

LIMA-ALLEN COUNTY REGIONAL PLANNING COMMISSION

Transportation Improvement Program FY 2021-2024



May 2020

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FOREWORD

The Lima Allen County Regional Planning Commission was designated as the Metropolitan Planning Organization (MPO) for the Lima Urbanized Area by the Governor of the State of Ohio in 1964. As a primary duty, the MPO, is to prepare a Transportation Improvement Program (TIP) that serves as a short-range capital improvement program that details the funding for, and scheduling of, federally funded transportation projects, programs and services within the region.

The TIP is essentially a planning and funding document developed by local governments and submitted by the MPO to state and federal government agencies to ensure the strategic use of federal funds for locally significant transportation projects, programs and services. Included within the TIP are details of federal and state regulatory requirements detailing the planning process, project eligibility and fiscal constraint.

This document spans the FY 2021-2024 planning period and presents a fiscally balanced, multimodal, transportation program for the Lima Urbanized Area and Allen County communities. The TIP reflects federal, state, and local financial resources used in the development and maintenance of transportation infrastructure, rolling stock, programs and services. The TIP document was developed as a public reference document to be used by local governments as well as the Ohio Department of Transportation, the Federal Highway Administration and the Federal Transit Administration in approving the use of federal funds within the region. The MPO's public participation process developed for the FY 2021-2024 TIP will serve as the public participation process for the Allen County Regional Transit Authority's program of projects, meeting the requirements of Section 5307 (b) as prescribed in FTA C 9030.1E DATE 1/16/2014.

The TIP highlights aspects of: project development; identifies federal, state and local stakeholders; community outreach undertaken during program development; relationships to other federal regulations; and, identifies the projects, programs and services that will be funded. The TIP also provides insights into the status of the overall transportation program to demonstrate how the projects collectively meet federal constraints and regulations. The implication of the 4-year program of projects on low income and minority populations are addressed; air quality issues and attainment status are also addressed.

ACKNOWLEDGMENT

Over the course of identifying the requirements of the FY 2021-2024 Transportation Improvement Program (TIP), the staff of the Lima-Allen County Regional Planning Commission received helpful assistance from representatives of the Ohio Department of Transportation (ODOT), the Federal Highway Administration, the Federal Transit Administration, the Office of the Allen County Engineer, the Lima City Engineer, the Allen County Regional Transit Authority and other local member governments. The Planning Commission acknowledges the support and cooperation of the various Technical and Advisory committees for providing the public input and oversight necessary to the planning process and the effective delivery of the federal program of projects. The Planning Commission wishes to publicly recognize the fiscal support and technical assistance furnished by ODOT's Division of Planning especially Statewide Planning & Research and ODOT District One personnel for guidance regarding performance measures and the modeling and forecasting needed to address the US 30 Corridor Study and the Thayer Road Corridor Study. Finally, the MPO would especially like to express its thanks to ODOT's Office of Transit who provided very timely and essential interpretations to the MPO regarding transit performance measures relative to Safety and Transit Asset Management.

EXECUTIVE SUMMARY

On a biennial basis, the Lima-Allen County Regional Planning Commission, as the Metropolitan Planning Organization (MPO), is required to develop and publish a Transportation Improvement Program (TIP) which reflects a 4-year listing of federally funded projects for its planning area. The TIP is a strategic, financially constrained and publicly approved listing of projects previously supported, identified and approved in the MPOs 2040 Long Range Transportation Plan. This TIP document is to be used to guide and manage funding investments in plans, projects and services over the FY 2021 thru 2024 planning period.

1. Public consultation was conducted over the entire period spanning the drafting of the document. Stakeholder notification and public involvement was the basis upon which the draft documents were prepared. Ongoing consultation with local governments and other project sponsors, including the Allen County Regional Transit Authority and the general public began in October of 2019. Public notification to local governments occurred initially by letter, followed by phone calls and site visits during October 2019, through February 2020. Requests soliciting public comments were posted to the MPO website and social media. In addition, an article in the Agency's winter newsletter requested community participation in the project development process. To vet the document and its various projects, during January, February, and March 2020, several draft documents were developed and distributed to local governments, transit and paratransit providers, as well as social service agencies. During the development of the TIP the MPO staff met with local residents in 2 dozen public meetings held across the MPO planning area. The draft documents were also made available for distribution at key public buildings, and posted to the Agency website. An open house, to review the FY 2021-2024 Final Draft TIP, was canceled based on COVID-19 protocol. The Lima News printed an invitation to the public to review the DRAFT TIP posted on the Agency website on its editorial page March 23, 2020. The Commission offices officially closed on March 24, 2020. The agency continues to respond to questions and comments posted to the Agency website.
2. The TIP is predicated on a Financial Plan that was developed from ODOT approved estimates of reasonably expected and available funds over the FY 2021-2024 period. The MPO and local project sponsors recognize project costs transition thru programming, environmental, design and construction, and cognizant of fiscal constraint – developed reasonable revenue and project cost estimates using an ODOT approved methodology, assumptions and background information. The MPOs 2021-2024 TIP program of projects will be reflected within ODOTs Final STIP. Table 3-1 identifies \$69.5 million in funding being distributed by project type and by year across ODOT District One. Table 3-2 identifies the manner in which the local Transit Authority is proposing to utilize \$12.5 million in available federal funding. The MPO will also be using funds for planning, lighting and project studies. A total of \$82,019,232 is programmed over the FY 2021-2024 period.
3. The TIP was prepared with deference paid to the various performance measures now mandated. The targets for PM1 - Safety were largely met with the exception of non-motorized fatalities and/or serious injuries. In addition, the grade-separation project (PID 80441), the MPO has programmed 3 roundabouts (PIDs 110428, 111631), an R-CUT, and necessary road closures (PID 111375) in the TIP. The MPO also programmed several projects in support of advancing the safety of non-motorists by improving pedestrian and bicyclist conditions including sidewalks (PIDs 90949, 108644, 108373, 109435), lighting projects (PIDs 108975, 109435), and shared use paths (PID 111220) and/or bike lanes (PID 108373).
4. Pavement conditions and the percentage of interstate, non-interstate and NHS bridges in good condition also caught the attention of local stakeholders. ODOT has undertaken various projects targeting preservation including projects on, SR 65, SR 66, SR 117, SR 309, SR 115,

and US 30 at an approximate cost of \$21.2 million. The maintenance of traffic and travel time reliability have been considered with signal upgrades on SR 81, SR 117, and SR 309 corridors; adding bridges that support the movement of traffic on those corridors brings estimates to \$7.4 million. The FY 2021-2024 TIP also reflects \$27.2 million of ODOT projects to be undertaken district-wide targeting guard rail replacement, raised pavement markers or painting of pavement markings; and, task order contracts for spraying, inspections and general engineering.

5. The MPO contends that while preservation is essential, cooperation between District One and local governments has allowed the MPO to contribute funding to several projects on the state route system to advance and with an enhanced scope of work reflecting bicycle and/or pedestrian components. As an example, in FY 2021 the MPO will contribute \$1.3 million to the SR 66 & 190 (PID 108373) in Delphos; and, in FY 2023 the MPO was able to help advance 2 communities projects including SR 117 in Westminster (PID 109435/\$160,000) and Delphos with the SR 66/S. Main Street project (PID 108644/\$1.6 million).
6. ACRTA has identified fiscal support over the FY 2021-2024 TIP period totaling \$12.5 million (some \$8.6 million in federal funds) to maintain existing operations for fixed route, mandated paratransit and demand response services. Current fiscal requests - collectively 14 projects - reflect capital and operating needs for preventive maintenance, ADA paratransit services, transit planning, and rolling stock. With few exceptions Transit Performance Measures have been met by the Allen County Regional Transit Authority. The Transit Authority has maintained its fleet of buses, mini-buses and mini-vans within a reasonable range of good repair.
7. The maintenance of the current 2018-2021 TIP is an ongoing responsibility of the MPO. The MPO has reviewed and approved 36 resolutions to advance/amend/withdraw projects in the current TIP over the CY 2018 and CY 2019 period; deeming them necessary to maintain the accuracy, fiscal constraint and integrity of the TIP as a management tool. Coordination with ODOT Central and District offices has been essential to that end. The MPO's list of projects include a carryover project from FY 2019 (PID 80441 - Lima RR Grade Separation). The MPO used a SIB loan to finance approximately \$3 million of the total cost (\$16.3 million) of the Lima RR Grade Separation. The MPO is also pleased that the long-awaited Wayne Street conversion project (PID 90949/\$702,000) will finally be completed.

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SECTION 1 INTRODUCTION

The Lima-Allen County Regional Planning Commission (LACRPC), as the Metropolitan Planning Organization (MPO) of the Lima Urbanized Area, in conjunction with the Ohio Department of Transportation (ODOT), is responsible for coordinating transportation planning activities within the Allen County area. As the MPO, the LACRPC is involved in various long- and short-range transportation planning activities that include, but are not limited to: Intersection Safety Studies; Corridor Studies; Transportation Modeling; Transit Planning; Paratransit Planning; and, developing short-range Transportation Improvement Programs (TIPs). This document has been prepared to address documented transportation needs of Allen County including the Lima Urbanized Area and the Delphos Urban Area.

1.1 Rationale

The LACRPC is required to prepare a TIP entailing all regionally significant highway, transit, paratransit, pedestrian and bicycle system improvements scheduled for implementation with federal, state and local funds over the upcoming four years. The LACRPC prepares the TIP on a fiscal year (FY) basis. Projects in the TIP have been derived from the region's transportation plans. Those transportation plans include the regions: Active Transportation Plan (2019), 2040 Long Range Transportation Plan (2018); West Central Ohio Regional Coordination Plan (2017); and, the Transit Authority's Comprehensive Operational Analysis and Management Plan (2016). As each TIP project must be compatible with both long- and short-range transportation plans, projects reflect current transportation priorities in Allen County.

1.2 Objective

This document reflects a comprehensive listing and description of capital improvement projects scheduled for implementation over the FY 2021-2024, four (4) year, planning period. The purpose of implementing the TIP is to maintain and provide for a safe, efficient, economical and environmentally acceptable system for the transportation of both people and goods. The most critical year in the four (4) year TIP is the first year, referred to as the Annual Element. The Annual Element identifies the anticipated project phase to be performed during the first program year. Projects/Phases may be advanced in subsequent years based on project readiness and available funding.

1.3 Overview

This document is comprised of several distinct sections. The introduction is followed by a summation of the transportation planning process. The planning process addresses the federal planning requirements detailing the extent of public involvement, project selection and the necessary fiscal policies recognized and adopted by the MPO. The report moves to assess the Transportation Plan's impact on the transportation system and the community. The report then focuses its attention on those capital improvements scheduled for project inclusion within the TIP. Following a map identifying local projects, the report addresses those transit elements contained within the FY 2021-2024 TIP. The report concludes with a summary of the TIP and its respective process.

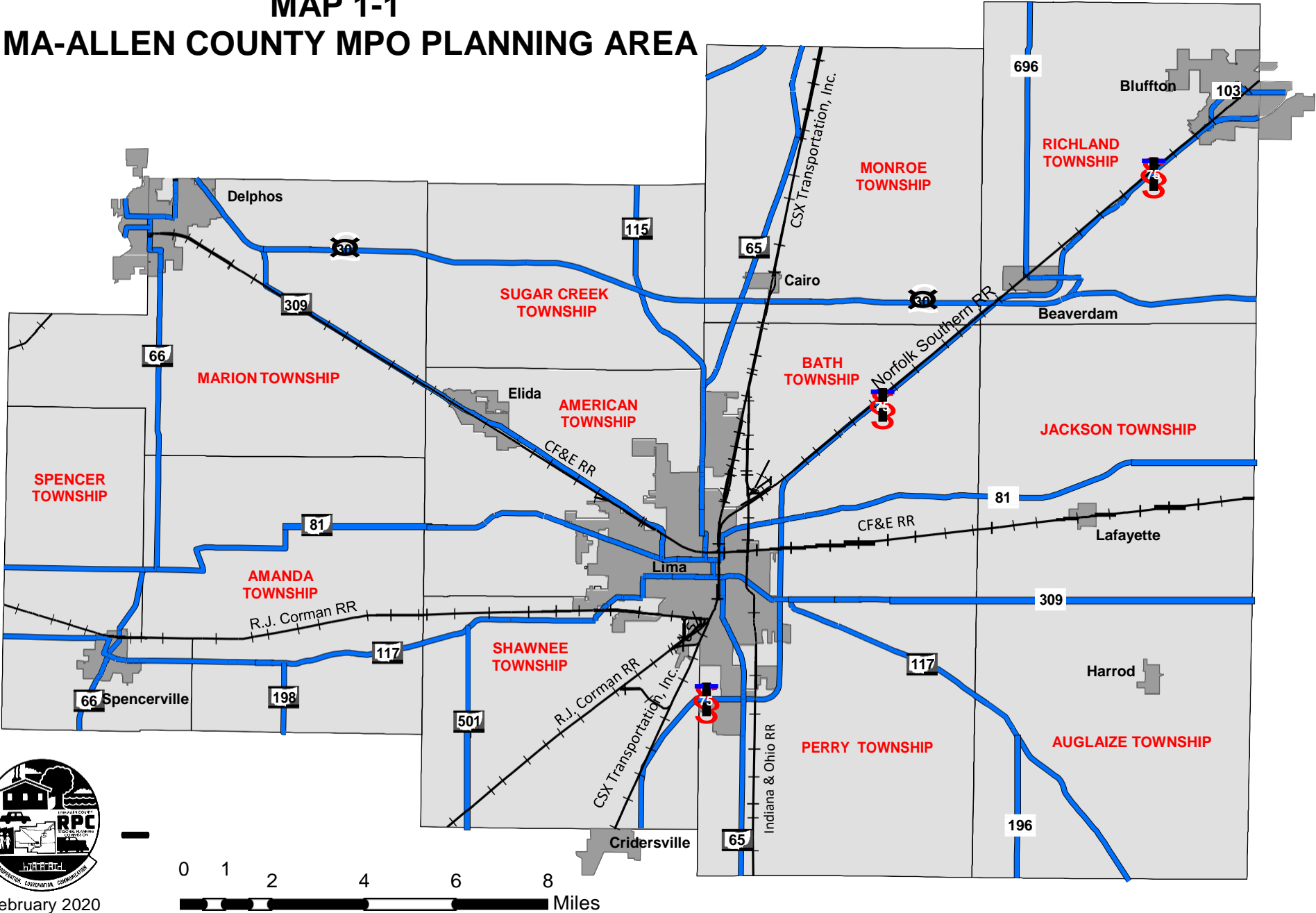
1.4 MPO's Transportation Study Area

The MPO is responsible for identifying and addressing the transportation needs within its assigned Study Area (see Map 1-1). The transportation study area of the LACRPC embraces all of Allen County including those portions of the City of Delphos located in Van Wert County, and the Village of Bluffton located in Hancock County. The Census Bureau documented the transportation study area population at 111,519 in 2010. The population of the Lima Urbanized Area (UA), is comprised of the City of Lima, the villages of Elida and Cridersville as well as, portions of American, Bath, Perry and Shawnee townships located within Allen County.

MAP 1-1

LIMA-ALLEN COUNTY MPO PLANNING AREA

1 - 2



SECTION 2 TRANSPORTATION PLANNING PROCESS

Federal legislation is a major part of the framework that guides transportation planning. Such legislation establishes the priorities and funding mechanisms to carry out the transportation planning process and deliver necessary infrastructure and services. Historically, the legislative process has built upon previous efforts, with new legislation amending and/or expanding previous agendas to meet the Nation's everchanging transportation needs.

The legislative agenda established under Fixing America's Surface Transportation Act (FAST Act) was built on the foundation laid in earlier Transportation Bills including MAP-21 (2012), SAFETEA-LU (2005), TEA-21 (1998), and ISTEA (1991). Such legislation considered with the ramifications of the Clean Air Act Amendments (CAAA) of 1990, the National Environmental Policy Act (NEPA) of 1969, and the Americans with Disabilities Act (ADA) of 1990, collectively demand and fiscally support a multitude of transportation options with high priority items that never seem to diminish. Such legislation coupled with the mechanisms for intergovernmental coordination and public input further the transportation planning process. Collectively, they require local participation in the decision-making process and the consideration of various concerns including the existing transportation system, as well as demographic and economic variables.

Federal legislation is a major part of the framework that guides transportation planning. Such legislation establishes the priorities and funding mechanisms to carry out the transportation planning process and deliver necessary infrastructure and services. Historically, the legislative process has built upon previous efforts, with new legislation amending and/or expanding previous agendas to meet the Nation's ever-changing transportation needs.

2.1 Public Involvement Process

Consistent with federal planning requirements, policy of the Transportation Coordinating Committee (TCC), as the designated MPO for the Lima Urbanized Area, is to aggressively support proactive public involvement at all stages of project planning and development. The performance standards for these proactive public involvement processes include early and continuous involvement; reasonable public availability of technical information; collaborative input on alternatives, evaluation criteria and mitigation needs; and, open public meetings.

To achieve these objectives, the TCC committed to: (1) promote an active role for the public in the development of transportation plans, programs, and projects from the early stages of the planning process through detailed project development; (2) promote the shared obligation of the public and decision makers to define goals and objectives for the transportation system as well as to identify transportation and related problems, to develop alternatives to address the problems, and to evaluate the alternatives on the basis of collaboratively identified criteria; (3) ensure active public involvement in the development of public involvement procedures in ways that go beyond commenting on drafts; (4) strongly encourage the transportation providers to aggressively seek to identify and involve the affected and interested public, including those traditionally under-served by existing transportation systems and facilities; and, (5) carefully evaluate public involvement processes and procedures to assess their success at meeting the performance requirements specified in the appropriate regulations during TIP development. Central to the success of the transportation planning process was the early involvement of local public officials, private citizens, and interested agencies that represent a wide range of disciplines, areas of expertise, and specific concerns. Public involvement was required to ensure that the social, economic, and environmental effects of projects were identified early in the planning process, and especially during project selection.



In order to comply with the legislation locally, specific project proposals were publicized through the early coordination and review of the MPO's internal intergovernmental review process. Local stakeholders including affected segments of the community were identified and pertinent issues highlighted and addressed. Issues were refined and/or dismissed as project development continued to progress. Citizen input was solicited on all proposed projects, and/or changes in services or service levels through public

meetings, both written and electronic media, newsletters, and/or public notices advertising the availability of draft documents pertaining to such issues.

In October 2019, staff formally opened the TIP process to local project sponsors. The MPO initiated the public involvement process of the TIP with the mailing of notices to local elected officials and concerned citizen groups. Letters advertised the availability of federal funds, solicited eligible project sponsors, and provided notification that the FY 2021-2024 TIP planning process was beginning. Interested applicants were notified to secure the necessary local resources to match federal funds. Independent reviews of the planning process and proposed TIP projects were undertaken by the internal committee structure of the LACRPC, including the Transportation Advisory Committee, the Transportation Coordinating Committee, Administrative Affairs Committee, the Developmental Controls Committee, the Community Development Committee, and the Executive Committee. Advisory groups, including the Citizens Advisory Committee, and the Citizens Accessibility & Advisory Committee undertook similar reviews of the proposed projects. Projects were also reviewed with ODOT District One personnel and the local Transit Authority. Committee meeting dates were posted on the agency's website and identified in the Agency newsletter.

In an attempt to solicit wider public input and acceptance, MPO staff met with various groups across the community. Focus groups, including those held with local elected officials and advocacy groups – including those advocating on behalf of pedestrians, bicycling and transit services were targeted as were those advocating on behalf of paratransit services. Citizen board and neighborhood association meetings, among others, were targeted to facilitate a non-threatening discussion of proposed projects and supported the ability of residents to ask questions and/or provide comments as to their support for such projects. In addition, such forums provided the opportunity for residents to question the extent/adequacy of the public outreach process over the course of the Program's development. Table 2-1 summarizes the outreach efforts of the MPO by census tract and reveals the demographics of each tract. Map 2-1 reveals the location and extent of the MPO's outreach efforts during TIP preparation and adoption process. The MPO made special efforts to engage all active neighborhood associations to ensure residents input to the TIP development process. The Agency newsletter addressed the current and DRAFT in its summer and winter 2019 editions; the spring 2020 edition is pending.

In an attempt to best document the public planning process, as per federal planning requirements, the Draft FY 2021-2024 TIP was made available to the general public for review and comment in various formats. The Draft TIP was available at the Regional Planning Commission in hard copy and in digital formats; the document was also available and directly accessible on the agency website at www.lacrpc.com. Notice of the availability of the Draft FY 2021-2024 TIP was published in the legal notice section of the area's largest newspaper of general circulation. Throughout the review process, the Draft TIP was made available for public review Monday through Friday during normal business hours in the offices of the LACRPC, the Transit Authority, Allen County Commissioners, cities of Lima and Delphos as well as the Lima Public Library.

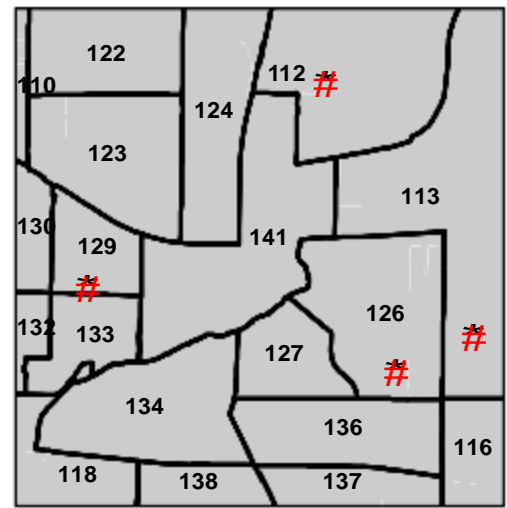
**TABLE 2-1
PUBLIC PARTICIPATION BY CENSUS TRACT & TARGET POPULATION**

Census Tract	Total Population ²	Percent Minority ²	Percent Below Poverty Level ²	Percent Over 65 ²	Percent with Mobility Limitation ²	Percent with No Vehicle Available ²	Public Outreach Efforts ¹		
							Focus Group	Public Meeting	Open House
101	4,389	4.3	4.2	22.8	8.6	3.9	✓		
102	4,073	1.6	8.3	16.1	6.0	0.5		✓✓✓	
103	1,600	8.5	2.6	19.1	4.2	1.0		✓	
106	4,944	4.6	13.5	13.6	7.3	0		✓✓✓	
108	7,930	10.3	5.2	21.4	6.3	0.2		✓	
109	4,487	16.0	15.1	20.9	7.1	1.9			
110	5,317	28.4	19.8	16.7	5.8	2.2	✓		
112	2,807	26.6	18	11.1	6.3	1.7	✓		
113	7,476	6.2	8.4	17.1	4.3	0.6	✓✓		
114	2,951	1.4	6.4	20.2	7.4	0.6		✓✓	
115	2,693	7.8	10	11.8	6.9	1.2	✓	✓✓	
116	2,501	2.6	12.1	23.5	15.2	0		✓	
118	2,418	16.6	5.4	21.5	8.6	2.3		✓	
119	2,762	8.4	12.9	23.2	9	2.4			
120	2,576	8.2	0.7	23.5	5	0.5			
121	3,564	17.6	3.3	18.9	5.7	0.8			
122	3,670	36.6	26.9	12.1	11.4	2.5			
123	3,885	20.6	15.8	11	5.9	1.0			
124	2,137	24.2	26.5	9.7	8.3	7.5			
126	1,874	32.8	21.5	15.1	7.2	4.4	✓		
127	1,640	44.5	51	9.3	9.6	16.6			
129	1,702	37.0	43.1	5.5	5.1	7.0			
130	4,149	27.4	18.3	18.9	8.4	1.9			
131	2,369	31.6	3.8	14.4	8.5	0.8			
132	2,243	37.7	16.8	10.8	6.0	1.6			
133	1,311	41.6	18.5	23.3	15.4	6.4	✓		
134	2,386	43.1	45.8	14.1	13.6	15.7			
136	1,151	46.5	42.0	10.0	7.6	9.0			
137	1,335	53.3	40.1	11.8	19.4	12.1			
138	2,941	59.5	23.5	10.8	12.9	8.0			
139	3,389	1.3	9.3	16.4	6.2	0		✓	
140	3,411	9.8	6	20.8	8.5	2.3		✓	
205 ⁴	3,042	6.8	5.2	17.1	8.4	0.5			
Planning Area	103,642	19.0	14.8	17.5	8.4	7.9	8	16	0

Offered as a summary: A total of 24 public involvement events were completed in 16 different census tracts as of January 31, 2020. Such outreach efforts reflected MPO staffers meeting with organized groups of local representatives as opposed to one-on-one conversations. Such efforts do not reflect MPO standing or advisory committee meetings held at RPC offices. Efforts in March 2020 were curtailed due to Coronavirus protocol. Table 2-1 provides basic demographic information on each tract. Such demographic data reflects ACS 2018 5-Year Estimates for entire MPO planning area inclusive of Tract 205 which is located in Van Wert County. Map 2-1 provides the geographic extent of outreach efforts.

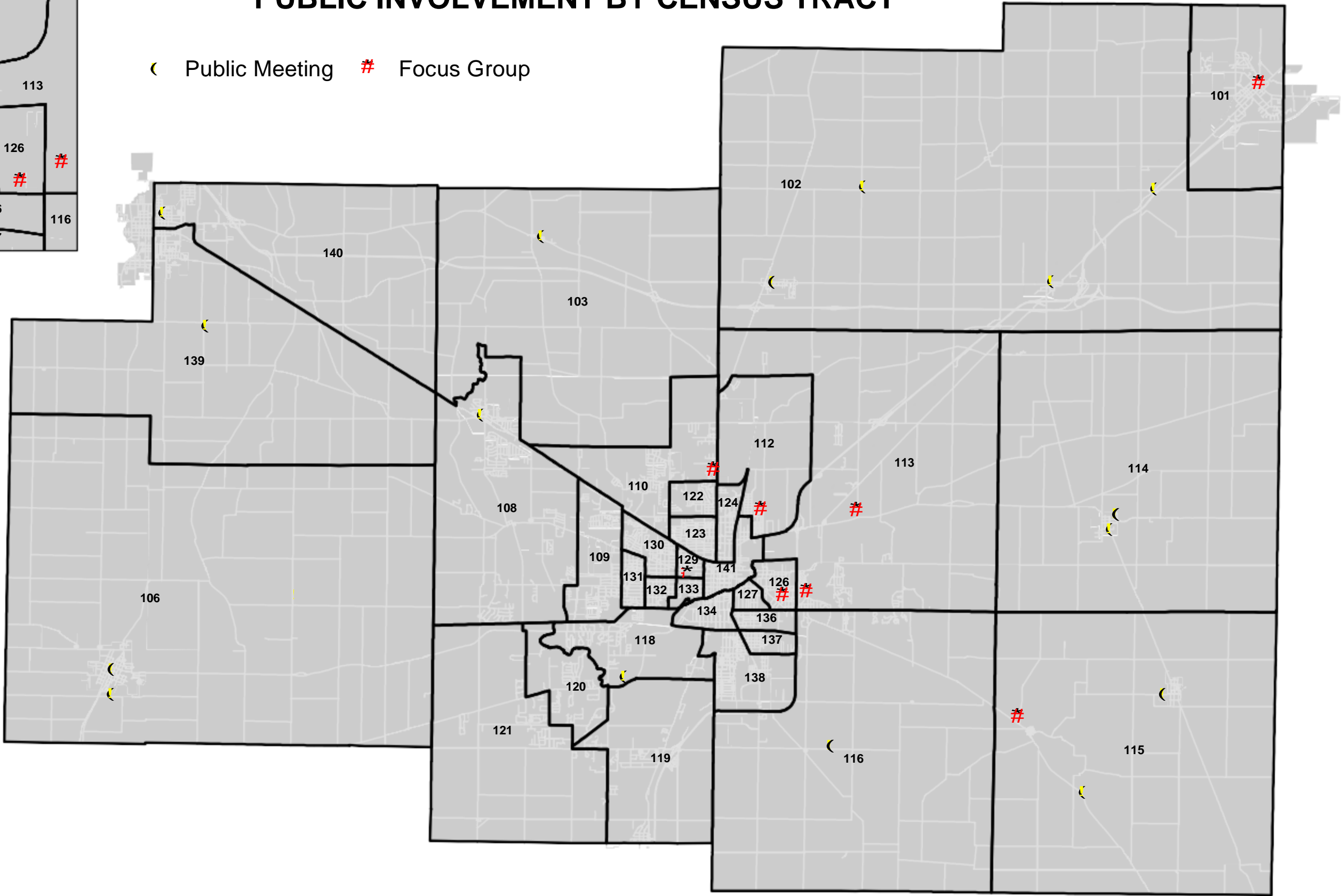
The TIP was submitted to a 21-day public review and comment period; even though, some specific requirements of the MPO's Public Participation Plan were set aside because of compliance with federal and state protocols established in response to the COVID-19 pandemic. A public meeting and open house were scheduled for April 2, 2020, to review the DRAFT FY 2021-2024 TIP and the merits of proposed projects. The public meeting, which was coordinated with ODOT Central and District offices, as well as the Allen County Regional Transit Authority, and other area stakeholders, to be held at the offices of the Regional Planning Commission, was cancelled. However, to communicate with area partners, and to facilitate public review and comment, per ODOT guidance, the MPO utilized the Agency website, as well as social media accounts. In addition, letters were surface mailed to community stakeholders encouraging

MAP 2-1
PUBLIC INVOLVEMENT BY CENSUS TRACT

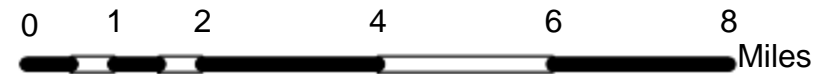


Lima CBD

(Public Meeting # Focus Group



January 2020



review and comment; emails were also sent alerting partners of the opportunity. To enable public feedback, when community conditions allowed, bound copies of the TIP were mailed to ACRTA, the Allen County Commissioners, the cities of Lima and Delphos as well as the Lima Public Library. All significant public comment received regarding the draft document, along with the Planning Commission's response, is documented in the FY 2021-2024 TIP pursuant to Section 450.316(b)(1)(vii) of the Metropolitan Planning Regulations.

The MPO's public participation process developed for the FY 2021-2024 Transportation Improvement Program will serve as the public participation process for the Allen County Regional Transit Authority's program of projects, meeting the requirements of Section 5307 (b) as prescribed in FTA C 9030.1E DATE 1/16/2014. The MPO and Transit Authority contend that: (1) public information on funding available to the Transit Authority are documented herein; (2) the TIP was developed, in consultation with interested parties, including private transportation providers, and that proposed program of projects for activities to be financed are integrated herein; (3) the proposed program of projects was published and made available in various formats for public and private transportation providers, and that local elected officials had ample opportunity to examine and submit comments on the proposed program and the performance of the recipient; (4) the public participation process integrated public meetings to obtain the views of individuals on the proposed program of projects; (5) the process and the proposed program of projects provide for the coordination of public transportation services; (6) the process considers comments and views received, especially those of private transportation providers, in preparing the final program of projects; and, (7) the TIP documents the final program of projects available to the public.

