistance Program encourages current public transit systems to offer reduced fares for the elderly and people with disabilities by replacing a portion of the revenue lost due to reducing the fares for this population. Eligible applicants include regional transit authorities, county transit boards, municipalities, counties and private non-profit corporations who are designated by a Board of Commissioners to provide public transit service.

Funding for each public transportation system is allocated by multiplying the actual number of elderly and disabled passengers by the amount of the fare reduction up to a maximum of one-half (1/2) the full fare. Rural and small urban transit system reimbursements are cal-



culated first. If funds are available this amount is subtracted from the total available funds to determine funds available for large urban transit systems.

FTA requires public transportation providers to offer reduced fares for elderly and disabled passengers during nonpeak service periods as a condition to receiving federal assistance. All public transit systems that offer a reduced fare for elderly and disabled passengers at no more than one half the regular fare are eligible to receive reimbursement through this program.

As this is a reimbursement program, no application is required. ODOT will transmit a contract to the eligible public transit system for execution each year. ODOT will process payment of the full reimbursement amount upon receipt of the executed contract and an authorizing resolution.

For additional information regarding the Elderly and Disabled Transit Fare Assistance Program, please contact the ODOT Transit State Program Coordinator, Esther Klaus, by email at Esther.Klaus@dot.ohio.gov.



Urban Public Transportation Grant Program

The Urban Public Transportation Grant Program provides state operating, capital and planning assistance to providers of public transportation services in urbanized areas of Ohio. Eligibility is limited to Regional Transit Authorities, County Transit Boards, municipalities, or counties that own or operate public transportation systems.

State and federal program funds vary annually and are provided to large and small urban transit systems. ODOT allocates Urban Transit Program funds among five categories:

1. Rail/Bus Systems;
2. Large Bus Systems;
3. Mid-sized Bus Systems;
4. Intermediate Bus Systems; and
5. Small Bus Systems.

Once the categorical funding allocations have been determined, funds are sub-allocated to the individual systems within each category using a formula which incorporates system data and performance measures based on ridership, revenue service miles, revenue hours, costs, and fare box revenue. Existing grantees receive an annual allocation of Urban Formula Funds for which they apply for each year. Applications for urbanized areas are due approximately September 28 each year. A combined application can be submitted for capital, operating and planning. For additional information regarding this program, contact the ODOT Transit State Program Coordinator, Juana Hostin, by email at Juana.Hostin@dot.ohio.gov.

Rural Transit (5311)

Federal and State funds are used to assist with operating and capital expenses in the provision of general public transportation services in rural areas. Eligible applicants are: Counties, Municipalities, Villages, Regional Transit Authorities, County Transit Boards, Private Nonprofit Corporations designated by a county or municipality and a County or Municipal department on behalf of a county, municipality or village.

FTA Section 5311 funds can be used for up to 50% of the net project cost of operating projects and up to 80% of the cost of capital projects. State General Revenue funds are used to help systems with providing up to 50% of the local match to federal funding.

Service must be open to the general public and provided within a defined service area. Service may also be provided up to 100 miles outside the service area, and to groups under contract as long as that contract service is also open to the general public. Operating costs associated with this service are eligible for federal and state funding and include any administrative or operating expenses necessary to the provision of rural transportation services, e.g., salaries/fringes, fuel, maintenance, supplies, rent, utilities, etc. Eligible capital activities include the purchase of vehicles, office and garage equipment, purchase or construction of facilities, etc.

Existing grantees receive an annual allocation of Federal and State operating funds for which they can apply each year. ODOT uses a performance-based formula as well as system eligibility history to annually allocate State and Federal operating funds. Capital funds are discretionary and are approved based on a system's Four-Year Capital and Operating Plan. Applications are due each September for the following calendar year.

Projects in this program are included in the SLI Grouped Project list of this STIP (see SLI 31 in Appen-

dix 5). For additional information on the this program, contact Skip Dunkle, ODOT Transit State Program Coordinator, by email at Skip.Dunkle@dot.ohio.gov.

Specialized Transportation (5310)

FTA provides Federal funds for the purchase of equipment to support transportation services for the elderly and people with disabilities where existing transportation is unavailable, inappropriate, or insufficient. Federal funds provide 80% of the cost of capital items; the remaining 20% must be provided from a local, nonfederal source. Eligible applicants are private nonprofit (501(c)(3)) corporations, public bodies certified by the state as lead agencies in a coordination effort, or public bodies which certify that no private nonprofit corporations exist within their jurisdiction for the provision of elderly and disabled transportation.

The FTA annually allocates Section 5310 funding to each state. Section 5310 funds can be used for up to 80% of the purchase price of eligible equipment. The remaining 20% must be provided from a local, nonfederal source.

Funds are available each Federal Fiscal Year and are distributed through a competitive application process.

For additional information on eligibility and the application process for the 5310 Program, contact Macie Moore, ODOT Transit State Program Coordinator, by email at Macie.Moore@dot.ohio.gov or visit www.dot.state.oh.us/specialized.

Figure 6.1: Ohio Transit Agencies



Ohio County Transit Agency Map

RURAL TRANSIT AGENCIES		
COUNTY	TRANSIT SYSTEM	WEBSITE
Ashland	Ashland Public Transit	www.ashland-ohio.com/transit/
Ashtabula	Ashtabula County Transportation System (ACTS)	http://acdifs.org/?page_id=16
Athens	Athens Transit	http://www.athenstransit.org/
Carroll	Carroll County Transit System	http://www.carrollcountyohio.us/transit.html
Champaign	Champaign Transit System	http://co.champaign.oh.us/transit/
Clinton	Wilmington Transit System	http://www.ci.wilmington.oh.us/wiltran.cfm

URBAN TRANSIT AGENCIES		
COUNTY	TRANSIT SYSTEM	WEBSITE
Allen	Allen County Regional Transit Authority (ACRTA)	http://www.acrta.com/
Belmont	Eastern Ohio Regional Transit Authority (EORTA)	www.evrta.org
Butler	Butler County Regional Transit Authority (BCRTA)	www.butlercountyrta.com
Butler	Middletown Transit System	http://www.butlercountyrta.com/schedules-maps/middletown-routes
Clark	Springfield City Area Transit (SCAT)	https://springfieldohio.gov/scat/
Clermont	Clermont Transportation Connection (CTC)	http://ctc.clermontcountyohio.gov/

Figure 6.1: Ohio Transit Agencies Cont'd

RURAL TRANSIT AGENCIES			URBAN TRANSIT AGENCIES		
COUNTY	TRANSIT SYSTEM	WEBSITE	COUNTY	TRANSIT SYSTEM	WEBSITE
Columbiana	Columbiana County/Community Action Rural Transit (CARTS)	http://cartsonline.org/	Cuyahoga	Greater Cleveland Regional Transit Authority (GCRTA)	www.riderta.com
Crawford	Seneca County Agency Transportation (SCAT)	http://senecascats.org/	Delaware	Delaware Area Transit Authority (DATA)	www.ridedata.com
Darke	Greenville Transit System	http://www.cityofgreenville.org/2172/Transit-Home	Franklin	Central Ohio Transit Authority (COTA)	www.cota.com
Erie	WSOS Community Action Commission, Inc. (TRIPS)	www.wsos.org/programs/seniors/trips.php	Greene	Greene County Transit Board (Greene Cats)	http://www.co.greene.oh.us/index.aspx?nid=253
Fairfield	Lancaster Public Transit System	www.ci.lancaster.oh.us/dept/transit/	Hamilton	Southwest Ohio Regional Transit Authority (SORTA)	www.go-metro.com/
Fayette	Fayette County Transportation Program	http://www.cacfayettecounty.org/transportation/	Jefferson	Steel Valley Regional Transit Authority (SVRTA)	www.svrtatransit.com
Geauga	Geauga County Transit	www.geaugatransit.org/	Lake	Laketran	www.laketran.com
Guernsey	South East Area Transit (SEAT)	www.seatbus.org	Lawrence	Lawrence County Transit	http://lawrencecountytransit.com
Hancock	Hancock Area Transportation (HATS)	http://www.hhwpcac.org/hancock-area-transportation-services/	Licking	Licking County Transit Board (LCTB)	https://www.lcounty.com/depts/public/default.htm
Harrison	Harrison County Rural Transit (HCRT)	http://www.harrisoncountyohio.org/rural-transit/	Lorain	Lorain County Transit	www.loraincounty.us/transit
Hocking	Logan Transit System (City of Logan)	http://www.loganpublictransit.com/	Lucas	Toledo Area Regional Transit Authority (TARTA)	www.tarta.com
Huron	Huron County Transit	http://huroncountytransit.net	Mahoning	Western Reserve Transit Authority (WRTA)	www.wrtatransit.com
Knox	Knox Area Transit (KAT)	http://www.co.knox.oh.us/offices/kat/	Medina	Medina Public County Transit	http://www.medinaco.org/transit/index.html
Logan	Transportation for Logan County (TLC)-RTC Industries, Inc.	www.rtcindustries.org	Miami	Miami County Transit System	http://www.co.miami.oh.us/index.aspx?NID=187
Marion	Marion Area Transit (MAT)	http://www.marionohio.us/transit	Montgomery	Greater Dayton Regional Transit Authority (GDRTA)	www.i-riderta.org
Monroe	Monroe County Public Transportation	http://www.monroecountyohio.net/departments/public_transportation/mcpt/index.php	Portage	Portage Area Regional Transit Authority (PARTA)	www.partaonline.org
Morgan	Morgan County Transit	www.mocopublictransit.com	Richland	Richland County Transit	www.rctbuses.com
Muskingum	South East Area Transit (SEAT)	www.seatbus.org	Stark	Stark Area Regional Transit Authority (SARTA)	www.sartaonline.com
Ottawa	Ottawa County Transportation Agency (OCTA)	www.octapublictransit.org	Summit	METRO Regional Transit Authority (Akron)	www.akronmetro.org
Perry	Perry County Transit (PCT)	www.perrycountytransit.com	Trumbull	Trumbull County Transit System	www.trumbullcountytransit.org
Pickaway	Pickaway Area Rural Transit	http://pickaway.com/wordpress/transportation/	Warren	Warren County Transit System	http://www.co.warren.oh.us/transit/
Pike	Pike County/Community Action Transit System (CATS)	http://www.catsservices.org/			
Ross	Chillicothe Transit System	http://www.chillicothe.com/transit.html			
Sandusky	Sandusky Transit System/Erie County (STS)	http://www.ci.sandusky.oh.us/community-dev/sts-about.htm			
Scioto	Scioto County/Access Scioto County (ASC)	http://www.ascitransit.com			
Seneca	Seneca County Agency Transportation (SCAT)	http://senecascats.org/			
Shelby	Shelby Public Transit	www.sidneyoh.com/public-transit			
Washington	Washington County/Community Action Bu Lines (CABL)	www.wmcap.org/transportation.html			
Wood	Bowling Green Transit	http://www.bgohio.org/departments/municipal-administrator/grants-administration/public-transportation/			

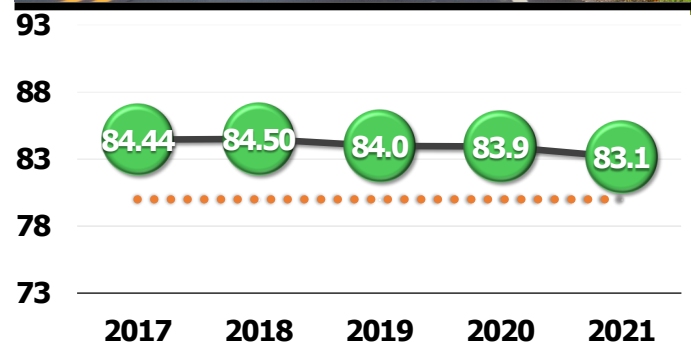
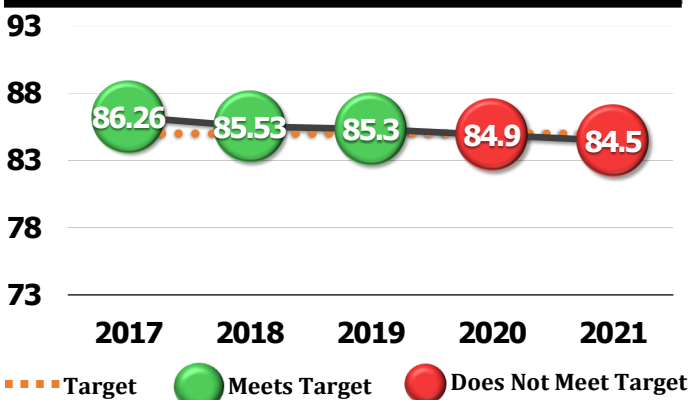
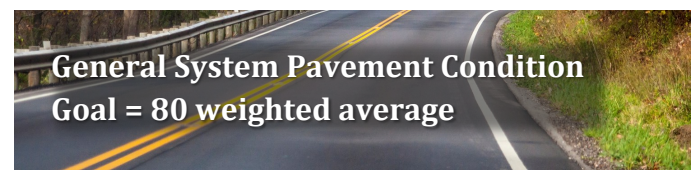
SECTION 7: OPERATION & MAINTENANCE

According to Federal Law, before considering expansion of the transportation system (additional lanes or new facilities), states must demonstrate that the existing transportation system is being maintained to acceptable performance levels and that the system is operating efficiently. To this end, ODOT has established target thresholds for system conditions, including pavements, bridges, barriers, and signs. ODOT ensures that resources are allocated to programs that will maintain these conditions near or above their thresholds. The budget table in **Figure 5.1** shows that majority of ODOT's funding for the upcoming STIP is designated for maintenance and preservation activities. Only the major new program is devoted to funding projects that increase capacity.

Figure 7.1 shows the projected pavement condition ratings (PCR) on Ohio's highways, taking into account anticipated PCR declines and improvements that will be made from STIP projects. It also shows the factors that contribute to PCR ratings, which are taken by survey crews every year. As shown, the projects on the upcoming STIP will keep Ohio's highways at or above established pavement condition thresholds.

Figure 7.1: Pavement Condition Rating Projections

5-Year Forecast



Contributing Factors

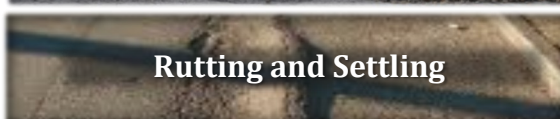
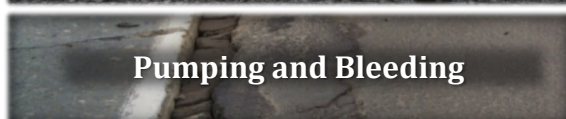
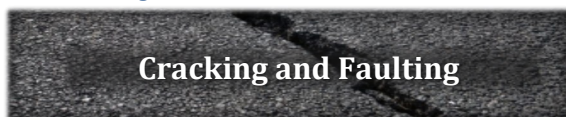


Figure 7.2 shows bridge general appraisal ratings on Ohio's highways over the past 5 years. The factors impacting bridge general appraisal are also displayed. Figure 7.3 shows highway maintenance conditions over the past 3 years along with the highway deficiencies that impact these conditions. As shown, ODOT has been devoting needed resources to bridges and operational improvements over the past several years. The projects on the SFY 2018-2021 STIP will continue to prioritize these conditions.