2.2 FAST Act: Goals & Performance Measures

On December 4, 2015, President Obama signed Public Law No. 114-94 into law - the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act maintains a focus on safety, preserves the established structure of various highway-related programs, continues efforts to streamline project delivery, and provides, for the first time, a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with a federal partner over the long term.



Following in the footsteps of MAP-21, the FAST Act and Congress supported a transition to performance-driven, outcome-based approaches. MAP-21 and the FAST Act placed increased emphasis on incorporating performance management into transportation planning and programming processes. Based on the National goals, states and MPOs are required to establish performance measures and targets to support the realization of said goals. Projects on the MPO and State TIP are to address transportation needs in one or more of the national target areas.

Currently, the LACRPC is working with its partners including ODOT, other Ohio MPOs, and transit agencies, to track specific measures in each of the key areas and to quantify baseline targets for each measure. Currently, the LACRPC is engaged in monitoring motor vehicle and active transportation safety issues tracking fatalities, serious injuries, and crash rates. The LACRPC is also monitoring local infrastructure conditions relative to pavement and bridge conditions. In addition, the MPO is working with the Allen County Regional Transit Authority to ensure a state of good repair and tracking safety performance measures. The LACRPC will continue to work with its partners to establish and refine performance measures that support national performance areas.

To support the Federal legislation, the MPOs, in cooperation with the state DOTs are required to develop transportation plans and programs for the urbanized areas. Such plans and programs are to provide for the development of transportation facilities (including pedestrian walkways and bicycle transportation facilities) which will function as an intermodal transportation system for the state, the metropolitan areas, and the Nation. The process for developing such plans and

programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems. The FAST Act focuses the highway program on key outcomes, such as reducing fatalities, improving bridges, fixing roads, and reducing congestion. The MPO will work with ODOT and the Transit Authority to ensure that state and national objectives will be considered with, and balanced against, the established performance targets spanning the region's transportation system.

Congress adopted legislation that identified and supported seven national goals to be sustained by Federal-Aid Highway Programming including:

- **Safety** - Achieving a significant reduction in traffic fatalities and serious injuries on all public roads;
- **Infrastructure Condition** - Maintaining highway infrastructure assets in a state of good repair;
- **Congestion Reduction** - Achieving significant reductions in congestion on NHS roadways;
- **System Reliability** - Improving the efficiency of the surface transportation system;
- **Freight Movement & Economic Vitality** - Improving the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development;
- **Environmental Sustainability** - Enhancing the performance of the transportation system while protecting and enhancing the natural environment;
- **Reduced Project Delivery Delays** - Reducing project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.



Recognizing the MPO is responsible for the approval of plans and programs involving expenditures of federal-aid transportation funds within its planning area, the MPO will look to link such investments against established performance targets. The MPO will continue to use the provision for transferability of federal-aid funding among program categories, and among transportation modes to be more responsive to the needs of local governments while ensuring state and federal transportation goals are met.

The MPO contends that it will work to link investment policies and project programming into its decision-making process. The MPO will use data to develop informed decisions and to provide feedback on transportation system operations. The MPO will work with ODOT and its stakeholders to address the PM1 - Safety, PM2 - Asset Management of Bridges and Pavement Conditions, and PM3 - Travel Time Reliability (vehicle & freight), as well as those metrics addressing how well public transit systems are performing using the mandatory Transit Asset Management and Transit Safety performance measures.

Highway & Bridge Performance Measures were initially set by ODOT, to achieve accomplishing FAST Act goals, and adopted by the MPO to assess the safety of all public roadways within its planning area. These metrics were followed by a second set of performance measures targeting infrastructure condition on the National Highway System (NHS). The last class of federal-aid highway measures looked to establish system performance and mobile source emissions. The various measures are presented below with target and actual conditions noted.

Mirroring the statewide goal set by ODOT, the MPO committed to achieve a 1% reduction in CY 2019, using a 5-year rolling average (2014-2018) as baseline in all 5-safety metrics. A year-end analyses of CY 2019 crash data revealed the MPO met, or exceeded, four of the five identified performance measure targets. The target for the number of fatalities was ten, while nine fatalities actually occurred. As for the fatality rate, the goal was 0.81 fatalities per 100 MVMT, while the fatality rate achieved was 0.69. The goal for the number of serious injury crashes was 158; while there were 71 such crashes, resulting in a rate of 5.47 crashes per 100 MVMT compared to the

TABLE 2-2 SAFETY PERFORMANCE MEASURES			
Metrics	Target	Actual	Target Met
Number of Fatalities	10	9	✓
Fatality Rate per 100 MVM	0.81	0.69	✓
Number of Serious Injuries	158.00	79.0	✓
Serious Injuries per 100 MVM	13.29	6.09	✓
Non-Motorized Fatalities and/or Serious Injuries	8	9	X

goal of 13.29. When considering the number of non-motorized fatalities and/or serious injuries in 2019, the MPO did not meet the goal. The target was eight such incidences; nine actually occurred as of the end of November 2019.

On April 25, 2019, the MPO adopted ODOT's two-year and four-year performance targets related to infrastructure performance measures. Regarding NHS bridge condition, the percentage of NHS bridge deck area in good condition should be at least 50% in four years; the percentage of NHS bridge deck area in poor condition should be at less than 5% in four years. In 2018, 86.0% of Allen County's NHS bridge deck area was in good condition; while, no bridge deck area was in poor condition.

Concerning pavement condition, the percentage of interstate pavement in good condition should be at least 50% in four years, the percentage of interstate pavement in poor condition should be less than one percent in four years. The percentage of non-interstate NHS pavement in good condition should be at least

TABLE 2-3 INFRASTRUCTURE PERFORMANCE MEASURES			
Metrics	Target	Actual	Target Met
Interstate Pavement in Good Condition	50%	68.5%	✓
Interstate Pavement in Poor Condition	1%	0.0%	✓
Non-Interstate NHS Pavement in Good Condition	35%	34.6%	X
Non-Interstate NHS Pavement in Poor Condition	3%	0.0%	✓
NHS Bridges in Good Condition (area)	50%	86.1%	✓
NHS Bridges in Poor Condition (area)	5%	0.0%	✓

35% in four years, and the percentage of non-interstate NHS pavement in poor condition should be less than three percent in four years. In 2018, the only pavement condition performance measure not currently being met is primarily related to US-30; the actual conditions suggest 34.6% of the pavement is in good condition compared to the target of 35%.

TABLE 2-4 SYSTEM PERFORMANCE MEASURES			
Metrics	Target	Actual	Target Met
Reliable Person-Miles Traveled on Interstate	85%	100.0%	✓
Reliable Person-Miles Traveled on Non-Interstate NHS	80%	95.3%	✓
Truck Travel Time Reliability Index	<1.50	1.08%	✓

Travel time reliability (TTR) on the Interstate Highway System and non-interstate NHS statewide targets, as adopted by ODOT and subsequently by the MPO, follows: TTR will

be less than 1.50 for 85% of the system in four years; on non-interstate NHS roads TTR will be less than 1.50 for 80% of the system in four years; and on Interstates – truck TTR will be less than 1.50 in four years. Of note, no FY 2021-2024 TIP projects specifically target "Reliable Person - Miles Traveled" or "Truck Travel Time Reliability" on the NHS System; however, travel time reliability targets are currently being met and available funding is being prioritized elsewhere.

Transit Performance Measures followed the same management approach. States and transit authorities were to establish performance measures to approximate local operating characteristics and set targets to help quantify how well transit systems were performing. Transit Asset Management (TAM) Performance Measures were established to develop a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The TAM Final Rule 49 USC 625 Subpart D became effective in 2016 and established four performance measures, as follows: (1) Rolling Stock – The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB); (2) Equipment – The percentage of non-revenue service vehicles (by type) that exceed the ULB; (3) Facilities – The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale. The fourth performance measure, Infrastructure, does not apply to ACRTA, as that metric measures track segments that have performance restrictions.

The Transit Authority has developed policy to support a strenuous transit management plan, fleet maintenance plan, preventative vehicle maintenance program, and an extensive vehicle inventory and tracking system to facilitate the new plans, programs and system. The following table identifies the current state of good repair (SGR) by asset class as prescribed by ODOT over the 2018-2023 period. Vehicle useful life ranges from 5-12 years by type. Data reflects calendar year end mileage. The ACRTA met 2018 and 2019 vehicle SGR targets. However, currently, 3 of 10 mini-bus type vehicles (Tesco) are beyond their useful life and several Gillig buses are also nearing the end of their useful life. Given the lead time required to order/build/receive such vehicles their replacements will necessarily need to be programmed soon. Because of the care provided and the limited mileage incurred many of the non-revenue service vehicles can and will be used past their useful life of 5 years.

Examining facilities by type, the Transit Authority's Administration Building was constructed in 2003. The structure assessed in 2018 had a \$2 million valuation and a TERM score of 4. The maintenance facilities are older buildings that were retrofitted to accommodate public transportation needs. The oldest of the 2 buildings is, in 2020, now 100 years old; the newer of the 2 structures is 85 years of age. Both maintenance buildings are in relatively poor condition and will need significant investments in the near future. The parking facility is 93 years of age and is also failing. The intermodal transfer facility was constructed in 2003; a TERM score of 3 was established and the facility retains a valuation circa \$400,000. Investments in these structures and facilities are forthcoming in this FY 2021-2024 TIP cycle.

TABLE 2-5 TRANSIT STATE OF GOOD REPAIR BY ASSET CLASS								
Vehicles by Type	Percent of Vehicles Exceeding Useful Life Benchmarks							
	2018 Met	2019			2020 Target	2021 Target	2022 Target	2023 Target
		Target	Actual	Met				
Bus: Revenue	✓	15%	0%	✓	20%	25%	15%	20%
Mini Bus: Revenue	✓	45%	30%	✓	40%	30%	25%	25%
Mini Van: Revenue	✓	5%	0%	✓	10%	15%	20%	25%
Van: Revenue	✓	5%	0%	✓	25%	25%	25%	25%
Auto: Non-Revenue	✓	5%	5%	✓	10%	15%	25%	100%
Truck: Non-Revenue	✓	10%	0%	✓	20%	50%	100%	100%

In addition to TAM and SGR requirements, MAP-21 amended Federal transit law to authorize a Public Transportation Safety Program and Plan to improve the safety of all public transportation systems that receive Federal transit funds. Pursuant to 49 U.S.C. § 5329(b), ODOT identified Safety Performance Targets for small transportation providers, to include: (1) Events – Total Number of Safety Events and Rate per Vehicle Revenue Miles; (2) Fatalities – Total Number of

Fatalities and Rate per Vehicle Revenue Miles; (3) Total Number of Injuries and Rate per Vehicle Revenue Miles; and, (4) System Reliability (mean distance between failure).

TABLE 2-6 TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURES								
Facilities by Type	2018 Inventory & Appraisal			Percent of Facilities Rated Less Than 3.0 on TERM scale				
	Location	TERM Score	Replacement Cost	2019 Target	2020 Target	2021 Target	2022 Target	2023 Target
Administration Facility	200 E High	4	\$2,000,000	10%	10%	20%	20%	50%
Maintenance Facility	232 Central	1	\$1,000,000	100%	100%	100%	50%	50%
	311 N Central	2	\$295,000					
Parking Facility	216 N Central	1	\$150,000	100%	100%	100%	50%	50%
Passenger Facilities	218 E High	3	\$400,000	20%	20%	25%	25%	50%

Examining transit safety, data suggests the number of events and the rate at which events occurred were met by the ACRTA. However, while the targets for several measures were met, the rate of injuries per 100,000 revenue vehicle miles of travel missed the targets. The ACRTA and the MPO are working to address such metrics within the pending Public Transit Agency Safety Plan. Current 2019 transit-related crash data, although not yet fully available, will be mapped and reviewed by the MPO as to location, vehicle types and severity. The Transit Authority and the MPO officially recognize the performance targets and express their collective resolve to support ODOT's targets as applicable to each agency. Both the MPO and the Transit Authority contend that improving safety performance is a collaborative effort that requires participation from an array

TABLE 2-7 TRANSIT SAFETY PERFORMANCE MEASURES			
Metrics	Target	Actual	Target Met
DR - Major Event - Mechanical Failures	34.0	33.22	✓
MB - Major Event - Mechanical Failures	57.8	56.64	✓
DR - Mean Distance Between Failures	7,945	7,785	✓
MB - Mean Distance Between Failures	6,316	6,189	✓
DR - Number of Fatalities	0	0	✓
MB - Number of Fatalities	0	0	✓
DR - Number of Injuries	0	0	✓
MB - Number of Injuries	0	0	✓
DR - Injuries per 100,000 Vehicle Revenue Miles	.72	.73	✗
MB - Injuries per 100,000 Vehicle Revenue Miles	1.06	1.08	✗

of federal, state and local partners. The pending Agency Safety Plan will work to integrate a data driven process that will identify and establish strategies to address safety risks, measure the effectiveness of risk control strategies, and place a proactive focus on accident precursors to prevent events.

2.3 Project Selection Process & Performance Measures

As defined by Federal planning requirements, MPO projects listed in the TIP must be consistent with its Long Range Transportation Plan. In 2018 the LACRPC adopted an updated 2040 Long Range Transportation Plan. The 2040 Transportation Plan recommends location and type of improvements to meet future traffic demands. Both the current TIP and subsequent updates will continue to demonstrate consistency with the adopted Long Range Transportation Plan.

The MPO's 2040 Transportation Plan is predicated upon the goals outlined in the FAST Act. The MPO's internal committee structure adopted a Transportation Project Selection Process (2005) to provide guidance on developing and integrating a prioritized list of projects within the TIP cycle inclusive of goals and policies, project impacts (e.g. economic, environmental, social), project costs, local fiscal commitment and project schedule/delivery dates. Project sponsors submit eligible projects from the Transportation Plan for consideration based on the merits of the

project. The results of the public involvement process resulted in the selection of projects identified in Table 2-8; the table identifies projects by year, project sponsor and project description.

On the NHS system, ODOT District One and the MPO are keenly aware that US 30 accounting for the Non-Interstate mileage on the NHS system missed the 2018 target by only the slightest of margins. In deference to the fact, the FY 2021-2024 TIP documents \$16.2 million in funding to address resurfacing, pavement repair, and existing bridge, culvert and other miscellaneous drainage improvements (see PIDs 88830, 94234, 94251 & 105711). Safety is highlighted by several high priority intersection projects including intersections on US 30 from Mayberry to Cool roads inclusive of Thayer Road (\$2.6 million/PID 111375). Bridges were targeted along US 30 as well; \$1.9 million for bridge rehabilitation (PID 107837) and \$1.8 million for bridge preservation (PID 112133). Collectively, such improvements will improve not only pavement conditions but work to advance safety and travel time reliability upon the US 30 corridor.

Capital items, including facilities and rolling stock, of the Regional Transit Authority have met the targets for their performance measures assuring a state of good repair. However, as previously identified, facilities continue to age and vehicle replacement is an endless process. The Transit Authority has targeted certain improvements including the completion of the parking facility and the acquisition of both 30-35' buses (Bu), and LTV's (MB) as well as equipment upgrades. While these priorities are not yet adequately reflected in the FY 2021-2024 TIP (PID 112335) they have been identified in the ACRTA Strategic Plan (2019) and are actively being pursued under an ODOT Letter of Intent.

The development of the FY 2021-2024 TIP required cooperation and coordination across all levels of local governments, as well as citizen input. Projects to be included in the TIP, whether highway or transit oriented, have been proposed by the various implementing agencies, and reviewed by various focus groups, advisory groups and technical committees prior to being recommended by the MPO. All highway elements and transit elements in the FY 2021-2024 TIP were reviewed by the internal committee structure of the MPO including advisory committees and local governments. As a matter of policy, highway, bridge, public transit and paratransit elements were presented to the Regional Transit Authority Board of Directors for their consideration and formal action as well.

The TIP process is a living document and will necessarily be modified periodically to better reflect area concerns and programming priorities. Project selection and inclusion within the TIP, however, is based on the following criteria: (1) the magnitude and urgency of the problem; (2) the amount of federal funds available to the local jurisdiction during the program period; and, (3) the availability of local dollars to match the federal grants. All the projects listed within the FY 2021-2024 TIP have been reviewed on their inherent merits and determined to be within the scope of current fiscal constraints over the FY 2021-2024 period as of the date of this document's publication.

The FY 2021-2024 TIP was prepared by the Lima-Allen County Regional Planning Commission in compliance with all applicable regulations as published by the United States Department of Transportation (USDOT) in the Federal Register (23 CFR 450.118). Moreover, all projects included herein are consistent with the spirit of the adopted 2040 Long Range Transportation Plan for the Lima Urbanized Area pursuant to USDOT requirements as published in Section 450.324(f)(2) of the Metropolitan Planning Regulations.



The TIP reflects a four-year capital improvement program that represents a coordinated and prioritized list of fiscally constrained projects. The TIP identifies necessary projects for

rehabilitation and reconstruction that will improve the region's existing transportation infrastructure and provide for increased efficiency. Moreover, projects in the TIP reflect the community's shared values and interests and a commitment between participatory governmental bodies to develop and maintain the region's transportation system in a manner consistent with federal regulations.

<div>TABLE 2-8</div> <div>PROJECTS BY YEAR SCHEDULED FOR CONSTRUCTION</div>					
Fiscal Year	Location	Project Sponsor	Description	PID	Addressing Performance Measure(s)
2021	US 30	ODOT	From Jct. Fifth Street/Lincoln Highway Interchange to structure number ALL-30-1328	88830	Non-Interstate NHS Pavement Condition
	SR 66/SR 117	ODOT	On SR 66 and SR 117 in Allen County Resurfacing	107637	
	SR 66 & SR 190	Delphos	Resurface and upgrade curb ramps, adjust catch basins/manholes/water valves and install bike friendly storm grates along Fifth Street	108373	Safety Performance
	SR 117	ODOT	Resurface, add sidewalks, lighting and curb and gutter through Westminster	109435	Safety Performance
	Jobs & Commerce	ACE	Widen and repair, improve intersections and replace traffic signals to the Industrial corridor of Ft. Amanda, Buckeye and McClain roads	110929	System Performance – Freight Intermodal Connector
2022	US 30	ODOT	From just east of CR 185 intersection in Van Wert County to the CR 88 intersection in Allen County	94234	Non-Interstate NHS Pavement Condition
	US 30	ODOT	Begin at forward end of the RR bridge and end at the concrete pavement east of the Napoleon Road bridges	94251	Non-Interstate NHS Pavement Condition
	SR 65	ODOT	SR 65 from the NCL of Cairo to the Putnam County Line	100338	
	CR 84	ACE	Replace existing bridge on State Road over the Auglaize River with a new structure	108503	
	Lighting	Beaverdam	Lighting on Main Street in the Village of Beaverdam from the Norfolk Southern RR to Church Street	108975	Safety Performance
	SR 309	ODOT	Intersection improvement to increase safety and improve operation at the SR 309 and Thayer Road, Napoleon Road intersections	110428	Safety Performance
	US 30	ODOT	Construct an RCUT at the Thayer Road intersection with US30. Project will also construct cul-de-sacs at the Mayberry Road and Cool Road intersections with US 30	111375	Safety Performance
	ALL Main Street/Market Street	Lima	Construct a roundabout at the intersection of Main Street and Market Street in the City of Lima	111631	Safety Performance
2023	S. Main St.	Delphos	SR 66 from the bridge over Flat Fork Creek to the CSX RR and from the Canal to the bridge over Flat Fork Creek	108644	
	SR 65	ODOT	Resurface SR 65 from the Auglaize CL to SCL of Lima excluding the concrete pavement at the IR75 interchange	109803	
	SR 12/SR 115	ODOT	Resurfacing on SR 12 and SR 115 in Allen County	110163	
	Spencerville Rd.	Lima	Construct sidewalks along Spencerville Road from Cable Road to Pierce Street in the City of Lima	110277	Safety Performance
	SR 103	ODOT	Resurface SR 103 in the Village of Bluffton	110706	
	SR 103	Bluffton	Construct a shared use path along the south side of SR 103/Jefferson Street from County Line Road until Wendy's. It will then cross the street and continue east on the north side of SR 103 along Commerce Lane it will turn north and connect to the Lions path.	111220	Safety Performance
2024	SR 117	ODOT	Replace structure at SR 117 – 3.47 and culvert at SLM 4.64	107835	
	SR 501	ODOT	Resurface SR 501 in Allen County	107875	

- Reflecting investments and performance measures, consider the following:
- The FY 2021 - 2024 TIP reflects 23 projects that address improved safety conditions - 7 of which use HSIP monies (\$8.7M); total safety project funding reflects \$15.7M over the 4-year period.
 - Proposed projects (5) improving pavement conditions on the Non-Interstate NHS system address 134 lane miles at a total cost of \$26.2M.

SECTION 3

TRANSPORTATION IMPROVEMENT PROGRAM ASSESSMENT

Transportation planning and development of the local Transportation Improvement Program (TIP) must reflect the desires of the local community and reflect the impacts on both the natural and human environments. This section of the TIP examines the transportation projects to assess how they might impact the community, the natural environment, and the community's health and welfare. Before projects move forward to construction, the TIP must address and comply with federal statutory and regulatory provisions. Local officials work with ODOT to evaluate potential impacts associated with projects individually and collectively to guide the decision-making process and ensure potential impacts of projects are considered on both the human built environment and the local natural environment.

Cognizant of the MPO's role in developing a Transportation Improvement Program (TIP) is the consideration of those projects and programs identified in the regions Long Range Transportation Plan and the Statewide Transportation Improvement Programs (STIP). Such documents are all subject to statutory and regulatory provisions as established by congress and the Federal Highway Administration. The TIP and STIP identify investments and strategies to implement the Plan and must identify the source of funds from the public and private sectors that can reasonably be expected to be available to carry out the policies, strategies, and investments identified in these planning documents while being fiscally constrained. In particular, the 2040 Transportation Plan, the TIP, and the STIP must be fiscally constrained to demonstrate that identified policies, strategies, and projects can be implemented using revenues that are currently available or that can reasonably be projected for the future.



The TIP and STIP identify investments and strategies to implement the Plan and must identify the source of funds from the public and private sectors that can reasonably be expected to be available to carry out the policies, strategies, and investments identified in these planning documents while being fiscally constrained. In particular, the 2040 Transportation Plan, the TIP, and the STIP must be fiscally constrained to demonstrate that identified policies, strategies, and projects can be implemented using revenues that are currently available or that can reasonably be projected for the future.

The MPO worked with other state and local officials to review the statutory and regulatory controls governing the environmental planning and programming processes and how financial planning is integrated into the TIP/STIP development process. The TIP was developed acknowledging the delicate balancing efforts required to meet all statutory/regulatory requirements and balancing financial planning with long-range visions and strategies necessary to support the delivery of high priority needs, and the development of deliverable projects for inclusion herein. The following subsections are offered to address the fiscal constraint and environmental issues.

3.1 Financial Plan & Fiscal Constraint

Pursuant to federal code, the development of the FY 2021-2024 STIP/TIP reflects a collaborative and cooperative effort between the MPO, the local Transit Authority and Ohio Department of Transportation who developed estimates of funds that were reasonably expected to be available to support program implementation (23 USC 134(h)(1)(C)). The Financial Plan contained herein attempts to demonstrate how the STIP/TIP can be implemented indicating those resources from public and private sources that are reasonably expected to be available to carry out the program including those financed with ODOT controlled funding sources.

The FY 2021-2024 TIP is required to be fiscally constrained by year and identify only those projects that can be implemented using current revenue sources. The TIP must also demonstrate that the TIP and Financial Plan ensure that the existing transportation system is being adequately operated and maintained (See Section 4). The MPO is required to take into account and include in the TIP all projects and strategies funded under title 23, U.S.C., and the Federal Transit Act, other Federal funds, local sources, State assistance, and private participation. In nonattainment

and maintenance areas, projects included for the first two years of the current TIP shall be limited to those for which funds are available or committed. As per 40 CFR 93.108, fiscal constraint for transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations in order to be found in conformity.

The TIP is predicated on a Financial Plan that was developed from ODOT approved estimates of reasonably expected and available funds over the FY 2021-2024 period. The MPO and local project sponsors recognize project costs transition thru programming, environmental, design and construction, and cognizant of fiscal constraint – developed reasonable revenue and project cost estimates using an ODOT approved methodology, assumptions and background information. The MPOs 2021-2024 TIP program of projects will be reflected within ODOTs Final STIP.

Table 3-1 identifies \$69.5 million in funding being distributed by project type and by year across ODOT District One. Table 3-2 identifies the manner in which the local Transit Authority is proposing to utilize \$12.5 million in available federal funding. A total of \$82,019,232 is programmed over the FY 2021-2024 period.

TABLE 3-1 SUMMARY OF HIGHWAY STIP ESTIMATES FOR LACRPC REGION IN 2021-2024					
Federal Funds by Program	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	Total Estimate
Garvee Debt Service	-	-	-	-	-
Discretionary / Earmark	-	-	-	-	-
Emergency	-	-	-	-	-
FLAP	-	-	-	-	-
Garvee/SIB	-	-	-	-	-
Local Programs	\$300,000	\$249,708	\$3,578,552	-	\$4,128,260
Major Programs	-	-	-	-	-
MPO STBG	\$1,576,643	\$200,000	\$1,777,546	\$200,000	\$3,754,189
MPO CMAQ	\$579,241	\$600,000	\$585,387	\$235,600	\$2,000,228
MPO TA	-	-	-	-	-
National Highway Freight	-	-	-	-	-
Other	-	-	-	-	-
Preservation	\$8,033,228	\$8,904,264	\$1,464,093	\$2,863,586	\$21,265,171
Rail	-	-	-	-	-
Rec Trails	-	-	-	-	-
Safety	\$1,265,000	\$6,799,700	\$680,000	-	\$8,744,700
Total Federal	\$11,754,112	\$16,753,672	\$8,085,579	\$3,299,186	\$39,892,549
Other Funds	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	Total Estimate
State	\$7,835,712	\$7,639,361	\$4,981,804	\$2,015,897	\$22,472,774
Local	\$2,336,785	\$583,797	\$1,623,019	-	\$4,543,601
Labor	\$970,276	\$982,681	\$608,667	\$31,162	\$2,592,786
Total Other	\$11,142,773	\$9,205,839	\$7,213,490	\$2,047,059	\$29,609,161
Total	\$22,896,885	\$25,959,511	\$15,299,069	\$5,346,245	\$69,501,710

Note: Estimates include all projects that have a portion of work within the LACRPC region.

Table 3-3 reveals MPO funding assumed to be available for programming by year and type of funding. Current estimates of available federal MPO funding (CMAQ and STP) total \$7.6 million over the 4-year period. Recognizing project costs change and project schedules slip or advance, the MPO will utilize the flexibility allowed by ODOT/FHWA to manage the funds while remaining compliant with state/federal requirements to maintain a fiscally constrained TIP. The MPO will use one, or a combination of the following approaches to manage the TIP in the most effective manner possible: (1) advancement of future MPO allocations; (2) ODOT allocating unused state obligation authority; (3) employing the use of ODOT/OARC policy on sharing obligation authority; (4)

employing the use of the State Infrastructure Bank; and/or, (5) capping its federal participation in local projects. The MPO will continue to work with ODOT and local stakeholders to manage the federal funds as efficiently as possible. Table 3-4 reveals the MPOs recommended project listing for the FY 2021-2024 period by year, by project, and by funding type.

TABLE 3-2 SUMMARY OF TRANSIT STIP ESTIMATES FOR LACRPC REGION IN 2021-2024					
ODOT Administered Federal Funds by Program	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	Total Estimate
5310 ODOT	\$702,141	\$702,436	\$729,523	\$729,523	\$2,863,623
5311	-	-	-	-	-
5339 ODOT	-	-	-	-	-
Total Federal	\$702,141	\$ 702,436	\$729,523	\$ 729,523	\$ 2,863,623
Non-ODOT Administered Federal Funds by Program					
5307	\$1,261,432	\$1,261,432	\$1,261,432	\$5,045,728	\$4,728,000
5310 (Non-ODOT)	-	-	-	-	-
5337	-	-	-	-	-
5339 Non ODOT	\$190,066	\$190,066	\$190,066	\$190,066	\$760,264
Flex Transfer CMAQ	-	-	-	-	-
Flex Teansfer STBG	-	-	-	-	-
Total Federal	\$1,451,498	\$1,451,498	\$1,451,498	\$1,451,498	\$5,805,992
Other Funds					
State	\$210,000	\$210,000	\$210,000	\$210,000	\$840,000
Local	\$763,536	\$743,609	\$750,381	\$750,381	\$3,007,907
Labor	-	-	-	-	-
Total Other	\$973,536	\$953,609	\$960,381	\$960,381	\$3,847,907
Total	\$3,127,175	\$3,107,543	\$3,141,402	\$3,141,402	\$12,517,522

TABLE 3-3 MPO BUDGET & OBLIGATION CEILING BY YEAR & FUNDING TYPE			
Fiscal Year	STP Budget	CMAQ Budget	Total Budget
2021	1,059,064	845,297	1,904,361
2022	1,059,064	845,297	1,904,361
2023	1,059,064	845,297	1,904,361
2024	1,059,064	845,297	1,904,361
Total	4,236,256	3,381,188	7,617,444

Notice that a comparison between Tables 3-3 and 3-4 reveal fiscal constraint for all MPO supported projects over the FY 2021-2024 period. The TIP reflects highway, bridge enhancement, transit, and planning projects sponsored by the local transit agency, ODOT and local governments.

Of note, in an attempt to address the projects of highest priority the MPO worked collaboratively with local governments and ODOT to facilitate the development and delivery of those highway projects to achieve the safest and most efficient transportation network possible.

3.2 Environmental Justice

In 1997, USDOT finalized Environmental Justice (EJ) regulations which require full and fair public participation in the transportation planning process, prevents the denial of, or reduction in, benefits to minority and low income populations, and the avoidance of disproportionately high and adverse social, economic and or environmental impacts of transportation services, programs, or projects in minority and low income populations. As the MPO, the LACRPC is charged with the responsibility of assisting local communities understand how EJ requirements must be addressed in the transportation planning process. Currently, the MPO's have the responsibility of: (1)

enhancing their technical capabilities in order to adequately address EJ requirements in their respective Transportation Improvement Projects (TIP) and their Long Range Transportation Plan; (2) identifying residential, employment and transportation patterns of minority and low income populations so their needs can be considered and the benefits and burdens of federally funded transportation improvements can be fairly assessed and distributed; and, (3) improving the public involvement process to better integrate targeted populations in a meaningful way thru the decision making process. The following model synopsis is offered to support the MPO's attempts to address the first two of the aforementioned responsibilities under EJ requirements in the MPO's FY 2021-2024 TIP. The MPO has also identified potential advocates and supportive services for the disadvantaged in order to better solicit input and further the public planning process. Public involvement is addressed under separate heading.

TABLE 3-4 FY 2021-2024 TIP BUDGET PROCESS MPO PROJECT INVOLVEMENT					
	PID	Description	STP	CMAQ	Total
2020		Allocation	1,578,118	1,276,581	2,854,699
	105329	MPO Planning	200,000		200,000
	110217	Beaverdam Sidewalk		340,344	340,344
	110216	Lafayette Sidewalk	225,000		225,000
	112377	Gomer Feasibility	25,000		25,000
	90949	Lima Wayne Conversion	702,000		702,000
	105312	ACRTA Vehicle		450,000	450,000
		SIB Loan payback		600,000	600,000
		Loan Return (KYOVA) (MORPC)		(260,000)	(260,000)
		Total	1,152,000	1,130,344	2,282,344
		TBD	426,118	146,127	572,355
2021		Allocation	1,256,634	845,297	2,101,931
		Carryover	426,118	146,237	572,355
	105331	MPO Planning	200,000		200,000
	108373	ALL/VAN Resurfacing Delphos SR 66/190	1,076,088	279,796	1,355,884
		SIB Loan payback	300,555	299,445	600,000
		Total	1,576,643	579,241	2,125,884
		TBD	106,109	412,293	518,402
2022		Allocation	1,259,064	845,297	2,101,931
		Carryover	106,109	412,293	518,402
	110312	MPO Planning	200,000		200,000
	108975	Beaverdam Lincoln Highway	283,475		283,475
		SIB Loan payback		600,000	600,000
		Total	483,475	600,000	1,083,475
		TBD	881,698	657,590	1,539,288
2023		Allocation	1,259,064	845,297	2,101,931
		Carryover	881,698	657,590	1,539,288
	110313	MPO Planning	200,000		200,000
	108644	Delphos South Main	1,615,020		1,615,020
	111220	Bluffton Shared Use Path		215,000	215,000
	110277	Spencerville Road Sidewalk		578,000	578,000
	109435	Westminster SR 117	160,000		160,000
		SIB Loan payback		471,200	471,200
		Total	1,975,020	1,264,200	3,239,220
		TBD	165,742	238,687	404,429
2024		Allocation	1,259,064	845,297	1,904,361
		Carryover	165,742	238,687	404,429
	112378	MPO Planning	200,000		200,000
		Total	200,000		
		TBD	1,224,406	1,083,984	2,308,390

Revised: 7/23/2020

In order to assess EJ requirements for roadway projects, the MPO reviewed the projects using the Travel Demand Model for the Lima Urbanized Area that was developed with the technical assistance of ODOT. The modeling exercise offers the means to quantitatively evaluate the effectiveness of the proposed projects and their potential to impact the protected class populations. The exercise required the MPO to identify targeted populations using 2010 census data along with 5-Year ACS estimates, to review residential patterns, employment locations and transportation characteristics by Traffic Analysis Zones (TAZs) and to analyze the difference in travel times as a result of project implementation in order to assess accessibility to employment opportunities thru the 2040 planning year horizon. Map 3-1 reviews the geography of the TAZs.

The MPO demonstrated in previous modeling exercises of the 2040 Transportation Plan the cumulative effect of federal capital investments in the region worked to improve travel time across the community as a whole, as well as, within those TAZs exhibiting higher concentrations of minority and poverty populations. Built from the 2040 Transportation Plan project listing, the FY 2021-2024 TIP introduces no (zero) new capacity projects that would alter the findings of the previous model analyses. Available American Community Survey (ACS) 2018 5-year estimates were used to update the previous model analysis to reflect more current socio- economic and demographic data. The net results follow.

As depicted in Map 3-1, the MPOs travel demand model employs 395 TAZs each populated with socio-economic characteristics to allow travel characteristics to be assessed across the MPO study area. The TIP planning process identified the transportationally disadvantaged populations across the 395 zones in the planning area by population subgroup. Subgroups reflecting the transportationally disadvantaged reflecting the elderly (especially the elderly frail), the disabled, the poverty stricken, minorities, and those that do not have access to a vehicle. ACS data was used to establish the characteristics of each of the population groups by TAZ. Project level data suggests that the transportationally disadvantaged populations are present across the entire travel demand model area.

Table 3-5 works with Map 3-1 to identify the TAZs in which projects could potentially impact an EJ population. Table 3-5 examines each of the transportationally disadvantaged groups by TAZ and potential ROW encroachments. ROW acquisitions are being used as a proxy for the potential environmental consequences of proposed transportation improvements. This due to the fact that acquisitions have historically been perceived as negative impacts to neighborhoods and communities as connectivity was severed and excessive noise and deteriorated air quality conditions were introduced.

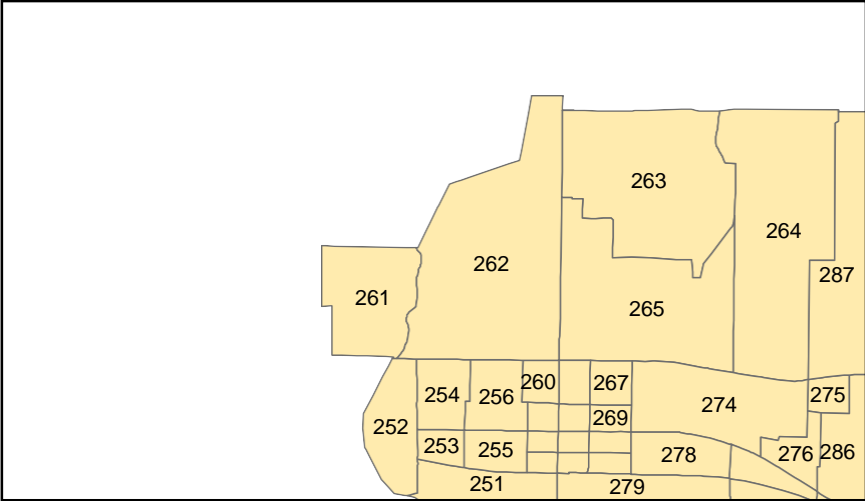
Within the FY 2021-2024 program of projects some 29 projects are identified in Allen County. Data reveals that 158 of the 395 TAZs (40.0%) had the potential to be impacted by these same federal/state funded projects. Such potential project impacts could vary from minor construction related delays and temporary right-of-way acquisitions to closed streets/bridges and permanent right-of-way acquisitions. Given the nature and location of many projects along both urban and rural corridors, especially the state routes, and their location in the more densely populated urban centers of Bluffton, Delphos, Lima and Spencerville – project impacts will have varying effects on residents and the motoring public.

Of the 158 TAZs potentially impacted by the various projects 133 or 84 percent had an EJ population above the median average threshold for the various populations. As this assessment is being done at the planning level information on out-year (FY 2022-2024) projects are less than complete and questions remain as evidenced in the Table's Notes.

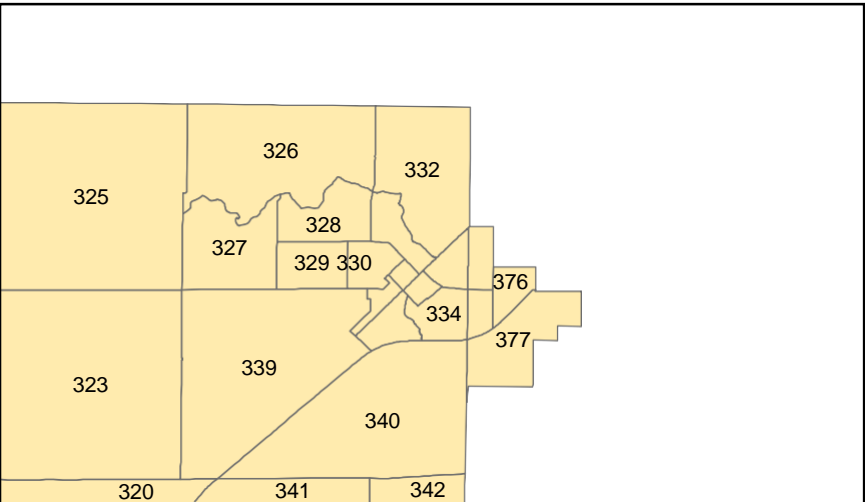
As depicted in Map 3-2 and summarized in Table 3-5 there were a total of 63 TAZs where right-of-way acquisition is expected to take place. Table 3-6 examines the cumulative extent of project intrusion in terms of ROW acquisition across the TAZs and upon the EJ populations specifically. The total population of impacted persons reflected 13,426; the transportationally disadvantaged populations accounted for 9,445 or 70.7 percent.

**MAP 3-1
ALLEN COUNTY PLANNING AREA BY TAZ**

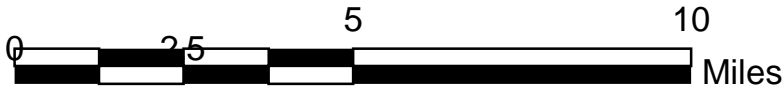
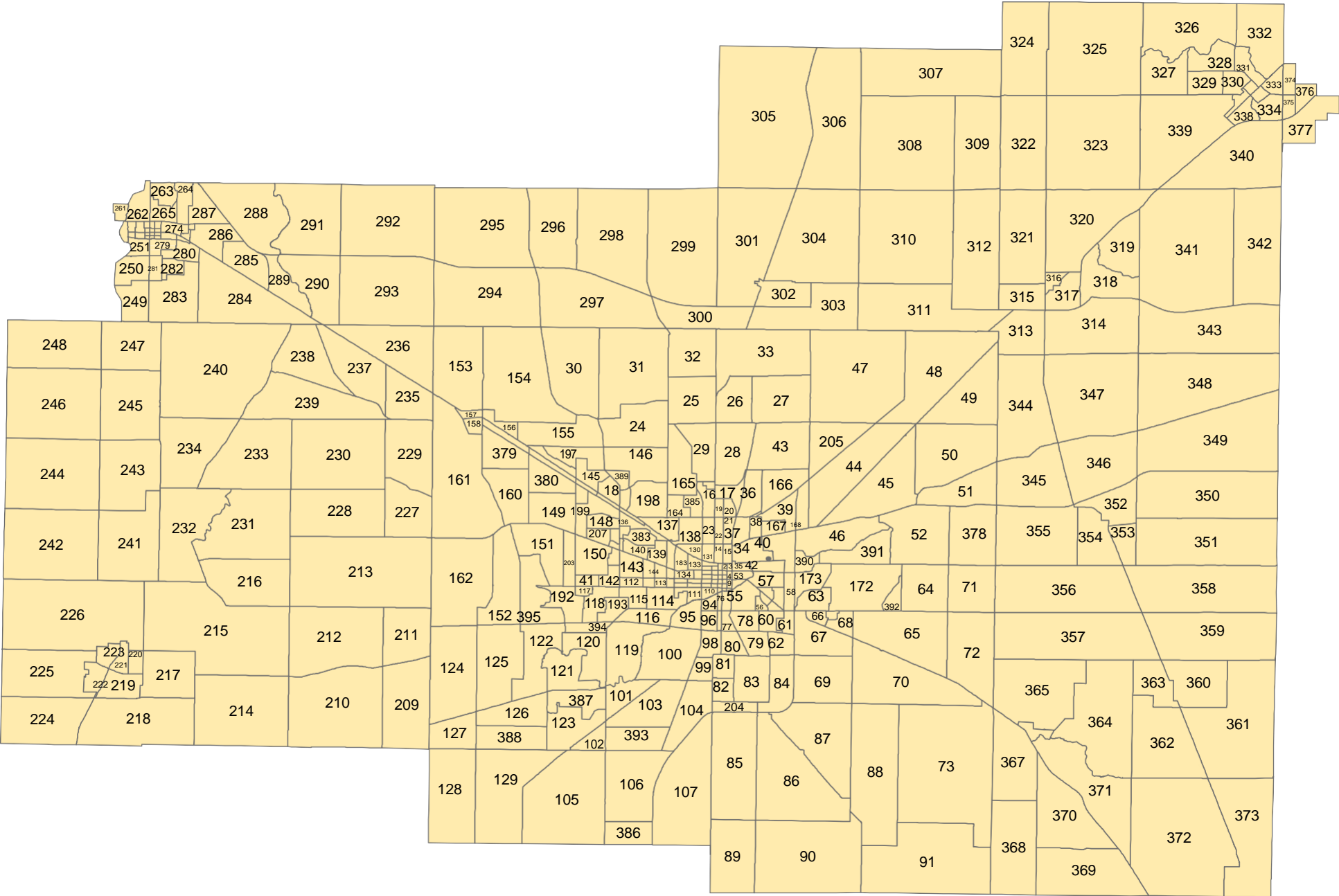
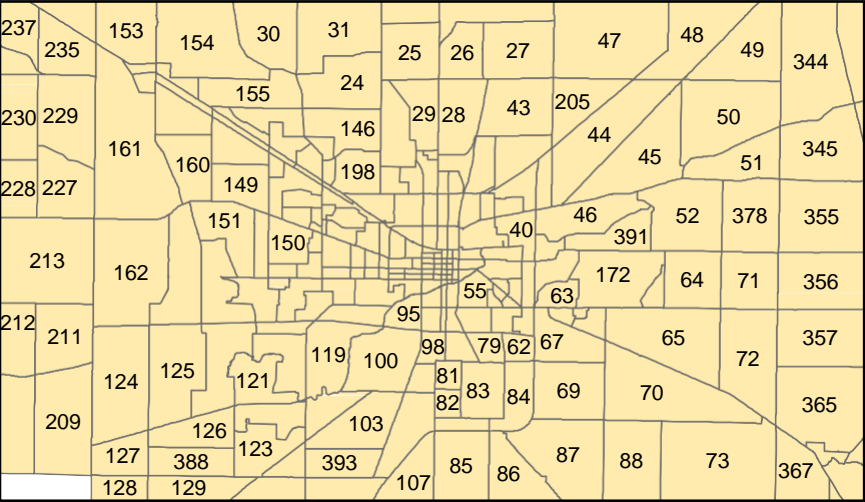
CITY OF DELPHOS



VILLAGE OF BLUFFTON



LIMA CENTRAL CITY



**TABLE 3-5
POTENTIAL PROJECT IMPACTS BY TAZ, EJ POPULATION & ROW ACQUISITION**

TAZ	EJ POPs					ROW	TAZ	EJ POPs					ROW	TAZ	EJ POPs					ROW
	E	M	D	P	A			E	M	D	P	A			E	M	D	P	A	
7			★	★	★	?	115		★	★	★		?	289	★		★			X
8			★	★	★	?	116	★		★			?	290	★		★			X
10			★	★	★	?	119	★		★			?	291	★		★			X
11			★	★	★	?	120		★	★			X	292	★		★			X
25	★			★		X	122		★				X	294	★					X
26		★		★		X	124	★					X	295	★					X
31	★					X	125						X	296	★					X
32	★					X	126	★	★				X	297	★					X
33			★			X	127	★					X	298	★					X
44			★			✓	128	★					X	299	★					X
45			★			✓	129	★					X	300	★					X
46			★			✓	135			★	★	★	P	313						✓
47			★			✓	155	★					X	315						✓
48			★			✓	159	★					X	316						✓
57			★			✓	168			★			X	317						✓
58				★		✓	204		★	★	★	★	✓	318						P
59				★		✓	205			★			P	331	★		★		★	X
64			★			✓	206	★			★		?	333	★		★		★	X
65	★		★			✓	239	★	★	★	★		P	334	★		★		★	X
67	★		★			P	250				★		P	335	★		★		★	X
68	★		★			P	251			★			✓	336	★		★		★	X
70	★		★			P	252			★			✓	337	★		★		★	X
71			★			✓	254			★			✓	338	★		★		★	X
72	★		★			✓	256			★			✓	339	★		★		★	X
80		★	★	★	★	X	257			★			✓	340						✓
82		★	★	★	★	?	260			★			✓	356						✓
83		★	★	★	★	?	261			★			✓	357						✓
84		★	★	★	★	?	262			★			✓	358						✓
85	★		★	★	★	?	264	★		★			✓	359						✓
86	★		★			?	265	★		★			✓	366						✓
89	★		★			?	266	★		★			✓	367						✓
90	★		★			?	267	★		★			✓	369						✓
93	★	★	★	★	★	?	272						✓	371						✓
94	★	★	★	★	★	?	274						✓	372						✓
95	★	★	★	★	★	?	275						✓	374	★		★		★	✓
99	★		★			X	279						✓	375	★		★		★	✓
100	★		★			X	281						✓	376	★		★		★	✓
103	★		★			X	284						✓	379						P
104	★		★			X	285						✓	381						P
110			★	★	★	?	286	★		★			✓	394	★					X
111	★	★	★	★	★	?	287	★		★			✓	388	★					X
114		★		★		?	288	★		★			X							

Notes:

Environmental Justice Populations Concentrated Above County Average

E = Elderly person over the age of 65 years based on ACS 2018 data

M = Minority person including white Hispanic based on 2018 ACS data

D = Disabled w/go outside the home limitation based on 2016 ACS data

P = Poverty threshold based on ACS 2018 threshold

A = Accessibility limited – no access to vehicle based on 2016 ACS data

ROW = Road Right-of-Way

? = ROW acquisition is questionable at this time

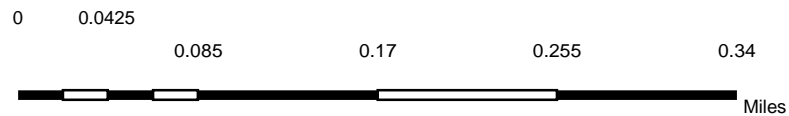
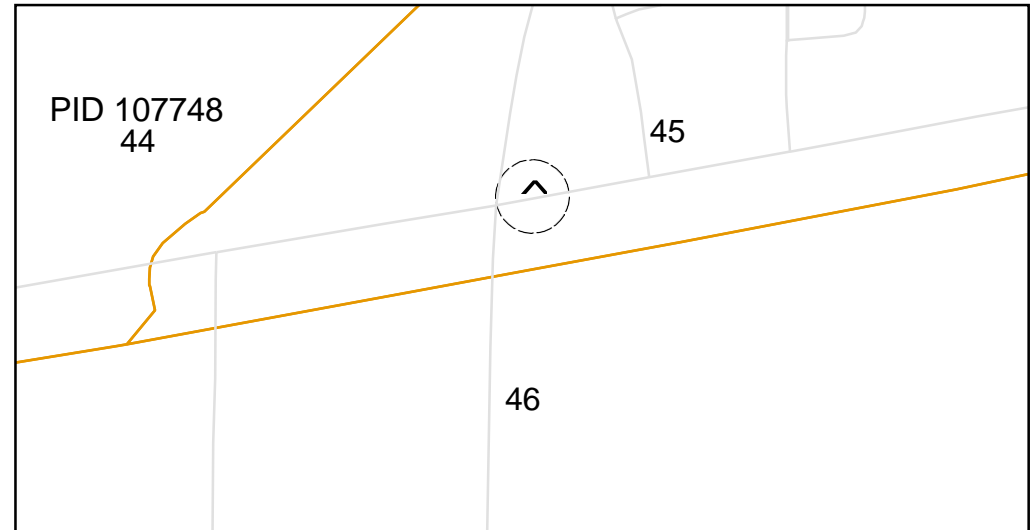
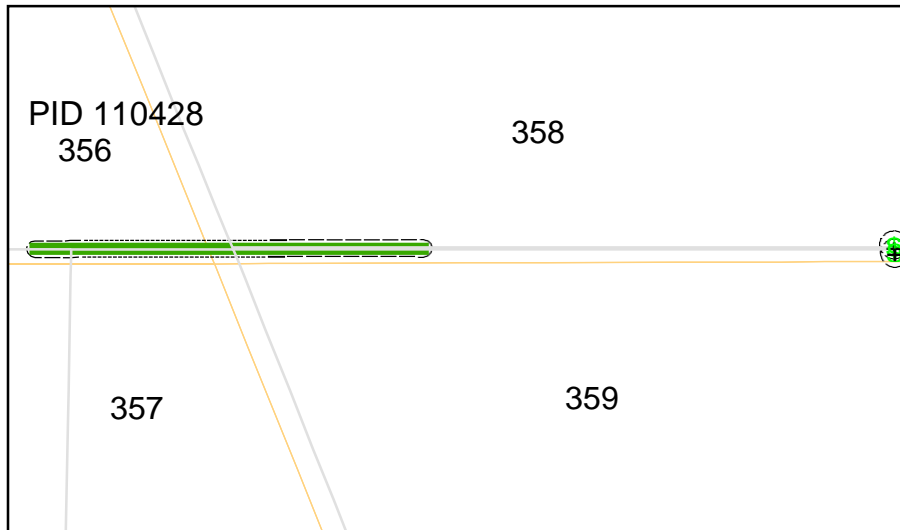
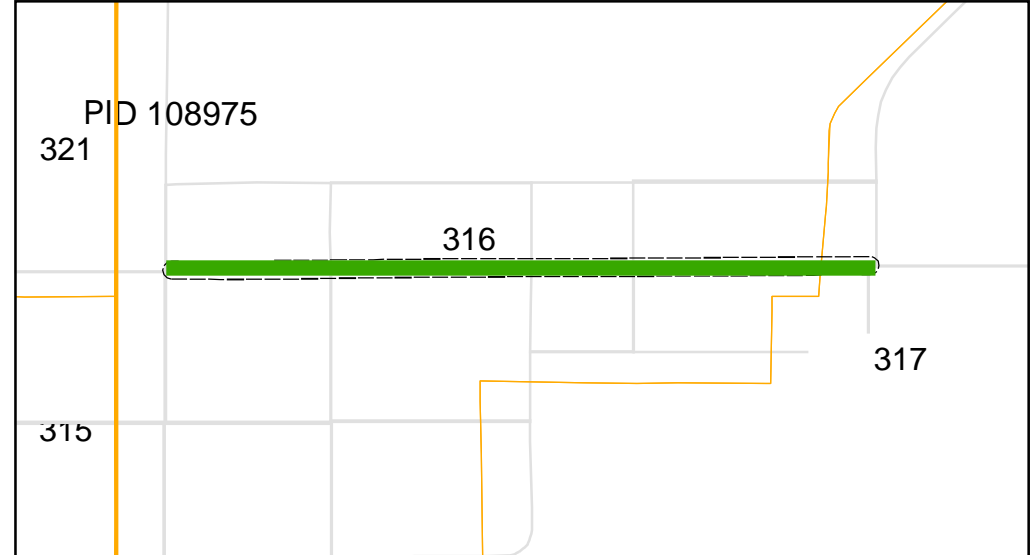
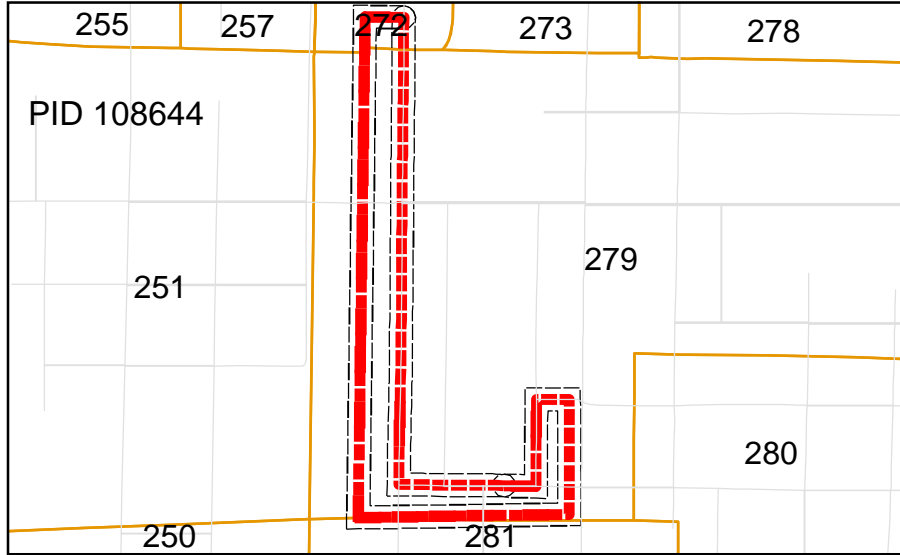
X = ROW acquisition is not expected

P = ROW acquisition is probable perhaps a temporary versus a permanent take

✓ = ROW acquisition is planned

MAP 3-2 **PROJECTS WITH ROW ACQUISITION BY TAZ**

8 - 3



2023- Rehabilitation
 2022- Safety
 2022- Culvert

2021- Signal
 Right-of-Way



January 2020

**TABLE 3-6
PROJECT ROW ACQUISITIONS IN EJ POPULATION CONCENTRATIONS**

Impact Area	Project Acquisition by TAZ¹	Percent of Total TAZs Impacted²	Total Residents Impacted³	Percent Residents Impacted
Acquisition in EJ TAZ Area	31	49.2%	9445	70.7
Remainder TAZs with Acquisition	32	50.7%	3931	29.3
Total	63	100.0%	13,426	100.0%

¹Acquisition of ROW occurring within approximate TAZ of project area.

²Based upon total TAZs in all projects with acquisition.

³Total resident population within TAZ of ROW acquisition.



The ACRTA works with the MPO to assure EJ provisions are addressed for transit services programming and patrons. The ACRTA and MPO collectively review ridership characteristics for both fixed route and demand response services including residency and employment characteristics. The Transit Authority monitors travel demand and ridership characteristics on a daily, weekly and monthly basis; it manages its fiscal operations with the same deliberateness. The Agency's fiscal concerns and capital needs are included in capital improvement programs; the Transit Authority and MPO recently approved the West Central Ohio Regional

Transportation Coordination Plan (2017), and the Comprehensive Operational Analysis & Management Plan (2016). Such planning activities waned over the 2017 thru 2019 period as funding for ACRTA diminished considerably after the failure of an operating levy.

In attempt to provide insight into the service delivery and the nature of the EJ provisions related to services provided by the Transit Authority Table 3-7 is provided detailing the demographics and service area of the ACRTA as well as the demographics of each of the census tracts served. It is clearly evident that based on resident needs the Transit Authority endeavors to support the vast majority of local residents with fixed route and complementary paratransit services.

The ACRTA has considered such data and requested federal funds necessary to further public transportation services in the Lima Urbanized Area. The ACRTA requested federal fiscal support over the FY 2021-2024 TIP period to maintain and enhance existing operations and those coordination activities being undertaken with the community's many non-profit paratransit operators. Current fiscal requests reflect both capital and operating needs. The MPO supports the allocation of federal funds necessary to sustain the continued existence of public transit services and both directly and indirectly supports the efforts of local not-for-profit paratransit operators who also serve the area's disadvantaged populations. Both the Transit Authority and the MPO suggest such federal funds benefit the minority and low-income populations with no subsequent adverse impacts to the targeted populations as outlined in the EJ planning regulations. The MPO and the general public support the ACRTA contention that such expenditures are necessary to maintain an alternative mode of travel, mode choice and travel



opportunities especially for the physically/developmentally challenged, including the frail and elderly, as well as residents of low income and minority populations.

TABLE 3-7 TRANSIT SERVICE BY TRACT & EJ POPULATIONS								
Census Tract	Total Population [^]	Percent Over 65 [^]	Percent Minority [^]	Percent with Mobility Limitation [^]	Percent Below Poverty Level [^]	Percent with No Vehicle Available ^{1^}	Transit Service by Type	
							Fixed Route	Uplift
101	4,389	22.8	4.3	8.6	4.2	3.9		
102	4,073	16.1	1.6	6	8.3	0.5		
103	1,600	19.1	8.5	4.2	2.6	1	x	x
106	4,944	13.6	4.6	7.3	13.5	0		
108	7,930	21.4	10.3	6.3	5.2	0.2	x	x
109	4,487	20.9	16	7.1	15.1	1.9	x	x
110	5,317	16.7	28.4	5.8	19.8	2.2	x	x
112	2,807	11.1	26.6	6.3	18	1.7	x	x
113	7,476	17.1	6.2	4.3	8.4	0.6	x	x
114	2,951	20.2	1.4	7.4	6.4	0.6	x	x
115	2,693	11.8	7.8	6.9	10	1.2		
116	2,501	23.5	2.6	15.2	12.1	0	x	x
118	2,418	21.5	16.6	8.6	5.4	2.3	x	x
119	2,762	23.2	8.4	9	12.9	2.4	x	x
120	2,576	23.5	8.2	5	0.7	0.5	x	x
121	3,564	18.9	17.6	5.7	3.3	0.8		x
122	3,670	12.1	36.6	11.4	26.9	2.5	x	x
123	3,885	11	20.6	5.9	15.8	1	x	x
124	2,137	9.7	24.2	8.3	26.5	7.5	x	x
126	1,874	15.1	32.8	7.2	21.5	4.4	x	x
127	1,640	9.3	44.5	9.6	51	16.6	x	x
129	1,702	5.5	37	5.1	43.1	7	x	x
130	4,149	18.9	27.4	8.4	18.3	1.9	x	x
131	2,369	14.4	31.6	8.5	3.8	0.8	x	x
132	2,243	10.8	37.7	6	16.8	1.6	x	x
133	1,311	23.3	41.6	15.4	18.5	6.4	x	x
134	2,386	14.1	43.1	13.6	45.8	15.7	x	x
136	1,151	10	46.5	7.6	42	9	x	x
137	1,335	11.8	53.3	19.4	40.1	12.1	x	x
138	2,941	10.8	59.5	12.9	23.5	8	x	x
139	3,389	16.4	1.3	6.2	9.3	0		
140	3,411	20.8	9.8	8.5	6	2.3		
141	1,561	9.7	45	15.4	37.2	8	x	x
205 ²	3,042	17.1	6.8	8.4	5.2	0.5		
Planning Area	103,642	17.5	19	8.4	14.8	7.8		
¹ Percent with No Vehicle Calculated at Household Level.								
² Van Wert County								
[^] ACS 2018 5-Year Estimates								

3.3 Air Quality Conformity

The US EPA designated Allen County Ohio as Maintenance Area pursuant to the 1997 8-Hour National Ambient Air Standard (NAAQS) effective July 20, 2013. The US EPA subsequently revoked the 1997 8-Hour NAAQS on April 6, 2015.^[1] These US EPA actions initially determined that the LACRPC Transportation Plan and Transportation Improvement Program were no longer required to demonstrate “transportation conformity” to Ohio EPA’s State Implementation Plan (SIP) describing how Allen County would continue to meet – maintain – the 1997 8-Hour NAAQS.

^[1] <https://www3.epa.gov/airquality/greenbook/gbcty.html>

On February 16, 2018 the US Court of Appeals for the District of Columbia Circuit issued a decision, in the *South Coast Air Quality Management District v. EPA* case.^[2] This case challenged portions of US EPA's 1997 8-Hour Ozone NAAQS revocation. The Court ruling upheld US EPA's 1997 8-Hour Ozone NAAQS revocation, but stated that transportation conformity continues to apply to 1997 Ozone Standard Maintenance Areas, such as Allen County. These areas are also now being referenced as 1997 Ozone Standard "Orphan" Areas.