Figure 7.2: Bridge General Appraisal Condition

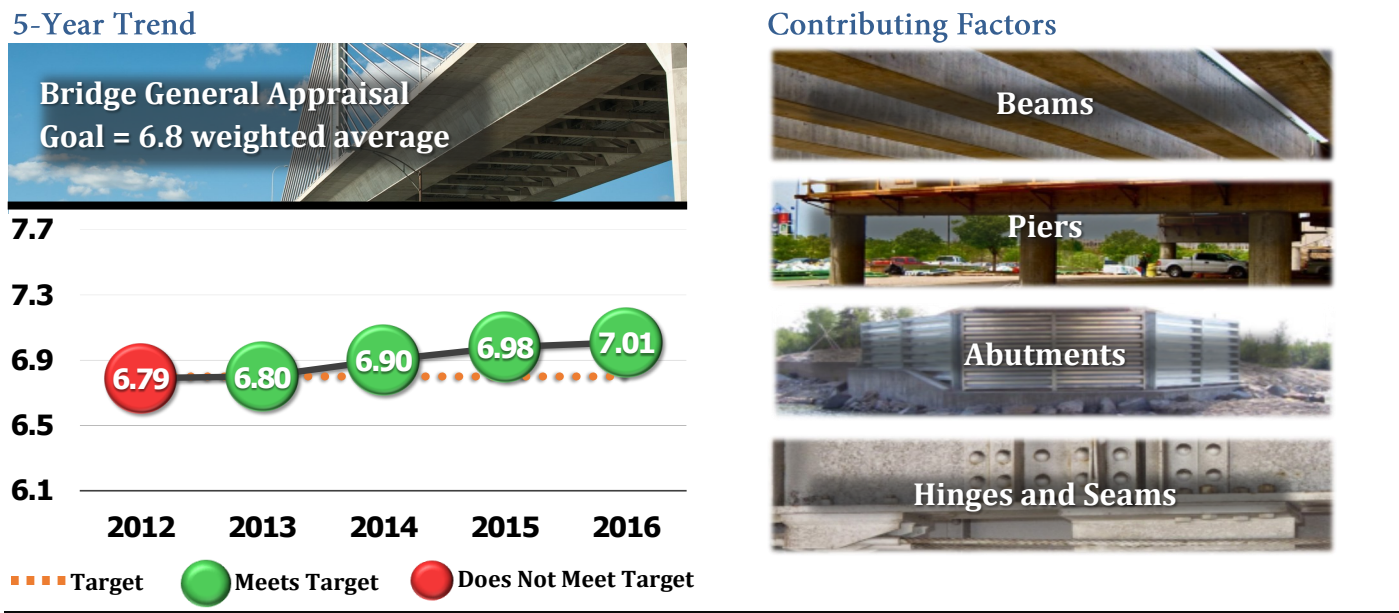
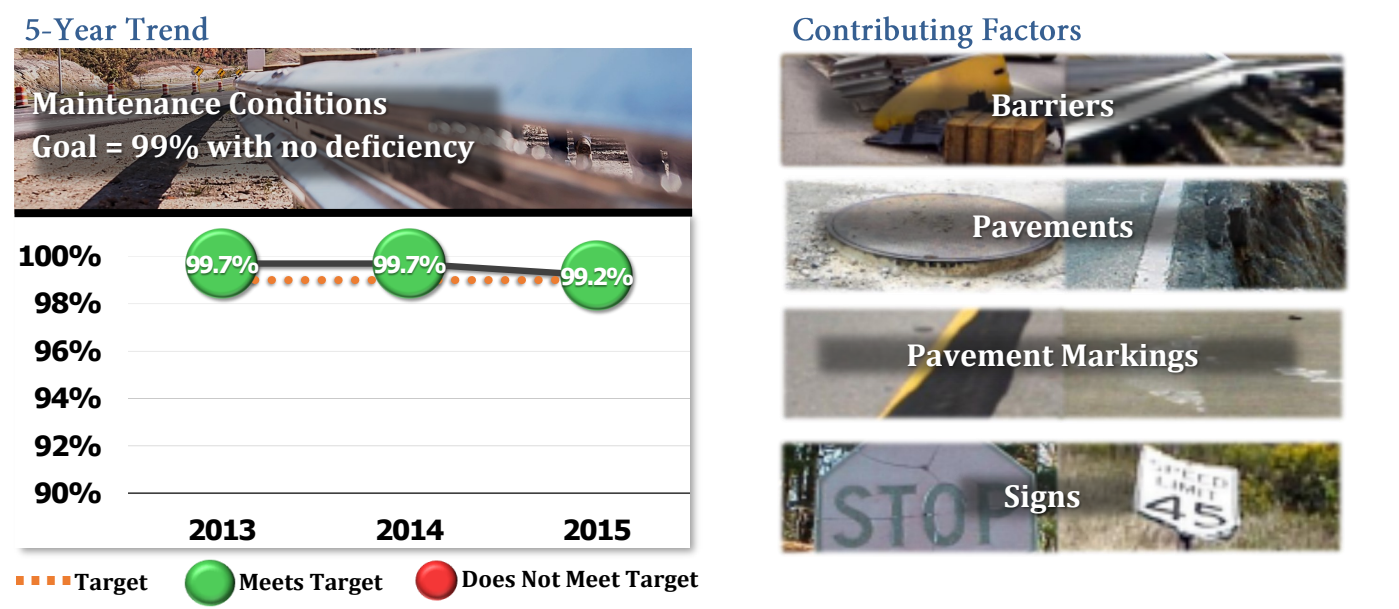


Figure 7.3: Highway Maintenance Conditions



SECTION 8: SFY 2016-2019 STIP STATUS

Over the last two years, ODOT has implemented the majority of its programmed projects in the various phases that were identified in the 2016-2019 STIP. Revisions to the STIP were made as needed such as adding newly programmed projects, updating project data and funding, and removing projects that were cancelled or no longer within the current STIP.

During state fiscal years (SFY) 2016 and 2017, a total of 14 significant highway projects went to construction. ODOT considers any highway project whose award is over \$25 million a significant project. These 14 highway projects totaled over \$1.1 billion in contract awards over the two years. **Figure 8.1** provides a summary of the 14 highway projects.

Seven regionally significant transit (FTA) projects were completed during SFYs 2016 and 2017 as shown in **Figure 8.2**.

A summary of the SFY 2016 and 2017 construction contracts sold and the estimated SFY 2017 final program is provided in **Figure 8.3**. The figure shows the number of construction projects sold and total contract dollars by ODOT District. The complete picture of SFY 2017 will not be known until the conclusion of the current fiscal year, when the 2018-2021 STIP is approved.



Carry Forward List

ODOT has provided a table (Appendix 4) of highway projects that are listed in the 2016-2019 STIP that are expected to obtain federal authorization in SFY 2017 but may not be awarded until SFY 2018. If federal authorization is not obtained, these projects will be added to the 2018-2021 STIP by administrative modification per the agreement between ODOT and FHWA.



Figure 8.1: Highway Projects Awarded SFY 2016-2017 (Over \$25 Million)

Dist	County	Project Name (ie CRS)	Contract Award/ Estimate	Primary Work Category	Award SFY	Status	Estimated End Construction
FHWA							
9	PIK	PIK SR 104 10.64 Lake White	\$ 31,762,258	Bridge Replacement	2016	Awarded	6/25/2017
12	CUY	CUY SR 010 20.98	\$ 32,488,000	New Construction	2016	Awarded	8/31/2018
12	CUY	CUY IR 077 13.80 CCG6B	\$ 32,571,327	Bridge Replacement	2017	Plans Filed	10/31/2018
6	FRA	FRA-70-14.56 (2G) Parts 1&2	\$ 34,930,000	Major Reconstruction	2017	Plans Filed	6/8/2018
6	FRA	FRA IR 71 5.29	\$ 38,108,261	Major Rehabilitation	2016	Awarded	7/31/2017
6	FRA	FRA IR 70 3.41	\$ 46,951,260	Major Rehabilitation	2016	Awarded	10/1/2017
6	FRA	FRA IR 270 9.15	\$ 59,078,000	Major Widening	2017	Plans Filed	9/30/2018
4	SUM	SUM/MED IR 0076 00.00/11.43 DB	\$ 77,027,444	Major Rehabilitation	2016	Awarded	7/31/2019
4	SUM	SUM IR 0076 10.00 (Main/Brdway)	\$ 84,228,886	Major Reconstruction	2016	Construction	7/31/2020
8	HAM	HAM IR 75 12.60	\$ 93,450,000	Major Reconstruction	2017	Plans Filed	9/4/2020
1	HAN	HAN IR 75 14.39	\$ 114,756,960	Major Widening	2017	Plans Filed	5/31/2020
11	JEF	JEF-Wellsburg Bridge	\$ 117,237,571	New Bridge	2017	Awarded	6/1/2021
12	CUY	CUY/SUM IR 271 00.00/14.87	\$ 120,113,187	Major Widening	2016	Awarded	6/15/2020
12	CUY	CUY IR 490/SR 010 02.09/19.28	\$ 220,000,000	New Construction	2017	Plans Filed	11/1/2020
14 Total Projects			\$ 1,102,703,155				

Figure 8.2: Transit Significant Projects Awarded SFY 2016-2017

PID	Dist	County	Project Name (ie CRS)	Contract Estimate/ Award	Primary Work Category
99975	4	Stark	SARTA Low or No Emission Project	\$14,782,412	FTA Transfer
99695	3	Lorain	LCT Transport & Community Center	\$10,267,312	Transit
103309	13	Statewide	Transit Tech Ohio	\$7,389,860	Transit
103354	4	Stark	SARTA Hydrogen 40' Buses	\$4,017,852	Transit
104640	12	Lake	Laketran Multimodal Transfer Cen	\$1,786,865	FTA Transfer
104031	4	Stark	SARTA Fuel Cell Research	\$750,000	Transit
104832	2	Lucas	Rides to Wellness Grant	\$166,200	Transit

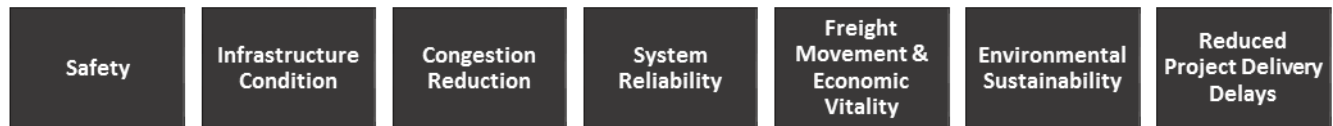
Figure 8.3: SFY 2016 - 2017 Program by ODOT District

SFY 2016 - 2017 Program by ODOT District					
FY 2016			FY 2017		
District	Projects	Total Funds	District	Projects	Total Funds
1	42	\$57,403,908	1	44	\$169,337,061
2	67	\$105,990,216	2	99	\$123,371,077
3	90	\$115,036,405	3	114	\$157,548,488
4	121	\$383,892,792	4	111	\$179,845,228
5	80	\$142,340,135	5	58	\$102,757,075
6	65	\$219,020,983	6	88	\$291,867,876
7	108	\$119,690,611	7	108	\$128,877,016
8	100	\$168,160,310	8	109	\$323,428,161
9	77	\$85,713,090	9	97	\$78,751,549
10	91	\$96,603,600	10	68	\$83,163,839
11	97	\$126,255,415	11	119	\$216,631,510
12	87	\$313,993,636	12	81	\$468,697,518
STW	2	\$499,539	STW	1	\$6,494,057
Totals	1027	\$1,934,600,640	Totals	1097	\$2,330,770,454
<p>Information provided in this table is from queries of the Ellis Program management data table on February 02, 2017.</p> <p>Information reflects construction letting information only. Figures do not include costs associated with preliminary development, detailed design, right of way acquisition, or contract administration.</p>					

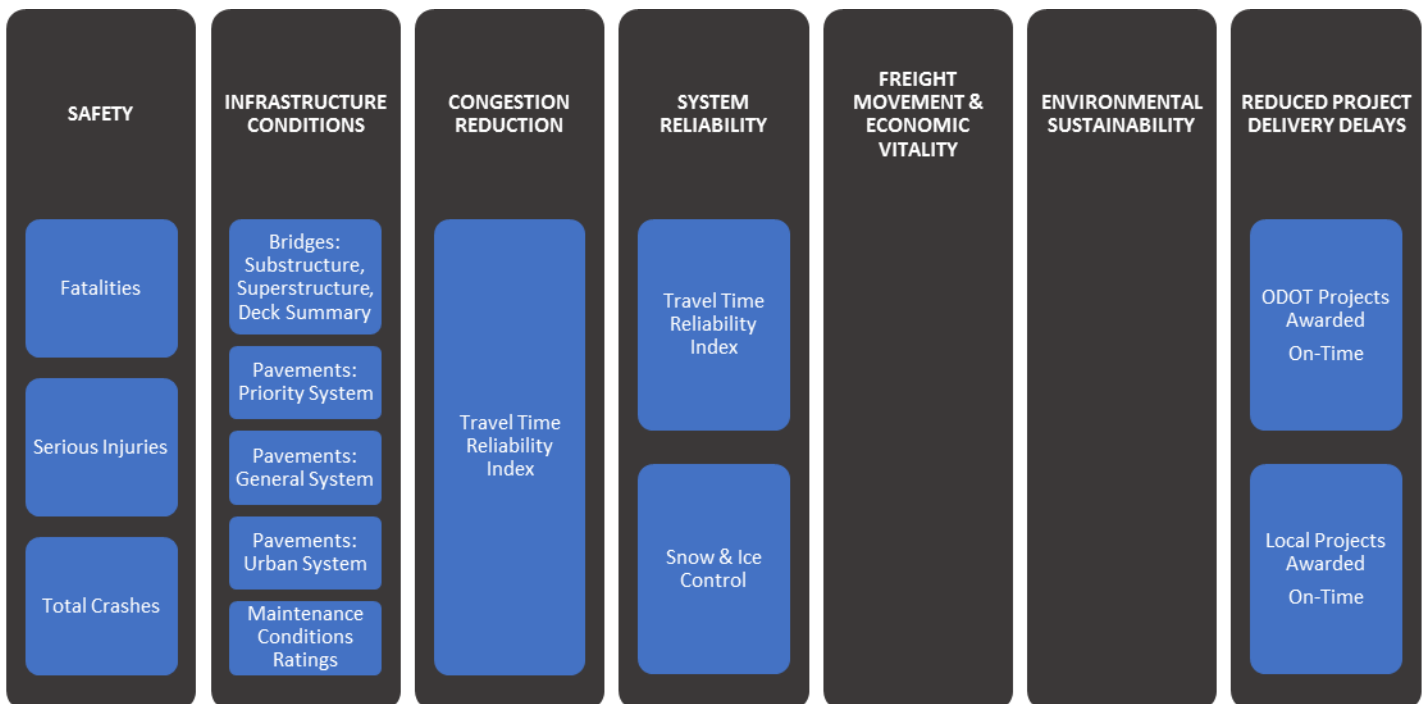


SECTION 9: PERFORMANCE MEASURES

MAP-21 and the FAST Act are placing emphasis on incorporating performance management into transportation planning and programming processes. National performance goals have been established for 7 key areas, and states are required to establish performance targets in support of these national goals. Projects on Ohio's STIP address transportation needs in one or more of these key areas, which are:



Currently, ODOT and Ohio's MPOs, RTPOs, and transit agencies are working together to determine what national performance measures ODOT is required to track in each of the key areas through review of the published final rules and to quantify baseline targets for each measure. As a starting point, ODOT plans to use some of the performance measures that the Department has been tracking for many years to measure how Ohio's transportation system is operating. Monitoring these performance measures has assisted ODOT in setting goals, adjusting priorities, allocating resources, and developing policy. A list of the performance measures that support the national goal areas is shown below. ODOT will continue working with its partners to establish and refine statewide performance measures that support the national performance areas.



For additional information on ODOT's current performance measures and a breakdown of each metric, please reference the *Critical Success Factors Defined: Metric Appendix* found at: <http://www.dot.state.oh.us/policy/ODOTStrategicPlan/Pages/Critical-Success-Factors.aspx>

For additional information on Performance Based Planning, please visit the websites of FHWA (www.fhwa.dot.gov) and FTA (www.fta.dot.gov) and enter *Performance Based Planning* in the search box.

SECTION 10: FINANCE

The STIP is a financially responsible and fiscally constrained program focused on ODOT's goal to achieve a steady state of manageable and predictable conditions on Ohio's transportation system and within the preservation budget.

The guidance on Statewide Transportation Planning and Programming (23 U.S.C. 135) provides that projects in the STIP must be consistent with MPO TIPs and must reflect expected funding and priorities for programming. The program shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available within the time period contemplated for its completion.

Each of Ohio's seventeen MPOs biennially develops a four-year TIP for their area. In each of these TIPs, the projects planned for financing with federal funds made available for use by these MPOs have previously been reviewed and determined to be within reasonable expected federal funding levels, as required. ODOT considers the TIPs to be in reasonable fiscal balance. The potential for financing the state sponsored projects in these TIPs and the state share of the local government sponsored projects, where applicable, is addressed here in conjunction with the analysis of the financing needs of the non-MPO projects.