Responding to the Court ruling, US EPA and US DOT issued guidance directing Orphan 1997 Ozone Areas to make qualitative air quality Transportation Plan and TIP conformity determinations pursuant to the transportation conformity criteria embodied in 40 CFR 93.109. The LACRPC is accordingly making a 2040 Transportation Plan and FY 2021-2024 TIP qualitative transportation air quality conformity determination, as follows:

- **Latest Planning Assumptions.**^[3] The LACRPC maintains current travel demand model socio-economic variables and both highway/transit networks used to develop the MPOs' Transportation Plans and Transportation Improvement Programs. The LACRPC and ODOT have reviewed and agreed that the following model network years are on file for AQ analysis: 2018, 2020, 2030 and 2040. The LACRPC has updated the socio-economic variables in each of the 395 traffic analysis zones using the ACS 2018 5-year estimates. The MPO contends that all projects in the current FY 2021-2024 TIP have been modeled and are exempt. The model has been most recently utilized in several alternative analyses including modifications to the US 30 corridor (9-2019) and the Thayer Road corridor (1-2020).
- **Latest Emission Model.** The MPO is served by a newly updated travel demand model, that combined with the latest planning assumptions, is used to generate emissions in Allen County. The new travel demand model was validated in 2017. The 2018, 2020, 2030 and 2040 roadway networks/operating conditions were established for the MTP conformity analysis, and reflect the phased implementation of the 2040 Transportation Plan. The conformity analysis used for the TIP and the 2040 Transportation Plan employed the US EPA's MOVES2014a emissions software. Should a future quantitative emission analyses be needed, the MPOs and ODOT will submit to its use.
- **Conformity Process Schedule.** The LACRPC has developed an extensive public involvement process. The MPO began to develop the FY 2021-2024 TIP late fall of 2019. The MPO began the formal public involvement process of the TIP in February 2020. To support full transparency the MPO released thru both electronic and print media a DRAFT TIP that integrated information relevant to air quality and the conformity analysis/determination - across a broad distribution list of MPO and ACRTA stakeholders. Thereafter, the MPO conducted a public review of its FY 2021-2024 TIP inclusive of the 1997 Ozone Standard "Orphan" area conformity determination information. The MPO and ODOT scheduled a joint Open House to review the TIP and Conformity Analysis on April 2, 2020. The formal public involvement period closed on April 10, 2020; MPO Policy Board approval on the FY 2021-2024 TIP & Conformity Determination Resolution is dated April 23, 2020.

Consultation Requirements.^[4] ODOT and the LACRPC requested Ohio's Transportation Conformity Interagency Consultation Partners review the relevant information and provide written concurrence and/or comments so that the documentation herein meets the requirements for advancing qualitative 1997 Ozone Standard "Orphan" Area Transportation Plan and FY 2021-2024 TIP conformity determinations. For further insights regarding interagency consultation and documentation from the various stakeholders please see the Appendix of this document.

^[2] <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100VQME.pdf>

^[3] 40 CFR 93.110.

^[4] 40 CFR 93.112.

Fiscal Constraint. ^[5] The LACRPC contends that Tables 3-1 thru 3-3 presented earlier in this Section reveal the TIP is fiscally constrained and consistent with DOT metropolitan planning regulations.

3.4 Summation

In summation, the MPO pursuant to the FAST Act, has developed with local stakeholders a comprehensive listing of transportation projects and programs that it deems as being of the highest priority. The MPO has worked with ODOT and local stakeholders to develop a reasonable estimate of available funds to deliver the TIP. The Program's requisite Financial Plan was prepared on those estimates. Table 3-4 demonstrates the MPO's fiscal constraint by project and funding stream. The MPO contends that it has met the minimum requirements for fiscal constraint. Project listings and services were assessed against EJ consideration using the capabilities of both GIS and the travel demand model. The MPO contends that the EJ assessment reveals no undue burdens born by the transportationally disadvantaged as documented in land acquisitions nor in project selection or funding allocations to such populations. The MPO recognizes that the 3C planning process was supported with a travel demand model reflecting all of the MPO's Planning Area including those portions located outside Allen County.



The MPO recognizes that as part of its responsibility it needs to assess shortcomings of the existing process and to address same. The MPO acknowledges that model analysis using current land use for the entire area would have been more insightful but argues that much of the region remains in agricultural pursuits and that residential density has remained constant as the foreclosure crisis has largely thwarted new development since 2008 with very few exceptions. The MPO is currently undertaking land use analyses in those urban and suburban areas to support and enhance model capabilities.

The MPO has been able to integrate the property databases of Allen and Van Wert counties. The enhanced capabilities of the MPO's model are made possible because of the assistance of ODOT's Office of Statewide Planning & Research - that provides the leadership and expertise to integrate such capabilities at the local level. Increased improvements to the TIP process will require additional technical capabilities that reflect travel time reliability utilizing the 4-year listing of projects rather than the plan horizon years using build and no-build scenarios. The MPO is supplying ODOT with peak period traffic volumes and has recently completed speed and delay studies for each peak travel period. The MPO will work with ODOT to advance intensive data collection undertakings to support the modeling process within the small MPO area. The LACRPC is developing the TIP with due consideration of those interests of the transportationally disadvantaged populations and working to include such groups in the decision-making process thru its adopted public involvement process (revised 2019). The MPO has attempted to deliver the concerns and needs of the transportationally disadvantaged to the TIP planning process with limited success. The MPO will work to further its outreach in this arena.

^[5] 40 CFR 93.108; 23 CFR part 450.

<div>TABLE 3-8</div> <div>HIGHWAY STIP DETAILED PROJECT DATA</div>														
PID	MPO/ RTPO	Locale	Project Name	Sponsoring Agency	AQ Status	Termini	Description	Phase	SFY	Line Amount	Fund Type	SAC	Billing Fund Description	Total Project Cost
80441	LACRPC	ALL	ALL Lima RR Grade Separation	Lima	Exempt	Bellefontaine Ave. to North St. along the Indiana & Ohio Railway	Improvements include a railroad grade separation of the Indiana & Ohio railway crossing at Elm St. Additional improvements include 0.70 miles of pavement reconstruction at the intersection of Elm St. and Bellefontaine Ave. and the addition of a storm sewer.	DBT	2023	\$235,600.00	Federal	4TB7	CMAQ FAST	\$16,326,803.17
80441	LACRPC	ALL	ALL Lima RR Grade Separation	Lima	Exempt	Bellefontaine Ave. to North St. along the Indiana & Ohio Railway	Improvements include a railroad grade separation of the Indiana & Ohio railway crossing at Elm St. Additional improvements include 0.70 miles of pavement reconstruction at the intersection of Elm St. and Bellefontaine Ave. and the addition of a storm sewer.	DBT	2022	\$300,000.00	Federal	4TB7	CMAQ FAST	\$16,326,803.17
80441	LACRPC	ALL	ALL Lima RR Grade Separation	Lima	Exempt	Bellefontaine Ave. to North St. along the Indiana & Ohio Railway	Improvements include a railroad grade separation of the Indiana & Ohio railway crossing at Elm St. Additional improvements include 0.70 miles of pavement reconstruction at the intersection of Elm St. and Bellefontaine Ave. and the addition of a storm sewer.	DBT	2022	\$300,000.00	Federal	4TB7	CMAQ FAST	\$16,326,803.17
80441	LACRPC	ALL	ALL Lima RR Grade Separation	Lima	Exempt	Bellefontaine Ave. to North St. along the Indiana & Ohio Railway	Improvements include a railroad grade separation of the Indiana & Ohio railway crossing at Elm St. Additional improvements include 0.70 miles of pavement reconstruction at the intersection of Elm St. and Bellefontaine Ave. and the addition of a storm sewer.	DBT	2024	\$235,600.00	Federal	4TB7	CMAQ FAST	\$16,326,803.17
80441	LACRPC	ALL	ALL Lima RR Grade Separation	Lima	Exempt	Bellefontaine Ave. to North St. along the Indiana & Ohio Railway	Improvements include a railroad grade separation of the Indiana & Ohio railway crossing at Elm St. Additional improvements include 0.70 miles of pavement reconstruction at the intersection of Elm St. and Bellefontaine Ave. and the addition of a storm sewer.	DBT	2021	\$299,445.00	Federal	4TB7	CMAQ FAST	\$16,326,803.17
80441	LACRPC	ALL	ALL Lima RR Grade Separation	Lima	Exempt	Bellefontaine Ave. to North St. along the Indiana & Ohio Railway	Improvements include a railroad grade separation of the Indiana & Ohio railway crossing at Elm St. Additional improvements include 0.70 miles of pavement reconstruction at the intersection of Elm St. and Bellefontaine Ave. and the addition of a storm sewer.	DBT	2023	\$300,000.00	Federal	4TB7	CMAQ FAST	\$16,326,803.17
80441	LACRPC	ALL	ALL Lima RR Grade Separation	Lima	Exempt	Bellefontaine Ave. to North St. along the Indiana & Ohio Railway	Improvements include a railroad grade separation of the Indiana & Ohio railway crossing at Elm St. Additional improvements include 0.70 miles of pavement reconstruction at the intersection of Elm St. and Bellefontaine Ave. and the addition of a storm sewer.	DBT	2021	\$555.00	Federal	4TA7	STBG 5-200k POP	\$16,326,803.17
80441	LACRPC	ALL	ALL Lima RR Grade Separation	Lima	Exempt	Bellefontaine Ave. to North St. along the Indiana & Ohio Railway	Improvements include a railroad grade separation of the Indiana & Ohio railway crossing at Elm St. Additional improvements include 0.70 miles of pavement reconstruction at the intersection of Elm St. and Bellefontaine Ave. and the addition of a storm sewer.	DBT	2021	\$300,000.00	Federal	4TA7	STBG 5-200k POP	\$16,326,803.17
88830	LACRPC	ALL	ALLUS301.13	ODOT	Exempt	FROM JCT. FIFTH STREET/LINCOLN HIGHWAY INTERCHANGE TO STRUCTURE NUMBER ALL-30-1328	Mill and pave with asphalt concrete, including minor joint repair.	CO	2022	\$155,546.40	Federal	LABR	NATIONAL HIGHWAY PREFORMANCE PROGRAM	\$6,867,555.00

<div>TABLE 3-8</div> <div>HIGHWAY STIP DETAILED PROJECT DATA</div>															
PIO	MPO/ RTPO	Locale	Project Name	Sponsoring Agency	AQ Status	Termini	Description	Phase	SFY	Line Amount	Fund Type	SAC	Billing Fund Description	Total Project Cost	
88830	LACRPC	ALL	ALL US 30 1.13	ODOT	Exempt	FROM JCT. FIFTH STREET/LINCOLN HIGHWAY INTERCHANGE TO STRUCTURE NUMBER ALL-30-1328	Mill and pave with asphalt concrete, including minor joint repair.	CO	2022	\$38,886.60	State	LABR	State Funds (S,O)	\$6,867,555.00	
88830	LACRPC	ALL	ALL US 30 1.13	ODOT	Exempt	FROM JCT. FIFTH STREET/LINCOLN HIGHWAY INTERCHANGE TO STRUCTURE NUMBER ALL-30-1328	Mill and pave with asphalt concrete, including minor joint repair.	CO	2022	\$5,184,877.60	Federal	4PF7	NATIONAL HIGHWAY PERFORMANCE PROGRAM	\$6,867,555.00	
88830	LACRPC	ALL	ALL US 30 1.13	ODOT	Exempt	FROM JCT. FIFTH STREET/LINCOLN HIGHWAY INTERCHANGE TO STRUCTURE NUMBER ALL-30-1328	Mill and pave with asphalt concrete, including minor joint repair.	CO	2022	\$1,296,219.40	State	4PS7	State Funds (S,O)	\$6,867,555.00	
94234	LACRPC	VAN	VAN/PUT/ALL US 30 21.18	ODOT	Exempt	From just east of CR185 intersection in Van Wert County to the CRB.13 intersection in Allen county.	Resurface with asphalt concrete, perform pavement repair, repair existing drainage.	CO	2021	\$32,472.00	State	LABR	State Funds (S,O)	\$4,427,791.00	
94234	LACRPC	VAN	VAN/PUT/ALL US 30 21.18	ODOT	Exempt	From just east of CR185 intersection in Van Wert County to the CR88 intersection in Allen county.	Resurface with asphalt concrete, perform pavement repair, repair existing drainage.	CO	2021	\$129,888.00	Federal	LABR	NHPP FAST	\$4,427,791.00	
94234	LACRPC	VAN	VAN/PUT/ALL US 30 21.18	ODOT	Exempt	From just east of CR185 intersection in Van Wert County to the CR88 intersection in Allen county.	Resurface with asphalt concrete, perform pavement repair, repair existing drainage.	CO	2021	\$3,352,444.80	Federal	4PF7	NHPP FAST	\$4,427,791.00	
94234	LACRPC	VAN	VAN/PUT/ALL US 30 21.18	ODOT	Exempt	From just east of CR185 intersection in Van Wert County to the CR88 intersection in Allen county.	Resurface with asphalt concrete, perform pavement repair, repair existing drainage.	CO	2021	\$838,111.20	State	4PS7	State Funds (S,O)	\$4,427,791.00	
94251	LACRPC	ALL	ALL US 30 13.30	ODOT	Exempt	Begin at the forward end of the RR bridge at log 13.28 and end at the concrete pavement east of the Napoleon Road bridges.	Mill and Fill	CO	2022	\$18,461.20	State	LABR	State Funds (S,O)	\$3,169,159.00	
94251	LACRPC	ALL	ALL US 30 13.30	ODOT	Exempt	Begin at the forward end of the RR bridge at log 13.28 and end at the concrete pavement east of the Napoleon Road bridges.	Mill and Fill	CO	2022	\$73,844.80	Federal	LABR	NHPP FAST	\$3,169,159.00	
94251	LACRPC	ALL	ALL US 30 13.30	ODOT	Exempt	Begin at the forward end of the RR bridge at log 13.28 and end at the concrete pavement east of the Napoleon Road bridges.	Mill and Fill	CO	2022	\$2,461,482.40	Federal	4PF7	NHPP FAST	\$3,169,159.00	
94251	LACRPC	ALL	ALL US 30 13.30	ODOT	Exempt	Begin at the forward end of the RR bridge at log 13.28 and end at the concrete pavement east of the Napoleon Road bridges.	Mill and Fill	CO	2022	\$615,370.60	State	4PS7	State Funds (S,O)	\$3,169,159.00	
101005	LACRPC, MVPO	D01	D01 PM FY21	ODOT	Exempt	Various routes throughout District One	Upgrade existing painted pavement markings.	CO	2021	\$51,300.00	State	LABR	State Funds (S,O)	\$1,881,856.00	
101005	LACRPC, MVPO	001	D01 PM FY21	ODOT	Exempt	Various routes throughout District One	Upgrade existing painted pavement markings.	CO	2021	\$1,710,800.00	State	4PS7	State Funds (S,O)	\$1,881,856.00	
101006	LACRPC, MVPO	001	001 RPM FY21	ODOT	Exempt	Various routes throughout District One	Replace raised pavement marker castings and/or lenses.	CO	2021	\$13,204.00	State	LABR	State Funds (S,O)	\$359,924.00	
101006	LACRPC, MVPO	D01	D01 RPM FY21	ODOT	Exempt	Various routes throughout District One	Replace raised pavement marker castings and/or lenses.	CO	2021	\$330,102.00	State	4PS7	State Funds (S,O)	\$359,924.00	
101082	LACRPC	D01	D01 UBI FY21	ODOT	Exempt	Various structures throughout District One	Use a consultant to perform underwater bridge inspections.	OTH	2021	\$100,000.00	State	4PS7	State Funds (S,O)	\$100,000.00	
101196	LACRPC, MVPO	D01	D01 BM FY21	ODOT	Exempt	Various structures throughout District One.	Perform miscellaneous bridge maintenance activities on various structures.	CO	2021	\$54,492.00	State	LABR	0	\$696,754.00	
101196	LACRPC, MVPO	D01	D01 BM FY21	ODOT	Exempt	Various structures throughout District One.	Perform miscellaneous bridge maintenance activities on various structures.	CO	2021	\$544,916.00	State	4PS7	0	\$696,754.00	
101197	LACRPC	ALL	ALL CR VAR GR FY21	ODOT	Exempt	Various locations in Allen County	Install new and upgrade existing guardrail at various locations on county roads in Allen County.	CO	2021	\$11,500.00	Federal	4HB7	HSIP FAST	\$305,348.00	

<div>TABLE 3-8</div> <div>HIGHWAY STIP DETAILED PROJECT DATA</div>															
PID	MPO/ RTPO	Locale	Project Name	Sponsoring Agency	AQ Status	Termini	Description	Phase	SFY	Line Amount	Fund Type	SAC	Billing Fund Description	Total Project Cost	
101979	LACRPC	ALL	ALL CR VAR GR FY21	ODOT	Exempt	Various locations in Allen County	Install new and upgrade existing guardrail at various locations on county roads in Allen County.	CO	2021	\$288,500.00	Federal	4HB7	HSIP FAST	\$305,348.00	
102814	LACRPC, MVPO	D01	D01 BM FY22	ODOT	Exempt	Various structures throughout District One.	Perform miscellaneous bridge maintenance activities on various structures.	CO	2022	\$64,806.00	State	LABR	0	\$712,870.00	
102814	LACRPC, MVPO	D01	001 BM FY22	ODOT	Exempt	Various structures throughout District One.	Perform miscellaneous bridge maintenance activities on various structures.	CO	2022	\$648,064.00	State	4PS7	State Funds (S,O)	\$712,870.00	
102856	LACRPC, MVPO	D01	D01 PM FY22	ODOT	Exempt	Various routes throughout District One	Upgrade existing painted pavement markings.	CO	2022	\$1,752,800.00	State	4PS7	State Funds (S,O)	\$1,752,800.00	
102857	LACRPC, MVPO	D01	D01 RPM FY22	ODOT	Exempt	Various routes throughout District One	Replace raised pavement marker castings and/or lenses.	CO	2022	\$243,200.00	State	4PS7	State Funds (S,O)	\$243,200.00	
102859	LACRPC	D01	D01 SIGN FY22	ODOT	Exempt	Various routes throughout District One	Replace existing roadway information signs (extrusheets) on various routes and sections throughout District One.	CO	2022	\$500,000.00	State	4PS7	State Funds (S,O)	\$500,000.00	
103427	LACRPC	001	D01 HS FY21	ODOT	Exempt	Various routes and sections throughout District One.	Offroad and R/W fence herbicidal spraying for 4-lane and 2-lane sections in the district.	CO	2021	\$9,624.00	State	LABR	State Funds (S,O)	\$262,255.00	
103427	LACRPC	001	D01 HS FY21	ODOT	Exempt	Various routes and sections throughout District One.	Offroad and R/W fence herbicidal spraying for 4-lane and 2-lane sections in the district.	CO	2021	\$240,600.00	State	4CP7	State Funds (S,O)	\$262,255.00	
103428	LACRPC	D01	D01 HS FY22	ODOT	Exempt	Various routes and sections throughout District One.	Offroad and R/W fence herbicidal spraying for 4-lane and 2-lane sections in the district.	CO	2022	\$9,960.00	State	LABR	State Funds (S,O)	\$271,411.00	
103428	LACRPC	D01	D01 HS FY22	ODOT	Exempt	Various routes and sections throughout District One.	Offroad and R/W fence herbicidal spraying for 4-lane and 2-lane sections in the district.	CO	2022	\$249,000.00	State	4CP7	State Funds (S,O)	\$271,411.00	
103436	LACRPC	D01	D01 GR FY2023	ODOT	Exempt	Various routes and sections throughout District One.	Repair or replace guardrail sections and/or posts as needed on various routes.	CO	2023	\$49,520.00	State	LABR	State Funds (S,O)	\$559,576.00	
103436	LACRPC	001	D01 GR FY2023	ODOT	Exempt	Various routes and sections throughout District One.	Repair or replace guardrail sections and/or posts as needed on various routes.	CO	2023	\$495,200.00	State	4PS7	State Funds (S,O)	\$559,576.00	
105331	LACRPC	ALL	ALL LACRPC FY 21 Reg Trans Ping	Lima (TCC)	Exempt	0	LACRPC SFY 2021 Regional Transportation Planning Program Supplemental funds	SP	2021	\$200,000.00	Federal	4TD7	STBG 5-200k POP	\$200,000.00	
105687	LACRPC, MVPO	D01	D01 PM FY23	ODOT	Exempt	Various routes throughout District One	Upgrade existing painted pavement markings.	CO	2023	\$1,800,000.00	State	4PS7	State Funds (S,O)	\$1,800,000.00	
105688	LACRPC, MVPO	001	D01 RPM FY23	ODOT	Exempt	Various routes throughout District One	Replace raised pavement marker castings and/or lenses.	CO	2023	\$250,000.00	State	4PS7	State Funds (S,O)	\$250,000.00	
105711	Findlay, LACRPC ,	D01	D01 Lighting Upgrade FY2021	ODOT SPONSORING	Exempt	Throughout District One	Perform miscellaneous lighting upgrades.	CO	2021	\$83,328.00	State	LABR	State Funds (S,O)	\$1,408,161.00	
105711	Findlay, LACRPC,	D01	D01 Lighting Upgrade FY2021	ODOT SPONSORING	Exempt	Throughout District One	Perform miscellaneous lighting upgrades.	CO	2021	\$1,190,400.00	State	4PS7	State Funds (S,O)	\$1,408,161.00	
107637	LACRPC	ALL	ALL SR 66/117 0.00/0.00/17.11	ODOT	Exempt	On SR66 and SR117 in Allen County.	Resurfacing with asphalt concrete.	CO	2021	\$58,999.20	Federal	LABR	STBG <5K FAST	\$2,867,434.00	
107637	LACRPC	ALL	ALL SR 66/117 0.00/0.00/17.11	ODOT	Exempt	On SR66 and SR117 in Allen County.	Resurfacing with asphalt concrete.	CO	2021	\$14,749.80	State	LABR	State Funds (S,O)	\$2,867,434.00	
107637	LACRPC	ALL	ALL SR 66/117 0.00/0.00/17.11	ODOT	Exempt	On SR66 and SR117 in Allen County.	Resurfacing with asphalt concrete.	CO	2021	\$i,953.80	State	LABR	State Funds (S,O)	\$2,867,434.00	
107637	LACRPC	ALL	ALL SR 66/117 0.00/0.00/17.11	ODOT	Exempt	On SR66 and SR117 in Allen County.	Resurfacing with asphalt concrete.	CO	2021	\$7,815.20	Federal	LABR	STBG 5-200k POP	\$2,867,434.00	
107637	LACRPC	ALL	ALL SR 66/117 0.00/0.00/17.11	ODOT	Exempt	On SR66 and SR117 in Allen County.	Resurfacing with asphalt concrete.	CO	2021	\$1,966,632.00	Federal	4PF7	STBG <5K FAST	\$2,867,434.00	
107637	LACRPC	ALL	ALL SR 66/117 0.00/0.00/17.11	ODOT	Exempt	On SR66 and SR117 in Allen County.	Resurfacing with asphalt concrete.	CO	2021	\$260,500.80	Federal	4PF7	STBG 5-200k POP	\$2,867,434.00	
107637	LACRPC	ALL	ALL SR 66/117 0.00/0.00/17.11	ODOT	Exempt	On SR66 and SR117 in Allen County.	Resurfacing with asphalt concrete.	CO	2021	\$491,658.00	State	4PS7	State Funds (S,O)	\$2,867,434.00	
107637	LACRPC	ALL	ALL SR 66/117 0.00/0.00/17.11	ODOT	Exempt	On SR66 and SR117 in Allen County.	Resurfacing with asphalt concrete.	CO	2021	\$65,125.20	State	4PS7	State Funds (S,O)	\$2,867,434.00	

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PID	MPO/ RTPO	Locale	Project Name	Sponsoring Agency	AQ Status	Termini	Description	Phase	SFY	Line Amount	Fund Type	SAC	Billing Fund Description	Total Project Cost	
107748	LACRPC, MVPO	ALL	ALL SR 81/117/309 Signals	ODOT	Exempt	Various locations in Allen and Defiance Counties	Reconstruct traffic signals at 3 locations. Locations include:- SR 81 in Allen County at 'Roush Road- SR 117 in Allen County at Bowman Road- SR 309 in Allen County at Baty Road/Diller Road	CO	2021	\$80,000.00	Federal	LABR	STBG 5-200k POP	\$680,000.00	
107748	LACRPC, MVPO	ALL	ALL SR 81/117/309 Signals	ODOT	Exempt	Various locations in Allen and Defiance Counties	Reconstruct traffic signals at 3 locations. Locations include:- SR 81 in Allen County at Roush Road- SR 117 in Allen County at Bowman Road- SR 309 in Allen County at Baty Road/Diller Road	CO	2021	\$600,000.00	Federal	4PF7	STBG 5-200k POP	\$680,000.00	
107755	LACRPC, MVPO	ALL	ALL/DEF/HAN SR 117N ar Signals	ODOT	Exempt	Located in Allen, Defiance and Hancock Counties	Reconstruct and/or repair traffic signals at 4 locations in Allen, Defiance and Hancock Counties. Locations include:- SR 117 at SR 309 / Kibby/ Leonard (Allen County)- SR 18 at SR 281 (Defiance)- SR 12 at County Road 9 (Hancock)- US 224 at County Road 14	CO	2022	\$65,000.00	Federal	LABR	STBG 5-200k POP	\$915,000.00	
107755	LACRPC, MVPO	ALL	ALL/DEF/HAN SR 117N ar Signals	ODOT	Exempt	Located in Allen, Defiance and Hancock Counties	Reconstruct and/or repair traffic signals at 4 locations in Allen, Defiance and Hancock Counties. Locations include:- SR 117 at SR 309 /Kibby/ Leonard (Allen County)- SR 18 at SR 281 (Defiance)- SR 12 at County Road 9 (Hancock)- US 224 at County Road 14	CO	2022	\$850,000.00	Federal	4PF7	STBG 5-200k POP	\$915,000.00	
107762	LACRPC	ALL	ALL CR VAR GR FY23	ACEO	Exempt	Various locations in Allen County	Install new and upgrade existing guardrail at various locations on county roads in Allen County.	CO	2023	\$12,000.00	Local Match	LNTP	Non Traditional Local Match	\$312,000.00	
107762	LACRPC	ALL	ALL CR VAR GR FY23	ACEO	Exempt	Various locations in Allen County	Install new and upgrade existing guardrail at various locations on county roads in Allen County.	CO	2023	\$300,000.00	Federal	4HB7	HSIP FAST	\$312,000.00	
107768	LACRPC , MVPO	D01	D01 BM FY24	ODOT	Exempt	Various structures throughout District One.	Perform miscellaneous bridge maintenance activities on various structures.	CO	2024	\$500,000.00	State	4PS7	State Funds (S,O)	\$500,000.00	
107770	LACRPC, MVPO	D01	D01 RPM FY24	ODOT	Exempt	Various routes throughout District One	Replace raised pavement marker castings and/or lenses.	CO	2024	\$300,000.00	State	4PS7	State Funds (S,O)	\$300,000.00	
107806	LACRPC, MVPO	D01	D01 Erosion Repair FY20	ODOT	Exempt	District Wide	District Wide erosion repair project.	CO	2021	\$75,600.00	Federal	LABR	NHPP FAST	\$1,680,000.00	
107806	LACRPC, MVPO	D01	D01 Erosion Repair FY20	ODOT	Exempt	District Wide	District Wide erosion repair project.	CO	2021	\$8,400.00	State	LABR	State Funds (S,O)	\$1,680,000.00	
107806	LACRPC, MVPO	D01	D01 Erosion Repair FY20	ODOT	Exempt	District Wide	District Wide erosion repair project.	CO	2021	\$18,900.00	Federal	LABR	NHPP FAST	\$1,680,000.00	
107806	LACRPC , MVPO	001	D01 Erosion Repair FY20	ODOT	Exempt	District Wide	District Wide erosion repair project.	CO	2021	\$2,100.00	State	LABR	State Funds (S,O)	\$1,680,000.00	
107806	LACRPC, MVPO	001	001 Erosion Repair FY20	ODOT	Exempt	District Wide	District Wide erosion repair project.	CO	2021	\$960,000.00	Federal	4PF7	NHPP FAST	\$1,680,000.00	
107806	LACRPC, MVPO	D01	D01 Erosion Repair FY20	ODOT	Exempt	District Wide	District Wide erosion repair project.	CO	2021	\$270,000.00	Federal	4PF7	NHPP FAST	\$1,680,000.00	
107806	LACRPC, MVPO	D01	D01 Erosion Repair FY20	ODOT	Exempt	District Wide	District Wide erosion repair project.	CO	2021	\$240,000.00	State	4PS7	State Funds (S,O)	\$1,680,000.00	
107806	LACRPC, MVPO	001	D01 Erosion Repair FY20	ODOT	Exempt	District Wide	District Wide erosion repair project.	CO	2021	\$30,000.00	State	4PS7	State Funds (S,O)	\$1,680,000.00	
107813	Findlay, LACRPC ,	D01	D01 Erosion Repair FY23	ODOT SPONSORING	Exempt	District Wide	District Wide erosion repair project.	CO	2023	\$1,000,000.00	State	4PS7	State Funds (S,O)	\$1,000,000.00	
107845	LACRPC	D01	D01 CR FY22	ODOT	Exempt	Various culverts throughout District One.	Perform miscellaneous culvert maintenance activities on various structures.	CO	2022	\$51,903.00	State	LABR	State Funds (S,O)	\$570,934.00	
107845	LACRPC	D01	D01 CR FY22	ODOT	Exempt	Various culverts throughout District One.	Perform miscellaneous culvert maintenance activities on various structures.	CO	2022	\$519,031.00	State	4PS7	State Funds (S,O)	\$570,934.00	

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PID	MPO/ RTPO	Locale	Project Name	Sponsoring Agency	AQ Status	Termini	Description	Phase	SFY	Line Amount	Fund Type	SAC	Billing Fund Description	Total Project Cost
107846	LACRPC	001	001 CR FY23	ODOT	Exempt	Various culverts throughout District One.	Perform miscellaneous culvert maintenance activities on various structures.	CO	2023	\$500,000.00	State	4PS7	State Funds (S,O)	\$500,000.00
107847	LACRPC	D0i	D0i CR FY24	ODOT	Exempt	Various culverts throughout District One.	Perform miscellaneous culvert maintenance activities on various structures.	CO	2024	\$500,000.00	State	4PS7	State Funds (S,O)	\$500,000.00
107874	LACRPC	001	ALL/HAN US 30 19.02/0.00	ODOT	Exempt	US30 in Allen and Hancock counties	Repair concrete pavement	CO	2024	\$2,240,000.00	Federal	4PF7	NHPP FAST	\$2,800,000.00
107874	LACRPC	001	ALL/HAN US 30 19.02/0.00	ODOT	Exempt	US30 in Allen and Hancock counties	Repair concrete pavement	CO	2024	\$560,000.00	State	4PS7	State Funds (S,O)	\$2,800,000.00
108373	LACRPC	ALL	ALLNAN SR 66/190 12.02/0.00/0.0	Delphos	Exempt	On SR66 and SR190 in the City of Delphos.	Resurface with asphalt concrete. Also includes upgrade curb ramps, adjust catch basins/manholes/water valves and install bike friendly storm grates.	CO	2021	\$4,677.40	Local Match	LABR	Local Match	\$4,043,719.00
108373	LACRPC	ALL	ALLNAN SR 66/190 12.02/0.00/0.0	Delphos	Exempt	On SR66 and SR190 in the City of Delphos.	Resurface with asphalt concrete. Also includes upgrade curb ramps, adjust catch basins/manholes/water valves and install bike friendly storm grates.	CO	2021	\$25,965.00	Local Match	LABR	Local Match	\$4,043,719.00
108373	LACRPC	ALL	ALLNAN SR 66/190 12.02/0.00/0.0	Delphos	Exempt	On SR66 and SR190 in the City of Delphos.	Resurface with asphalt concrete. Also includes upgrade curb ramps, adjust catch basins/manholes/water valves and install bike friendly storm grates.	CO	2021	\$129,772.00	Local Match	LABR	Local Match	\$4,043,719.00
108373	LACRPC	ALL	ALLNAN SR 66/190 12.02/0.00/0.0	Delphos	Exempt	On SR66 and SR190 in the City of Delphos.	Resurface with asphalt concrete. Also includes upgrade curb ramps, adjust catch basins/manholes/water valves and install bike friendly storm grates.	CO	2021	\$18,709.60	Federal	LABR	STBG 5-200k POP	\$4,043,719.00
108373	LACRPC	ALL	ALL/VAN SR 66/190 12.02/0.00/0.0	Delphos	Exempt	On SR66 and SR190 in the City of Delphos.	Resurface with asphalt concrete. Also includes upgrade curb ramps, adjust catch basins/manholes/water valves and install bike friendly storm grates.	CO	2021	\$56,276.00	Local Match	LABR	Local Match	\$4,043,719.00
108373	LACRPC	ALL	ALLNAN SR 66/190 12.02/0.00/0.0	Delphos	Exempt	On SR66 and SR190 in the City of Delphos.	Resurface with asphalt concrete. Also includes upgrade curb ramps, adjust catch basins/manholes/water valves and install bike friendly storm grates.	CO	2021	\$155,912.60	Local Match	4BG7	Local Match	\$4,043,719.00
108373	LACRPC	ALL	ALLNAN SR 66/190 12.02/0.00/0.0	Delphos	Exempt	On SR66 and SR190 in the City of Delphos.	Resurface with asphalt concrete. Also includes upgrade curb ramps, adjust catch basins/manholes/water valves and install bike friendly storm grates.	CO	2021	\$1,172,872.00	Local Match	4BG7	Local Match	\$4,043,719.00
108373	LACRPC	ALL	ALLNAN SR 66/190 12.02/0.00/0.0	Delphos	Exempt	On SR66 and SR190 in the City of Delphos.	Resurface with asphalt concrete. Also includes upgrade curb ramps, adjust catch basins/manholes/water valves and install bike friendly storm grates.	CO	2021	\$279,796.00	Federal	4TB7	CMAQ FAST	\$4,043,719.00
108373	LACRPC	ALL	ALLNAN SR 66/190 12.02/0.00/0.0	Delphos	Exempt	On SR66 and SR190 in the City of Delphos.	Resurface with asphalt concrete. Also includes upgrade curb ramps, adjust catch basins/manholes/water valves and install bike friendly storm grates.	CO	2021	\$181,018.00	Federal	4TA7	STBG 5-200k POP	\$4,043,719.00
108373	LACRPC	ALL	ALL/VAN SR 66/190 12.02/0.00/0.0	Delphos	Exempt	On SR66 and SR190 in the City of Delphos.	Resurface with asphalt concrete. Also includes upgrade curb ramps, adjust catch basins/manholes/water valves and install bike friendly storm grates.	CO	2021	\$91,134.00	Federal	4TA7	STBG 5-200k POP	\$4,043,719.00
108373	LACRPC	ALL	ALLNAN SR 66/190 12.02/0.00/0.0	Delphos	Exempt	On SR66 and SR190 in the City of Delphos.	Resurface with asphalt concrete. Also includes upgrade curb ramps, adjust catch basins/manholes/water valves and install bike friendly storm grates.	CO	2021	\$803,936.00	Federal	4TA7	STBG 5-200k POP	\$4,043,719.00

<div>TABLE 3-8</div> <div>HIGHWAY STIP DETAILED PROJECT DATA</div>														
PID	MPO/ RTPO	Locale	Project Name	Sponsoring Agency	AQ Status	Termini	Description	Phase	SFY	Line Amount	Fund Type	SAC	Billing Fund Description	Total Project Cost
108373	LACRPC	ALL	ALLNAN SR 66/190 12.02/0.00/0.0	Delphos	Exempt	On SR66 and SR190 in the City of Delphos.	Resurface with asphalt concrete. Also includes upgrade curb ramps, adjust catch basins/manholes/water valves and install bike friendly storm grates.	CO	2021	\$623,650.40	Federal	4PF7	STBG 5-200k POP	\$4,043,719.00
108373	LACRPC	ALL	ALL/VAN SR 66/190 12.02/0.00/0.0	Delphos	Exempt	On SR66 and SR190 in the City of Delphos.	Resurface with asphalt concrete. Also includes upgrade curb ramps, adjust catch basins/manholes/water valves and install bike friendly storm grates.	CO	2021	\$450,000.00	Federal	4HJ7	HSIP FAST	\$4,043,719.00
108373	LACRPC	ALL	ALLNAN SR 66/190 12.02/0.00/0.0	Delphos	Exempt	On SR66 and SR190 in the City of Delphos.	Resurface with asphalt concrete. Also includes upgrade curb ramps, adjust catch basins/manholes/water valves and install bike friendly storm grates.	CO	2021	\$50,000.00	State	4BC7	State Funds (S,O)	\$4,043,719.00
108503	LACRPC	ALL	ALL CR 84 6.49 (State Road)	ACEO	Exempt	State Road over the Auglaize River	Replace existing bridge with a new structure. Project is part of Federal/State Exchange program.	CO	2022	\$350,560.00	Local Match	LNTP	Non Traditional Local Match	\$1,875,500.00
108503	LACRPC	ALL	ALL CR 84 6.49 (State Road)	ACEO	Exempt	State Road over the Auglaize River	Replace existing bridge with a new structure. Project is part of Federal/State Exchange program.	CO	2022	\$24,540.00	Local Match	LNTP	Non Traditional Local Match	\$1,875,500.00
108503	LACRPC	ALL	ALL CR 84 6.49 (State Road)	ACEO	Exempt	State Road over the Auglaize River	Replace existing bridge with a new structure. Project is part of Federal/State Exchange program.	CO	2022	\$98,160.00	State	4C87	State Funds (S,O)	\$1,875,500.00
108503	LACRPC	ALL	ALL CR 84 6.49 (State Road)	ACEO	Exempt	State Road over the Auglaize River	Replace existing bridge with a new structure. Project is part of Federal/State Exchange program.	CO	2022	\$1,402,240.00	State	4C87	State Funds (S,O)	\$1,875,500.00
108644	LACRPC	ALL	ALL SR 66 11.22	Delphos	Exempt	SR66: From the Bridge over Flat Fork Creek to the CSX RR. Cleveland Ave: From the Canal to the bridge over Flat Fork Creek.	Complete full depth reconstruction.	CO	2023	\$3,200.00	Local Match	LABR	Local Match	\$3,641,792.00
108644	LACRPC	ALL	ALL SR 66 11.22	Delphos	Exempt	SR66: From the Bridge over Flat Fork Creek to the CSX RR. Cleveland Ave: From the Canal to the bridge over Flat Fork Creek.	Complete full depth reconstruction.	CO	2023	\$21,264.00	Local Match	LABR	Local Match	\$3,641,792.00
108644	LACRPC	ALL	ALL SR 66 11.22	Delphos	Exempt	SR66: From the Bridge over Flat Fork Creek to the CSX RR. Cleveland Ave: From the Canal to the bridge over Flat Fork Creek.	Complete full depth reconstruction.	CO	2023	\$12,800.00	Federal	LABR	STBG 5-200k POP	\$3,641,792.00
108644	LACRPC	ALL	ALL SR 66 11.22	Delphos	Exempt	SR66: From the Bridge over Flat Fork Creek to the CSX RR. Cleveland Ave: From the Canal to the bridge over Flat Fork Creek.	Complete full depth reconstruction.	CO	2023	\$46,144.00	Local Match	LABR	Local Match	\$3,641,792.00
108644	LACRPC	ALL	ALL SR 66 11.22	Delphos	Exempt	SR66: From the Bridge over Flat Fork Creek to the CSX RR. Cleveland Ave: From the Canal to the bridge over Flat Fork Creek.	Complete full depth reconstruction.	CO	2023	\$48,198.25	Federal	LABR	ALT FAST 5-200K	\$3,641,792.00
108644	LACRPC	ALL	ALL SR 66 11.22	Delphos	Exempt	SR66: From the Bridge over Flat Fork Creek to the CSX RR. Cleveland Ave: From the Canal to the bridge over Flat Fork Creek.	Complete full depth reconstruction.	CO	2023	\$2,536.75	Local Match	LABR	Local Match	\$3,641,792.00
108644	LACRPC	ALL	ALL SR 66 11.22	Delphos	Exempt	SR66: From the Bridge over Flat Fork Creek to the CSX RR. Cleveland Ave: From the Canal to the bridge over Flat Fork Creek.	Complete full depth reconstruction.	CO	2023	\$85,056.00	Federal	LABR	STBG 5-200k POP	\$3,641,792.00

<div>TABLE 3-8</div> <div>HIGHWAY STIP DETAILED PROJECT DATA</div>														
PID	MPO/ RTPO	Locale	Project Name	Sponsoring Agency	AQ Status	Termini	Description	Phase	SFY	Line Amount	Fund Type	SAC	Billing Fund Description	Total Project Cost
108644	LACRPC	ALL	ALL SR 6611.22	Delphos	Exempt	SR66: From the Bridge over Flat Fork Creek to the CSX RR. Cleveland Ave: From the Canal to the bridge over Flat Fork Creek.	Complete full depth reconstruction.	CO	2023	\$36,239.60	Local Match	4BG7	Local Match	\$3,641,792.00
108644	LACRPC	ALL	ALL SR 66 11.22	Delphos	Exempt	SR66: From the Bridge over Flat Fork Creek to the CSX RR. Cleveland Ave: From the Canal to the bridge over Flat Fork Creek.	Complete full depth reconstruction.	CO	2023	\$53,332.40	Local Match	4BG7	Local Match	\$3,641,792.00
108644	LACRPC	ALL	ALL SR 6611.22	Delphos	Exempt	SR66: From the Bridge over Flat Fork Creek to the CSX RR. Cleveland Ave: From the Canal to the bridge over Flat Fork Creek.	Complete full depth reconstruction.	CO	2023	\$354,386.60	Local Match	4BG7	Local Match	\$3,641,792.00
108644	LACRPC	ALL	ALL SR 66 11.22	Delphos	Exempt	SR66: From the Bridge over Flat Fork Creek to the CSX RR. Cleveland Ave: From the Canal to the bridge over Flat Fork Creek.	Complete full depth reconstruction.	CO	2023	\$659,206.00	Local Match	4BG7	Local Match	\$3,641,792.00
108644	LACRPC	ALL	ALL SR 6611.22	Delphos	Exempt	SR66: From the Bridge over Flat Fork Creek to the CSX RR. Cleveland Ave: From the Canal to the bridge over Flat Fork Creek.	Complete full depth reconstruction.	CO	2023	\$688,552.40	Federal	4837	ALT FAST 5-200K	\$3,641,792.00
108644	LACRPC	ALL	ALL SR 6611.22	Delphos	Exempt	SR66: From the Bridge over Flat Fork Creek to the CSX RR. Cleveland Ave: From the Canal to the bridge over Flat Fork Creek.	Complete full depth reconstruction.	CO	2023	\$1,417,546.40	Federal	41A7	STBG 5-200k POP	\$3,641,792.00
108644	LACRPC	ALL	ALL SR 66 11.22	Delphos	Exempt	SR66: From the Bridge over Flat Fork Creek to the CSX RR. Cleveland Ave: From the Canal to the bridge over Flat Fork Creek.	Complete full depth reconstruction.	CO	2023	\$213,329.60	Federal	4PF7	STBG 5-200k POP	\$3,641,792.00
108779	LACRPC	D01	D01 RNV Fence FY2023	ODOT	Exempt	Various locations in ODOT Distirct 1	Replace sections of right of way fence	CO	2023	\$50,000.00	State	LABR	State Funds (S,O)	\$550,000.00
108779	LACRPC	D01	D01 RNV Fence FY2023	ODOT	Exempt	Various locations in ODOT Distirct 1	Replace sections of right of way fence	CO	2023	\$500,000.00	State	4PS7	State Funds (S,O)	\$550,000.00
108975	LACRPC	ALL	ALL Beaverdam Lighting	Beaverdam	Exempt	On Main Street in the Village of Beaverdam from the Norfolk Southern RR to Church Street	Decorative lighting along Old Lincoln Highway (Main Street). The purpose of the project is to vastly improve the safety and lighting conditions for pedestrian traffic along historic "Old Lincoln Highway"/Main Street and improve the overall aesthetics and	CO	2022	\$4,210.58	Local Match	LABR	Local Match	\$302,277.00
108975	LACRPC	ALL	ALL Beaverdam Lighting	Beaverdam	Exempt	On Main Street in the Village of Beaverdam from the Norfolk Southern RR to Church Street	Decorative lighting along Old Lincoln Highway (Main Street). The purpose of the project is to vastly improve the safety and lighting conditions for pedestrian traffic along historic "Old Lincoln Highway"/Main Street and improve the overall aesthetics and	CO	2022	\$4,970.50	Federal	LABR	SK POP FAST	\$302,277.00
108975	LACRPC	ALL	ALL Beaverdam Lighting	Beaverdam	Exempt	On Main Street in the Village of Beaverdam from the Norfolk Southern RR to Church Street	Decorative lighting along Old Lincoln Highway (Main Street). The purpose of the project is to vastly improve the safety and lighting conditions for pedestrian traffic along historic "Old Lincoln Highway"/Main Street and improve the overall aesthetics and	CO	2022	\$261.61	Local Match	LABR	Local Match	\$302,277.00

TABLE 3-8 HIGHWAY STIP DETAILED PROJECT DATA															
PIO	MPO/ RTPO	Locale	Project Name	Sponsoring Agency	AQ Status	Termini	Descript ion	Phase	SFY	Line Amount	Fund Type	SAC	Billing Fund Description	Total Project Cost	
108975	LACRPC	ALL	ALL Beaverdam Lighting	Beaverdam	Exempt	On Main Street in the Village of Beaverdam from the Norfolk Southern RR to Church Street	Decorative lighting along Old Lincoln Highway (Main Street). The purpose of the project is to vastly improve the safety and lighting conditions for pedestrian traffic along historic "Old Lincoln Highway"/Main Street and improve the overall aesthetics and	CO	2022	\$16,842.31	Federal	LABR	STBG<SK FAST	\$302,277.00	
108975	LACRPC	ALL	ALL Beaverdam Lighting	Beaverdam	Exempt	On Main Street in the Village of Beaverdam from the Norfolk Southern RR to Church Street	Decorative lighting along Old Lincoln Highway (Main Street). The purpose of the project is to vastly improve the safety and lighting conditions for pedestrian traffic along historic "Old Lincoln Highway"/Main Street and improve the overall aesthetics and	CO	2022	\$13,142.50	Local Match	4BG7	Local Match	\$302,277.00	
108975	LACRPC	ALL	ALL Beaverdam Lighting	Beaverdam	Exempt	On Main Street in the Village of Beaverdam from the Norfolk Southern RR to Church Street	Decorative lighting along Old Lincoln Highway (Main Street). The purpose of the project is to vastly improve the safety and lighting conditions for pedestrian traffic along historic "Old Lincoln Highway"/Main Street and improve the overall aesthetics and	CO	2022	\$249,707.50	Federal	4837	5K POP FAST	\$302,277.00	
109435	LACRPC	ALL	ALL SR 117 23.90	ODOT	Exempt	Westminister Ohio	Project to resurface, add sidewalks, lighting and curb and gutter through Westminister.	CO	2023	\$11,436.80	Federal	LABR	STBG <SKFAST	\$2,803,461.00	
109435	LACRPC	ALL	ALL SR 117 23.90	ODOT	Exempt	Westminister Ohio	Project to resurface, add sidewalks, lighting and curb and gutter through Westminister.	CO	2023	\$111,735.20	Federal	LABR	5K POP FAST	\$2,803,461.00	
109435	LACRPC	ALL	ALL SR 117 23.90	ODOT	Exempt	Westminister Ohio	Project to resurface, add sidewalks, lighting and curb and gutter through Westminister.	CO	2023	\$2,859.20	State	LABR	State Funds (S,O)	\$2,803,461.00	
109435	LACRPC	ALL	ALL SR 117 23.90	ODOT	Exempt	Westminister Ohio	Project to resurface, add sidewalks, lighting and curb and gutter through Westminister.	CO	2023	\$27,933.80	State	LABR	State Funds (S,O)	\$2,803,461.00	
109435	LACRPC	ALL	ALL SR 117 23.90	ODOT	Exempt	Westminister Ohio	Project to resurface, add sidewalks, lighting and curb and gutter through Westminister.	CO	2023	\$1,500,000.00	Federal	4837	5K POP FAST	\$2,803,461.00	
109435	LACRPC	ALL	ALL SR 117 23.90	ODOT	Exempt	Westminister Ohio	Project to resurface, add sidewalks, lighting and curb and gutter through Westminister.	CO	2023	\$160,000.00	Federal	4TA7	STBG <SKFAST	\$2,803,461.00	
109435	LACRPC	ALL	ALL SR 117 23.90	ODOT	Exempt	Westminister Ohio	Project to resurface, add sidewalks, lighting and curb and gutter through Westminister.	CO	2023	\$163,384.80	Federal	4PF7	STBG <SKFAST	\$2,803,461.00	
109435	LACRPC	ALL	ALL SR 117 23.90	ODOT	Exempt	Westminister Ohio	Project to resurface, add sidewalks, lighting and curb and gutter through Westminister .	CO	2023	\$13,054.10	Federal	4PF7	STBG <SKFAST	\$2,803,461.00	
109435	LACRPC	ALL	ALL SR 117 23.90	ODOT	Exempt	Westminister Ohio	Project to resurface, add sidewalks, lighting and curb and gutter through Westminister .	CO	2023	\$180,000.00	Federal	4HJ7	HSIP FAST	\$2,803,461.00	
109435	LACRPC	ALL	ALL SR 117 23.90	ODOT	Exempt	Westminister Ohio	Project to resurface, add sidewalks, lighting and curb and gutter through Westminister.	RW	2021	\$240,000.00	Federal	4FS7	State Funds (S,O)	\$2,803,461.00	
109435	LACRPC	ALL	ALL SR 117 23.90	ODOT	Exempt	Westminister Ohio	Project to resurface, add sidewalks, lighting and curb and gutter through Westminister.	RW	2021	\$60,000.00	State	4PS7	State Funds (S,O)	\$2,803,461.00	
109435	LACRPC	ALL	ALL SR 117 23.90	ODOT	Exempt	Westminister Ohio	Project to resurface, add sidewalks, lighting and curb and gutter through Westminister.	RW	2021	\$72,000.00	federal	4FS7	State Funds (S,O)	\$2,803,461.00	
109435	LACRPC	ALL	ALL SR 117 23.90	ODOT	Exempt	Westminister Ohio	Project to resurface, add sidewalks, lighting and curb and gutter through Westminister.	RW	2021	\$18,000.00	State	4PS7	State Funds (S,O)	\$2,803,461.00	
109435	LACRPC	ALL	ALL SR 117 23.90	ODOT	Exempt	Westminister Ohio	Project to resurface, add sidewalks, lighting and curb and gutter through Westminister.	RW	2021	\$48,000.00	Federal	4FS7	State Funds (S,O)	\$2,803,461.00	
109435	LACRPC	ALL	ALL SR 117 23.90	ODOT	Exempt	Westminister Ohio	Project to resurface, add sidewalks, lighting and curb and gutter through Westminister.	RW	2021	\$12,000.00	State	4PS7	State Funds (S,O)	\$2,803,461.00	
Revised: 6-25-2020															

<div>TABLE 3-8</div> <div>HIGHWAY STIP DETAILED PROJECT DATA</div>														
PID	MPO/ RTPO	Locale	Project Name	Sponsoring Agency	AQ Status	Termini	Description	Phase	SFY	Line Amount	Fund Type	SAC	Bliing Fund Description	Total Project Cost
109803	LACRPC	ALL	ALL SR 65 0.00/3.94	ODOT	Exempt	On SR65 from the Auglaize CL to the SCL of Lima, excluding the concrete pavement at the IR75 interchange.	Resurface with asphalt concrete.	CO	2023	\$451,001.00	Local Match	LABR	Local Match	\$761,777.00
109803	LACRPC	ALL	ALL SR 65 0.00/3.94	ODOT	Exempt	On SR65 from the Auglaize CL to the SCL of Lima, excluding the concrete pavement at the IR75 interchange.	Resurface with asphalt concrete.	CO	2023	\$1,804.00	Federal	LABR	STBG 5-200k POP	\$761,777.00
109803	LACRPC	ALL	ALL SR 65 0.00/3.94	ODOT	Exempt	On SR65 from the Auglaize CL to the SCL of Lima, excluding the concrete pavement at the IR75 interchange.	Resurface with asphalt concrete.	CO	2023	\$12,688.80	Federal	LABR	STBG <5K FAST	\$761,777.00
109803	LACRPC	ALL	ALL SR 65 0.00/3.94	ODOT	Exempt	On SR65 from the Auglaize CL to the SCL of Lima, excluding the concrete pavement at the IR75 interchange.	Resurface with asphalt concrete.	CO	2023	\$3,172.20	State	LABR	State Funds (S,O)	\$761,777.00
109803	LACRPC	ALL	ALL SR 65 0.00/3.94	ODOT	Exempt	On SR65 from the Auglaize CL to the SCL of Lima, excluding the concrete pavement at the IR75 interchange.	Resurface with asphalt concrete.	CO	2023	\$814.40	State	LABR	State Funds (S,O)	\$761,777.00
109803	LACRPC	ALL	ALL SR 65 0.00/3.94	ODOT	Exempt	On SR65 from the Auglaize CL to the SCL of Lima, excluding the concrete pavement at the IR75 interchange.	Resurface with asphalt concrete.	CO	2023	\$15,034.20	Local Match	4BG7	Local Match	\$761,777.00
109803	LACRPC	ALL	ALL SR 65 0.00/3.94	ODOT	Exempt	On SR65 from the Auglaize CL to the SCL of Lima, excluding the concrete pavement at the IR75 interchange.	Resurface with asphalt concrete.	CO	2023	\$60,136.80	Federal	4PF7	STBG 5-200k POP	\$761,777.00
109803	LACRPC	ALL	ALL SR 65 0.00/3.94	ODOT	Exempt	On SR65 from the Auglaize CL to the SCL of Lima, excluding the concrete pavement at the IR75 interchange.	Resurface with asphalt concrete.	CO	2023	\$422,953.60	Federal	4PF7	STBG <5K FAST	\$761,777.00
109803	LACRPC	ALL	ALL SR 65 0.00/3.94	ODOT	Exempt	On SR65 from the Auglaize CL to the SCL of Lima, excluding the concrete pavement at the IR75 interchange.	Resurface with asphalt concrete.	CO	2023	\$108,580.80	Federal	4PF7	STBG 5-200k POP	\$761,777.00
109803	LACRPC	ALL	ALL SR 65 0.00/3.94	ODOT	Exempt	On SR65 from the Auglaize CL to the SCL of Lima, excluding the concrete pavement at the IR75 interchange.	Resurface with asphalt concrete.	CO	2023	\$27,145.20	State	4PS7	State Funds (S,O)	\$761,777.00
109803	LACRPC	ALL	ALL SR 65 0.00/3.94	ODOT	Exempt	On SR65 from the Auglaize CL to the SCL of Lima, excluding the concrete pavement at the IR75 interchange.	Resurface with asphalt concrete.	CO	2023	\$105,738.40	State	4PS7	State Funds (S,O)	\$761,777.00
110163	LACRPC	ALL	ALL/PUT SR 115 0.00/0.00	ODOT	Exempt	On SR 115 in Allen and Putnam counties	Resurfacing with asphalt concrete	CO	2024	\$1,308.80	Federal	LABR	STBG 5-200k POP	\$810,645.00
110163	LACRPC	ALL	ALL/PUT SR 115 0.00/0.00	ODOT	Exempt	On SR 115 in Allen and Putnam counties	Resurfacing with asphalt concrete	CO	2024	\$5,905.20	State	LABR	State Funds (S,O)	\$810,645.00
110163	LACRPC	ALL	ALL/PUT SR 115 0.00/0.00	ODOT	Exempt	On SR 115 in Allen and Putnam counties	Resurfacing with asphalt concrete	CO	2024	\$327.20	State	LABR	State Funds (S,O)	\$810,645.00
110163	LACRPC	ALL	ALL/PUT SR 115 0.00/0.00	ODOT	Exempt	On SR 115 in Allen and Putnam counties	Resurfacing with asphalt concrete	CO	2024	\$23,620.80	Federal	LABR	STBG <5K FAST	\$810,645.00
110163	LACRPC	ALL	ALU I'-UT SR 115 0.00/0.00	ODOT	Exempt	On SR 115 in Allen and Putnam counties	Resurfacing with asphalt concrete	CO	2024	\$32,720.00	Federal	4PF7	STBG 5-200k POP	\$810,645.00
110163	LACRPC	ALL	ALL/PUT SR 115 0.00/0.00	ODOT	Exempt	On SR 115 In Allen and Putnam counties	Resurfacing with asphalt concrete	CO	2024	\$590,866.40	Federal	4PF7	STBG <5K FAST	\$810,645.00
110163	LACRPC	ALL	ALL/PUT SR 115 0.00/0.00	ODOT	Exempt	On SR 115 in Allen and Putnam counties	Resurfacing with asphalt concrete	CO	2024	\$8,180.00	State	4PS7	State Funds (S,O)	\$810,645.00
110163	LACRPC	ALL	ALL/PUT SR 115 0.00/0.00	ODOT	Exempt	On SR 115 in Allen and Putnam counties	Resurfacing with asphalt concrete	CO	2024	\$147,716.60	State	4PS7	State Funds (S,O)	\$810,645.00
110277	LACRPC	ALL	ALL Spencerville Road Sidewalks	Lima	Exempt	Along Spencerville Road from Cable Road to Pierce Street in the City of Lima.	Construct sidewalks.	CO	2023	\$26,315.79	Local Match	LNTP	Non Traditional Local Match	\$851,708.00
110277	LACRPC	ALL	ALL Spencerville Road Sidewalks	Lima	Exempt	Along Spencerville Road from Cable Road to Pierce Street in the City of Lima.	Construct sidewalks.	CO	2023	\$12,446.86	Local Match	LNTP	Non Traditional Local Match	\$851,708.00

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PIO	MPO/ RTPO	Locale	Project Name	Sponsoring Agency	AQ Status	Termini	Description	Phase	SFY	Line Amount	Fund Type	SAC	Billing Fund Description	Total Project Cost
110277	LACRPC	ALL	ALL Spencerville Road Sidewalks	Lima	Exempt	Along Spencerville Road from Cable Road to Pierce Street in the City of Lima.	Construct sidewalks.	CO	2023	\$759.68	Local Match	LNTP	Non Traditional Local Match	\$851,708.00
110277	LACRPC	ALL	ALL Spencerville Road Sidewalks	Lima	Exempt	Along Spencerville Road from Cable Road to Pierce Street in the City of Lima.	Construct sidewalks.	CO	2023	\$12,398.21	Local Match	LNTP	Non Traditional Local Match	\$851,708.00
110277	LACRPC	ALL	ALL Spencerville Road Sidewalks	Lima	Exempt	Along Spencerville Road from Cable Road to Pierce Street in the City of Lima.	Construct sidewalks.	CO	2023	\$235,566.00	Federal	4837	ALT FAST 5-200K	\$851,708.00
110277	LACRPC	ALL	ALL Spencerville Road Sidewalks	Lima	Exempt	Along Spencerville Road from Cable Road to Pierce Street in the City of Lima.	Construct sidewalks.	CO	2023	\$14,434.00	Federal	4B37	ALT FAST 5-200K	\$851,708.00
110277	LACRPC	ALL	ALL Spencerville Road Sidewalks	Lima	Exempt	Along Spencerville Road from Cable Road to Pierce Street in the City of Lima.	Construct sidewalks.	CO	2023	\$49,787.46	Federal	4TB7	CMAQ FAST	\$851,708.00
110277	LACRPC	ALL	ALL Spencerville Road Sidewalks	Lima	Exempt	Along Spencerville Road from Cable Road to Pierce Street in the City of Lima.	Construct sidewalks.	CO	2023	\$500,000.00	Federal	4HJ7	HSIP FAST	\$851,708.00
110312	LACRPC	ALL	ALL LACRPC FY 22 Reg Trans Ping	Lima (TCC)	Exempt	0	LACRPC SFY 2022 Regional Transportation Planning Program Supplemental funds	SP	2022	\$200,000.00	Federal	4TD7	STBG 5-200k POP	\$200,000.00
110313	LACRPC	ALL	ALL LACRPC FY23 Reg Trans Ping	Lima (TCC)	Exempt	0	LACRPC SFY 2023 Regional Transportation Planning Program Supplemental funds	SP	2023	\$200,000.00	Federal	4TD7	STBG 5-200k POP	\$200,000.00
110428	LACRPC	ALL	ALL SR 309 18.19/23.33	ODOT	Exempt	At the SR 309 intersections with Thayer Rd and Napoleon Rd.	Intersection improvements to increase safety and improve operation.	CO	2022	\$40,790.40	Federal	LABR	STBG <5K FAST	\$6,115,620.00
110428	LACRPC	ALL	ALL SR 309 18.19/23.33	ODOT	Exempt	At the SR 309 intersections with Thayer Rd and Napoleon Rd.	Intersection improvements to increase safety and improve operation.	CO	2022	\$10,197.60	State	LABR	State Funds (S,O)	\$6,115,620.00
110428	LACRPC	ALL	ALL SR 309 18.19/23.33	ODOT	Exempt	At the SR 309 intersections with Thayer Rd and Napoleon Rd.	Intersection improvements to increase safety and improve operation.	CO	2022	\$280,000.00	Federal	LABR	HSIP FAST	\$6,115,620.00
110428	LACRPC	ALL	ALL SR 309 18.19/23.33	ODOT	Exempt	At the SR 309 intersections with Thayer Rd and Napoleon Rd.	Intersection improvements to increase safety and improve operation.	CO	2022	\$407,904.00	Federal	4PF7	STBG <5K FAST	\$6,115,620.00
110428	LACRPC	ALL	ALL SR 309 18.19/23.33	ODOT	Exempt	At the SR 309 intersections with Thayer Rd and Napoleon Rd.	Intersection improvements to increase safety and improve operation.	CO	2022	\$4,000,000.00	Federal	4HJ7	HSIP FAST	\$6,115,620.00
110428	LACRPC	ALL	ALL SR 309 18.19/23.33	ODOT	Exempt	At the SR 309 intersections with Thayer Rd and Napoleon Rd.	Intersection improvements to increase safety and improve operation.	RW	2021	\$180,000.00	State	4BC7	State Funds (S,O)	\$6,115,620.00
110428	LACRPC	ALL	ALL SR 309 18.19/23.33	ODOT	Exempt	At the SR 309 intersections with Thayer Rd and Napoleon Rd.	Intersection improvements to increase safety and improve operation.	DD	2021	\$100,000.00	State	4BC7	State Funds (S,O)	\$6,115,620.00
110428	LACRPC	ALL	ALL SR 309 18.19/23.33	ODOT	Exempt	At the SR 309 intersections with Thayer Rd and Napoleon Rd.	Intersection improvements to increase safety and improve operation.	RW	2021	\$132,000.00	State	4BC7	State Funds (S,O)	\$6,115,620.00
110428	LACRPC	ALL	ALL SR 309 18.19/23.33	ODOT	Exempt	At the SR 309 intersections with Thayer Rd and Napoleon Rd.	Intersection improvements to increase safety and improve operation.	CO	2022	\$101,976.00	State	4PS7	State Funds (S,O)	\$6,115,620.00
110428	LACRPC	ALL	ALL SR 309 18.19/23.33	ODOT	Exempt	At the SR 309 intersections with Thayer Rd and Napoleon Rd.	Intersection improvements to increase safety and improve operation.	RW	2021	\$150,000.00	State	4BC7	State Funds (S,O)	\$6,115,620.00
110706	LACRPC	ALL	ALL/HAN SR 103 0.29/1.79/0.00	ODOT	Exempt	On SR 103 in the Village of Bluffton	Resurface with asphalt concrete.	CO	2023	\$19,305.60	Federal	LABR	STBG <5K FAST	\$627,448.00
110706	LACRPC	ALL	ALL/HAN SR 103 0.29/1.79/0.00	ODOT	Exempt	On SR 103 in the Village of Bluffton	Resurface with asphalt concrete.	CO	2023	\$4,826.40	State	LABR	State Funds (S,O)	\$627,448.00
110706	LACRPC	ALL	ALL/HAN SR 103 0.29/1.79/0.00	ODOT	Exempt	On SR 103 in the Village of Bluffton	Resurface with asphalt concrete.	CO	2023	\$482,652.80	Federal	4PF7	STBG <5K FAST	\$627,448.00
110706	LACRPC	ALL	ALL/HAN SR 103 0.29/1.79/0.00	ODOT	Exempt	On SR 103 in the Village of Bluffton	Resurface with asphalt concrete.	CO	2023	\$120,663.20	State	4PS7	State Funds (S,O)	\$627,448.00
110929	LACRPC	ALL	ALL Nutrien Ltd.	ACEO	Exempt	Ft. Amanda, Buckeye and McClain roads in Allen County	The county will widen and repair, improve intersections and replace traffic signals to the Industrial Corridor of Ft. Amanda, Buckeye and McClain roads.	CO	2021	\$423,000.00	Local Match	LNTP	Non Traditional Local Match	\$1,500,000.00
110929	LACRPC	ALL	ALL Nutrien Ltd.	ACEO	Exempt	Ft. Amanda, Buckeye and McClain roads in Allen County	The county will widen and repair, improve intersections and replace traffic signals to the Industrial Corridor of Ft. Amanda, Buckeye and McClain roads.	CO	2021	\$585,000.00	Local Match	LNTP	Non Traditional Local Match	\$1,500,000.00