ODOT receives funds from the federal motor fuel tax through the Fixing America's Surface Transportation Act (FAST Act). The FAST Act maintains the majority of MAP-21's process for apportioning Federal-aid highway funds. The apportionment process under the FAST Act is as follows:

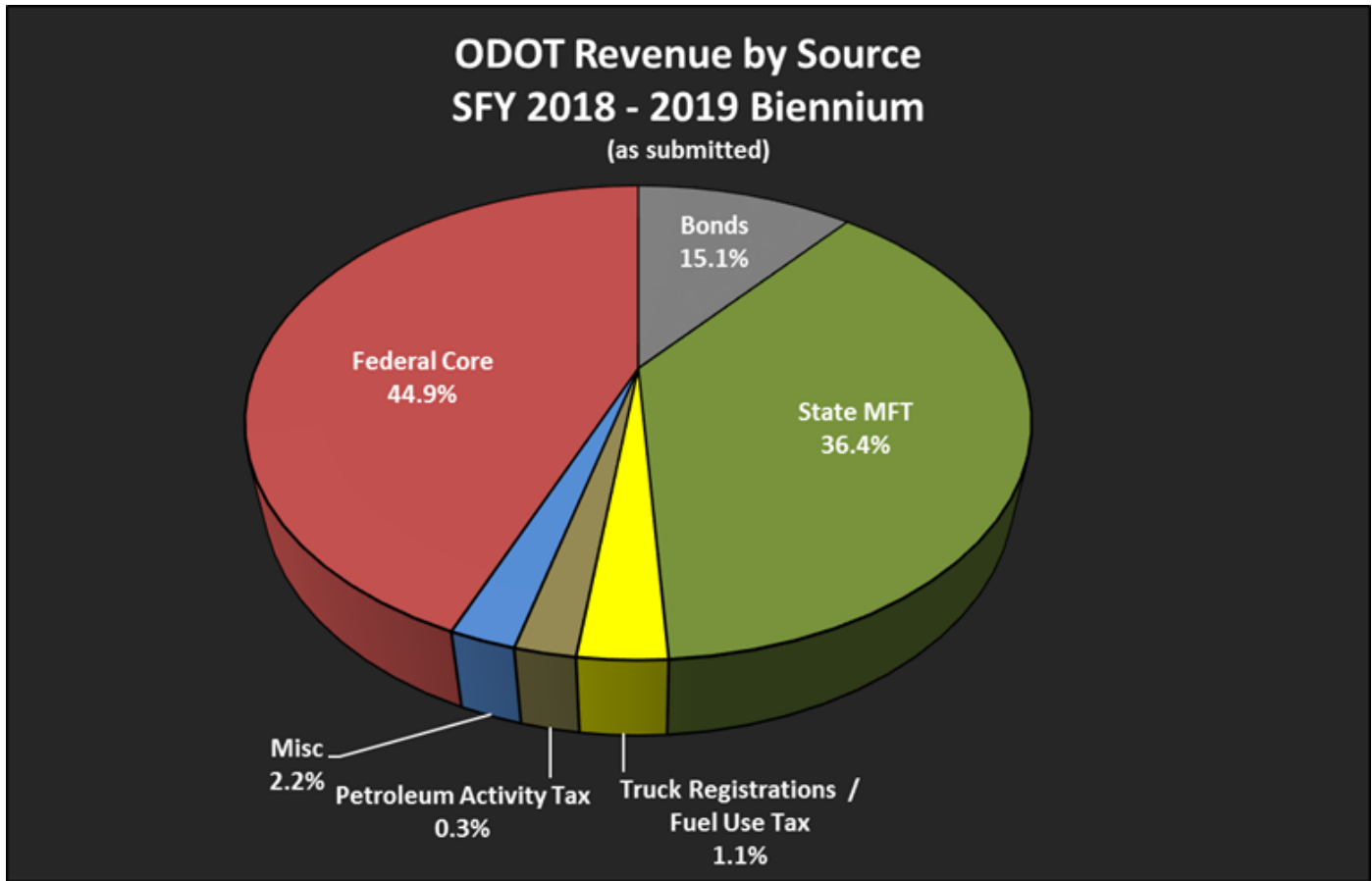
- Authorizes a lump sum amount for each year for all the apportioned highway programs combined, including: National Highway Performance Program (NHPP), Surface Transportation Block Grant Pro-

gram (STBG), Highway Safety Improvement Program (HSIP) (including Railway-Highway Crossings), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Metropolitan Planning, and a new National Highway Freight Program (NHFP).

- Of the lump sum apportionment, specified "supplemental" amounts are reserved for NHPP (FY 2019 and FY 2020) and STBG (FY 2018-2020). The remainder is the "base apportionment."
- An initial amount is calculated for each State for base apportionment, supplemental NHPP and supplemental STBG based on the State's share of apportionments in FY 2015.
- Each State's initial amounts are adjusted so that no State receives less than 95 cents of every dollar it contributed to the Highway Account of the Highway Trust Fund (HTF).
- Each State's apportionment is divided between the various apportioned programs, based on procedures specified in statute.

State funding sources include the state motor fuel tax, Petroleum Activity tax, General Revenue Fund, and miscellaneous sources, such as oversize/overweight permits and cell tower leases. **Figure 10.1** shows each source's proportionate share of ODOT's revenue.

Figure 10.1: ODOT Revenue by Source



State Transportation Budget

Under ODOT's budgeting philosophy, the top priority is to fund debt service payments owed from past bond issuances. Secondly, after paying all current debt obligations falling due in a fiscal year, the Department will pay all Public-Private-Partnership payments (availability payments) falling due in that same fiscal year on a pro rata, pari passu basis. Thirdly, basic departmental operations such as payroll, routine roadway maintenance, and snow and ice removal will be funded. The fourth priority is for system preservation, both pavements and bridges. There are additional programs for freeway reconstruction and major bridge rehabilitation and replacement. Without this sustained level of funding, the system would deteriorate quickly. The next priorities are safety, other state programs (such as geological site

management and railroad safety). Funding local programs, including MPO allocations and county pavement and bridge, are the next priorities. The last priority in the budgeting process is Major New construction or major capacity addition projects. The ODOT program budgets in **Figure 5.1** of Section 5 in this document reflect these priorities.

There were basic assumptions used in preparing ODOT's budget for the 2018/2019 biennium:

- 1% growth in Motor Fuel consumption in FY 2018 and FY 2019 and flat thereafter.
- Approximately 2% growth in Federal Highway Revenues for FY 2018 through 2020 attributed to FAST Act funding.

- Highway bond debt payments (state and federal) will be approximately \$261 M for FY 2018 and \$299 M in FY 2019.
- State bond appropriations will be \$133 M in 2018 and \$155 M in 2019 and federal bonds will be \$128 M in 2018 and \$143 M in FY 2019.
- Payroll will increase by approximately 2.5% annually from FY 2018 through FY 2020.
- Capital Preservation and Safety programs are funded at \$1.57 B in FY 2018 and \$1.36 B in FY 2019.
- Total Capital program will be \$2.1 B in FY 2018 and \$1.9 B in FY 2019.

The largest portion of the budget is designated for preservation of the existing system and safety improvements. FAST Act authorized federal funding beginning October 1, 2015 through September 30, 2020.

Financial Analysis

The objective of the fiscal analysis is to show that the aggregate federal and state funding demand is within the total federal and state funding available each year, taking into consideration that federal funds specifically dedicated for a certain project or types of projects cannot be used to cover other project funding shortfalls.

The analysis reflects that the STIP program is within ODOT's federal and state funding capacity. It should be noted that while the STIP is based on state fiscal years which start July 1, federal apportionments are normally made on October 1, the start of each federal fiscal year. In the fiscal analysis this three month delay in receipt of federal apportionments is considered inconsequential because of prior year carry-overs, federal advance construction provisions, and the other funding flexibility provided under the FAST Act.

Overview and Assumptions

Projections of future state revenue, future federal apportionments, and obligation limitations are one step required for the fiscal analysis. Determining projects scheduled for each fund type is another required step.

The project listing included in this document is for all eighty-eight counties in the state. The individual MPO TIPs include the project lists for their respective areas. The fiscal analysis summarizes federal and state funding demand by year for all ODOT and MPO programs.

The following additional factors were also taken into consideration:

- Federal bonds are called Grant Anticipated Revenue Vehicles (GARVEE). The debt is issued in anticipation of the receipt of Federal-aid grant reimbursements in subsequent years. The bond funds are considered revenue and the debt service to repay the bonds are treated as project commitments or expenses to the overall program.
- "Block" Federal is not a specific funding type. It is a practice at ODOT to reserve federal and state funds in each project area for future Change Orders and unanticipated Preliminary Engineering and Right-of-Way modifications on projects. Each ODOT program reserves funds based upon the historic need in their program.
- Spending authority under FAST Act contains provisions under Section 126 of title 23, United States Code allowing transferability of funds apportioned under section 104(b) between the core programs: National Highway Performance Program (NHPP), Congestion Mitigation (CMAQ), National Highway Freight Program (NHFP), Highway Safety Improve-

ment Program (HSIP), Transportation Alternatives (TA), and the Surface Transportation Block Grant Program (STBGP). Transfers are completed if the needs within ODOT's program require the core apportionments to be moved.

Flexible Federal Funding

Under provisions of MAP-21 and continued through FAST Act, Surface Transportation Block Grant Program (STBGP) funds have the most open eligibility of the conventional federal funds and may be used on projects which are also eligible under other fund types. FAST Act provides that a State may transfer up to 50 percent of any apportionment to another formula program. However, no transfers are permitted of Metropolitan Planning funds, funds sub allocated to areas based on population (under either STBG or TA), or funds set aside for the Recreational Trails Program. Funds under other programs may not be transferred between programs unless specifically provided by law.

General Procedures

To demonstrate that this STIP is in reasonable financial balance, the aggregate federal and state share for all projects within MPO areas and non-MPO areas (including those projects sponsored by ODOT and local governments) was totaled by federal funding program and by year and compared to projected available funding. The National Highway Performance Program (NHPP), Congestion Mitigation (CMAQ), Highway Safety Improvement Program (HSIP), National Highway Freight Program (NHFP), Transportation Alternatives (TA), and Surface Transportation Program (STBGP) are federal core programs and are evaluated jointly in consideration of the flexible funding provisions of FAST Act.

In conducting the financial analysis, the various federal

programs (Highway Planning and Research and Metropolitan Planning) funding categories were analyzed individually as these funds cannot be used to finance other projects. Each funding program budget is shown with the corresponding project demand estimates.

The federal funding legislation typically contains discretionary programs. States apply for funding from each program for specific projects. Each program has separate funding eligibility. Funds are only available to states if the specific projects are selected for funding. The only funds accounted for in the analysis are those previously designated for a project. States do not receive an allocation of these funds; therefore, the project demand estimates and the funding budgets are the same for the discretionary funding programs.

The FAST Act re-established transit funding created by MAP-21 with some key changes. Most funding programs will continue to allocate specific amounts to the individual transit system directly. These programs include Sections 5303, 5304, 5307 and 5337. Language was changed in the following sections:

- **Section 5303—Metropolitan Planning**
 - ◊ Language was inserted to transportation planning to incorporate intercity, intermodal and vanpool transportation to the planning context, to expand the opportunity for transit agency, intercity bus operators, ports and commuter services agencies to be represented within and participate in planning processes and to allow MPOs in larger metropolitan areas to develop congestion management plans.
- **Section 5304—Statewide and Non-Metropolitan Transportation Planning**
 - ◊ Language was updated to enable transit agency,

intercity bus operators, ports and commuter services agencies to be represented within and participate in statewide and rural planning processes.

- **Section 5307—Urbanized Area Formula Grants**

- ◇ Demand-response transit (other than ADA complementary paratransit) in urban areas of more than 200,000 population became eligible for section 5307 operating grants, with the same 75 and 100-bus limits as urban fixed route bus service.
- ◇ The requirement for large-urban section 5307 grantees to spend at least one percent of their apportionments on “associated transit improvements” is removed.

The Section 5310 and 5339 programs apportion a separate amount for each of the large urbanized areas to receive directly from FTA while an additional apportionment goes to the state for distribution to small urban and rural systems. FAST Act changes include:

- **Section 5310—Formula Grants for Enhanced Mobility of Seniors & Individuals with Disabilities**

- ◇ States and local government entities operating public transit services are eligible direct recipients of section 5310 assistance.
- ◇ Dissemination of “best practices” is statutory for FTA under section 5310(i).
- ◇ New provisions added to section 3006(b) of FAST Act.
 - ⇒ Section 5310 grants associated with a new pilot program for innovative coordinated access and mobility
 - ⇒ Statutory expectations for federal interagency Coordinating Council on Mobility and Access.

- **Section 5339—Bus and Facility Grants**

- ◇ The portion distributed “nationally” increases from \$65.5m to \$90.5m each year. The amount allocated per state increases from \$1.25m to \$1.75m per year.
- ◇ Pilot program for cost-effective capital investment that allows states to pool their acquisition of buses.
- ◇ A new program of competitive bus and bus facility grants that can be awarded to state and local transit agencies only for buses and bus facilities used in fixed-route transit operations. 10 percent of the grants must be made for buses and bus facilities in rural areas.
- ◇ New program of competitive grants for low- and no-emission buses.

The states receive Section 5311 funds for further distribution to rural transit systems. The following changes were made:

- **Section 5311—Formula Grants for Rural Areas**

- ◇ The authorized amount for formula-based funding for tribal transit under section 5311(c) was increased to \$30m per year.
- ◇ Additional sources of eligible “non-federal” matching funds are established, including cash from non-governmental sources and advertising sales.
- ◇ Language was added to provide for consolidated grants of section 5311(c) funds to multiple tribes.

Finally, those states with Rail Fixed Guideway Transit systems receive Section 5329 (e) funds for the State Safety Oversight (SSO) program. This program provides oversight activities relating to safety issues on those rail transit systems. Changes due to the FAST Act include:

- **Section 5329 (e)**
 - ◊ Language that allows the FTA to incorporate additional safety standards into the national transit safety plan.
 - ◊ Language that gives the FTA the opportunity for additional safety oversight and authority.

result in a savings shown by decreased project cost of \$13.4M in 2018, \$21.4M in 2019, \$21.4M in 2020, and \$5.9M in 2021.

The federal budgets used for this analysis are the apportionments from FAST Act with approximately two-percent anticipated growth through FY 2021. FAST Act was passed in December 2015 and provided apportionments through September 30, 2020.

Fiscal Constraint Table Assumptions

Figure 10.2 reflects that the STIP is in yearly fiscal balance from both the state and federal funding perspective. There are several assumptions which are reflected in this table.

Payroll costs and other agency operational expenses, including State Bond Debt Service have been subtracted from the State Funds designated for project funding. These remaining state funds are used to match federal funds and to fund other projects.

The Local Match is the cumulated amount from all local governments committed to match federal and state dollars for projects included in this STIP.

ODOT policy requires evaluation of the inflation rates and adjustment of project cost estimates, as necessary, every six months. Revenue and cost estimates for the STIP must use an inflation rate to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the State, MPOs, and public transportation operators per 23 CFR 450.218(l). Current project estimates are adjusted for an estimated inflationary increase of 3.7% in 2018, 3.8% in 2019, 3.7% in 2020 and 3.5 % in 2021. However for fiscal analysis an adjustment line is shown to reflect the possibility of a more conservative inflationary adjustment of 0.5% in 2018, 0.8% in 2019, 0.7% in 2020, and 0.5% in 2021. This conservative adjustment could

Figure 10.2: Fiscal Analysis (Table 1 of 4)

SFY 2018-2021 STIP Fiscal Analysis as of 03/10/2017 (Revised)