TABLE 3-8 HIGHWAY STIP DETAILED PROJECT DATA															
PID	MPO/ RTPO	Locale	Project Name	Sponsoring Agency	AQ Status	Termini	Description	Phase	SFY	Line Amount	Fund Type	SAC	Billing Fund Description	Total Project Cost	
110929	LACRPC	ALL	ALL Nutrien Ltd.	ACEO	Exempt	Ft. Amanda, Buckeye and McClain roads in Allen County	The county will widen and repair, improve intersections and replace traffic signals to the industrial Corridor of Ft. Amanda, Buckeye and McClain roads.	CO	2021	\$292,000.00	State	4JC7	State Funds (S,O)	\$1,500,000.00	
110929	LACRPC	ALL	ALL Nutrien Ltd.	ACEO	Exempt	Ft. Amanda, Buckeye and McClain roads in Allen County	The county will widen and repair, improve intersections and replace traffic signals to the Industrial Corridor of Ft. Amanda, Buckeye and McClain roads.	CO	2021	\$200,000.00	State	4TM7	State Funds (S,O)	\$1,500,000.00	
111220	LACRPC	HAN	HAN SR 103 0.00	Bluffton	Exempt	In the Village of Bluffton along SR 103 to Commerce Lane then north on Commerce Lane to the Lions Way Trail	Construct a shared use path along SR 103/Jefferson Street from County Line Road to approx. 300 ft east of Commerce Ln and along Commerce Ln to connect to the Lions Way Trail.	CO	2023	\$89,663.00	Local Match	LABR	Local Match	\$1,370,563.00	
111220	LACRPC	HAN	HAN SR 103 0.00	Bluffton	Exempt	In the Village of Bluffton along SR 103 to Commerce Lane then north on Commerce Lane to the Lions Way Trail	Construct a shared use path along SR 103/Jefferson Street from County Line Road to approx. 300 ft east of Commerce Ln and along Commerce Ln to connect to the Lions Way Trail.	CO	2023	\$396,689.47	Local Match	4BG7	Local Match	\$1,370,563.00	
111220	LACRPC	HAN	HAN SR 103 0.00	Bluffton	Exempt	In the Village of Bluffton along SR 103 to Commerce Lane then north on Commerce Lane to the Lions Way Trail	Construct a shared use path along SR 103/Jefferson Street from County Line Road to approx. 300 ft east of Commerce Ln and along Commerce Ln to connect to the Lions Way Trail.	CO	2023	\$44,210.53	Local Match	4BG7	Local Match	\$1,370,563.00	
111220	LACRPC	HAN	HAN SR 103 0.00	Bluffton	Exempt	In the Village of Bluffton along SR 103 to Commerce Lane then north on Commerce Lane to the Lions Way Trail	Construct a shared use path along SR 103/Jefferson Street from County Line Road to approx. 300 ft east of Commerce Ln and along Commerce Ln to connect to the Lions Way Trail.	CO	2023	\$840,000.00	Federal	4837	5K POP FAST	\$1,370,563.00	
111375	LACRPC	ALL	ALL US 30 15.50	ODOT	Exempt	US 30 in Allen County from Mayberry Rd. to Cool Rd.	Construct an RCUT at the Thayer Road intersection with US30. Project will also construct cul-de-sacs at the Mayberry Road and Cool Road intersections with US 30.	CO	2022	\$117,600.00	Federal	LABR	HSIP FAST	\$2,580,000.00	
111375	LACRPC	ALL	ALL US 30 15.50	ODOT	Exempt	US 30 in Allen County from Mayberry Rd. to Cool Rd.	Construct an RCUT at the Thayer Road intersection with US30. Project will also construct cul-de-sacs at the Mayberry Road and Cool Road intersections with US 30.	CO	2022	\$29,400.00	State	LABR	State Funds (S,O)	\$2,580,000.00	
111375	LACRPC	ALL	ALL US 30 15.50	ODOT	Exempt	US 30 in Allen County from Mayberry Rd. to Cool Rd.	Construct an RCUT at the Thayer Road intersection with US30. Project will also construct cul-de-sacs at the Mayberry Road and Cool Road intersections with US 30.	CO	2022	\$1,890,000.00	Federal	4HJ7	HSIP FAST	\$2,580,000.00	
111375	LACRPC	ALL	ALL US 30 15.50	ODOT	Exempt	US 30 in Allen County from Mayberry Rd. to Cool Rd.	Construct an RCUT at the Thayer Road intersection with US30. Project will also construct cul-de-sacs at the Mayberry Road and Cool Road intersections with US 30.	DD	2022	\$29,700.00	Federal	4HJ7	HSIP FAST	\$2,580,000.00	
111375	LACRPC	ALL	ALL US 30 15.50	ODOT	Exempt	US 30 in Allen County from Mayberry Rd. to Cool Rd.	Construct an RCUT at the Thayer Road intersection with US30. Project will also construct cul-de-sacs at the Mayberry Road and Cool Road intersections with US 30.	CO	2022	\$210,000.00	State	4BC7	State Funds (S,O)	\$2,580,000.00	
111375	LACRPC	ALL	ALL US 30 15.50	ODOT	Exempt	US 30 in Allen County from Mayberry Rd. to Cool Rd.	Construct an RCUT at the Thayer Road intersection with US30. Project will also construct cul-de-sacs at the Mayberry Road and Cool Road intersections with US 30.	DD	2022	\$3,300.00	State	4BC7	State Funds (S,O)	\$2,580,000.00	
111631	LACRPC	ALL	ALL Main Street/Market Street	Lima	Exempt	Intersection of Main Street and Market Street in the City of Lima	Construct a roundabout at the intersection of Main Street and Market Street in the City of Lima.	CO	2022	\$97,777.00	Local Match	LNTP	Non Traditional Local Match	\$1,075,554.78	

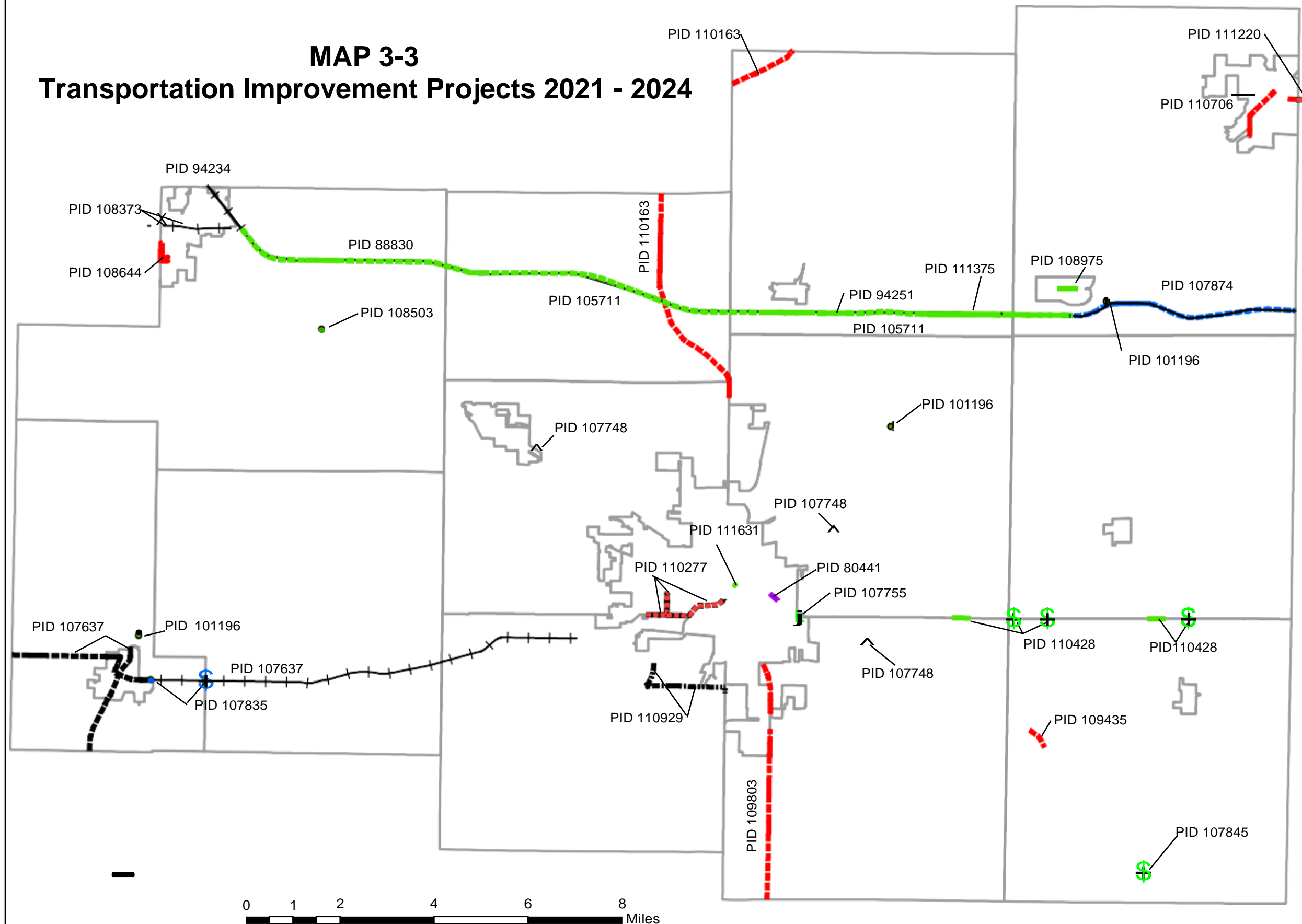
<div>TABLE 3-8</div> <div>HIGHWAY STIP DETAILED PROJECT DATA</div>														
PIO	MPO/ RTPO	Locale	Project Name	Sponsoring Agency	AQ Status	Termini	Description	Phase	SFY	Line Amount	Fund Type	SAC	Billing Fund Description	Total Project Cost
111631	LACRPC	ALL	ALL Main Street/Market Street	Lima	Exempt	Intersection of Main Street and Market Street in the City of Lima	Construct a roundabout at the intersection of Main Street and Market Street in the City of Lima.	CO	2022	\$97,777.78	Local Match	LNTP	Non Traditional Local Match	\$1,075,554.78
111631	LACRPC	ALL	ALL Main Street/Market Street	Lima	Exempt	Intersection of Main Street and Market Street in the City of Lima	Construct a roundabout at the intersection of Main Street and Market Street in the City of Lima.	CO	2022	\$880,000.00	Federal	4HJ7	HSIP FAST	\$1,075,554.78
111638	LACRPC , MPO	001	D01 GR FY2021	ODOT	Exempt	Various routes and sections throughout District One.	Repair or replace guardrail sections and/or posts as needed on various routes. Replace Type A anchor assemblies on NHS Routes.	CO	2021	\$35,000.00	State	LABR	State Funds (S,O)	\$1,407,050.00
111638	LACRPC, MPO	001	D01 GR FY2021	ODOT	Exempt	Various routes and sections throughout District One.	Repair or replace guardrail sections and/or posts as needed on various routes. Replace Type A anchor assemblies on NHS Routes.	CO	2021	\$57,050.00	Federal	LABR	HSIP FAST	\$1,407,050.00
111638	LACRPC , MPO	D01	D01 GR FY2021	ODOT	Exempt	Various routes and sections throughout District One.	Repair or replace guardrail sections and/or posts as needed on various routes. Replace Type A anchor assemblies on NHS Routes.	CO	2021	\$815,000.00	Federal	4HJ7	HSIP FAST	\$1,407,050.00
111638	LACRPC, MPO	D01	D01 GR FY2021	ODOT	Exempt	Various routes and sections throughout District One.	Repair or replace guardrail sections and/or posts as needed on various routes. Replace Type A anchor assemblies on NHS Routes.	CO	2021	\$500,000.00	State	4PS7	State Funds (S,O)	\$1,407,050.00
112378	LACRPC	ALL	ALL LACRPC FY 24 Reg Trans Ping	Lima (TCC)	Exempt	0	LACRPC SFY 2024 Regional Transportation Planning Program Supplemental funds	SP	2024	\$200,000.00	Federal	4TD7	STBG 5-200k POP	\$200,000.00

<div>TABLE 3-9</div> <div>PROJECT DETAILS FOR TRANSIT SFY 2021-2024 S/TIP LIST</div>																
PID	Grantee Primary MPO	Grantee Primary County	Grantee Agency (Transit Agency)	ALI	ALI Description	Quantity	ODOT District	Project Name	Project Description	Air Quality Indicator	State Fiscal Year	SUM Total Amount (with TDC)	SAC.	Fund Type	Fund Detail Description	Total Project Cost
112510	LACRPC	Allen	Agencies in LACRPC Region (Planning)	11.12.15	Buy Replacements - Vans	0	11	2021-5310-Rural Non-Traditional	Federal Award Identification Number (FAIN): OH-2019-038-00 Grant Name: CY 2020 Section 5310 Grant Transit Database Name: 5310-038-2020 PIO:	Exempt	2021	\$702,141.00	TER5	5310/SPRU	16.DS Specialized Programs - Rural	\$877,677.00
112510	LACRPC	Allen	Agencies in LACRPC Region (Planning)	11.12.15	Buy Replacements - Vans	0	11	2021-5310-Rural Non-Traditional	Federal Award Identification Number (FAIN): OH-2019-038-00 Grant Name: CY 2020 Section 5310 Grant Transit Database Name: 5310-038-2020 PIO:	Exempt	2021	\$175,536.00	LNTF	LNTF	Non Traditional Local Match	\$877,677.00
112514	LACRPC	Allen	Agencies in LACRPC Region (Planning)	11.12.15	Buy Replacements - Vans	0	11	2022-5310-ODOT Administered	Federal Award Identification Number (FAIN): OH-2019-038-00 Grant Name: CY 2020 Section 5310 Grant Transit Database Name: 5310-038-2020 PIO:	Exempt	2022	\$702,436.00	TER5	5310/SPRU	16.DS Specialized Programs - Rural	\$878,045.00
112514	LACRPC	Allen	Agencies in LACRPC Region (Planning)	11.12.15	Buy Replacements - Vans	0	11	2022-5310-ODOT Administered	Federal Award Identification Number (FAIN): OH-2019-038-00 Grant Name: CY 2020 Section 5310 Grant Transit Database Name: 5310-038-2020 PIO:	Exempt	2022	\$175,609.00	LNTF	LNTF	Non Traditional Local Match	\$878,045.00
112518	LACRPC	Allen	Agencies in LACRPC Region (Planning)	11.12.15	Buy Replacements - Vans	0	11	2023-5310-ODOT Administered	Federal Award Identification Number (FAIN): OH-2019-038-00 Grant Name: CY 2020 Section 5310 Grant Transit Database Name: 5310-038-2020 PIO:	Exempt	2023	\$729,523.20	TESS	5310/SPRU	16.DS Specialized Programs - Rural	\$911,904.00
112518	LACRPC	Allen	Agencies in LACRPC Region (Planning)	11.12.15	Buy Replacements - Vans	0	11	2023-5310-ODOT Administered	Federal Award Identification Number (FAIN): OH-2019-038-00 Grant Name: CY 2020 Section 5310 Grant Transit Database Name: 5310-038-2020 PIO:	Exempt	2023	\$182,380.80	LNTF	LNTF	Non Traditional Local Match	\$911,904.00
112524	LACRPC	Allen	Agencies in LACRPC Region (Planning)	11.12.15	Buy Replacements - Vans	0	11	2024-5310-0 DOT Administered	Federal Award Identification Number (FAIN): OH-2019-038-00 Grant Name: CY 2020 Section 5310 Grant Transit Database Name: 5310-038-2020 PIO:	Exempt	2024	\$729,523.02	TESS	5310/SPRU	16.DS Specialized Programs - Rural	\$911,904.00
112524	LACRPC	Allen	Agencies in LACRPC Region (Planning)	11.12.15	Buy Replacements - Vans	0	11	2024-5310-ODOT Administered	Federal Award Identification Number (FAIN): OH-2019-038-00 Grant Name: CY 2020 Section 5310 Grant Transit Database Name: 5310-038-2020 PIO:	Exempt	2024	\$182,380.98	LNTF	LNTF	Non Traditional Local Match	\$911,904.00
104584	LACRPC	Allen	ACRTA	30.09.01	Operating Assistance up to 50% Federal Share	0	1	ACRTA Operating Assistance 2021	Operating Assistance	Exempt	2021	\$669,432.00	FTAD	5307	Urban Formula Program	\$1,319,432.00
104584	LACRPC	Allen	ACRTA	30.09.01	Operating Assistance up to 50% Federal Share	0	1	ACRTA Operating Assistance 2021	Operating Assistance	Exempt	2021	\$440,000.00	LNTF	LNTF	Non Traditional Local Match	\$1,319,432.00
104584	LACRPC	Allen	ACRTA	30.09.01	Operating Assistance up to 50% Federal Share	0	1	ACRTA Operating Assistance 2021	Operating Assistance	Exempt	2021	\$21,000.00	4EQ5	GRF	General Revenue Fund	\$1,319,432.00
104584	LACRPC	Allen	ACRTA	30.09.01	Operating Assistance up to 50% Federal Share	0	1	ACRTA Operating Assistance 2021	Operating Assistance	Exempt	2021	\$189,000.00	4EG5	GRF	General Revenue Fund	\$1,319,432.00
104585	LACRPC	Allen	ACRTA	44.24.00	Short Range Transportation Planning	0	1	ACRTA Transit Planning 2021	Transit Planning	Exempt	2021	\$80,000.00	FTAD	5307	Urban Formula Program	\$100,000.00
104585	LACRPC	Allen	ACRTA	44.24.00	Short Range Transportation Planning	0	1	ACRTA Transit Planning 2021	Transit Planning	Exempt	2021	\$20,000.00	LNTF	LNTF	Non Traditional Local Match	\$100,000.00
111961	LACRPC	Allen	ACRTA	11.7A.00	Other Capital Items (Bus Preventive Maintenance)	0	1	ACRTA ADA Paratrans. and PM2022	ADA Paratransit Preventative Maintenance 2022	Exempt	2022	\$480,000.00	FTAD	530/	Urban Formula Program	\$640,000.00

<div>TABLE 3-9</div> <div>PROJECT DETAILS FOR TRANSIT SFY 2021-2024 S/TIP LIST</div>																
PIO	Grantee Primary MPO	Grantee Primary County	Grantee Agency (Transit Agency)	ALI	ALI Description	Quantity	ODOT District	Project Name	Project Description	Air Quality Indicator	State Fiscal Year	SUM Total Amount (with TDC)	SAC	Fund Type	Fund Detail Description	Total Project Cost
111961	LACRPC	Allen	ACRTA	11.7C.00	Other Capital Items (Bus Non Fixed Route ADA Paratransit)	0		ACRTA ADA Paratrans. and PM 2022	ADA Paratransit Preventative Maintenance 2022	Exempt	2022	\$32,000.00	FTAD	5307	Urban Formula Program	\$640,000.00
111961	LACRPC	Allen	ACRTA	11.7A.00	Other Capital Items (Bus Preventive Maintenance)	0	1	ACRTA ADA Paratrans. and PM 2022	ADA Paratransit Preventative Maintenance 2022	Exempt	2022	\$120,000.00	LNTTP	LNTTP	Non Traditional Local Match	\$640,000.00
111961	LACRPC	Allen	ACRTA	11.7C.00	Other Capital Items (Bus Non Fixed Route ADA Paratransit)	0	1	ACRTA ADA Paratrans. and PM 2022	ADA Paratransit/Preventative Maintenance 2022	Exempt	2022	\$8,000.00	LNTTP	LNTTP	Non Traditional Local Match	\$640,000.00
111962	LACRPC	Allen	ACRTA	30.09.01	Operating Assistance up to 50% Federal Share	0	1	ACRTA Operating Assistance 2022	Operating Assistance	Exempt	2022	\$749,432.00	FTAD	5307	Urban Formula Program	\$1,399,432.00
111962	LACRPC	Allen	ACRTA	30.09.01	Operating Assistance up to 50% Federal Share	0	1	ACRTA Operating Assistance 2022	Operating Assistance	Exempt	2022	\$440,000.00	LNTTP	LNTTP	Non Traditional Local Match	\$1,399,432.00
111962	LACRPC	Allen	ACRTA	30.09.01	Operating Assistance up to 50% Federal Share	0	1	ACRTA Operating Assistance 2022	Operating Assistance	Exempt	2022	\$189,000.00	4TT7	GRF	General Revenue Fund	\$1,399,432.00
111962	LACRPC	Allen	ACRTA	30.09.01	Operating Assistance up to 50% Federal Share	0	1	ACRTA Operating Assistance 2022	Operating Assistance	Exempt	2022	\$21,000.00	4EV5	GRF	General Revenue Fund	\$1,399,432.00
111965	LACRPC	Allen	ACRTA	11.7A.00	Other Capital Items (Bus Preventive Maintenance)	0	1	ACRTA ADA Paratrans. and PM 2021	ADA Paratransit Preventive Maintenance 2021	Exempt	2021	\$480,000.00	FTAD	5307	Urban Formula Program	\$640,000.00
111965	LACRPC	Allen	ACRTA	11.7C.00	Other Capital Items (Bus Non Fixed Route ADA Paratransit)	0	1	ACRTA ADA Paratrans. and PM 2021	ADA Paratransit Preventive Maintenance 2021	Exempt	2021	\$32,000.00	FTAD	5307	Urban Formula Program	\$640,000.00
111965	LACRPC	Allen	ACRTA	11.7C.00	Other Capital Items (Bus Non Fixed Route ADA Paratransit)	0	1	ACRTA ADA Paratrans. and PM 2021	ADA Paratransit Preventive Maintenance 2021	Exempt	2021	\$8,000.00	LNTTP	LNTTP	Non Traditional Local Match	\$640,000.00
111965	LACRPC	Allen	ACRTA	11.7A.00	Other Capital Items (Bus Preventive Maintenance)	0	1	ACRTA ADA Paratrans. and PM 2021	ADA Paratransit/Preventive Maintenance 2021	Exempt	2021	\$120,000.00	LNTTP	LNTTP	Non Traditional Local Match	\$640,000.00
111966	LACRPC	Allen	ACRTA	30.09.01	Operating Assistance up to 50% Federal Share	0	1	ACRTA Operating Assistance 2023	Operating Assistance	Exempt	2023	\$749,432.00	FTAD	5307	Urban Formula Program	\$1,399,432.00
111966	LACRPC	Allen	ACRTA	30.09.01	Operating Assistance up to 50% Federal Share	0	1	ACRTA Operating Assistance 2023	Operating Assistance	Exempt	2023	\$440,000.00	LNTTP	LNTTP	Non Traditional Local Match	\$1,399,432.00
111966	LACRPC	Allen	ACRTA	30.09.01	Operating Assistance up to 50% Federal Share	0	1	ACRTA Operating Assistance 2C23	Operating Assistance	Exempt	2023	\$189,000.00	4TT7	GRF	General Revenue Fund	\$1,399,432.00
111966	LACRPC	Allen	ACRTA	30.09.01	Operating Assistance up to 50% Federal Share	0	1	ACRTA Operating Assistance 2023	Operating Assistance	Exempt	2023	\$21,000.00	4EV5	GRF	General Revenue Fund	\$1,399,432.00
111971	LACRPC	Allen	ACRTA	11.7C.00	Other Capital Items (Bus Non Fixed Route ADA Paratransit)	0	1	ACRTA ADA Paratrans. and PM 2023	ADA Paratransit Preventive Maintenance 2023	Exempt	2023	\$32,000.00	FTAD	5307	Urban Formula Program	\$640,000.00
111971	LACRPC	Allen	ACRTA	11.7A.00	Other Capital Items (Bus Preventive Maintenance)	0	1	ACRTA ADA Paratrans. and PM 2023	ADA Paratransit/Preventive Maintenance 2023	Exempt	2023	\$480,000.00	FTAD	5307	Urban Formula Program	\$640,000.00

<p>TABLE 3-9 PROJECT DETAILS FOR TRANSIT SFY 2021-2024 S/TIP LIST</p>																
PID	Grantee Primary MPO	Grantee Primary County	Grantee Agency (Transit Agency)	ALI	ALI Description	Quantity	ODOT District	Project Name	Project Description	Air Quality Indicator	State Fiscal Year	SUM Total Amount (with TDC)	SAC	Fund Type	Fund Detail Description	Total Project Costs
111971	LACRPC	Allen	ACRTA	11.7C.00	Other Capital Items (Bus Non Fixed Route ADA Paratransit)	0	1	ACRTA ADA Paratrans. and PM 2023	ADA Paratransit/Preventive Maintenance 2023	Exempt	2023	\$8,000.00	LNTP	LNTP	Non Traditional Local Match	\$640,000.00
111971	LACRPC	Allen	ACRTA	11.7A.00	Other Capital Items (Bus Preventive Maintenance)	0	1	ACRTA ADA Paratrans. and PM 2023	ADA Paratransit/Preventive Maintenance 2023	Exempt	2023	\$120,000.00	LNTP	LNTP	Non Traditional Local Match	\$640,000.00
111972	LACRPC	Allen	ACRTA	30.09.01	Operating Assistance up to 50% Federal Share	0	1	ACRTA Operating Assistance 2024	Operating Assistance	Exempt	2024	\$749,432.00	FTAD	5307	Urban Formula Program	\$1,399,432.00
111972	LACRPC	Allen	ACRTA	30.09.01	Operating Assistance up to 50% Federal Share	0	1	ACRTA Operating Assistance 2024	Operating Assistance	Exempt	2024	\$440,000.00	LNTP	LNTP	Non Traditional Local Match	\$1,399,432.00
111972	LACRPC	Allen	ACRTA	30.09.01	Operating Assistance up to 50% Federal Share	0	1	ACRTA Operating Assistance 2024	Operating Assistance	Exempt	2024	\$21,000.00	4EV5	GRF	General Revenue Fund	\$1,399,432.00
111972	LACRPC	Allen	ACRTA	30.09.01	Operating Assistance up to 50% Federal Share	0	1	ACRTA Operating Assistance 2024	Operating Assistance	Exempt	2024	\$189,000.00	4TT7	GRF	General Revenue Fund	\$1,399,432.00
111974	LACRPC	Allen	ACRTA	11.7A.00	Other Capital Items (Bus Preventive Maintenance)	0	1	ACRTA ADA Paratrans. and PM 2024	ADA Paratransit/Preventive Maintenance 2024	Exempt	2024	\$480,000.00	FTAD	5307	Urban Formula Program	\$640,000.00
111974	LACRPC	Allen	ACRTA	11.7C.00	Other Capital Items (Bus Non Fixed Route ADA Paratransit)	0	1	ACRTA ADA Paratrans. and PM 2024	ADA Paratransit/Preventive Maintenance 2024	Exempt	2024	\$32,000.00	FTAD	5307	Urban Formula Program	\$640,000.00
111974	LACRPC	Allen	ACRTA	11.7C.00	Other Capital Items (Bus Non Fixed Route ADA Paratransit)	0	1	ACRTA ADA Paratrans. and PM 2024	ADA Paratransit/Preventive Maintenance 2024	Exempt	2024	\$8,000.00	LNTP	LNTP	Non Traditional Local Match	\$640,000.00
111974	LACRPC	Allen	ACRTA	11.7A.00	Other Capital Items (Bus Preventive Maintenance)	0	1	ACRTA ADA Paratrans. and PM 2024	ADA Paratransit/Preventive Maintenance 2024	Exempt	2024	\$120,000.00	LNTP	LNTP	Non Traditional Local Match	\$640,000.00
112576	LACRPC	Allen	ACRTA	11.12.02	Buy Replacements – Bus STD 35 FT	8	1	ACRTA 5339 GA Projects	5339 funds for the Governor’s Apportionment areas	Exempt	2024	\$190,066.00	FTAD	5339/0002	Bus & Bus Facilities	\$1,739,172.00
112576	LACRPC	Allen	ACRTA	11.12.02	Buy Replacements – Bus STD 35 FT	8	1	ACRTA 5339 GA Projects	5339 funds for the Governor’s Apportionment areas	Exempt	2023	\$190,066.00	FTAD	5339/0002	Bus & Bus Facilities	\$1,739,172.00
112576	LACRPC	Allen	ACRTA	11.12.02	Buy Replacements – Bus STD 35 FT	2	1	ACRTA 5339 GA Projects	5339 funds for the Governor’s Apportionment areas	Exempt	2021	\$952,974.00	FTAD	5339/0002	Bus & Bus Facilities	\$1,739,172.00
112576	LACRPC	Allen	ACRTA	11.12.02	Buy Replacements – Bus STD 35 FT	8	1	ACRTA 5339 GA Projects	5339 funds for the Governor’s Apportionment areas	Exempt	2022	\$190,066.00	FTAD	5339/0002	Bus & Bus Facilities	\$1,739,172.00
112576	LACRPC	Allen	ACRTA	11.12.04	Buy Replacements – Bus STD 30 FT	3	1	ACRTA 5339 GA Projects	5339 funds for the Governor’s Apportionment areas	Exempt	2021	\$216,000.00	FTAD	5339/0002	Bus & Bus Facilities	\$1,739,172.00

MAP 3-3 **Transportation Improvement Projects 2021 - 2024**



Line Projects

- 2018- Safety
- 2021- Safety
- 2021- Rehabilitation
- 2021- Resurfacing
- 2022- Safety
- 2022- Rehabilitation
- 2023- Rehabilitation
- 2023- Pedestrian Facilities
- 2024- Rehabilitation

Spot Projects

- 2021- Bridge Preservation
- 2022- Bridge Preservation
- 2023- Bridge Preservation
- 2023- Bridge/Culvert Maint.
- 2024- Bridge Preservation
- 2021- Signal
- 2021- Resurfacing
- 2022- Signal
- 2022- Culvert
- 2024- Culvert



January 2020

SECTION 4

MAINTAINING THE EXISTING TRANSPORTATION SYSTEM

Pursuant to 23 CFR Section 450.324(e) of the Metropolitan Planning Regulations, the MPO shall consider the transportation system in its entirety as being adequately operated and maintained. Moreover, the MPO shall investigate the strategies and funding sources to ensure its continued operational capacities during the development of the Transportation Improvement Program. The LACRPC and local political subdivisions have undertaken various planning activities in order to maintain the adequacy of the existing transportation system. The community has developed and adopted access management regulations predicated upon previous regulations governing land development including zoning, subdivision and floodplain management regulations. The MPO has also underwritten various planning and engineering efforts aimed at improving traffic flow and minimizing congestion. The MPO has also supported attempts to address travel demand management supporting transit operations, paratransit coordination efforts, inclusion of pedestrian facilities in highway projects, and supporting stand-alone hike/bike facilities. These are ongoing efforts of the MPO which collaboratively work with ODOT, the local Transit Authority and area governments to deliver projects aimed at maintaining the existing transportation system. The remainder of this section reviews local efforts to maintain the transportation system highlighting existing funding for preservation and maintenance before turning to transit operations and the status of the FY 2018-2021 TIP.

4.1 Local Government Maintenance Efforts

Local governments take maintenance of the existing roadway system very seriously. Area political subdivisions make fiscal contributions to sustain the level of service currently enjoyed by local residents and visitors to the community. Local officials recognize that the maintenance of the system is critical to resident safety and hopes for continued economic growth. As testimony of the commitment local governments make towards maintaining transportation infrastructure consider the following accomplishments as the typical undertakings of the 20 political subdivisions bearing some responsibility for the maintenance of the local transportation system.

Allen County Engineer

The County Engineer's Office is charged with the responsibility to preserve and maintain highway safety on some 351 miles of roadway and 377 bridges. The County Engineer's Office also assist the townships and villages with the maintenance of their roadways – 550 and 248 miles respectively. In 2019 County crews painted yellow centerlines on 210 miles of county roads, 83 miles of township roads, and 21 miles of village roads. County crews necessarily addressed all railroad and school pavement marking legends, school crosswalks, lane arrows and stop bars at intersections. Crews also maintained some 5,300 traffic signs. Sealing and paving projects completed in 2019 reflected 85.11 miles of pavement sealed and 16.79 miles of roads paved. Improvements to township roads reflected the use of \$1.28 million in local dollars; and an additional \$1.07 million used for county roadway improvements. This does not include grant funding from the Ohio Public Works

Commission (\$673,000) and \$1.0 million in federal funding to grind, mill and pave portions of Elida Road east of the City of Delphos (\$700,000) and replace several sections of deteriorated guardrail (\$300,000). In addition, Allen County completed or awarded contracts to address the safety of the motoring public on 4 deficient bridges totaling \$1.14 million. Such costs do not reflect the costs associated with maintaining 204 miles of open ditch, 48 miles of waterways and 13 stormwater detention basins.



Due in part to the recent relatively mild winters the community has experienced extensive and repetitive periods of freezing and thawing which proved problematic to local drainage infrastructure and some bridges. In 2018 the Allen County Engineer expended \$449,207 of local monies on drainage and bridge improvements including catch basins, culverts, tile, hydro-cleaning, etc. CY 2019 saw expenditures decreased somewhat from 2018 to 2019 with roadway drainage costs totaling \$419,368 - such funding reflected no federal monies. CY 2019 project costs remain preliminary. Table 4-1 provides insights into related projects.

TABLE 4-1 DRAINAGE & BRIDGE IMPROVEMENT PROJECTS		
Project Type	Total Costs	
	2018	2019
Bridge	152,118	97,641
Catch Basin	29,348	26,069
Culvert	71,198	81,160
Ditch	14,381	14,447
Guardrail	11,258	1,970
Hydro-Cleaning	8,925	16,901
Log Jam Removal	11,012	8,278
Storm Sewer	105,833	63,805
Tree Removal	29,112	13,369
Other	43,022	56,371
Total	\$449,207	\$419,368

In addition to the local costs shown in 2018, the County awarded contracts for the Slabtown Road Bridge over Sugar Creek (\$499,048); 80% of which was funded by an OPWC grant. In addition to the costs shown in 2019, the Grubb Road Bridge project just north of Zion Church (\$309,413) was completed; 95% was federally funded.

City of Lima

The City of Lima has the responsibility for maintaining and operating some 165 miles of roadway, nearly 1,200 street lights, 104 traffic signals and thousands of traffic signs. The City looked to maintain and preserve an expansive transportation network addressing streets, bridges, and active transportation modes inclusive of sidewalks, bike lanes, and shared use paths. In 2018, the City of Lima partnered with ODOT in a \$4 million project to resurface SR 65 (West Street) from Grand Avenue to SR 115 with new storm sewers, curbs, gutters, sidewalks; Lima contributed \$247,911 in local non-federal funding. In 2018 and 2019 the City of Lima continued efforts to maintain traffic signals. The City updated the traffic signal at Sugar & Findlay as well as the signal at Central & Elm at a cost of \$80,385 and \$120,000 respectively. The City resurfaced 6.9 miles of local streets in 2018 and 5.9 miles of area streets with \$728,430 and \$985,000 respectively of non-federal funding. The City also underwrote a number of stormwater improvements to help

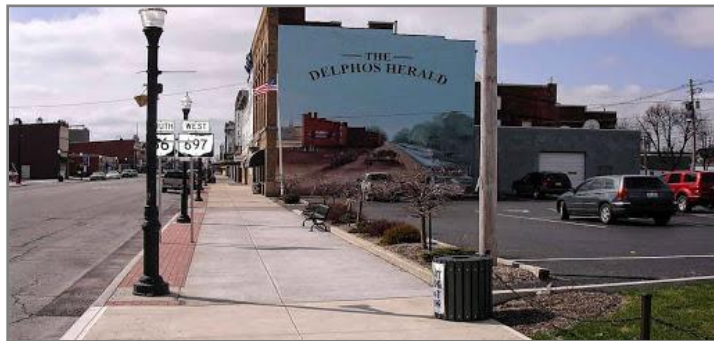


improve roadway safety including the Melrose (\$304,000) and Milburn (\$45,616) storm sewer projects. This was in addition to the continuing routine street sweeping and leaf pick-up to prevent water pollution. In 2019 the City updated its ADA Transition Plan and subsequently used a multitude of funding sources including CDBG Program funding to integrate new ramps and address deficient sidewalks in residential areas (\$112,284). The City also contributed \$95,000 in 2018 and 2019 to help support the services of the Regional Transit Authority.

City of Delphos

Examining the streets budget of the City of Delphos roughly \$529,221 and \$628,536 were expended for street maintenance and preservation in 2018 and 2019 respectively. During CY 2018 and CY 2019, 0.9 miles of streets were built/rebuilt, 0.6 miles of streets were chip/sealed, 0.85 miles were crack sealed, and 11.9 miles striped. The City of Delphos worked to maintain road rights-of-ways and completed surveys and inspections on its bridges and streets. The City also worked to extend its active transportation options as it undertook pedestrian audits and began writing a new ADA Transition Plan in 2019. In 2018, the City spent nearly \$9,550 for salt,

brine and snow removal costs; in 2019 winter weather services cost \$13,745. The City was successful in leveraging its local funds to secure state funds to replace 3 bridges over Flat Fork Creek (PID 103412/\$1.45 million) and to extend Coletta's Way after receiving \$.5 million from the Allen County RLF monies, ODOT 629 Program monies, and ODOT Jobs & Commerce funding.



The Village of Elida

Over CY 2018 and CY 2019, the Village of Elida expended local funding in the amount of \$225,280.62 in 2018 and \$183,124 in 2019. The Village was able to crack seal 2.4 miles, chip seal 0.9 miles and pave 0.5 miles of streets in 2018. In 2019, the Village was able to pave 1 mile



of streets with a full complement of curbs, catch basins, ADA ramps, storm sewer, sanitary sewer, water, and pavement markings including crosswalks. The Village was successful in using its local funds to leverage \$1.4 million in grants and loans from the Ohio Public Works Commission to accomplish such improvements. In 2019 the Village of Elida updated its ADA Transition Plan and initiated updates to the community's Safe Routes to School – Travel Plan.

The Village of Spencerville

In CY 2018 and CY 2019, the Village of Spencerville used its staff to maintain 14.5 miles of roadways, 754 traffic control signs, 217 overhead street lights, 2 traffic signals, 5 bridges and drainage facilities. The Village used \$230,502 in 2018 and \$301,927 in 2019 to address their roadway maintenance and preservation needs. In 2018 and 2019 collectively, the Village was able to cheap/seal 1.9 miles, grind/pave 1.5 miles, and pave 0.3 miles of village streets.



4.2 Local Funding & Maintenance Efforts

The availability of funding to address maintenance and improvements to the local transportation system has been inadequate. Not just in Allen County but across the state. With federal highway funding remaining relatively flat, reduced fuel sales tax, declining vehicle registrations, and inflationary factors minimizing the impact of available federal and state funding, local stakeholders looked internally for additional funding.

Local governments worked to support an increase in the permissive license plate fee and accepted a .1 sales levy to support the Transit Authority. Coupled with a modified share of the State gasoline tax, the distribution of new monies will now allow local governments to address existing system shortfalls and program new projects. While such funding increases were unavailable over the 2018-2019 period, local governments feel more assured and optimistic that they will be able to advance warranted projects in the future.

4.3 Allen County Regional Transit Authority

A requisite component of the TIP development process naturally includes a transit and paratransit element. The Allen County Regional Transit Authority (ACRTA) compiles and includes a Capital Improvement Program (CIP) schedule in order to meet their established goals and objectives and operate a fiscally sound and efficient transit system. The Transit Authority staff actively cooperates with the MPO in the CIP planning process and in the preparation of this document. For planning and programming purposes all of the ACRTA projects were determined to be exempt under air quality standards.



The Transit Authority's on-going efforts to monitor the system's effectiveness through ridership and revenue levels have continued. Under the terms of a Memorandum of Understanding, the Lima MPO will, in conjunction with the Transit Authority, prepare reports including but not limited to the operational assessments, development plans, ridership surveys, and complementary paratransit plan updates, to support development of the transit portion of the Transportation Improvement Program (TIP). Based on such assessments of the fixed route system, the Transit Authority will periodically recommend changes to the fixed route system to ensure fiscal accountability and an adequate level of service. Upon completing such service changes, the ACRTA will necessarily release new schedules and brochures outlining the system and its available services. The MPO will help to monitor fixed route and demand response services. The ACRTA and the MPO will also work to support demand management initiatives with the Mobility Manager aimed at standardizing data collection activities, increasing coordination across providers and decreasing passenger transportation costs. The MPO supports and facilitates intergovernmental cooperation and consensus building between the ACRTA and local units of government. The MPO will be responsible for preparing planning work documents for the ACRTA,



and submitting same to the Transit Authority in a timely fashion for their review and approval. The MPO will facilitate the public planning process to ensure that the ACRTA meets the program of project designs established by the Federal Transit Administration (FTA). Modifications to the draft documents will be made by the MPO in consultation with the ACRTA/ODOT. The ACRTA is responsible for the final approval and submittal of all planning documents.

The Regional Transit Authority has worked with ODOT and the MPO to better manage available funding for necessary rolling stock and maintenance equipment/facilities. ODOT policies allowing CMAQ monies to be used at 100% federal for capital rolling stock have been effectively pursued. The Transit Authority has only recently been able to identify new local sources of funding. Public demands for increased transit and paratransit services coupled with a new sales tax levy will allow the ACRTA to re-establish itself as a lead agency in local coordination activities with other public and private transportation providers.

During the 2018 and 2019 period the Transit Authority was forced to make a number of service changes to keep its doors open. Early morning and late evening hours as well as Saturday services were eliminated and routes collapsed or discontinued. While some new vehicles were purchased with 100% Federal funding, routes and drivers previously dismissed, new drivers will need to be hired and trained. The ACRTA is slowly re-introducing services and will continue to evaluate its services in terms of efficiency and cost-effectiveness and search for additional

alternate sources of local funding in order to acquire state and federal funds for the operation of the transit system.

4.4 Status of FY 2018-2019 TIP Projects

Metropolitan Planning Regulations require the Transportation Improvement Program (TIP) of each metropolitan area to facilitate integrated management and operation of transportation systems and facilities that function as an intermodal transportation system for the metropolitan planning area as well as an integral part of the transportation system for the State and the nation. For the TIP to be used as an effective management tool, the MPO is required to address changes in the status of projects previously programmed.

The maintenance of the current 2018-2021 TIP is an ongoing responsibility of the MPO. The MPO has reviewed and approved 36 resolutions to advance/amend/withdraw projects in the current TIP over the CY 2018 and CY 2019 period; deeming them necessary to maintain the accuracy, fiscal constraint and integrity of the TIP as a management tool. Coordination with ODOT Central and District offices has been essential to that end.

Recognizing that only FY 2018 and FY 2019 have run their course - the status of the current MPO funded TIP projects for FY 2018 reflect the following: the Elida Road Resurfacing project (PID 95503) was completed by the County Engineer with much adulation from local businesses and residents; the All SR 65 Resurfacing Project (PID 87188) supported the integration of storm sewers, gutters, curbs, and sidewalks. This \$4 million project improved the primary north/south corridor and required the cooperation and funding from the City of Lima, ODOT and the MPO. The Lima Elm Street Grade Separation Project (PID 80441) began with great fanfare. Media coverage and public support of the project was significant. However, because CenturyLink failed to move their fiber optic cables in advance of the project progress ground to a halt. Progress completed in 2019 was significant and reflected the shoo-fly removal, and the construction of Elm and Grove streets. The project scheduled to be completed in November 2019 has been pushed back to June 2020. As of the end of CY 2019, the \$9.2 million project is 76% complete. The final project of the MPO in the FY 2018 - FY 2019 period was PID 107925 that established funding to document and allow the updating of pavement condition ratings on all county and township roads in Allen County. This project, utilizing the PAVR system software was successfully launched and is currently being used to address pavement condition ratings and capital improvement programing by the County Engineer, 12 townships and the MPO.

SECTION 5

TRANSPORTATION IMPROVEMENT PROGRAM SUMMARY

This document details the FY 2021-2024 Transportation Improvement Program (TIP) for the Lima Urbanized Area. The TIP document is a coordinated project between the Lima-Allen County Regional Planning Commission (LACRPC), which is the Metropolitan Planning Organization (MPO) for the urbanized area, the Allen County Regional Transit Authority (ACRTA) and the Ohio Department of Transportation (ODOT). The goal of developing the TIP is to prioritize and program those transportation projects necessary to maintain and provide for a safe, efficient, economical and environmentally acceptable system for the transport of people and goods within the urbanized area. The TIP document's two objectives include establishing: (1) a fiscally constrained multi-modal transportation program for the four-year period documenting projects that are funded with state and federal funds; and, (2) a source reference document for federal/state agencies with oversight responsibilities including the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) as well as for local stakeholders and the general public.

Included in the document are details on federal/state planning requirements and regulations. With the support of ODOT Central Office and District One personnel, the LACRPC and ACRTA staff have completed the required transportation planning functions and complied with the public involvement issues identified by Federal legislation during the preparation of this document. The MPO and the Transit Authority reviewed issues regarding Federal compliance with Environmental Justice during the public outreach process.

5.1 Public Participation Summation

This document has been compiled pursuant to guidelines established in the Allen County MPO's Public Participation Plan. Outreach was inclusive. The DRAFT FY 2021-2024 TIP was made available for public comment for 21 days. A public meeting to be held on April 2, 2020 was advertised in The Lima News, the newspaper of largest distribution, but was cancelled to COVID-19 protocol. On March 24, 2020 the offices of the MPO closed, but the Agency did respond to requests for TIP-related information over the closure. Paper copies of the TIP were made available for distribution at various locations around the community including the City of Lima, City of Delphos, Office of the Allen County Engineer, and the Lima Public Library, as well as, the administrative offices of the ACRTA and the LACRPC. The MPO was careful to employ various visualization techniques during the public outreach process. Survey data, focus groups, community stakeholder meetings and the internal committee structure of the LACRPC provided valuable comment and insights during document development. The Draft and FINAL TIP documents were posted to the agency website and can be found at www.lacrpc.com. The process employed in developing this document was designed to meet the program of project requirements established by FTA. The public participation process for the TIP will also serve as the public participation process for the Allen County Regional Transit Authority's (ACRTA) program of projects, meeting the requirements of 49 U.S. Code § 5307(b). The document has been submitted to the FHWA and ODOT for their review and comment and once accepted will become an integral part of the State Transportation Improvement Program (STIP).

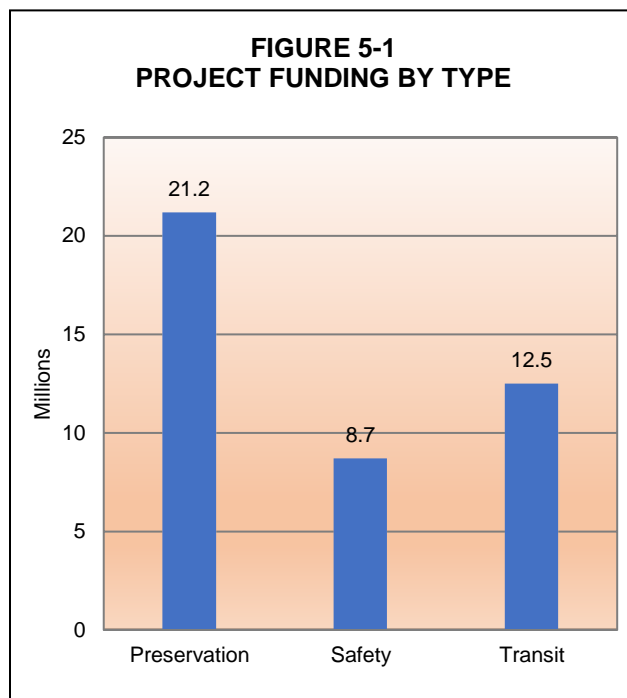
5.2 Consistency with Local Development Plans

The MPO facilitated and supported local communities to establish priorities and future community development plans reflective of population dynamics, housing needs, employment fluctuations, land use, and necessary infrastructure improvements including transportation. The MPO was cognizant of those plans and local priorities during the preparation of this document. All projects proposed to be included within the FY 2021-2024 STIP/TIP were reviewed for their consistency with the MPOs 2040 Transportation Plans stated goals and objectives and the performance measures adopted by the State of Ohio Department of Transportation, the MPO and the Transit Authority.

All projects were assessed with respect to supporting documentation. Particular emphasis was placed on existing community capital improvement program schedules and economic development strategies (2015, 2017, 2018, 2019), area hazard mitigation plans (2016), land use plans (2017, 2018, 2019), Active Transportation Plan (Amended 2019) and existing transit development opportunities (Comprehensive Operational Analysis & Management Plan (COA/2016) and Regional Public Transit Human Services Transportation Coordination Plan (2018)). The transit projects contained in this document have all been reviewed and found to be consistent with the Transit Authority's Capital Improvement Plans as contained in the COA, Strategic Plan (2019), and the MPO's 2040 Transportation Plan (2019). Development of this TIP was cognizant of current financial hardships and emphasized the need for local fiscal commitments to be established in order to secure federal funding and ensure MPO compliance with budgetary constraints.

5.3 Project Funding Summary

The TIP is a comprehensive listing and description of capital improvement projects scheduled for implementation over the next 4-year (FY 2021-2024) period. The document prepared by the Regional Planning Commission was supported with commentary and coordination from ODOT and the local Transit Authority as well as with input from local governments. The highway component of the TIP reflects a total of \$69.5 million of federal, state and local funds programmed over the course of the FY 2021-2024 period (see Table 3-1); the transit element reflects another \$12.5 million (see Table 3-2). An examination of TIP funding by project type reveals \$21.2 million of federal funds have been programmed for system preservation with \$13.1 (PID 88830, 107845, 111375) tied to US 30 and Non-Interstate NHS pavement conditions. Another \$8.7 million is slated for specific safety projects.



The allocation of MPO funding made available to the LACRPC is limited, most of the project funding herein reflects ODOT sponsored projects. Inclusive of federal fiscal funds carried over from FY 2020, the funding available to the MPO over the 4-year period reflects a total of \$7.6 million or approximately 10.5% of all projects (see Table 3-3).

An examination of the FY 2021-2024 TIP for strict highway capacity projects – those regionally significant projects that add lanes and signalization – reveals no new projects over the 4-year period.

APPENDICES

From: [Evelyn Smith](#)
To: ["ssstevenson@limanews.com"](mailto:ssstevenson@limanews.com)
Subject: FW: legal notice request
Date: Tuesday, March 10, 2020 3:26:00 PM
Attachments: [FY 2021-24 TIP legal notice.docx](#)

From: Eveiyn Smith <esmith@iacrpc.com>
Sent: Tuesday, March 10, 2020 9:41 AM
To: Melissa Sanchez <msanchez@aimmediamidwest.com>
Subject: legal notice request

Melissa: I have attached a notice of open house that must appear in The Lima News as a LEGAL NOTICE in the legal section and must appear only one time. Can this be published this Friday, March 13?

The RPC will need:

1. Notarized publication receipt; and
2. Tear sheet- the entire page.

If you have questions, please call me at the number below.

The billing address is
Lima Allen County Regional Planning Commission
130 W. North Street
Lima, OHN 45801
419-228-1836

Evelyn Smith, Senior Planner
Lima-Allen County Regional Planning Commission
130 W. North Street
Lima, OH 45801
419.228.1836 - telephone
419.228.3891 - facsimile
esmith@iacrpc.com - email
www.iacrpc.com - website

Page	1 of 1	03/10/2020 15:30:21	Ad Number	90177147
Order Number	90089301		Ad Key	
PO Number			Salesperson	LN31 - Melissa Sanchez
Customer	40010544 Lima Allen Co Regional Planning CcSectionmn		Publication	2001-The Lima News
Contact			Sub Section	Legals
Address1	130 W North St		Category	Legals
Address2			Dates Run	Legal Notices/Notices To Cred.
City St Zip	Lima OH 45801		Days	03/13/2020-03/13/2020
Phone	(419) 228-1836		Size	1
Fax			Words	2 x 3.19, 27 lines
Credit Card			Ad Rate	207
Printed By	SSTEVENSON		Ad Price	Legal - rxli05
Entered By	MSANCHEZ		Amount Paid	129.93
Keywords	Notice of Public Review and Invitation to Comment		Amount Due	0.00
Notes				129.93
Zones				

**Notice of Public Review and
Invitation to Comment on the
FY 2021-2024 Transportation Program**

The Lima-Allen County Regional Planning Commission (LACRPC) is soliciting public review and comment on the Agency's FY 2021-2024 Transportation Improvement Program (TIP). The TIP is an official listing of capital, highway, transit, pedestrian, bicycle, and bridge projects scheduled for construction with federal funds in Allen County over the next four-year period. Planning and engineering efforts are also identified. The public participation process for the TIP will also serve for the program of projects for the Allen County Regional Transit Authority (ACRTA).

An open house to discuss the FY 2021-2024 TIP will be held on April 2, 2020, from 2:00 to 6:00 p.m. at the LACRPC offices, located at 130 W. North St., Lima, Ohio. The FY 2021-2024 TIP is available for review and comment at the offices of the LACRPC, Monday through Friday between the hours of 8 a.m. and 5 p.m. The document is also available at the Lima Public Library, Allen County Commissioners' Office, and ACRTA. Alternatively, go to the LACRPC website at www.lacrpc.com and click on 'What's New', then scroll down and follow the link to the "Draft FY 2021-2024 Transportation Improvement Program".

Leoal #099 - March 13, 2020 (11)



OHIO DEPARTMENT OF TRANSPORTATION

Mike DeWine, *Governor*

Jack Marchbanks, Ph.D., *Director*

District 1

1885 North McCullough St., Lima, OH 45801

419-222-9055

transportation.ohio.gov

March 18, 2020

Dear Local Government Official:

You were previously sent a letter dated March 9, 2020 extending an invitation for your attendance to our Statewide Transportation Improvement Program (STIP) open house that was to be held on Thursday, April 2, 2020. As the Governor has declared a state of emergency in Ohio regarding concerns for public health due to COVID-19, The Ohio Department of Transportation (ODOT) has made adjustments in the public involvement outreach for the draft 2021-2024 STIP.

In lieu of public meetings/open houses, ODOT will be conducting an on-line public involvement outreach. The public will be able to review and comment on the TIPs and STIP on-line and will receive timely responses.

A section on the STIP page on the new ODOT website states "The draft 2021-2024 Ohio STIP is currently under development and will be available for public review and comment March 30 to April 10, 2020. Additional details on the public review and comment period will be coming. Please check back." When ODOT gets the on-line public involvement up and running it should be on this page or linked from this STIP page which is at <https://transportation.ohio.gov/wps/portal/jgov/odot/programs/stip/stip-landing>

The purpose of this public involvement 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 2021 through 2024.

If you have any questions or need additional information, please feel free to contact Charles Schreck, District STIP Coordinator, at 419-999-6856 or by email at Charles.Schreck@dot.ohio.gov.

Respectfully,

A handwritten signature in blue ink that reads "Chris A. Hughes".

Chris A Hughes, P.E.
District One Deputy Director

RECEIVED

MAR 23 2020

uma-AHen Ljoumy
Regional Planning Commission

Excellence in Government

ODOT is an Equal Opportunity Employer and Provider of Services

YOUR VIEW

Go on-line with regional planning

The team at the Lima Allen

County Regional Planning Commission stands with our community during this current worldwide pandemic. COVID-19 has turned our world upside down, causing just making day-to-day decisions challenging, and doing business even more difficult.

In lieu of in-person public meetings, the Commission has decided that most of the Commission's responsibilities will be conducted online. With that in mind, the Planning Commission has worked for the past several months to develop a list of transportation projects and programs to be completed in our community over the next four years, using federal funds. We are asking that you review the Draft FY 2021-2024 Transportation Improvement Program (TIP) and make your comments online. The Draft FY 2021-2024 TIP is currently available online at the Commission's website at www.lacrpc.com. On the homepage, click on "What's New" and scroll down to the Draft FY 2021-2024 Transportation

Improvement Program. Alternatively, click on the following link to go straight to the document - <https://www.lacrpc.com/pdfs/DRAFT%20FY%202021-2024%20TIP-February%202020.pdf>.

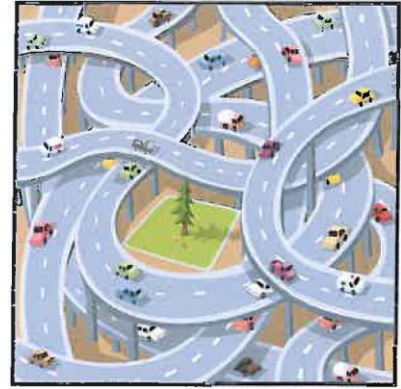
Comments can be made by clicking on "Comments?" at the top of the home page. In addition, the Ohio Department of Transportation (ODOT) District One is inviting review and comment on plans for similar projects being considered statewide. The Draft FY 2021-2024 Statewide Transportation Improvement Program (STIP) will be available online by March 30, 2020, at <https://transportation.ohio.gov/wps/portal/gov/odot/programs/stip/stip-landing>.

I want to express my thanks to everyone for what you're doing for our local communities, as we work together to right our world. Please let me know if you have questions.

Thomas M. Mazar, Executive Director

Lima Allen County Regional Planning Commission

If you want to talk about future
transportation projects in
Allen County ...
there is a time and place!



Open House
at the
Lima-Allen County
Regional Planning Commission
130 W. North Street
April 2, 2020
between 2:00 and 6:00 p.m.
the
Ohio Department of Transportation
and
Lima-Allen County Regional Planning Commission
will host an open house
to answer questions about the
2021-2024 State Transportation Improvement Program
and the
2021-2024 Transportation Improvement Program (local)

*If you want to attend and have special needs, please
call 419-228-1836 for more information.*



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LACRPC
@LACRPC

Tweets **207** Following **158** Followers **184**

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#GalaxyS20
Found with Galaxy S20 5G
Promoted by Samsung Mobile US
Eternal Atake
152K Tweets

#EmployeesAppreciationDay
12.6K Tweets

AR-15
16.7K Tweets

Brian Williams
49.7K Tweets

Li Li
93.7K Tweets

Social Security and Medicare
54.6K Tweets

#FridayMotivation
45K Tweets


#JobReport
Rob Portman is tweeting about this

#SpringForward
1,917 Tweets

What's happening?

LACRPC @LACRPC · 16s

If you want to talk about future transportation projects in Allen County



There will be an Open House at the Lima-Allen County Regional Planning Commission 130 W. North Street April 2, 2020 - between 2:00 and 6:00 p.m. to review and comment on the FY2021 - 2024 Statewide Transportation Improvement Program FY2021-2024 Transportation Improvement Program (local)

if you want to attend and have special needs, please call 419 228 1836 for more information.

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February Content Update: Including Season 2 of Netflix-Style Series 'The Inside Men' [dwr.it/RRNKNZ](#)



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FARE LIFE. REAL CONSEQUENCES.