		State Fiscal Year														
Count	Fiscal Group	Budget 2018	Projects 2018	Balance 2018	Budget 2019	Projects 2019	Balance 2019	Budget 2020	Projects 2020	Balance 2020	Budget 2021	Projects 2021	Balance 2021	Budget 2018-2021	Projects 2018-2021	Balance 2018-2021
Federal Highway Administration (FHWA)																
Federal Flexible																
1	STBG	\$394,907,808	\$439,793,462	-\$44,885,654	\$404,143,941	\$453,079,542	-\$48,935,601	\$414,027,479	\$437,773,713	-\$23,746,234	\$423,751,795	\$393,018,337	\$30,733,458	\$1,636,831,024	\$1,723,665,054	-\$86,834,031
2	STBG/Safe Routes to School	\$652,428	\$652,428	\$0	\$329,183	\$329,183	\$0	\$116,431	\$116,431	\$0	\$294,125	\$294,125	\$0	\$1,392,167	\$1,392,167	\$0
3	National Hwy Performance Prgm	\$709,724,767	\$410,131,374	\$299,593,393	\$725,716,508	\$595,678,125	\$130,038,384	\$743,068,091	\$719,818,376	\$23,249,715	\$760,834,543	\$585,641,639	\$175,192,905	\$2,939,343,910	\$2,311,269,513	\$628,074,397
4	Interstate Maintenance	\$0	\$17,867,733	-\$17,867,733	\$0	\$16,924,614	-\$16,924,614	\$0	\$90,186,570	-\$90,186,570	\$0	\$88,118,696	-\$88,118,696	\$0	\$213,097,613	-\$213,097,613
5	National Highway System	\$0	\$18,233,047	-\$18,233,047	\$0	\$44,333,122	-\$44,333,122	\$0	\$13,814,024	-\$13,814,024	\$0	\$73,026,419	-\$73,026,419	\$0	\$149,406,612	-\$149,406,612
6	Bridge	\$0	\$80,259,145	-\$80,259,145	\$0	\$41,000,219	-\$41,000,219	\$0	\$13,427,706	-\$13,427,706	\$0	\$31,454,064	-\$31,454,064	\$0	\$166,141,135	-\$166,141,135
7	CMAQ	\$93,836,047	\$78,385,278	\$15,450,769	\$95,950,390	\$89,150,461	\$6,799,930	\$98,244,525	\$66,024,402	\$32,220,123	\$100,593,511	\$65,478,957	\$35,114,554	\$388,624,472	\$299,039,097	\$89,585,376
8	Highway Safety Imp Prog	\$128,104,903	\$94,276,169	\$33,828,734	\$130,991,403	\$119,412,106	\$11,579,297	\$134,123,354	\$107,918,162	\$26,205,191	\$137,330,188	\$125,342,946	\$11,987,242	\$530,549,848	\$446,949,383	\$83,600,464
9	Garvee Bond-Fund 045-Longtm AC	\$405,960,585	\$328,974,903	\$76,985,682	\$187,239,264	\$163,578,541	\$23,660,723	\$60,000,000	\$42,000,000	\$18,000,000	\$60,000,000	\$581,378	\$59,418,622	\$713,199,849	\$535,134,822	\$178,065,027
10	Redistributed Funds	\$7,028,021	\$0	\$7,028,021	\$7,186,379	\$0	\$7,186,379	\$7,358,202	\$0	\$7,358,202	\$7,534,134	\$0	\$7,534,134	\$29,106,737	\$0	\$29,106,737
11	Garvee Bond Debt Service	NA	\$128,248,735	-\$128,248,735	NA	\$143,189,183	-\$143,189,183	NA	\$155,275,633	-\$155,275,633	NA	\$142,754,751	-\$142,754,751	NA	\$569,468,302	-\$569,468,302
12	P3 Commitments	NA	\$0	\$0	NA	\$6,107,248	-\$6,107,248	NA	\$16,103,582	-\$16,103,582	NA	\$16,294,264	-\$16,294,264	NA	\$38,505,093	-\$38,505,093
Federal Appropriation Changes Needed																
13	Un-Assigned Federal	NA	\$29,102,319	-\$29,102,319	NA	\$73,275,364	-\$73,275,364	NA	\$83,118,941	-\$83,118,941	NA	\$152,417,595	-\$152,417,595	NA	\$337,914,220	-\$337,914,220
14	Un-Assigned Federal Labor	NA	\$373,298	-\$373,298	NA	\$274,574	-\$274,574	NA	\$525,877	-\$525,877	NA	\$1,863,483	-\$1,863,483	NA	\$3,037,232	-\$3,037,232
15	Non-Federal	NA	\$2,817,600	-\$2,817,600	NA	\$529,534	-\$529,534	NA	\$0	\$0	NA	\$0	\$0	NA	\$3,347,134	-\$3,347,134
Sub-Totals Federal Flexible		\$1,740,214,560	\$1,638,005,911	\$102,208,649	\$1,551,557,069	\$1,746,861,815	-\$195,304,747	\$1,456,938,082	\$1,746,103,416	-\$289,165,335	\$1,490,338,296	\$1,676,286,655	-\$185,948,359	\$6,239,048,006	\$6,807,257,798	-\$568,209,792
SIB Loans Debt Service - Covered under project listing with Sub-Phase = "Dbt Serv"																
State/Local Match Program 002/042/Labor/Local Match																
16	State Funds (002)	\$384,297,087	\$465,939,425	-\$81,642,338	\$349,370,226	\$373,723,559	-\$24,353,333	\$316,734,456	\$351,860,869	-\$35,126,413	\$293,856,399	\$355,537,756	-\$61,681,357	\$1,344,258,169	\$1,547,061,610	-\$202,803,440
17	State Bonds	\$147,432,354	\$117,611,243	\$29,821,111	\$207,985,476	\$108,751,302	\$99,234,174	\$60,000,000	\$48,071,991	\$11,928,009	\$60,000,000	\$13,478,840	\$46,521,160	\$475,417,830	\$287,913,377	\$187,504,453
18	Labor - State Match	\$75,121,759	\$75,121,759	\$0	\$59,934,418	\$59,934,418	\$0	\$30,708,097	\$30,708,097	\$0	\$19,180,578	\$19,180,578	\$0	\$184,944,852	\$184,944,852	\$0
19	Labor - Local Match	\$1,954,284	\$1,954,284	\$0	\$2,631,944	\$2,631,944	\$0	\$1,408,136	\$1,408,136	\$0	\$2,917,186	\$2,917,186	\$0	\$8,911,550	\$8,911,550	\$0
20	Local Match	\$127,798,674	\$127,798,674	\$0	\$179,148,178	\$179,148,178	\$0	\$108,521,369	\$108,521,369	\$0	\$72,301,354	\$72,301,354	\$0	\$487,769,575	\$487,769,575	\$0
Grand Totals State/Local/GRF		\$736,604,158	\$788,425,385	-\$51,821,227	\$799,070,242	\$724,189,401	\$74,880,841	\$517,372,058	\$540,570,462	-\$23,198,404	\$448,255,517	\$463,415,715	-\$15,160,198	\$2,501,301,976	\$2,516,600,964	-\$15,298,988
Sub-Totals Fed Flex/State/Local Match (Above)		\$2,476,818,718	\$2,426,431,296	\$50,387,422	\$2,350,627,311	\$2,471,051,217	-\$120,423,906	\$1,974,310,140	\$2,286,673,879	-\$312,363,739	\$1,938,593,813	\$2,139,702,370	-\$201,108,557	\$8,740,349,982	\$9,323,858,761	-\$583,508,779
Other Federal																
21	Earmarks / High Priority	\$11,886,750	\$11,886,750	\$0	\$8,362,297	\$8,362,297	\$0	\$15,501,723	\$15,501,723	\$0	\$10,281,407	\$10,281,407	\$0	\$46,032,177	\$46,032,177	\$0
22	Appalachian Hwys	\$0	\$1,036,000	-\$1,036,000	\$0	\$1,018,000	-\$1,018,000	\$0	\$1,000,000	-\$1,000,000	\$0	\$1,000,000	-\$1,000,000	\$0	\$4,054,000	-\$4,054,000
23	Other Federal	\$0	\$39,074,134	-\$39,074,134	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,074,134	-\$39,074,134
24	Tiger Grant	\$6,763,827	\$6,763,827	\$0	\$7,626,604	\$7,626,604	\$0	\$1,191,772	\$1,191,772	\$0	\$1,195,765	\$1,195,765	\$0	\$16,777,968	\$16,777,968	\$0
25	Highway Planning (2%)	\$27,901,161	\$7,551,534	\$20,349,627	\$28,529,839	\$2,740,482	\$25,789,357	\$29,211,976	\$1,120,000	\$28,091,976	\$29,910,422	\$1,000,000	\$28,910,422	\$115,553,398	\$12,412,017	\$103,141,381
26	TAP/Enhancements	\$24,165,790	\$16,790,556	\$7,375,234	\$24,472,425	\$31,571,226	-\$7,098,801	\$24,919,027	\$20,160,030	\$4,758,997	\$25,785,379	\$16,741,309	\$9,044,070	\$99,342,621	\$85,263,122	\$14,079,499
27	TAP/Safe Routes to School	\$3,344,362	\$3,344,362	\$0	\$3,657,594	\$3,657,594	\$0	\$3,883,569	\$3,883,569	\$0	\$3,705,875	\$3,705,875	\$0	\$14,591,400	\$14,591,400	\$0
28	Forest Highways	\$0	\$840,000	-\$840,000	\$0	\$840,000	-\$840,000	\$0	\$840,000	-\$840,000	\$0	\$840,000	-\$840,000	\$0	\$3,360,000	-\$3,360,000
29	Metro Planning	\$12,027,970	\$428,774	\$11,599,196	\$12,298,988	\$409,628	\$11,889,360	\$12,593,052	\$0	\$12,593,052	\$12,894,146	\$0	\$12,894,146	\$49,814,156	\$838,402	\$48,975,754

Figure 10.2: Fiscal Analysis (Table 2 of 4)

Count	Fiscal Group	State Fiscal Year												Budget 2018-2021	Projects 2018-2021	Balance 2018-2021
		Budget 2018	Projects 2018	Balance 2018	Budget 2019	Projects 2019	Balance 2019	Budget 2020	Projects 2020	Balance 2020	Budget 2021	Projects 2021	Balance 2021			
29	Metro Planning	\$12,027,970	\$428,774	\$11,599,196	\$12,298,988	\$409,628	\$11,889,360	\$12,593,052	\$0	\$12,593,052	\$12,894,146	\$0	\$12,894,146	\$49,814,156	\$838,402	\$48,975,754
30	Recreational Trails	\$1,725,684	\$1,725,684	\$0	\$1,764,568	\$1,764,568	\$0	\$1,806,758	\$1,806,758	\$0	\$1,849,957	\$1,849,957	\$0	\$7,146,966	\$7,146,966	\$0
31	RR Hazard Elimination	\$14,183,737	\$14,177,000	\$6,737	\$14,503,330	\$14,072,000	\$431,330	\$14,850,098	\$15,203,000	-\$352,902	\$15,205,158	\$15,203,000	\$2,158	\$58,742,324	\$58,655,000	\$87,324
32	Nt'l Cor Planning & Dev (NCPD)	\$0	\$274,074	-\$274,074	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$274,074	-\$274,074
Sub-Totals Other Federal		\$101,999,281	\$103,892,695	-\$1,893,414	\$101,215,645	\$72,062,400	\$29,153,245	\$103,957,975	\$60,706,853	\$43,251,123	\$100,828,109	\$51,817,313	\$49,010,797	\$408,001,011	\$288,479,260	\$119,521,750
Federal Discretionary																
33	Emergency Relief	\$0	\$24,656,657	-\$24,656,657	\$0	\$17,636,338	-\$17,636,338	\$0	\$9,975,356	-\$9,975,356	\$0	\$9,987,543	-\$9,987,543	\$0	\$62,255,894	-\$62,255,894
34	Scenic Byway	\$0	\$228,221	-\$228,221	\$0	\$57,142	-\$57,142	\$0	\$676,664	-\$676,664	\$0	\$160,168	-\$160,168	\$0	\$1,122,195	-\$1,122,195
35	Freight Rail Development	\$1,000,000	\$1,000,000	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$0
Sub-Totals Federal Discretionary		\$1,000,000	\$25,884,878	-\$24,884,878	\$1,000,000	\$18,693,480	-\$17,693,480	\$0	\$10,652,020	-\$10,652,020	\$0	\$10,147,711	-\$10,147,711	\$2,000,000	\$65,378,089	-\$63,378,089
Totals FHWA		\$2,579,817,999	\$2,556,208,869	\$23,609,130	\$2,452,842,956	\$2,561,807,096	-\$108,964,141	\$2,078,268,115	\$2,358,032,751	-\$279,764,636	\$2,039,421,923	\$2,201,667,394	-\$162,245,471	\$9,150,350,993	\$9,677,716,111	-\$527,365,118

"Garvee Bond" = Bonds sold with Federal backing. Federal Funds not on projects but authorized federal and associated Garvee Bond Debt service paid with Federal. See Garvee bond debt Service Line.

"Garvee Bond Debt Service" = Debt Service paid in federal for bonds to sell projects associated with the "Garvee Bond" line shown above.

"Un-Assigned Federal" - Federal SAC codes but no Federal billing fund yet assigned (ie SACs 4PF7, 4BK7, TRAN, TRTR, etc.)

"Local Match" = Budget matches estimates in that the local guarantees the source of funding based on the entire revenue sources for specific projects. (SACs LNTP, 4BG6, 4BG7, & 4BG9)

Further Assumptions

Savings to Conservative Inflation		-\$13,211,896	\$13,211,896		-\$21,395,003	\$21,395,003		-\$21,440,037	\$21,440,037		-\$5,669,495	\$5,669,495		-\$61,716,432	\$61,716,432
State Revenue Increase by 1%	\$11,460,000		\$11,460,000	\$11,580,000		\$11,580,000	\$11,580,000		\$11,580,000	\$11,580,000		\$11,580,000	\$46,200,000		\$46,200,000
Redistributed Income (With Apportionment)	\$46,000,000		\$46,000,000	\$50,000,000		\$50,000,000	\$40,000,000		\$40,000,000	\$40,000,000		\$40,000,000	\$176,000,000		\$176,000,000
Carry of Turnpike Bonds (4TK7 & 4TL7)	\$51,516,000		\$51,516,000	\$500,000		\$500,000	\$0		\$0	\$0		\$0	\$52,016,000	\$0	\$52,016,000
Operating & Prior Year Carry from Other Programs	\$40,000,000		\$40,000,000	\$40,000,000		\$40,000,000	\$40,000,000		\$40,000,000	\$40,000,000		\$40,000,000	\$160,000,000	\$0	\$160,000,000
Prior Year Carry from Closed Encumbrances	\$15,000,000		\$15,000,000	\$15,000,000		\$15,000,000	\$15,000,000		\$15,000,000	\$15,000,000		\$15,000,000	\$60,000,000		\$60,000,000
Total Possible Adjustments	\$163,976,000	-\$13,211,896	\$177,187,896	\$117,080,000	-\$21,395,003	\$138,475,003	\$106,580,000	-\$21,440,037	\$128,020,037	\$106,580,000	-\$5,669,495	\$112,249,495	\$494,216,000	-\$61,716,432	\$555,932,432
Fiscal Constraint - Adj. Year End Estimated Balance			\$200,980,918			\$29,510,863			-\$151,744,599			-\$49,813,287			\$28,933,895
Plus Prior Year End Balance			* \$0			\$200,980,918			\$230,491,781			\$78,747,182			
Cumulative Adjusted Year End Estimated Balance			\$200,980,918			\$230,491,781			\$78,747,182			\$28,933,895			

* Note: Prior Year Carryforward balances are not being taken into account.

Figure 10.2: Fiscal Analysis (Table 3 of 4)

Count	Fiscal Group	State Fiscal Year													
		Budget 2018	Projects 2018	Balance 2018	Budget 2019	Projects 2019	Balance 2019	Budget 2020	Projects 2020	Balance 2020	Budget 2021	Projects 2021	Balance 2021	Budget 2018-2021	Projects 2018-2021
Federal Transit Administration (FTA)															
5307 - Urban Formula Program															
36	5307 - Urban Formula Program	\$108,103,733	\$141,237,330	-\$33,133,597	\$110,065,028	\$124,176,337	-\$14,111,309	\$112,420,350	\$117,547,169	-\$5,126,819	\$114,775,672	\$120,338,863	-\$5,563,191	\$445,364,783	\$503,299,699
Sub-Totals		\$108,103,733	\$141,237,330	-\$33,133,597	\$110,065,028	\$124,176,337	-\$14,111,309	\$112,420,350	\$117,547,169	-\$5,126,819	\$114,775,672	\$120,338,863	-\$5,563,191	\$445,364,783	\$503,299,699
5310 - Enhanced Mobility - 2nd Line is Line Item Projects															
40	5310 - Enhanced Mobility	\$6,828,541	\$3,744,806	\$3,083,735	\$6,973,306	\$2,423,756	\$4,549,550	\$7,121,140	\$2,686,756	\$4,434,384	\$7,270,930	\$2,690,756	\$4,580,174	\$28,193,918	\$11,546,074
41	5310 - Enhanced Mobility Small Urban	\$1,363,227	\$1,363,227	\$0	\$1,392,128	\$1,392,128	\$0	\$1,421,641	\$1,421,641	\$0	\$1,451,545	\$1,451,545	\$0	\$5,628,540	\$5,628,540
42	5310 - Enhanced Mobility Rural	\$2,293,303	\$2,293,303	\$0	\$2,341,921	\$2,341,921	\$0	\$2,391,570	\$2,391,570	\$0	\$2,441,876	\$2,441,876	\$0	\$9,468,670	\$9,468,670
Sub-Totals		\$10,485,071	\$7,401,336	\$3,083,735	\$10,707,355	\$6,157,805	\$4,549,550	\$10,934,351	\$6,499,967	\$4,434,384	\$11,164,351	\$6,584,177	\$4,580,174	\$43,291,128	\$26,643,284
5311 - Rural Transit Program															
43	5311 - Rural Transit Program	\$24,162,235	\$24,162,235	\$0	\$24,729,095	\$24,729,095	\$0	\$25,308,255	\$25,308,255	\$0	\$25,908,255	\$25,908,255	\$0	\$100,107,840	\$100,107,840
Sub-Totals		\$24,162,235	\$24,162,235	\$0	\$24,729,095	\$24,729,095	\$0	\$25,308,255	\$25,308,255	\$0	\$25,908,255	\$25,908,255	\$0	\$100,107,840	\$100,107,840
5329 - State Safety Security Oversight															
44	5329 - State Safety Security Oversight	\$584,324	\$584,324	\$0	\$596,712	\$596,712	\$0	\$609,362	\$609,362	\$0	\$622,362	\$622,362	\$0	\$2,412,760	\$2,412,760
Sub-Totals		\$584,324	\$584,324	\$0	\$596,712	\$596,712	\$0	\$609,362	\$609,362	\$0	\$622,362	\$622,362	\$0	\$2,412,760	\$2,412,760
5337 - "State of Good Repair"															
45	5337 / 0001 - Fixed Guidwy Mod	\$27,027,035	\$31,456,425	-\$4,429,390	\$27,492,437	\$26,615,274	\$877,163	\$27,965,845	\$28,277,094	-\$311,249	\$28,430,845	\$28,677,094	-\$246,249	\$110,916,162	\$115,025,888
46	5337 / 0003-High Int Mtr Bus	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
47	5337 / 0001-State of Good Rpr	\$0	\$0	\$0	\$2,176,000	\$2,176,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,176,000	\$2,176,000
Sub-Totals		\$27,027,035	\$31,456,425	-\$4,429,390	\$29,668,437	\$28,791,274	\$877,163	\$27,965,845	\$28,277,094	-\$311,249	\$28,430,845	\$28,677,094	-\$246,249	\$113,092,162	\$117,201,888

Figure 10.2: Fiscal Analysis (Table 4 of 4)

		State Fiscal Year														
Count	Fiscal Group	Budget 2018	Projects 2018	Balance 2018	Budget 2019	Projects 2019	Balance 2019	Budget 2020	Projects 2020	Balance 2020	Budget 2021	Projects 2021	Balance 2021	Budget 2018-2021	Projects 2018-2021	Balance 2018-2021
5339 - "Bus and Bus Facilities" & 5339 (b) Discretionary																
49	5339 / 0002 - Bus & Bus Facil	\$11,252,396	\$14,987,390	-\$3,734,994	\$11,503,136	\$9,076,027	\$2,427,109	\$11,758,988	\$10,064,336	\$1,694,652	\$12,006,988	\$8,504,924	\$3,502,064	\$46,521,508	\$42,632,677	\$3,888,831
Sub-Totals		\$11,252,396	\$14,987,390	-\$3,734,994	\$11,503,136	\$9,076,027	\$2,427,109	\$11,758,988	\$10,064,336	\$1,694,652	\$12,006,988	\$8,504,924	\$3,502,064	\$46,521,508	\$42,632,677	\$3,888,831
Transit State/Local Match																
50	Local Match - 0003 - Local Oth	\$21,000,000	\$18,194,873	\$2,805,127	\$40,000,000	\$20,173,052	\$19,826,948	\$16,000,000	\$2,129,370	\$13,870,630	\$1,000,000	\$12,000	\$988,000	\$78,000,000	\$40,509,295	\$37,490,705
51	Local Match-0001-Farbx Rev-Lcl	\$250,000	\$214,474	\$35,526	\$250,000	\$225,182	\$24,818	\$250,000	\$0	\$250,000	\$250,000	\$0	\$250,000	\$1,000,000	\$439,656	\$560,344
52	Local Match-0002-Local Ded-Tax	\$205,000,000	\$76,574,603	\$128,425,397	\$205,000,000	\$71,184,987	\$133,815,013	\$205,000,000	\$1,921,325	\$203,078,675	\$205,000,000	\$1,937,448	\$203,062,552	\$820,000,000	\$151,618,363	\$668,381,637
53	Local Match	\$623,935,307	\$623,935,307	\$0	\$618,281,912	\$618,281,912	\$0	\$712,925,499	\$712,925,499	\$0	\$755,707,872	\$755,707,872	\$0	\$2,710,850,590	\$2,710,850,590	\$0
54	GRF	\$3,300,000	\$3,012,472	\$287,528	\$3,300,000	\$2,881,672	\$418,328	\$3,300,000	\$2,920,799	\$379,201	\$3,300,000	\$2,927,961	\$372,039	\$13,200,000	\$11,742,904	\$1,457,096
Sub-Totals		\$853,485,307	\$721,931,728	\$131,553,578	\$866,831,912	\$712,746,805	\$154,085,107	\$937,475,499	\$719,896,993	\$217,578,506	\$965,257,872	\$760,585,281	\$204,672,591	\$3,623,050,590	\$2,915,160,807	\$707,889,783
Totals FTA		\$1,035,100,101	\$941,760,769	\$93,339,332	\$1,054,101,675	\$906,274,054	\$147,827,621	\$1,126,472,650	\$908,203,176	\$218,269,474	\$1,158,166,345	\$951,220,956	\$206,945,389	\$4,373,840,771	\$3,707,458,955	\$666,381,816
Section 5309 "Transit Capital Investment Program":																
5310 "Transit Urban Formula Program":																
5311 "Rural Transit Program":																

Innovative Finance

Using innovative financing tools allows ODOT the ability to develop and create innovative approaches to build, manage, maintain, and operate our transportation infrastructure. These tools assist ODOT in reducing costs, enhancing efficiency, and generating revenue. Types of innovative financing currently utilized by ODOT include Advance Construction, Public-Private-Partnerships (P3's), and the State Infrastructure Bank (SIB).

Advance Construction

ODOT utilizes advance construction for the management of fund appropriations and obligation limitation provided by FHWA. Advance construction allows the department to gain federal authorization to begin federally eligible activities without obligating funding. At the time of authorization, FHWA is confirming that ODOT has followed all requirements necessary to execute a federal agreement. By placing the funds into advance construction, FHWA is not guaranteeing funding for the project but is indicating that the activities would be eligible.

ODOT places most of its projects in advance construction at the time of authorization. There are some exceptions based on the expiration of funds and legislative requirements. The advance construction is placed into two groups— short term and long term.

Group 1: Short Term AC

The short term group is used for projects in which the funding will be converted as project expenditures take place and are exhausted by the completion of the federally eligible activities. By utilizing advance construction, ODOT can convert its appropriations and obligation limitation for costs that are currently being in-

curred and maintain a balance throughout the federal fiscal year.

The short term advance construction rises and falls throughout the federal fiscal year based on ODOT's needs for each program utilizing federal funds. At the beginning of each federal fiscal year (October 1), the balance is typically at its lowest of the year. Agreements are consistently authorized throughout the federal fiscal year with the advance construction balance typically peaking in June. ODOT also consistently converts advance construction to obligated funds throughout the federal fiscal year for costs as they are incurred. In June the amount being converted begins exceeding the amount of new advance construction. This is based on the peak of construction season and the requirement to use obligation limitation prior to the close of the federal fiscal year.

Group 2: Long Term AC

The long term group includes GARVEE bonds and State Infrastructure Bank (SIB) loans that are utilized and managed by ODOT.

GARVEE Bonds

The GARVEE bonds are retired utilizing future federal funding received through the active and future highway authorization bills. Prior to the bond sale, the entire amount of the bond is put into advance construction on the projects being funded with its proceeds. These amounts are then converted over an 8 to 12 year period to retire the bonds. These payments are made on either a level principal or level interest payment schedule depending on the bond structure.

SIB Loans

The State Infrastructure Bank (SIB) is a revolving loan program created by the National Highway System Designation Act of 1995. The Ohio SIB issued its first loan in 1996 and has assisted many entities with funding for transportation projects.

Parameters of the program include loan terms up to 30 years, low interest rates, year round application submittal, and deferred loan repayments. Eligible borrowers include any public entity; no private entities will be considered under this program. Any costs associated with a project are eligible under the SIB.

The process begins with the submittal of a SIB loan application from a potential borrower. The application is reviewed and presented to the SIB loan committee and either approved, disapproved, or approved with modifications. ODOT is the prime decision maker and the primary participant in the management of the program with a SIB loan committee consisting of ODOT Executive Leadership. The committee meets as needed to review and approve or disapprove loan applications. Once a loan is approved, a preliminary term sheet is executed and the Attorney General's office is then requested to draft the loan documents. As only funded projects may be included in the STIP and TIPS, a project anticipating a SIB loan may only be included within the STIP and TIP once the loan is approved or another source of funding is provided.

With the SIB program, some loans are taken out by a Metropolitan Planning Organization (MPO) or by a County. The loans are paid off utilizing future Federal MPO or CEAO funding. The loans can have terms from 3 to 30 years. The future debt service payments are authorized by FHWA and programmed as

debt service payments broken down by principal and interest payments. When MPO or CEAO funds are pledged, repayments start after the one year interest free period; capitalized interest cannot be a component to the loans. With these loans there are typically two semi-annual debt service payments where FHWA is billed and the funds are deposited into the SIB as payment toward the loan broken down by principal and interest amounts. The SIB loan application and additional SIB information can be found on the ODOT Finance SIB webpage (<http://www.dot.state.oh.us/Divisions/Finance/Pages/StateInfrastructureBank.aspx>).

The long term advance construction balance is based upon the sale of bonds or the establishment of a new SIB loan. The bonds are typically sold every 12 to 18 months based on ODOT's needs. The long term advance construction peaks in bond sale year and is reduced as the bond retirement payments are made.

Figure 10.3 shows the actual new advance construction totals for State Fiscal Year 2016 through 2017 and the estimated advance construction totals for State Fiscal Year 2018 and 2019 for both short term and long term. **Figure 10.4** provides a project summary for long term advanced construction.

Figure 10.3: New Advanced Construction

2018-2021 STIP				
New Advance Construction by State Fiscal Year				
	Actual		Estimated	
State Fiscal Year	2016	2017*	2018	2019
Short Term AC	\$1,154,021,145	\$783,457,536	\$1,241,866,120	\$1,353,890,166
Long Term AC	\$92,897,776	\$142,390,850	\$369,283,903	\$124,578,541
Total AC	\$1,246,918,921	\$925,848,386	\$1,611,150,023	\$1,478,468,707

* SFY 2017 through 01/25/2017



Figure 10.4: Long Term Advanced Construction

Ohio Department of Transportation - Long Term AC Project Summary as of 02/02/2017 - Table 1 of 2

						STIP Estimate Amount - Award by SFY						
PID	Dist	Project Name (ie CRS)	Cnty	MPO	Award Date	2018	2019	2020	2021	Total	Debt Service	
Garvee Bond - Fund 045 - Long Term AC												
84763	11	COL CR 421 0.740	COL	OMEGA	03/14/18	\$511,500	\$0	\$0	\$0	\$511,500	\$10,023,426	
90591	12	CUY IR 480 18.42 L&R Deck	CUY	NOACA	09/11/17	\$236,622,222	\$0	\$0	\$0	\$236,622,222	\$9,745,534	
98755	10	MEG CR 29 0.170	MEG	Buckeye Hills	12/25/17	\$580,000	\$0	\$0	\$0	\$580,000	\$0	
104667	8	HAM IR 75 3.84	HAM	OKI	02/19/18	\$39,000,000	\$0	\$0	\$0	\$39,000,000	\$41,617,155	
104799	6	FRA-71-9.62/9.71 Part 1 & 2	FRA	MORPC	07/10/17	\$92,178,000	\$0	\$0	\$0	\$92,178,000	\$101,646,778	
93496	6	FRA IR 71 0.000	FRA	MORPC	07/01/18	\$0	\$48,539,000	\$0	\$0	\$48,539,000	\$41,134,422	
93594	2	LUC IR 75 1.10	LUC	TMACOG	07/01/18	\$0	\$76,000,000	\$0	\$0	\$76,000,000	\$4,554,746	
93592	2	WOO/LUC IR75 30.70/0.00 Major	WOO	TMACOG	07/01/19	\$0	\$0	\$42,000,000	\$0	\$42,000,000	\$39,414,040	
Sub-total						\$368,891,722	\$124,539,000	\$42,000,000	\$0	\$535,430,722	\$248,136,100	
Debt Service by SFY												
Sub-Total Long Term AC (Fund 045)						\$368,891,722	\$124,539,000	\$42,000,000	\$0	\$535,430,722		
SIB Loan - Fund 212 - Long Term AC												
No Projects Currently Programmed to be awards for fund 212.....						\$0	\$0	\$0	\$0	\$0	\$0	
Sub-total						\$0	\$0	\$0	\$0	\$0	\$0	
Debt Service by SFY						\$128,248,735	\$143,189,183	\$155,275,633	\$142,754,751	\$569,468,302		
Sub-Total Long Term AC (Fund 212)						\$128,248,735	\$143,189,183	\$155,275,633	\$142,754,751	\$569,468,302		
Total Long Term AC (Fund 045 and 212)						\$497,140,457	\$267,728,183	\$197,275,633	\$142,754,751	\$1,104,899,024		

Ohio Department of Transportation - Long Term AC Project Summary as of 02/02/2017 - Table 2 of 2

						Advance Construction Conversions by SFY														
PID	Dist	Project Name (ie CRS)	Cnty	MPO	Award Date	Totals	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2019
Garvee Bond - Fund 045 - Long Term AC																				
84763	11	COLCR 421 0.740	COL	OMEGA	03/14/18	\$10,023,426	\$5,054,249	\$4,969,177												
90591	12	CUY IR 480 18.42 L&R Deck	CUY	NOACA	09/11/17	\$9,745,534			\$1,175,652	\$1,152,448	\$1,129,244	\$1,106,041	\$1,082,837	\$1,059,633	\$1,036,430	\$1,013,226	\$990,022			
98755	10	MEG CR 29 0.170	MEG	Buckeye Hills	12/25/17	\$0	See 84763	See 84763												
104667	8	HAM IR 75 3.84	HAM	OKI	02/19/18	\$41,617,155				\$1,724,667	\$4,238,815	\$4,183,356	\$4,127,897	\$4,072,437	\$4,016,978	\$3,961,519	\$3,906,060	\$3,850,601	\$3,795,142	\$3,739,683
104799	6	FRA-71-9.62/9.71 Part 1 & 2	FRA	MORPC	07/10/17	\$101,646,778			\$1,734,967	\$6,872,807	\$9,813,907	\$9,700,572	\$9,587,237	\$9,473,902	\$9,360,568	\$9,247,233	\$9,133,898	\$9,020,564	\$8,907,229	\$8,793,894
93496	6	FRA IR 71 0.000	FRA	MORPC	07/01/18	\$41,134,422						\$1,489,486	\$4,951,432	\$4,875,066	\$5,160,656	\$5,084,289	\$5,007,923	\$4,931,556	\$4,855,190	\$4,778,824
93594	2	LUC IR 75 1.10	LUC	TMACOG	07/01/18	\$4,554,746		\$549,461	\$538,617	\$527,772	\$516,928	\$506,083	\$495,238	\$484,394	\$473,549	\$462,704				
93592	2	WOO/LUC IR75 30.70/0.00 Major	WOO	TMACOG	07/01/19	\$39,414,040					\$2,367,353	\$2,367,353	\$4,499,534	\$4,452,500	\$4,405,467	\$4,358,433	\$4,311,400	\$4,264,367	\$4,217,333	\$4,170,300
Sub-total						\$248,136,100	\$5,054,249	\$5,518,638	\$3,449,235	\$10,277,694	\$18,066,247	\$19,352,891	\$24,744,175	\$24,417,932	\$24,453,648	\$24,127,404	\$23,349,303	\$22,067,088	\$21,774,894	\$21,482,701
SIB Loan - Fund 212 - Long Term AC																				
		No Projects Currently Programmed to be awards for fund 212.....				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Sub-total						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals						\$248,136,100	\$5,054,249	\$5,518,638	\$3,449,235	\$10,277,694	\$18,066,247	\$19,352,891	\$24,744,175	\$24,417,932	\$24,453,648	\$24,127,404	\$23,349,303	\$22,067,088	\$21,774,894	\$21,482,701

Public-Private-Partnerships (P3's)

With the passage of House Bill 114, ODOT has joined many other states in embracing Public-Private-Partnerships (P3's) for delivery of public projects and services. P3's can provide numerous benefits in the finance, design, construction, maintenance and operation of transportation facilities. ODOT is currently pursuing the development of the following P3 projects.

Portsmouth Bypass (PIDS 19415 and 97375)

The Portsmouth Bypass project in Scioto County is a new roadway east of Portsmouth, connecting U.S. Route 52 east of New Boston to U.S. Route 23 north of Lucasville. This project was awarded as a long term P3 Design Build Finance Operate and Maintain (DBFOM) arrangement with private sector partners, the Portsmouth Gateway Group. The DBFOM approach transfers responsibility for designing, building, financing, operating and maintaining the project to a private sector Developer through a firm-fixed price agreement. The term of the agreement will include construction (anticipated to be approximately 4 years) plus a fixed 35 year Operation and Maintenance (O&M) period following substantial completion.

To compensate for the costs of designing, constructing, financing, operating and maintaining Portsmouth Bypass, the Developer will be paid milestone payments during construction and a series of monthly, unitary availability payments following substantial completion. The availability payments will cover a portion of all aspects of project delivery. The milestone payments will total \$44 million (PID 97375). The availability payments will total approximately \$1,159 million over the life of the agreement (PID 97375). The availability payments com-

mence upon substantial completion of construction which is anticipated in January 2019 and will continue through the remainder of the contract term ending in 2054.

As noted above, the Developer is responsible to provide financing for the Project. The finance plan for the project includes a TIFIA loan with an estimated amount of \$207,770,000 and a Private Activity Bond issuance with an estimated amount of \$230,916,000.