From: [Evelyn Smith](#)
To: [iHeart - Chad Fast Cchadfast@iheartmedia.com](#); [iHeart - Todd Walker etoddwalke@iheartmedia.com](#); [Lima News - news releases Cinfo@limanews.com](#); [WLIO - Mike carpenter Cmcarpenter@wlio.com](#); [WTLW Community calendar Cdatebook@wtlw.com](#)
Subject: Withdraw - Community Calendar request
Date: Wednesday, March 18, 2020 2:26:00 PM

I am sorry, but because of COVID-19 protocols established by both the Governor of Ohio and the federal government, the Lima Allen County Regional Planning Commission will not hold the open house scheduled for April 2. Thank you for your understanding - Evelyn Smith

Evelyn Smith, Senior Planner
Lima-Allen County Regional Planning Commission
130 W. North Street
Lima, OH 45801
419.228.1836 - telephone
419.228.3891 - facsimile
esmith@lacrpc.com - email
www.lacrpc.com - website

From: Evelyn Smith <esmith@lacrpc.com>
Sent: Friday, March 6, 2020 12:37 PM
To: iHeart - Chad Fast (chadfast@iheartmedia.com) <chadfast@iheartmedia.com>; iHeart - Todd Walker (toddwalker@iheartmedia.com) <toddwalker@iheartmedia.com>; Lima News - news releases (info@limanews.com) <info@limanews.com>; WLIO - Mike Carpenter (mcarpenter@wlio.com) <mcarpenter@wlio.com>; WTLW Community Calendar (datebook@wtlw.com) <datebook@wtlw.com>
Subject: Community Calendar request

To answer questions about transportation improvements planning - both in Ohio and in Allen County, the Ohio Department of Transportation and the Lima Allen County Regional Planning Commission invites residents to an open house on Thursday, April 2 between 2 & 6:00 p.m., at 130 W. North Street, Lima,. Questions? Call 419-228-1836.

Evelyn Smith, Senior Planner
Lima-Allen County Regional Planning Commission
130 W. North Street
Lima, OH 45801
419.228.1836 - telephone
419.228.3891- facsimile
esmith@lacrpc.com - email
www.lacrpc.com - website


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What's happening?

LACRPC @LACRPC · 19s
If you want to know about future transportation projects in Allen County, the Planning Commission encourages your review and comment on the FY 2021-2024 Transportation Improvement Program. Click on the link below to learn more. [lacrpc.com/pdfs/DRAFT%20F...](https://www.lacrpc.com/pdfs/DRAFT%20FY%202021-2024%20TIP-Feb19.pdf)

If you want know about future transportation projects in Allen County!



You can review and comment on the
FY2021-2024 Transportation Improvement Program
Visit www.lacrpc.com to learn more!

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#OHSAA Executive Director @Jerry_Snodgrass will provide updates and answer questions live online at noon Thursday. Details are posted at [ohsaa.org/news](https://www.ohsaa.org/news).


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FY2021-2024 Transportation Improvement Program
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7 were here
17 post reach this week
90 people like this and 115 people follow this

Community 800 All
90 people like this
115 people follow this
7 check-ins

About 800 All

LACRPC Draft 2021-2024 TIP Review Comments

Thank you for putting together the 2021-2024 TIP document. There were just a few things that were noticed.

Just a suggestion for flow, switch sections 2.1 and 2.2 since it makes sense to go from performance-based planning right into what projects contribute to meeting the different targets

Missing Map 2-1 on page 2-8

Page 2-11 add a column to denote how/what projects contribute towards meeting the performance-based targets

- o i.e. safety, TTR, CMAQ...

Please include the 1997 Ozone Interagency Consultation document in the final TIP

Was there any change in priorities from the previous TIP to upcoming TIP? Please input a sentence or two explaining if there was or not.

Mehlo, Noel (FHWA)

From: Mehlo, Noel (FHWA)
Sent: Thursday, March 5, 2020 1:17 PM
To: Natasha.Turner@dot.ohio.gov
Subject: RE: Draft 2021-2024 S/TIP Highway Data for February - LACRPC

Natahsa,

I completed my review of the TIP for LACRPC. I found the draft TIP to be nicely done overall. Once all PI and other required elements are finalized, this document is well on its way to enabling ODOT to complete the required STIP actions leading to STIP approval. As the Division Office understands it as of today, FTA may need additional time to complete their reviews. We will keep you apprised of any developments in that regard. I offer the following comment(s):

- The draft TIP should include a reflection and/or discussion of "year of expenditure dollars" to clarify to the reader how the MPO incorporates this concept.
- The TIP should identify what agency implements each project or phase.

Noel F. Mehlo, Jr.
Planning & Environmental Specialist
FHWA Ohio Division Office; HPD-OH
200 North High Street, Room 328
Columbus, Ohio 43215-2408
(614) 280-6841 (Office)
(614) 259-3407 (Telework: M, W & F)
(614) 280-6876 (fax)

From: Natasha.Turner@dot.ohio.gov [mailto:Natasha.Turner@dot.ohio.gov]
Sent: Tuesday, February 4, 2020 5:09 PM
To: Andy Reser <areser@oki.org>; Carrie Whitaker (CWhitaker@eriecounty.oh.gov) <CWhitaker@eriecounty.oh.gov>; Cody Cresap <ccresap@bhjmpc.org>; dsnelting@bhjmpc.org; emay@mpo.noaca.org; gedeon@tmacog.org; Huss, Gregory <GHuss@LCOUNTY.com>; Jeff G. Dotson <JGDotson@starkcountyohio.gov>; Jill Rohr (jrohr@rcrpc.org) <jrohr@rcrpc.org>; Jody Sigmon <jsigmon@kyovaipc.org>; Ken Sympson {ksympson@eastgatecog.org} <ksympson@eastgatecog.org>; Lance Dasher (dasher@tmacog.org) <dasher@tmacog.org>; Lane, Randy (RLane@mpo.noaca.org) <RLane@mpo.noaca.org>; Marlene Schumaker (mschumaker@lacrpc.com) <mschumaker@lacrpc.com>; mhill@lcounty.com; mikepap@bhjmpc.org <mikepap@bhjmpc.org>; Nathan Vogt {nvogt@morpc.org} <nvogt@morpc.org>; Nick Gill - MORPC (NGILL@morpc.org) <NGILL@morpc.org>; Panini Chowdhury (pchowdhury@bhjmpc.org) <pchowdhury@bhjmpc.org>; Paul Arnold (parnold@mvrpc.org) <parnold@mvrpc.org>; Prater, Amy <APrater@akronohio.gov>; DPulay@akronohio.gov; Rakesh Sharma (rsharma@belomar.org) <rsharma@belomar.org>; andy.durst@mvrpc.org <andy.durst@mvrpc.org>; mrunkel@clarkcountyohio.gov; Saleem Salameh <ssalameh@kyovaipc.org>; sschmid@clarkcountyohio.gov; Steve Poggiali (stevep@eriecountyohio.gov) <stevep@eriecountyohio.gov>; Steven Zubyk {szubyk@eastgatecog.org} <szubyk@eastgatecog.org>; tmazur@lacrpc.com <tmazur@lacrpc.com>; Todd Blankenship (tblankenship@rcrpc.org) <tblankenship@rcrpc.org>; Brad Bodenmiller <bradbodenmiller@lucplanning.com>; Bret Allphin (bretallphin@buckeyehills.org) <bretallphin@buckeyehills.org>; Ellen Smith (esmith@mvpo.org) <esmith@mvpo.org>; Emma Kirkpatrick <planner2@mvpo.org>; Jeanette Wierzebecki (jeannette.wierzebecki@omegadistrict.org) <jeannette.wierzebecki@omegadistrict.org>; Kevin Buettner <kevinb@omegadistrict.org>; Kim Reynolds (kreynolds@ovrdc.org) <kreynolds@ovrdc.org>; Maria Schaper <mschaper@morpc.org>; Megan Carmel <mcarmel@omegadistrict.org>; Mike Borger (mborger@morpc.org) <mborger@morpc.org>; Stephanie Gilbert <sgilbert@ovrdc.org>; Jerry.Bantz@dot.ohio.gov; Melinda.Bartizal@dot.ohio.gov; Aaron.Behrman@dot.ohio.gov; Gary.Benesh@dot.ohio.gov;

Joseph.Broschart@dot.ohio.gov; Scott.Brown@dot.ohio.gov; Jim.Bruner@dot.ohio.gov; Robin.Castle@dot.ohio.gov; Randy.Comisford@dot.ohio.gov; Leslie.Farley@dot.ohio.gov; Andy.Fluegemann@dot.ohio.gov; William.Franz@dot.ohio.gov; Gregg.Gurney@dot.ohio.gov; William.McElfresh@dot.ohio.gov; Dave.Mengerink@dot.ohio.gov; Matt.Parrill@dot.ohio.gov; Lauren.Phillis@dot.ohio.gov; Steve.Rebillot@dot.ohio.gov; Iviike.Schafraath@dot.ohio.gov; Charles.Schreck@dot.ohio.gov; David.Short@dot.ohio.gov; Tracy.Staas@dot.ohio.gov; Scott.Thompson@dot.ohio.gov; Ty.Thompson@dot.ohio.gov; Anthony.Turovski@dot.ohio.gov; Scott.Warner@dot.ohio.gov; Linda.Wenger@dot.ohio.gov

Cc: Vincent.Rapp@dot.ohio.gov; TIM.MCDONALD <TIM.MCDONALD@DOT.OHIO.GOV>; Dave.Moore@dot.ohio.gov; andrew.shepler@dot.ohio.gov <andrew.shepler@dot.ohio.gov>; ANTHONY.HILL@dot.ohio.gov; Mark.Locker@dot.ohio.gov; Derek.Miller@dot.ohio.gov; Hayleigh.Coppenger@dot.ohio.gov; Jeff.Peyton@dot.ohio.gov; Jeffrey.Shaner@dot.ohio.gov; Johns, Andy (FHWA) <Andy.Johns@dot.gov>; Mehlo, Noel (FHWA) <Noel.Mehlo@dot.gov>

Subject: Draft 2021-2024 S/TIP Highway Data for February

Hi everyone,

The draft SFY 2021-2024 S/TIP highway data for February has been posted to the [STIP extranet site](#). The *Highway STIP File for MPOs 2.03.2020* has the following.

- **Detailed Project Data tab:** SFY 2021-2024 Project list in flat file format. This list includes both individual and grouped projects (see Column V).
- **MPO Fiscal Constraint tab:** Fiscal constraint table for MPO TIPs. The funding information from all the projects on the Detailed Project Data tab populate this table.
- **STIP Fiscal Constraint tab:** Fiscal constraint table for the STIP. The information on the Detailed Project Data tab is used to help populate this table.
- **MPO Region Summary tab:** Overview by program of all projects (both individual and grouped) in the region selected. This table should be used by the RTPOs in their fiscal analysis section per the guidance sent on January 21.
- **MPO Grouped Project Summary tab:** List of all Groups [previously called Statewide Line Items (SU)] and the associated estimated amount of funding by group to be expended in each region. Please see the note at the bottom of the chart for clarification. This replaces the previous SLI Grouped Project List table. As previously mentioned, we updated processes and part of that update was renaming the SLI Grouped Projects. We are trying to get away from calling them Statewide Line Items as that has caused some confusion with various offices. Instead, we are calling them grouped projects to follow the federal regulations in [23 CFR 450.326\(h\)](#).
- **STIP Grouped Project Summary tab:** List of all Groups [previously called Statewide Line Items (SLI)] and the associated estimated amount of funding by group to be expended statewide.
- **MPO SIB Repayments tab:** A list of projects with SIB debt service repayments within the SFY 2021-2024 S/TIP period.
- **Project Location Info tab:** Location information for projects listed on the Detailed Project Data tab. Can be filtered by County of NLF ID.

The draft Access PDFs of the project lists by MPO/RTPO have been posted for the Highway Projects - projects were sorted by locale, STIP Group, then PID. Let me know if something else is needed.

I've also attached the S/TIP Development schedule. As a reminder draft TIPs should be uploaded to the STIP extranet site by the end of the day on Friday, February 7, for USDOT review.

An email regarding the February draft for Transit info will be sent tomorrow. Again, my apologies for the delay.

If you have any questions regarding the 2021-2024 S/TIP development documents, please feel free to contact me.

Thanks everyone!

Natasha Turner

ODOT Office of Program Management

1980 W. Broad St., Mail Stop 3260, Columbus, Ohio 43223

614.752.5757

transportation.ohio.gov

Lisa Steffen

From: Thom Mazur <tmazur@lac rpc.com>
Sent: Friday, March 20, 2020 1:51 PM
To: Lisa Steffen; 'Evelyn Smith'
Subject: FW: LACRPC Website Submission

Please forward this to the Public Involvement Process of the TIP appendix.

-----Original Message-----

From: Marlene Schumaker <mschumaker@lacrpc.com>
Sent: Friday, March 20, 2020 1:49 PM
To: 'Thom Mazur' <tmazur@lacrpc.com>
Subject: FW: LACRPC Website Submission

-----Original Message-----

From : kingsleym @bluff ton.edu <kingsleym@bluff ton .edu>
Sent: Friday, March 20, 2020 1:48 PM
To: mschumaker@lacrpc.com
Subject: LACRPC Website Submission

Name: Mitchell Kingsley

Address: 138 N. Main

Address Line 2:

Email : kingsleym @bluff ton.edu

Message: I have reviewed the Draft TIP for FY 21-24; The document appears to reflect what I expect it to, based on discussions I have been party to.

As a member of the Executive Committee, I move/vote to approve this document.

Thanks

Mitchell Kingsley

Lisa Steffen

From: Thom Mazur <tmazur@lacrpc.com>
Sent: Friday, March 20, 2020 8:35 AM
To: 'Evelyn Smith'; Lisa Steffen
Subject: FW:TIP

Ladies please file this in the appendices with the TIP Comments. The first of many I can only assume.

From: Thom Mazur <tmazur@lacrpc.com>
Sent: Friday, March 20, 2020 8:34 AM
To: 'Charlotte Capps' <nbcapps@yahoo .com>
Subject: RE: TIP

Norm-

Sorry for any misunderstanding - we obviously have bridges in poor condition on our local system. And I am not sure exactly what you are referring to - but if it is the DRAFT FY 2021-2024 TIP remember the performance measures are tracking the most important roadways classified as part of the National Highway System (NHS). The NHS reflects our "interstate" and "non-interstate highways" usually US routes - which in Allen County means I-75 and US 30 (non-interstate NHS). Does that answer your question? Let me know.

TMM

From: Charlotte Capps <nbcapps@yahoo.com>
Sent: Thursday, March 19, 2020 9:40 PM
To: tmazur@lacrpc.com
Subject: TIP

How can 0 percent bridges be poor
When we have at least one bridge in County closed The deck collapsed?

Norm

[Sent from Yahoo Mail for iPhone](#)

Evelyn Smith

From: Evelyn Smith <esmith@lacrpc.com >
Sent: Monday, March 23, 2020 8:15 AM
To: 'Roy Baldrige'
Cc: Thomas Mazur (tmazur@lacrpc.com)
Subject: RE: FY 2021-2024 Transportation Improvement Program

Roy: I just tried it and it worked. I am so sorry, however that you had a problem . I will contact our website host and ask what might be the problem. What browser are you using? Please try again when you can. I will also let you know - if I can -when it is fixed. Evelyn

Evelyn Smith, Senior Planner
Lima-Allen County Regional Planning Commission
130 W. North Street
Lima, OH 45801
419.228.1836 - telephone
419.228.3891 - facsimile
esmith@lacrpc.com - email
www.lacrpc.com - website

From: Roy Baldrige <rebaldridge@woh.rr.com>
Sent: Sunday, March 22, 2020 10:57 AM
To: 'Evelyn Smith' <esmith@lacrpc.com>
Cc: tmazur@lacrpc.com
Subject: RE: FY 2021-2024 Transportation Improvement Program

Evelyn and Thom, March 22, 2020

I visited the LACRPC website to offer Bikeway Extension comments to the Draft FY 2021-2024 TIP. Unfortunately, I received the following message: " Server Error 404 -- File or directory not found." Is this a temporary problem or should I send my comments to another source?

Thanks,
Roy Baldrige, President CCHTL
840 Yorkshire Drive
Lima, OH 45804
rebaldridge@woh.rr.com
(419) 222-8795

From: Evelyn Smith [<mailto:esmith@lacrpc.com>]
Sent: Thursday, March 19, 2020 12:48 PM
To: 'Evelyn Smith'
Subject: FY 2021-2024 Transportation Improvement Program

Dear LACRPC Partners:

The team at the Lima Allen County Regional Planning Commission stands with our community during this current worldwide pandemic. COVID-19 has turned our world upside down, causing just making day-to-day decisions challenging, and making doing business especially difficult. So, in lieu of in-person public meetings, the Commission has decided that most of the Commission's responsibilities will be conducted online. With that in mind, the Planning Commission has worked for the past several months to develop a list of transportation projects and programs to be completed in our community over the next four years, using federal funds. We are asking that you review the Draft FY 2021-2024 Transportation Improvement Program (TIP) and make your comments online. The Draft FY 2021-2024 TIP is currently available online at the Commission's website at www.lacrpc.com. On the homepage, click on "What's New" and scroll down to the Draft FY 2021-2024 Transportation Improvement Program. Alternatively, click on the following link to go straight to the document - <https://www.lacrpc.com/pdfs/DRAFT%20FY%202021-2024%20TIP--Februar y%202020.pdf>. Comments can be made by clicking on "Comments?" at the top of the home page. In addition, the Ohio Department of Transportation (ODOT) District One is inviting review and comment on plans for similar projects being considered statewide. The Draft FY 2021-2024 Statewide Transportation Improvement Program (STIP) will be available online by March 30, 2020, at <https://transportation.ohio.gov/wps/portal/gov/odot/programs/stip/stip-landing>. I want to express my thanks to everyone for what you're doing for our local communities, as we work together to right our world. Please let me know if you have questions.

Thomas M. Mazur, Executive Director
Lima-Allen County Regional Planning Commission
130 W. North Street
Lima, OH 45801
419.228.1836 - telephone
419.228.3891 - facsimile
tmazur@lacrpc.com - email
www.lacrpc.com - website

 Virus-free. www.avast.com

Ohio MPO 2021-2024 Transportation Improvement Programs

1997 Ozone Standard "Orphan" Areas

Conformity Analysis Summary

Overview:

Seven Ohio MPOs located within US EPA designated 1997 Ozone Standard "Orphan" Areas are developing new 2021- 2024 Transportation Improvement Programs (TIP). One of the MPOs, the Toledo Metropolitan Area Council of Governments (TMACOG), is also concurrently developing a 2045 Transportation Plan Update.

As a 1997 Ozone Standard "orphan areas" and consistent with US EPA's November 29, 2018 guidance resulting from the South Coast II Court Case, the MPOs will advance qualitative Transportation Plan and new 2021- 2024 TIP transportation conformity determinations.

Affected MPO/Air Quality Areas:

		New Conformity Determination	
MPO	1997 Ozone Standard Geography	Transportation Plan Update	2021-2024 TIP
Toledo/ TMACOG	Lucas & Wood Cos., OH	Yes	Yes
Lima / LACRPC	Allen County, OH		Yes
Dayton/ MVRPC	Clark, Greene, Miami, & Montgomery Cos., OH		Yes
Springfield / SCC-TCC			Yes
Youngstown/ Eastgate	Mahoning & Trumbull Cos., OH		Yes
Wheeling/ Bel-O-Mar	Belmont Co., OH Marshall & Ohio Cos., WV		Yes
Parkersburg/ WWW	Washington Co., OH Wood Co., WV		Yes

Qualitative Conformity Determination Criteria - 40 CFR 93.109:

- Latest planning assumptions - Each MPO maintains current travel demand model socio-economic variables and highway/transit networks used to develop the MPOs' Transportation Plans.
- Latest emission model - Should a future quantitative emission analyses be needed, the MPOs and ODOT will use US EPA's MOVES2014a emissions software
- TCMs - The Ohio SIP does not include any TCMs
- Conformity process schedule

- o Each MPOs will conduct a public review of its 2021 - 2024 TIP and 1997 Ozone Standard "Orphan" area conformity determination information consistent with its adopted Public Involvement Process. The MPO TIP public involvement processes will be coordinated with ODOT's STIP public involvement period, as recorded below.

MPO	ODOT STIP Public Involvement Period	MPO TIP Public Involvement Period	Interagency Board TIP Approval & Conformity Determination Resolution Date
Toledo/ TMACOG	March 30, 2020- April 10, 2020	3/30/20 - 4/10/20	4/15/20
Lima / LACRPC		3/30/20 - 4/10/20	4/23/20
Dayton/ MVRPC		3/11/20 - 4/13/20	5/7/20
Springfield/ SCC-TCC		3/30/20 - 4/10/20	5/8/20
Youngstown/ Eastgate		3/30/20 - 4/10/20	4/27/20
Wheeling/ Bel-0-Mar		3/26/20 - 4/10/20	4/30/20
Parkersburg/ WWW		3/30/20 - 4/10/20	5/20/20

- MPO Conformity Tests
 - o 1997 Standard Ozone "Orphan Area" qualitative conformity determination

Outcomes:

- ODOT and the MPOs listed above request Ohio's Transportation Conformity Interagency Consultation Partners review the information above and provide written concurrence/comments that the documentation herein meets the requirements for advancing **qualitative** 1997 Ozone Standard "Orphan" Area Transportation Plan and 2021- 2024 TIP conformity determinations. All partners responded concurrence via e-mail on the following dates.

FHW A: NoelMehlo (12/30/2019) and Chandra Inglis- Smith (1/2/2020)

FTA: Mark Kane (1/2/2020)

U.S. EPA: Anthony Maietta (1/2/2020)

OEPA: Paul Brown (1/6/2020)

Good morning,

Sorry this is late, I've been on vacation. I had a chance to review the approach and OEPA does not have any issues.

Thanks

Paul

Paul J. Braun, P.E.
Air Quality Evaluation and Planning (AQE&P)
Ohio EPA Division of Air Pollution Control
614-644-3734

From: Maietta, Anthony <maietta.a.antonio@epa.gov>
Sent: Thursday, January 2, 2020 2:35 PM
To: Kane, Mark (FTA) <Mark.Kane@dot.gov>; Inglis-Smith, Chandra (FHWA) <chandra.inglis-smith@dot.gov>; Mehlo, Noel <noel.mehlo@dot.gov>; Moore, David <Dave.Moore1@dot.ohio.gov>; Braun, Paul <paul.braun@epa.ohio.gov>; Burkett, Frank <Frank.Burkett@dot.gov>; Johns, Andy (FHWA) <Andy.Johns@dot.gov>; Stemen, Carmen (FHWA) <carmen.stemen@dot.gov>
Cc: Dave Gedeon <gedeon@tmacog.org>; Lance Dasher <dasher@tmacog.org>; 'M Schumaker' <mschumaker@lacrc.com>; 'Ken Sympson' <ksympson@eastgateecog.org>; rsharma@belomar.org; randy.durst@movrc.org <randy.durst@movrc.org>; Shepler, Andrew <Andrew.Shepler@dot.ohio.gov>; Hill, Anthony <ANTHONY.HILL@dot.ohio.gov>; Brugler, Nathaniel <Nathaniel.Brugler@dot.ohio.gov>; aramirez@mvrpc.org; sschmid@clarkcountyohio.gov
Subject: RE: Ohio 2021 - 2024 TIP Conformity - Interagency Consultation

EPA is good with this approach.

Thanks!

-Tony

Anthony Maietta

EPA Region 5

(312) 353-8777

maietta.anthony@epa.gov

From: Kane, Mark (FTA) <Mark.Kane@dot.gov>
Sent: Thursday, January 02, 2020 1:30 PM
To: Inglis-Smith, Chandra (FHWA) <chandra.inglis-smith@dot.gov>; Mehlo, Noel (FHWA) <Noel.L.Mehlo@dot.gov>; Dave.Moore1@dot.ohio.gov; Maietta, Anthony <maietta.a.antonio@epa.gov>; paul.braun@epa.ohio.gov; Burkett, Frank (FHWA) <Frank.Burkett@dot.gov>; Johns, Andy (FHWA) <Andy.Johns@dot.gov>; Stemen, Carmen (FHWA) <carmen.stemen@dot.gov>
Cc: Dave Gedeon <gedeon@tmacog.org>; Lance Dasher <dasher@tmacog.org>; 'M Schumaker' <mschumaker@lacrc.com>; 'Ken Sympson' <ksympson@eastgateecog.org>; rsharma@belomar.org; randy.durst@movrc.org <randy.durst@movrc.org>; andrew.shepler@dot.ohio.gov; andrew.shepler@dot.ohio.gov; ANTHONY.HILL@dot.ohio.gov; Nathaniel.Brugler@dot.ohio.gov

aramirez@mvrpc.org; sschmid@clarkcountvohio.gov

Subject: RE: Ohio 2021 - 2024 TIP Conformity - Interagency Consultation

Hi everyone,

FTA Region Vis also good with this approach.

Thanks.

Mark

Mark Kane

Community Planner

Federal Transit Administration

200 West Adams Street, Suite 320

Chicago, IL 60606

312.353.1552

From: Ingfis-Smith, Chandra (FHWA)

Sent: Thursday, January 2, 2020 12:50 PM

To: Mehlo, Noel (FHWA) <Noel.Mehlo@dot.gov>; Dave.Moore1@dot.ohio.gov; Anthony Maietta (Maietta.Antonio@epamail.epa.gov) <Maietta.Antonio@epamail.epa.gov>; paul.braun@epa.ohio.gov; Kane, Mark (FTA) <Mark.Kane@dot.gov>; Burkett, Frank (FHWA) <Frank.Burkett@dot.gov>; Johns, Andy (FHWA) <Andy.Johns@dot.gov>; Stemen, Carmen (FHWA) <carmen.stemen@dot.gov>

Cc: Dave Gedeon <gedeon@tmacoq.org>; Lance Dasher <dasher@tmacoq.org>; 'M Schumaker' <mschumaker@lacrpc.com>; 'Ken Sympson' <ksympson@eastgatecoq.org>; rsharma@belomar.org; randy.durst movrc.org <randy.durst@movrc.org>; andrew .shepler dot.ohio.gov <andrew.shepler@dot.ohio.gov>; ANTHONY.HILL@dot.ohio.gov; Nathaniel.Bruqier@dot.ohio.gov; aramirez@mvrpc.org; sschmid@clarkcountvohio.gov

Subject: RE: Ohio 2021 - 2024 TIP Conformity - Interagency Consultation

Thanks Noel. This all looks good to me. I appreciate ODOT's work on this.

Chandra

304-347-5329

From: Mehlo, Noel (FHWA)

Sent: Monday, December 30, 2019 2:12 PM

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aramirez@mvrpc.org; sschmid@clarkcountvohio.gov

Subject: RE: Ohio 2021 - 2024 TIP Conformity - Interagency Consultation

Interagency Partners,

FHWA supports ODOT in this. Dave and I coordinated on the attached approaches and they are sound. Let's set this up as soon as possible if a call is needed or desired. If any of our MPO partners have any questions, please let me know and I will involve my fellow FHWA Planners as appropriate.

Noel F. Mehlo, Jr.

Planning & Environmental Specialist

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From: Dave.Moore1@dot.ohio.gov [<mailto:Dave.Moore1@dot.ohio.gov>]

Sent: Wednesday, December 18, 2019 9:34 AM

To: Mehlo, Noel (FHWA) <Noel.Mehlo@dot.gov>; Anthony Maietta
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Subject: Ohio 2021 - 2024 TIP Conformity - Interagency Consultation

Ohio AQ Interagency Consultation Partners,

ODOT and our MPO partners are initiating transportation conformity interagency consultation for the Ohio 2021- 2024 S/TIP. Interagency consultation will be accomplished via a series of email streams and conference calls. This initial effort will focus on the Ohio MPOs/Air Quality Areas that are solely designated as 1997 Ozone Standard "Orphan" Areas. There are seven such Ohio MPO areas. Pursuant to US EPA November 2018 Transportation Conformity Guidance for the *South Coast II* Court Decision < <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=PIO0VQME.pdf> > these MPOs will be advancing qualitative conformity determinations.

Attached is a 2021 - .2024 TIP conformity summary for these seven 1997 Ozone "Orphan" Area MPOs. The summary identifies the MPOs, their respective air quality area geographies, the 40 CFR 93.109 conformity criteria, and identifies the S/TIP public involvement periods for ODOT and the MPOs. Each MPO's public involvement effort will include information on the region's air quality conformity determination process.

Note, six MPOs will be advancing conformity determinations for their existing Transportation Plans and new 2021- 2024 TIPs. The Toledo MPO (TMACOG) will be advancing a conformity determination for a new 2045 Transportation Plan and new 2021- 2024 TIP.

Also attached is a word version of US DOT's 1997 Ozone Area Conformity Documentation Template. US DOT has suggested MPOs can edit this template to record the results of their T-Plan/TIP conformity processes.

ODOT and the affected MPOs request interagency consultation email review of the attached 1997 Ozone Orphan Area Conformity Summary. Please respond with questions, comments, or confirmation that seven 1997 Ozone Standard MPOs can advance qualitative T-Plan/2021-2024 TIP conformity determinations.

A conference call can be scheduled, as needed.

Thanks

Dave Moore

ODOT Statewide Planning Manager

RESOLUTION: AFFIRMATION OF THE LONG RANGE TRANSPORTATION PLAN (LRP), AND APPROVAL OF THE FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) INCLUSIVE OF A QUALITATIVE CONFORMITY ANALYSIS/DETERMINATION

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

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

WHEREAS, the MPO has, pursuant to the aforementioned Sections of the United States Code, prepared a Transportation Improvement Program for Fiscal Years 2021 through 2024 inclusive of the Fiscal Year 2021 annual element; and,

WHEREAS, the MPO in cooperation and consultation with ODOT, FHWA, and OEPA addressed the need for a qualitative conformity analysis as part of the FY 2021-2024 Transportation Improvement Program and its public participation process pursuant to and 23 CFR Part 450; and,

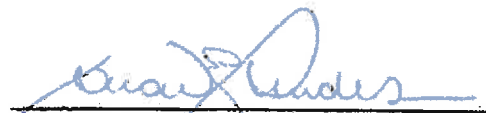
WHEREAS, the MPO in cooperation and consultation with ODOT has completed an extensive public involvement process to address the conformity analysis pursuant to 40 CFR 93.112; and,

WHEREAS, Ohio's STIP Public Involvement Process has concluded; and,

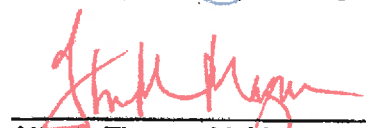
WHEREAS, the MPO has, pursuant to Code of Federal Regulations, Title 40 Parts 51.390 and Part 93, as established under Section 176(c) of the Clean Air Act and pursuant to the 1997 Ozone standards, developed the aforementioned Transportation Plans cognizant of, and in compliance with, the Transportation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

NOW, THEREFORE, BE IT RESOLVED by the Transportation Coordinating Committee (TCC) of the Lima-Allen County Regional Planning Commission that the Committee reaffirms its approval of both, the Year 2040 Long Range Transportation Plan (LRP) and the FY 2021-2024 Transportation Improvement Program (TIP), as the transportation plan and program for the area, and that this Committee adopts the Fiscal Year 2021 annual element and recommends that the participating members of the Regional Planning Commission incorporate these improvements into their planning efforts targeting transportation improvements within their governmental units.

ADOPTED THIS 23RD DAY OF APRIL 2020



Brian Rhodes, Chairperson
Transportation Coordinating Committee



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