Brent Spence Bridge (PIDs 89068 and 89077)

The Brent Spence Bridge project replaces the 50 year old structure which carries Interstate 71 and Interstate 75 north and south over the Ohio River in the Cincinnati, Ohio, and Covington, Kentucky, region. The National Bridge Inventory lists the Brent Spence Bridge as functionally obsolete due to capacity, sight distance, and safety concerns. This project is in the early stages of development; however, ODOT anticipates that it will be delivered as a DBFOM project that will include private debt and equity, TIFIA loans, and toll revenue.

Conclusion

As shown in this section, the STIP is a financially responsible and fiscally constrained program. The aggregate funding demand in each fiscal year is within available funding levels. The fiscal analysis confirms that this STIP is in fiscal constraint as to these federal funding categories and to overall state highway funding demand as presented (see *Fiscal Constraint-Adj. Year End Estimated Balance* line on Table 2 of **Figure 10.2**).



APPENDICES

APPENDIX 1: DEFINITIONS & HELPFUL LINKS

DEFINITIONS

Allocations

An administrative distribution of funds for programs that do not have statutory distribution formulas.

Apportionments

The distribution of federal funds as prescribed by a statutory formula.

Appropriations

Action of a legislative body making funds available for expenditure with specific limitations as to amount, purpose, and duration.

Draft

Preliminary edition of a document for review and comment by others.

Environmental Justice

The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Eligibility

The process to determine qualification for a specific type of funds.

Federal Authorization

The process of obtaining approval to use federal funds for a specific purpose or phase.

Federal Highway Administration (FHWA)

Agency within the United State Department of Trans-

portation that supports State and local governments in the design, construction, and maintenance of the Nation's highway system and various federally and tribal owned lands

Federal Transit Administration (FTA)

Agency within the United States Department of Transportation that provides financial and technical assistance to local public transit systems, states, and other eligible recipients

Fiscal Constraint

The process of reconciling programmed expenditures with estimated available funds.

Fiscal Year

State Fiscal Year (SFY) for Ohio is July 1 through June 30. Federal Fiscal Year (FFY) is October 1 through September 30.

SLI Grouped Projects

A category of projects with federal funding sources indicated which may be used for federal authorization purposes in place of an individual listing for each project.

Metropolitan Planning Organization (MPO)

According to the U.S. Code, the organization designated by the governor and local elected officials as responsible, together with the state, for transportation planning in an urbanized area (population over 50,000 people). It serves as the forum for cooperative transportation decision making by principal elected officials of general purpose local government.

Capital Programs

ODOT budgets by designating specific capital programs, such as Major Bridge and Safety. Each capital program receives a sub-allocation of funds to use for that program. Projects are chosen for funding based upon the goals and needs of each program.

Public Involvement

Coordination of events and informational materials geared toward the public participating in transportation planning.

Regionally Significant Project

Per 40 CFR 93.101, a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel

Regional Transportation Planning Organization (RTPO)

Voluntary institution representing local governments that generally operate in non-metropolitan areas to conduct outreach to the public and local officials and provide transportation planning support under contract to state departments of transportation

Statewide Transportation Improvement Program (STIP)

A staged, multi-year, statewide, multimodal program of transportation projects; consistent with the long-range statewide transportation plan and planning processes and metropolitan plans, TIPs, and processes; required for the state to authorize federal highway and transit

funds. In Ohio the MPO TIPs are included in the STIP by reference.

Transportation Improvement Program (TIP)

A prioritized program of projects in MPO areas to be implemented in appropriate stages over several years. The projects are drawn from or consistent with the MPO regional transportation plan. A project is required to be on the TIP to utilize federal transit and highway funds in MPO areas. In Ohio the MPO TIPs are incorporated into the STIP by reference.

HELPFUL LINKS

Access Ohio (Ohio's Long Range Plan)

www.access.ohio.gov

County Engineers Association of Ohio (CEAO)

www.ceao.org

Electronic Code of Federal Regulations

<http://www.ecfr.gov/>

FAST Act

<https://www.transportation.gov/fastact>

FHWA (Ohio)

<http://www.fhwa.dot.gov/ohdiv/>

FTA Region 5

<http://www.fta.dot.gov/about/region5.html>

MAP-21

<https://www.transportation.gov/map21>

ODOT

transportation.ohio.gov/

ODOT Office of Aviation

<http://www.dot.state.oh.us/Divisions/Operations/Aviation/Pages/default.aspx>

ODOT Program Resource Guide

<http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Documents/ODOT%20Program%20Resource%20Guide.pdf>

ODOT Statewide Planning Public Involvement Process

<http://www.dot.state.oh.us/Divisions/Planning/SPR/StatewidePlanning/Pages/Public-Involvement.aspx>

ODOT Transit

<http://www.dot.state.oh.us/divisions/Planning/transit/Pages/default.aspx>

Ohio EPA

<http://www.epa.state.oh.us/>

Ohio Rail Development Commission

<http://rail.ohio.gov>

Ohio STIP (Ohio's Short Range Plan)

transportation.ohio.gov/stip

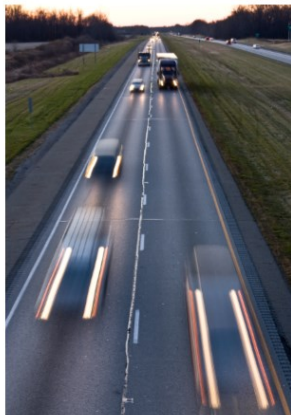
APPENDIX 2: PUBIC INVOLVEMENT DOCUMENTS



NOTIFICATION FLYER

WANTED!

YOUR INPUT ON TRANSPORTATION



The Statewide Transportation Improvement Program (STIP) is Ohio's four year transportation planning document.

The 2018-2021 Draft STIP is available for review and comment between
March 27 and April 7, 2017.

Now is your chance to get information and share your thoughts on transportation projects under development and implementation in the state over the next four fiscal years.

For More Information:

Natasha Turner,
ODOT STIP Coordinator

Phone: 614.752.7575 | Natasha.Turner@dot.ohio.gov

HOW TO FIND OUT MORE & PARTICIPATE...


- Scan the QR Code • Go to the STIP Website • Attend a Meeting •
- Visit an ODOT District Office or ODOT Central Office
(M-F, 7:30 a.m.-4:00 p.m.) from March 27 to April 7, 2017 •



OHIO DEPARTMENT OF
TRANSPORTATION


transportation.ohio.gov/stip

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The 2018-2021 draft Statewide Transportation Improvement Program (STIP) is available for review and comment between March 27 and April 7.



Help shape Ohio's transportation future

Now is your chance to get information and share your thoughts on transportation projects under development and implementation in the state over the next four fiscal years.

TRANSPORTATION.OHIO.GOV/STIP

Learn More

175 Reactions · 16 Comments · 40 Shares

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WANTED! Your input on Ohio's transportation future.



Help shape Ohio's transportation future

dot.state.oh.us

ODOT MEDIA RELEASE

OHIO DEPARTMENT OF
TRANSPORTATION

JOHN R. KASICH, OHIO GOVERNOR JERRY WRAY, ODOT DIRECTOR

Ohio Department of Transportation • News Release

DIVISION OF COMMUNICATIONS
1980 West Broad Street • Columbus, Ohio 43223
www.transportation.ohio.gov**Public invited to weigh in on the future of transportation in Ohio***Comment period is March 27 through April 7, 2017*

COLUMBUS (Thursday, March 23, 2017) – Ohioans are encouraged to be a part of the process to shape the future of transportation in our state. The Ohio Department of Transportation is accepting public comments on the Statewide Transportation Improvement Plan (STIP) for 2018 to 2021. The plan identifies the multi-modal transportation improvement projects that are scheduled for some phase of implementation throughout the state over the next four years.

The draft documents will be available for public review and comment at 35 locations statewide from March 27, 2017, through April 7, 2017, during normal business hours. These locations consist of the Planning and Engineering Administrator's office in each of the twelve ODOT District headquarters, the ODOT Central Office Division of Planning located in Columbus, Ohio, each of the seventeen Ohio Metropolitan Planning Organization offices, and each of the five Regional Transportation Planning Offices.

For additional STIP information and locations of STIP Open Houses, please visit the STIP website: transportation.ohio.gov/stip.

Any comments concerning the Statewide Transportation Improvement Program may be submitted by email to Natasha.Turner@dot.ohio.gov or postal mail to:

Mrs. Jennifer Townley, Deputy Director
Division of Planning
Ohio Department of Transportation
Mail Stop # 3260
1980 West Broad Street
Columbus, Ohio 43223

Written comments must be received by the close of business on April 14, 2017.

###

For more information, contact: Matt Bruning, ODOT Press Secretary, at 614-466-6906, matt.bruning@dot.ohio.gov or your local ODOT District Communications Office

SAMPLE INVITATION LETTER



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 5 • 9600 JACKSONTOWN RD. • JACKSONTOWN, OHIO 43030 • (740) 323-4400

JOHN R. KASICH, GOVERNOR • JERRY WRAY, DIRECTOR • SONJA R. SIMPSON, DISTRICT DEPUTY DIRECTOR

March 6, 2017

Dear Local Government Official:

The Ohio Department of Transportation (ODOT) will be holding a public involvement meeting to provide the constituents of Ohio an opportunity to review and comment on the draft Statewide Transportation Improvement Program (STIP). ODOT District 5 in cooperation with the region's Metropolitan Planning Organizations and the Regional Transportation Planning Organizations extend an invitation for your attendance to the public involvement meetings on the following dates and locations:

March 29th – John McIntire Library – 220 North Fifth Street – Zanesville, Ohio 43701 – 6:00PM – 7:30PM

April 4th – ODOT District 5 Office, 9600 Jacksontown Road SE, Jacksontown, Ohio - 1:00PM – 4:00PM


April 5th – Newark Public Library, 101 West Main Street, Newark Ohio – 4:00PM – 6:00PM

The purpose of this meeting is to provide the public the opportunity to review and comment on the draft STIP which is Ohio's four year transportation planning document that presents a fiscally balanced, multimodal transportation program for the state of Ohio. The four year program includes both federally and state surface transportation funded projects scheduled for some phase of implementation within the state fiscal years of 2018 through 2021. The STIP is updated every two years and amended on a quarterly basis.

If you are unable to attend the scheduled public involvement meeting, the draft STIP will also be available for public review and comment on ODOT's STIP website at transportation.ohio.gov/stip between March 27, 2017, and April 7, 2017. You may also review and comment on the draft STIP by visiting the ODOT District 5 office, 9600 Jacksontown Road SE, Jacksontown, Ohio 43030, during regular business hours (Monday through Friday, 7:30 a.m. to 4:30 p.m.) or the District 5 website at the following address <http://www.dot.state.oh.us/districts/D05/>.

If you have any questions or need additional information, please feel free to contact Randy Comisford at (740) 323-5184 or by email at Randy.Comisford@dot.state.oh.us or Ty Thompson at (740) 323-5194 or by email at Ty.Thompson@dot.state.oh.us.

Respectfully,



Jason Sturgeon, P.E.
Planning and Engineering Administrator
Ohio Department of Transportation, District 5

WWW.TRANSPORTATION.OHIO.GOV/DIST5

ODOT IS AN EQUAL OPPORTUNITY EMPLOYER AND PROVIDER OF SERVICES

PUBLIC INVOLVEMENT MEETING SCHEDULE

HOST(S)	ODOT DISTRICT(S)	DATE	TIME	LOCATION	CONTACT	PHONE NO.
LACRPC/ODOT/ MVPO	1	March 30, 2017	2:00-6:00 pm	Lima-Allen County Regional Planning Commission 130 West North Street Lima, OH 45801	LACRPC: Thom Mazur ODOT: Charles Schreck	419-228-1836 419-999-6856
MVPO	1 and 2	March 28, 2017	3:00-6:00 pm	Achbold Community Library 205 Stryker Street Archbold, Ohio 43502	MVPO: Ellen Smith	419-784-3882
MVPO	1 and 2	April 6, 2017	3:00-6:00 pm	Defiance County Emergency Management Agency 22491 Mill Street Defiance, Ohio 43512	MVPO: Ellen Smith	419-784-3882
TMACOG/ODOT	2	March 30, 2017	3:00-6:00 pm	Toledo Metropolitan Area Council of Governments 300 Martin Luther King Jr. Drive, Suite 300 Toledo, Ohio 43604	TMACOG: Lance Dasher	419-241-9155
ODOT/TMACOG	2	April 4, 2017	3:00-6:00 pm	Ohio Department of Transportation, District 2 317 East Poe Road Bowling Green, Ohio 43402	ODOT: Aaron Behman ODOT: Tricia Hines	419-373-4403 419-373-4434
ERPC	3	March 28, 2017	8:00am-4:30pm	Erie County Services Complex 3rd Floor ERPC Conference Room 2900 Columbus Avenue Sandusky, Ohio 44870	ERPC: Carrie Whitaker	419-627-7652
ODOT/NOACA	3	April 4, 2017	9:00 am - 6:00 pm	Ohio Department of Transportation, District 3 Main Conference Room 906 Clark Ave. Ashland, Ohio 44805-1989	ODOT: Leslie Farley	419-207-7170
RCRCP	3	April 5, 2017	9:00 am - 5:00 pm	Richland County Regional Planning Commission 35 North Park Street, Suite 230 Mansfield, Ohio 44902	RCRCP: Todd Blankenship	419-774-5968
SCATS	4	March 29, 2017	3:00-5:00 pm	Stark County District Main Library, 2nd Floor 715 Market Avenue N. Canton, Ohio 44702	SCATS: Jeff Dutton	330-451-7389
AMATS	4	March 30, 2017	12:00 PM	Akron-Summit County Public Library - Main Library 60 South High Street Akron, Ohio	AMATS: David Pulay	330-375-2436
EASTGATE	4	April 6, 2017	3:00-6:00 pm	Eastgate Offices 100 Federal Plaza E Youngstown, Ohio 44503	Eastgate: Stephen Zubyk	330-779-3800
OMEGA	5	March 29, 2017	6:00-7:30 pm	John McIntire Library 220 North Fifth Street Zanesville, Ohio 43701	OMEGA: Jeannette Wierzebecki ODOT: Ty Thompson	740-439-4471 740-323-5194
ODOT	5	April 4, 2017	1:00-4:00 pm	ODOT District 5 Office 9600 Jacksonstown Road, SE Jacksonstown, Ohio 43030	ODOT: Ty Thompson	740-323-5194
LCATS/ODOT	5	April 5, 2017	4:00-6:00 pm	Newark Public Library 101 West Main Street Newark, Ohio 43055	LCATS: Matthew Hill ODOT: Ty Thompson	740-670-5191 740-323-5194
ODOT	6	March 29, 2017	10:00 am-2:00 pm	Cirdeville Fire Station One 586 N. Court Street Cirdeville, Ohio 43113	ODOT: Anthony Turowski ODOT: Steve Shepherd	740-833-8186 740-833-8248
ODOT	6	March 31, 2017	11:00 am-2:00 pm	ODOT District 6 Olentangy Heritage Conference Room 400 East Williams Street Deleware, Ohio 43015	ODOT: Anthony Turowski ODOT: Steve Shepherd	740-833-8186 740-833-8248
MORPC	6	April 4, 2017	3:30-6:30 pm	Mid-Ohio Regional Planning Commission Scioto Conference Room 111 Liberty Street, Suite 100 Columbus, Ohio 43215	MORPC: Nathaniel Vogt	614-233-4183
OVRDC	6	April 5, 2017	3:00-5:30 pm	Carnegie Public Library Main Branch Meeting Room 127 S. North Street Washington Court House, Ohio 43160	OVRDC: Stephanie Gilbert ODOT: Anthony Turowski ODOT: Steve Shepherd	740-947-2853 740-833-8186 740-833-8248
ODOT/LUC	7	April 3, 2017	4:00-6:00 pm	Ohio Department of Transportation, District 7 DDD Conference Room 1001 St. Marys Ave. SR 29, PO Box 969 Sidney, Ohio 45365	ODOT: Matt Parrill ODOT: Tracy Staas LUC: Dave Gulden	937-497-6802 937-497-6872 937-666-3431
CCSTCC	7	April 4, 2017	4:00-6:00 pm	Springview Government Center 3130 East Main Street Springfield, Ohio 45503	CCSTCC: Melanie Runkel	937-521-2129

PUBLIC INVOLVEMENT MEETING SCHEDULE CONT'D

HOST(S)	ODOT DISTRICT(S)	DATE	TIME	LOCATION	CONTACT	PHONE NO.
CCSTCC	7	April 5, 2017	4:00-6:00 pm	Smith Park Shelter House 801 W. Jefferson Street New Carlisle, Ohio 45344	CCSTCC: Melanie Runkel	937-521-2129
MVRPC	7 and 8	April 6, 2017	4:00-6:00 pm	Miami Valley Regional Planning Commission 10 N Ludlow St, Suite 700 Dayton, Ohio 45402	MVRPC: Paul Arnold	937-223-6323
ODOT	8	March 28, 2017	1:00-3:00 pm	Preble County Engineer's Office 1000 Preble Drive Eaton, Ohio 45320-9202	ODOT: Scott Brown	513-933-6706
ODOT	8	April 4, 2017	1:00-3:00 pm	Clinton County Engineer's Office 1326 Fife Avenue Wilmington, Ohio 45177	ODOT: Scott Brown	513-933-6706
OKI	8	April 10, 2017	5:00 PM	OKI Regional Council of Governments OKI Board Room 720 E. Pete Rose Way, Suite 420 Cincinnati, Ohio 45202	OKI: Andy Reser	513-619-7688
OVRDC	9	March 27, 2017	4:00-6:00 pm	Garnet A. Wilson Public Library Meeting Room 207 N. Market Street Waverly, Ohio 45690	OVRDC: Stephanie Gilbert ODOT: Scott Thompson	740-947-2853 740-774-8982
ODOT/KYOVA	9	March 28, 2017	10:00 am-12:00 pm	ODOT Lawrence County Garage 450 Commerce Drive Ironton, Ohio 45638	ODOT: Scott Thompson KYOVA: Jody Sigmon	740-774-8982 304-523-7434
OVRDC	9	March 28, 2017	4:00-6:00 pm	Manchester Public Library 401 Pike Street Manchester, Ohio 45144	OVRDC: Stephanie Gilbert ODOT: Scott Thompson	740-947-2853 740-774-8982
OVRDC	9	March 29, 2017	3:30-5:30 pm	Portsmouth Public Library Meeting Room 1220 Gallia Street Portsmouth, Ohio 45662	OVRDC: Stephanie Gilbert ODOT: Scott Thompson	740-947-2853 740-774-8982
OVRDC	9	March 30, 2017	4:00-6:00 pm	Jackson City Library Meeting Room 21 Broadway Street Jackson, Ohio 45640	OVRDC: Stephanie Gilbert ODOT: Scott Thompson	740-947-2853 740-774-8982
OVRDC	9	April 3, 2017	4:00-6:00 pm	Mary P. Shelton Public Library Meeting Room 200 W. Grant Avenue Georgetown, Ohio 45121	OVRDC: Stephanie Gilbert ODOT: Scott Thompson	740-947-2853 740-774-8982
OVRDC	9	April 4, 2017	4:00-6:00 pm	Chillicothe & Ross County Public Library Main Branch Meeting Room 140 South Paint St Chillicothe, Ohio 45601	OVRDC: Stephanie Gilbert ODOT: Scott Thompson	740-947-2853 740-774-8982
OVRDC	9	April 6, 2017	4:00-6:00 pm	Highland County District Library Meeting Room 10 Willettsville Pike Hillsboro, Ohio 45133	OVRDC: Stephanie Gilbert ODOT: Scott Thompson	740-947-2853 740-774-8982
Buckeye Hills	10	March 7, 2017	4:00-6:00 pm	Noble County Community Center Noble County Fairgrounds CR 56 Caldwell, Ohio 43724	Buckeye Hills: Karen Pawloski	740-374-9436
Buckeye Hills	10	March 14, 2017	4:00-6:00 pm	Scenic Hills Senior Center 187 Spring Street Logan, Ohio 43138	Buckeye Hills: Karen Pawloski	740-374-9436
Buckeye Hills	10	March 16, 2017	4:00-6:00 pm	Athens City Recreation Center 701 E. State Street Athens, Ohio 45701	Buckeye Hills: Karen Pawloski	740-374-9436
WWW/ODOT	10	March 29, 2017	4:00-7:00 pm	Washington County Library Community Room 615 5th Street Marietta, Ohio 45750	WWW: Randy Durst ODOT: William McElfresh	330-422-4993 740-568-4311
OVRDC/ODOT	10	March 30, 2017	3:00-5:30 pm	Herbert Wescoat Memorial Library Meeting Room 120 North Market Street McArthur, Ohio 45651	OVRDC: Stephanie Gilbert ODOT: William McElfresh	740-947-2853 740-568-4311
OVRDC/ODOT	10	April 4, 2017	4:00-6:00 pm	Gallia County Courthouse 2nd Floor Meeting Room 18 Locust Street Gallipolis, Ohio 45631	OVRDC: Stephanie Gilbert ODOT: William McElfresh	740-947-2853 740-568-4311

PUBLIC INVOLVEMENT MEETING SCHEDULE CONT'D

HOST(S)	ODOT DISTRICT(S)	DATE	TIME	LOCATION	CONTACT	PHONE NO.
OMEGA/ODOT	11	March 30, 2017	6:00-7:30 pm	Kent State University, Tuscarawas Campus 330 University Dr, NE New Philadelphia, Ohio 44663	OMEGA: Jeannette Wierzecki	740-439-4471
OMEGA/ODOT	11	April 4, 2017	6:00-7:30 pm	New Castle School of Trades, 2nd Floor 129 East 5th Street East Liverpool, Ohio 43920	OMEGA: Jeannette Wierzecki	740-439-4471
BHJ	11	April 26, 2017	11:00 am - 1:00 pm	BHJ metro Planning Commission 124 North Fourth Street, 2nd Floor Steubenville, Ohio 43952-4498	BHJ: David Snelting	740-282-3685
ODOT/NOACA	12	April 6, 2017	4:00-7:00 pm	Ohio Department of Transportation District 12 5500 Transportation Blvd. Garfield Heights, Ohio 44125-5396	ODOT: Melinda Bartizal ODOT: David Short	216-584-2087 216-584-2139

SAMPLE OPEN HOUSE NOTICE



**2018 - 2021
Draft STIP
Open House**

*Review and comment on projects to be
implemented in upcoming years*

**Wednesday, April 4th, 2017
1:00-4:00pm**

**ODOT District 5 Office
9600 Jacksontown Road SE
Jacksontown, Ohio**

**Statewide
Transportation
Improvement
Program**

Visit Transportation.ohio.gov/STIP

OHIO MBE MARCH 2017 EDITION—ADVERTISEMENT

Plan an Employee Appreciation Day

Showing appreciation to your staff doesn't mean you have to break your budget in the process.

Here are some inexpensive suggestions for how you can give your employees the royal treatment.

Bring on the bagels. Bring a special breakfast treat—bagels, donuts, fresh fruit, gourmet coffee or some other delicious fare—to the office to share in the morning.

Write personalized thank you notes. Craft a sincere "thank you" to each individual employee. When you take the time to independently acknowledge your team members' hard work and value to your company, you can strengthen their self-confidence—and your connection with them.

Give the gift of time. Let them come in late, take an extended lunch hour, or let them leave work early. Better yet, let them choose which one they'd prefer. Just as you're busy and never seem to have enough hours in the day, your employees face that same challenge. More time in the morning to get the kids off to school, or over lunch to run errands, or to arrive home early at the end of the day can be a priceless bonus.

Light up their day. Brighten their day with a decorated cake—complete with candles—that recognizes your team collectively. A big and bold "Thank you for all you do!" or "You're the best!" in lettering made of frosting can get the point across deliciously.

Make the day chill with an ice cream social. Surprise them mid-afternoon with a make-your-own-sundae break. Equip them with ice cream, toppings and whipped cream, so they can create their own special treats and enjoy some down time.

Keep it casual. If wearing dressy clothes daily is the norm at your office, consider making Employee Appreciation Day less formal. Invite your team to dress in a more laid-back style akin to what's typical on the "casual Fridays" some businesses regularly declare.

Plan a potluck. Prior to that day, let your team know you'll host an Employee Appreciation Day potluck lunch. Invite them each to bring in a hot or cold side dish or dessert while you provide the main entrée such as pizza, Buffalo

WANTED!

YOUR INPUT ON TRANSPORTATION



The Statewide Transportation Improvement Program (STIP) is Ohio's four year transportation planning document.

The 2018-2021 Draft STIP is available for review and comment between March 27 and April 7, 2017.

Now is your chance to get information and share your thoughts on transportation projects under development and implementation in the state over the next four fiscal years.

For More Information:

Natasha Turner,
ODOT STIP Coordinator

Phone: 614.752.5757 | Natasha.Turner@dot.ohio.gov

HOW TO FIND OUT MORE & PARTICIPATE...

- Scan the QR Code • Go to the STIP Website • Attend a Meeting •
 - Visit an ODOT District Office or ODOT Central Office
- (M-F, 7:30 a.m.-4:00 p.m.) from March 27 to April 7, 2017 •



OHIO DEPARTMENT OF
TRANSPORTATION

transportation.ohio.gov/stip

wings, burgers or barbecue.

Just say it. Even if you plan nothing else, the simple act of verbally expressing your appreciation can boost morale. Take the time to tell each and every one of your employees how much you value what they bring to the table.

Showing gratitude for your team's efforts doesn't require grandiose gestures or a lot of cash. In fact, I've found it's the little things done consistently that matter most to my employees. Yes, Employee Appreciation Day is a wonderful opportunity to go the extra mile. But to develop the most collaborative and productive company culture possible, it requires showing appreciation and recognizing your team's contributions every single day of the year.

Source: www.score.org



"There must always be a remedy for wrong and injustice if we only know how to find it." - Ida B. Wells

LIMA NEWS—SAMPLE MEDIA COVERAGE

POSTED ON [MARCH 30, 2017](#) BY [LIMA NEWS](#)

ODOT: Your opinion is needed on future projects

NEWS, TOP STORIES

By Craig Kelly - ckelly@civitasmedia.com



Ohio Department of Transportation District 1 garage in Lima. The district announced its plans for the construction season this year and is seeking public opinion on that.

Draig J. Orosz | The Lima News

ODOT 2017 Construction Season

- Total cost: \$2.3 billion
- Includes 1,098 projects, 26 of which are valued at over \$10 million
- Paving 6,945 miles of roadway
- Repairing or replacing 1,281 bridges
- Includes the reconstruction and widening of Interstate 75 through Findlay and Hancock County, a 3-year, \$113-million project

LIMA — While many major Ohio Department of Transportation infrastructure projects in Allen County are in the rear-view mirror, there is still work to do on the region's roads and bridges. To give the public an idea of what projects are on the horizon, ODOT held a Statewide Transportation Improvement Program open house Thursday at the Lima-Allen County Regional Planning Commission.

During the open house, draft improvement program documents, along with county maps outlining proposed projects from 2018 to 2021 were available for perusal. The STIP is updated every two years and amended quarterly.

"We're constantly adjusting our work plan based on priorities and what our needs are," ODOT District 1 planning engineer Rod Maas said. "Every two years, it's mandated that we present our plan to the public and show them what we anticipate being in the program, and then we take feedback on those and make adjustments."

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Many upcoming projects both this year and beyond involve resurfacing and bridge repair, Maas said, with one local exception being the Elm Street grade separation. While this is a city project, ODOT funds were secured to help finance it, with construction expected to begin next year. Otherwise, the primary focus is maintaining the infrastructure currently in place.

"Our main focus is maintaining what we have, so there are a lot of preservation projects, treating the surface of our roadways and maintaining our bridges," Maas said.

This year, the district plans four projects in Allen County, totaling over \$5 million in projected cost; three projects in Van Wert County totaling \$12.6 million; and a \$1.1 million resurfacing project in Putnam County covering 3.24 miles of state Route 190 from the northern limit of Fort Jennings to U.S. Route 224.



Allen County projects this year will include replacing the bridge decks on the Napoleon Road bridge over Interstate 75 and the state Route 103 bridge over the Norfolk Southern rail line, forcing a 120-day closure of each bridge; replacing a set of twin culverts under the interstate near the U.S. Route 30 overpass; repairing pavement on state Route 115 from state Route 65 to the Putnam County line; and resurfacing nearly a mile of state Route 696 east of Swaney Road.

Comments on the STIP are still being accepted at <http://bit.ly/2noJsUj> through April 7.

Reach Craig Kelly at [567-242-0390](tel:567-242-0390) or on Twitter [@Lima_CKelly](https://twitter.com/Lima_CKelly).

PERRY TRIBUNE—SAMPLE MEDIA COVERAGE

What's Happening - Perry - Perry Daily
Page 1 of 5

What's Happening

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| Updated 6 hours ago

Special board meeting

The Board of Trustees for the Perry County District Library will hold a special meeting Friday, March 31 at 9 a.m. at the main library at 117 South Jackson St. in New Lexington. Purpose of the meeting is to finalize the plans for the new Somerset Branch Library and to approve the architect to advertise for bids.

Public invited to weigh in on the future of transportation in Ohio

Ohioans are encouraged to be a part of the process to shape the future of transportation in our state. The Ohio Department of Transportation is accepting public comments on the Statewide Transportation Improvement Plan (STIP) for 2018 to 2021. The plan identifies the multi-modal transportation improvement projects that are scheduled for some phase of implementation throughout the state over the next four years.

The draft documents will be available for public review and comment at 35 locations statewide through April 7, 2017, during normal business hours. These locations consist of the Planning and Engineering Administrator's office in each of the 12 ODOT District headquarters, the ODOT Central Office Division of Planning located in Columbus, Ohio, each of the seventeen Ohio Metropolitan Planning Organization offices, and each of the five Regional Transportation Planning Offices.

For additional STIP information and locations of STIP Open Houses, please visit the STIP website: transportation.ohio.gov/stip.

Any comments concerning the Statewide Transportation Improvement Program may be submitted by email to Natasha.Turner@dot.ohio.gov or postal mail to: Jennifer Townley, Deputy Director, Division of Planning, Ohio Department of Transportation, Mail Stop # 3260, 980 West Broad Street Columbus, Ohio 43223. Written comments must be received by the close of business on April 14.

SR 345 closure beginning April 3

Beginning Monday, April 3, SR 345 in Perry County will be closed in both directions between New Lexington and SR 669 while crews from the Ohio Department of Transportation (ODOT) work on replacing culverts.

http://m.perrytribune.com/perry/article_728ad84d-8af3-5c0f-8001-1729a125bfff.html?mod... 3/30/2017

APPENDIX 3: OHIO MPO & RTPO CONTACTS AND TIP APPROVAL RESOLUTIONS

Ohio Designated MPOs as of January 2017

Akron (AMATS)

*Policy Committee of the Akron Metropolitan
Area Transportation Study
+City of Akron
146 South High Street
Akron, OH 44308-1423
330-375-2436 FAX 330-375-2275
www.amatsplanning.org

Canton (SCATS)

*Policy Committee of the Stark County
Area Transportation Study
+Stark County Regional Planning Commission
201 3rd St N.E., Suite 201
Canton, OH 44702-1231
330-451-7389 FAX 330-451-7990
<http://starkcountyohio.gov/transportation>

Cincinnati, Middletown (OKI)

*OKI Board of Trustees
+Ohio-Kentucky-Indiana Reg. Council of
Govts.
720 East Pete Rose Way, Suite 420
Cincinnati, OH 45202-3576
513- 621-6300 FAX 513-621-9325
www.oki.org

Cleveland, Lorain-Elyria (NOACA)

*Governing Board of the Northeast Ohio
Areawide Coordinating Agency
+Northeast Ohio Areawide Coordinating Agen-
cy.
1299 Superior Ave.
Cleveland, OH 44114-3204
216-241-2414 FAX 216-621-3024
www.noaca.org

Columbus (MORPC)

*Policy Committee of the Mid-Ohio
Regional Planning Commission
+Mid-Ohio Regional Planning Commission
111 Liberty Street, Suite 100
Columbus, OH 43215-5613
614-228-2663 FAX 614-228-1904
www.morpc.org

Dayton (MVRPC)

*Board of Directors of the Miami Valley
Regional Planning Commission
+Miami Valley Regional Planning Commission
10 N. Ludlow Street, Suite 700
Dayton, OH 45402-1855
937-223-6323 FAX 937-223-9750
www.mvrpc.org

Huntington (KYOVA)

* Coordinating Committee of the KYOVA
Interstate Planning Commission
+KYOVA Interstate Planning Commission
400 Third Avenue, P.O. Box 939
Huntington, WV 25712-0939
304-523-7434 FAX 304-529-7229
<http://www.kyovaipc.org/>

Lima (LACRPC)

*Coordinating Committee of the Lima-Allen
County Regional Planning Commission
+Lima-Allen County Regional Planning Com-
mission
130 West North Street
Lima, OH 45801-4311
419-228-1836 FAX 419-228-3891
www.lacrpc.com

Mansfield (RCRPC)

*Coordinating Committee of the Richland
County Regional Planning Commission
+Richland County Regional Planning Commis-
sion
35 Park Street North
Mansfield, OH 44902-1777
419-774-5684 FAX 419-774-5685
www.rcrpc.org

Newark (LCATS)

*Policy Committee of the Licking
County Planning Commission
+Licking County Planning Commission
20 South 2nd Street
Newark, OH 43055-5602
740-670-5190 FAX 740-670-5197
www.lcats.org

Parkersburg (WWW)

*Wood-Washington-Wirt
Interstate Planning Commission
+Mid-Ohio Valley Regional Council
531 Market Street, P.O. Box 247
Parkersburg, WV 26101-0247
304-422-4993 FAX 304-422-4998
www.movrc.org

Sandusky (ERPC)

*Policy Committee of the Erie
Regional Planning Commission
+Erie Regional Planning Commission
2900 Columbus Avenue
Sandusky, OH 44870-5554
419-627-7792 FAX 419-627-6670
www.eriecounty.oh.gov/

Springfield (CCSTCC)

* Clark County-Springfield
Transportation Coordinating Committee
+Board of County Commissioners of Clark
County
3130 E. Main Street, Suite 2A
Springfield, OH 45505
937-521-2128 FAX 937-328-3940
www.clarktcc.com

Steubenville-Weirton (BHI)

*Policy Committee of the BHJ
Metropolitan Planning Commission
+Brooke-Hancock-Jefferson
Metropolitan Planning Commission
124 North Fourth Street, Second Floor
Steubenville, OH 43952-2132
740-282-3685 FAX 740-282-1821
www.bhjmpc.org

Toledo (TMACOG)

*Board of Trustees of the Toledo Metropolitan
Area Council of Governments
+Toledo Metropolitan Area Council of Govern-
ments
300 Dr. Martin Luther King Drive,
P.O. Box 9508
Toledo, OH 43697-9508
419-241-9155 FAX 419-241-9116
www.tmacog.org

Wheeling (Bel-O-Mar)

*Bel-O-Mar Regional Council Policy Committee
+Bel-O-Mar Regional Council and
Interstate Planning Commission
105 Bridge Street Plaza, P.O. Box 2086
Wheeling, WV 26003-0286
304-242-1800 FAX 304-242-2437
www.belomar.org

Youngstown (Eastgate)

*General Policy Board of the Eastgate
Regional Council of Governments
+Eastgate Regional Council of Governments
City Centre One
100 E. Federal St., Suite 1000
Youngstown, OH 44503-1809
330-779-3800 FAX 330-779-3838
www.eastgatecog.org

*** MPO****+ Handling Agency**

For additional information, contact:
Office of Statewide Planning & Research
Ohio Department of Transportation
614-466-2307

Ohio Designated RTPOs as of February 2017

Buckeye Hills-Hocking Valley Regional Development District (Buckeye Hills)

* Athens, Hocking, Meigs, Monroe, , Morgan, Noble, Perry, and Washington (partial)
1400 Pike St.
Marietta, OH 45750
740-374-9436
Misty Casto, Executive Director
Karen Pawloski, Transportation Planner
kpawloski@buckeyehills.org
www.buckeyehills.org

Central Ohio Rural Planning Organization (CORPO)

c/o Mid-Ohio Regional Planning Commission
Fairfield, Knox, Madison, Marion, Morrow, Pickaway and Union
111 Liberty Street
Suite 100
Columbus, Ohio 43215
614-228-2663
William Murdock, Executive Director
Thea Walsh, Transportation Director
twash@morpc.org
www.morpc.org

Logan-Union Champaign Regional Planning Commission (LUC)

* Logan and Champaign
9676 E Foundry Street
P.O. Box 219
East Liberty, Ohio 43319
937-666-3431
Dave Gulden, Executive Director
davegulden@lucplanning.com
www.lucplanning.com

Maumee Valley Planning Organization (MVPO)

* Defiance, Fulton, Henry, Paulding, and Williams
1300 E Second St.
Defiance, Ohio 43512
419-784-3882
email: esmith@mvpvo.org
Dennis Miller, Executive Director
Ellen Smith, Transportation Planner
www.mvpvo.org

Ohio Mid-Eastern Governments Association (OMEGA)

* Carroll, Columbia, Coshocton, Guernsey, Harrison, Holmes, Muskingum, and Tuscarawas
326 Highland Avenue
PO Box 130
Cambridge, Ohio 43725
740-439-4471
Jeannette Wierzbicki, Executive Director
Kevin Buettner, Transportation Planner
kevinb@omegadistrict.org
www.omegadistrict.us

Ohio Valley Regional Development Commission (OVRDC)

* Adams, Brown, Fayette, Gallia, Highland, Jackson, Lawrence (partial), Pike, Ross, Scioto, and Vinton
73 Progress Dr,
Waverly, OH 45690
740-947-2853
John Hemmings, Executive Director
Malcolm Meyer, Transportation Planner
mmeyer@ovrdc.org
www.ovrdc.org

**CLICK HERE TO ACCESS
APPENDIX 3: OHIO TIP APPROVAL
RESOLUTIONS**



APPENDIX 4: 2016-2019 STIP CARRY FORWARD LIST

**CLICK HERE TO ACCESS
APPENDIX 4: 2016-2019 STIP
CARRY FORWARD LIST**



APPENDIX 5: SLI GROUPED PROJECT DOCUMENTS

SLI GROUPED PROJECT LIST 1 OF 3

Ohio 2018-2021 STIP Statewide Line Item (SLI) Grouped Project List

<i>Note: Missing Reference ID's are no longer active. TIP with \$0 in Program SFY indicates MPO funding not planned for SLI usage.</i>			Total Program Cost Per SFY (Federal/State & Federal Labor) (\$000's)				
REF ID	PROGRAM	DEFINITION	2018	2019	2020	2021	2018 - 2021
SLI 02	APPALACHIAN DEVELOPMENT LOCAL ACCESS	Local governments in eligible Appalachian Regional Council counties may apply for funding for local access roads serving industrial, commercial, residential, recreational and educational areas; funds may pay for preliminary engineering, right of way and/or construction which will improve economic development opportunities.	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,000,000
SLI 06	CEAO PROGRAM ADMINISTRATION	ODOT allocates federal funds to the counties for safety and preservation programs. This covers the County Engineers Association of Ohio's costs for administrating the program.	\$375,000	\$375,000	\$375,000	\$375,000	\$1,500,000
SLI 07	EMERGENCY RELIEF PROJECTS	ODOT emergency category A, B, or C projects; these projects are usually weather related and require prompt action	\$26,534,457	\$19,827,152	\$10,000,000	\$10,000,000	\$66,361,609
SLI 09	FEDERAL DISCRETIONARY PROGRAMS AND EARMARKS	Programs funded on the national level by discretionary award and/or earmarks (e.g. interstate maintenance, covered bridge, ferry boat, innovative bridge)	\$11,000,000	\$11,000,000	\$11,000,000	\$11,000,000	\$44,000,000
SLI 11	GEOLOGIC SITE ASSESSMENT	ODOT provides construction funding for the remediation of landslide, rock fall, underground mine, erosion and sinkhole sites. Eligible activities include both preventive site mitigation and reactive repair. To be eligible, a project must be identified on the District Geologic Site Inventory and have undergone a Cost to Benefit analysis to determine if the site is a viable project.	\$17,846,550	\$22,488,943	\$19,503,911	\$19,893,989	\$79,733,393
SLI 12	HIGHWAY MAINTENANCE ACTIVITIES	ODOT completes numerous small projects which are planned, designed, and constructed quickly to maintain the highway system (e.g., mowing, lighting, signing, guardrail, city maintenance contracts, spot safety improvements, traffic signals, patching and pavement markings, shoulder work, spot pavement repair).	\$23,474,837	\$11,466,050	\$15,286,350	\$8,564,802	\$58,792,039
SLI 15	HIGHWAY SAFETY PROGRAM	Highway Safety - ODOT targets specific safety concerns for hazard elimination (e.g., vertical and horizontal alignment, signalizations, intersection channelization)	\$35,447,630	\$72,974,372	\$88,724,335	\$85,577,467	\$282,723,803
SLI 16	LOCAL GOVERNMENT PROGRAMS	Local Government Programs - numerous small projects which are planned, designed, and constructed quickly to maintain the local systems (includes eligible Ohio Bridge Partnership Program projects and CEAO task order funded projects).	\$124,684,950	\$75,629,414	\$54,130,505	\$116,189,802	\$370,634,671
SLI 17	LOCAL PLANNING AGENCIES	ODOT and Local Planning Agencies sponsor transportation planning studies and programs financed consistent with the provisions of 23 USC 133. Planning studies and programs may be within Ohio Metropolitan Planning Organizations and Regional Transportation Planning Organizations. Includes Rideshare and Air Quality Awareness Programs.	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,000,000

SLI GROUPED PROJECT LIST 2 OF 3

Ohio 2018-2021 STIP Statewide Line Item (SLI) Grouped Project List

<i>Note: Missing Reference ID's are no longer active. TIP with \$0 in Program SFY indicates MPO funding not planned for SLI usage.</i>			Total Program Cost Per SFY (Federal/State & Federal Labor) (\$000's)				
REF ID	PROGRAM	DEFINITION	2018	2019	2020	2021	2018 - 2021
SLI 18	RECREATIONAL TRAILS PROGRAM	Recreational Trails Program is a federally funded program coordinated by the Ohio Department of Natural Resources. Funding goes to projects that create and maintain trails and trail support facilities, improve access for people with disabilities and provide education about trail safety and the environment.	\$1,725,684	\$1,764,568	\$1,806,758	\$1,849,957	\$7,146,966
SLI 21	RAIL HIGHWAY CROSSING SAFETY	Rail Highway Crossing Safety program funds rail grade crossing protection improvements. Projects are selected by Ohio Rail Development Commission and the Ohio Public Utilities Commission with the work being performed by the railroad companies.	\$12,572,000	\$14,072,000	\$15,203,000	\$15,203,000	\$57,050,000
SLI 23	RIGHT-OF-WAY HARDSHIP AND PROTECTIVE BUYING	Right-of-way Hardship and Protective Buying - Prior to the completion of a transportation system improvement environmental assessment which would determine exactly which properties need to be purchased under the right-of-way phase, an individual property becomes available. When ODOT is reasonably certain the property will be required for the planned improvement the property may be purchased ahead of the complete right-of-way plan approval.	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,000,000
SLI 24	SAFE ROUTES TO SCHOOL	This program includes activities which improve the ability of primary and middle school students to walk and bicycle to school safely. Projects can be either engineering (e.g., improve crossings, sidewalks) or non-engineering (education and encouraging programs).	\$3,748,450	\$3,438,480	\$4,000,000	\$4,000,000	\$15,186,930
SLI 25	ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES (5310)	ODOT provides funding, vehicles, and related equipment for special services for the elderly and people with disabilities. The local agencies which participate in this program operate on calendar year basis and the federal program funding appropriations are made on an annual basis. (Rural & Small Urban)	\$3,656,530	\$3,734,049	\$3,813,211	\$3,893,421	\$15,097,210
SLI 26	TRANSPORTATION ALTERNATIVES PROGRAM	The Transportation Alternatives Program (TAP) provides funds for projects that support transportation by improving non-motorized transportation facilities, historic preservation, scenic and environmental aspects.	\$7,408,307	\$18,581,438	\$11,298,079	\$11,018,879	\$48,306,703
SLI 27	DEISEL EMISSIONS REDUCTION GRANT PROGRAM	Ohio EPA administers the DERG program. This is a biennium budget focused on reducing mobile source diesel emissions. Phase Type Other.	\$10,859,195	\$10,000,000	\$10,000,000	\$10,000,000	\$40,859,195
SLI 28	NOISE WALL PROGRAM	ODOT allocates design and construction funding for Type II noise walls (new noise walls for communities that predate the freeway and desire a noise wall) and noise wall maintenance/replacement projects.	\$5,900,000	\$6,350,000	\$8,100,000	\$6,216,872	\$26,566,872
SLI 29	BUS & BUS FACILITIES (5339)	Capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities for both small urban and rural transit systems (Rural & Small Urban)	\$2,229,228	\$2,278,902	\$2,329,589	\$2,378,721	\$9,216,440
SLI 30	EASTERN FEDERAL LANDS HIGHWAY DIVISION	The Eastern Federal Lands Highway Divisions (EFLHD) develops and administers transportation projects that provide access to, are adjacent to, or are located within federal lands. (Rev. 10/26/2015)	\$840,000	\$840,000	\$840,000	\$840,000	\$3,360,000

SLI GROUPED PROJECT LIST 3 OF 3

Ohio 2018-2021 STIP Statewide Line Item (SLI) Grouped Project List

<i>Note: Missing Reference ID's are no longer active. TIP with \$0 in Program SFY indicates MPO funding not planned for SLI usage.</i>			Total Program Cost Per SFY (Federal/State & Federal Labor) (\$000's)				
REF ID	PROGRAM	DEFINITION	2018	2019	2020	2021	2018 - 2021
SLI 31	RURAL TRANSIT PROGRAM (5311)	Federal funds provided for the purpose of supporting public transportation in rural areas with population of less than 50,000. ODOT applies for these funds on behalf of the rural transit systems. (Rural Line Item)	\$24,162,235	\$24,729,095	\$25,308,255	\$25,908,255	\$100,107,840
SLI 32	PRESERVATION	ODOT completes numerous vital projects to maintain Ohio's transportation system (e.g., pavement rehabilitation, resurfacing, bridge replacement, bridge inspections and maintenance, bridge and pavement repair, bridge painting and sealing, culverts, raised pavement markers, striping)	\$733,941,089	\$770,850,005	\$735,785,965	\$722,916,152	\$2,963,493,211
SLI 34	OHIO RAIL FIXED GUIDEWAY SYSTEM SAFETY & SECURITY OVERSIGHT PROGRAM (5329)	The ODOT Rail Fixed Guideway Safety and Security Oversight (SSO) Program is required by FTA in 49 CFR Part 659 to provide safety and security oversight for Ohio passenger rail systems not regulated by FRA. The ODOT SSO program is designed to be cooperative with the Ohio Regional Transit Authorities and with the FTA SSO program in order to encourage the efficient and effective management of safety and security risk.	\$584,324	\$596,712	\$609,362	\$622,362	\$2,412,760
SLI 36	BUS & BUS FACILITIES 5339(b)	Discretionary funding to replace buses for 33 of Ohio's rural transit systems	\$2,230,545	\$2,230,544	\$0	\$0	\$4,461,089
SLI 37	FREIGHT RAIL DEVELOPMENT	The Ohio Rail Development Commission (ORDC) provides assistance to railroads, companies and communities for rail and rail-related infrastructure. The goal of this program is to promote the retention and development of Ohio companies through the use of effective rail transportation.	\$1,000,000	\$1,000,000	\$0	\$0	\$2,000,000
SLI 99	STATE FUNDED PROGRAMS	Miscellaneous State Funded Programs: Parks, Geological Site Management Equipment, Unrestricted state Revenue, Unmanned Aerial, Storm Water Mitigation, and Lands & Buildings.	\$140,663,031	\$65,180,820	\$65,944,476	\$66,759,406	\$338,547,734



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APPENDIX 5: 2018-2021 STIP
SLI GROUPED PROJECT REPORT**

APPENDIX 6: 2018-2021 STIP GUIDE & PROJECT LIST

GUIDE TO STIP PROJECT LIST

COLUMN NAME	COLUMN DESCRIPTION
Agency	FHWA - Federal Highway Administration FTA - Federal Transit Administration
Dist	District - ODOT District Number
PID	ODOT's Project Identification Number
Project Name (ie CRS)	Official Title assigned by ODOT - by County, Route, Section (three letter county code, route, number or street name, and for state routes the straight line mileage from the county line to the project beginning point
Cnty	County of the project
Project Description	Description of Project and the work being preformed.
Project Termini	Termini is described in the terms of prominent intersecting street or county lines.
Sponsoring Agency	The unit of government or agency that initiated the project, implementation responsibility and assigned local share
MPO	The Metropolitan Planning Organization
Ph	Phase: CO - Construction, PE - Preliminary Engineering, R/W - Right of Way
Subphase	CO Contr - Construction Contract, CO Engr - Construction Engineering, PE Env - Preliminary Environmental, PE DD Preliminary Detail Design, R/W Acq - Right of Way Acquisition, R/W Rem - Right of Way Reimbursement, R/W RE Ser - Right of Way Real Estate Services
STIP Phase Estimate	Estimated cost of project by phase in the current STIP
Total Phase Encumbered	Total encumbered amount by phase all years (including prior years to the STIP)
STIP Phase Total	Total phase encumbered plus total STIP phase estimate
Project Total	Project total encumbered/estimate for all state fiscal years of the project including anticipated costs beyond the STIP state fiscal years. This includes committed and
SFY	State Fiscal Year
SAC	ODOT's Funding Code
Fund Type	Type of Funds: Federal, State, or Local
Primary Work Category	Main category of work being performed on project
Oblig Code	Federal billing code
Obligation Description	Federal billing code descriptions
SLM Miles	Total length of a project in miles
Air Quality Status	Exempt: the project does not meet the requirements to dictate an air quality conformity analysis Non-exempt: the project requires an assessment to determine conformity
ALI - Qty XXX (FTA Projects)	Federal Transit Administration Activity Line Item (ALI) Codes
STIP ID	STIP Identification Reference Number

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APPENDIX 6: 2018-2021 STIP PROJECT LIST](#)

