

APPENDIX B

SOCIAL, ECONOMIC AND ENVIRONMENTAL ANALYSIS: AN ASSESSMENT OF THE 2040 LONG RANGE TRANSPORTATION PLAN

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SECTION 1 INTRODUCTION

This Social, Economic and Environmental (SEE) Analysis is offered to provide additional insights into project impacts based on the characteristics of each of the projects to satisfy federal planning and regulatory standards. The purpose of this Appendix to the 2040 Long Range Transportation Plan Update is to support Environmental Justice (EJ) regulatory requirements in light of Executive Order 12898, as well as aspects of Title VI of the Civil Rights Act of 1964 (Title VI)¹ and the National Environmental Policy Act of 1969 (NEPA).^{2,3} Appendix C addresses Environmental Justice issues and reviewed the impact of the 2040 Plan's program of projects on the minority and low income populations within Allen County.

The primary objective of this document is to present pertinent information regarding social, economic and environmental issues within Allen County that might impact transportation plans, program or projects. This assessment is a general overview - a tool to be used specifically for highway system analysis. The document does not substitute for Environmental Impact Studies (EIS) required for individual projects/programs. This SEE assessment does not provide recommendations or conclusions regarding any specific project, plan or program. This assessment is to provide basic descriptions of the environmental setting, and/or a preliminary identification of possible environmental impacts and insights as to environmental mitigation. The assessment is simply a tool to be used to assist the transportation planning process; identifying potential impacts and the need for alternatives long before the projects are programmed.

1.1 The Federal Regulatory Framework: NEPA & EJ

Today, with the evolution of the transportation planning process, planners must assess the impact of project programming with respect to various interdependent and supporting federal policies. NEPA requires that a "systematic, interdisciplinary approach" be implemented to assure that environmental and community factors are considered in the decision-making process. But guidance is abstract.⁴ Planners also be careful to consider the importance of providing for a "safe, healthful and aesthetically pleasing surrounding" as required by NEPA when federal funds are utilized.⁵ A 1994 Presidential Executive Order directed every federal agency to make EJ part of its mission by identifying and addressing the effects of all programs and policies, and activities on "minority populations and low-income populations." The United States Department of Transportation's (USDOT) EJ Initiative attempts to accomplish this goal by involving the potentially affected public in developing transportation projects that fit harmoniously within their communities without sacrificing safety or mobility. More recently, there has been a call for full and fair public participation in the transportation planning process to prevent the denial of, or reduction in, benefits to minority and low-income populations, and the minimization of disproportionately high and adverse social, economic and/or environmental impacts of transportation services, programs or projects on minority and low-income populations. Collectively, these regulatory policies ensure that every transportation project considers the human environment both built and natural.⁶

1.2 Metropolitan Planning Organizations Planning Requirements

Metropolitan Planning Organizations (MPOs) are intended to serve as the primary forum where transit providers, local agencies and the public develop local transportation plans and programs

¹ 42 U.S.C. 2000(d)(1)

² 42 U.S.C. 4321

³ 23 CFR Part 771

⁴ <https://www.osti.gov/biblio/6107844-systematic-interdisciplinary-approach-nepa-compliance-programs>

⁵ 42 U.S.C. 4331(b)(2)

⁶ <https://www.fhwa.dot.gov/publications/publicroads/16marapr/02.cfm>

that address a metropolitan area's transportation needs. MPOs are charged with assisting local communities understand how the Clean Air Act, Clean Water Act and NEPA can improve the planning and decision-making process. In order to affect this understanding, MPOs have the responsibility of: (1) enhancing their analytical capabilities to ensure that transportation plans, including Transportation Improvement Programs (TIPs), comply with NEPA and EJ requirements; (2) identify archeological, cultural or historical sites as well as floodplains, wetlands, prime farm ground or other environmentally sensitive areas are located relative to local transportation projects; (3) identify residential, employment, and transportation patterns of low income and minority populations so that their needs can be considered and that the benefits and burdens of transportation improvements can be fairly distributed; and, (4) evaluating and improving, when necessary, their public involvement process to include interested stakeholders including low-income and minority populations in the decision making process.

SECTION 2
SEE ANALYSIS OF THE 2040 TRANSPORTATION PLAN UPDATE

Based on the available guidance from USDOT, as well as information from FHWA and ODOT, the Lima-Allen County Regional Planning Commission (LACRPC), as the MPO, is expected to address several points pertinent to EJ, NEPA and Title VI requirements including: (A) whether the planning process has developed a demographic profile of the metropolitan area which incorporates the location of various socio-economic groups encompassing low income and minority populations; and, (B) whether the planning process has developed an analytical operation to assess benefits/burdens of transportation system investments. In order to comply with the stated expectations, the following analysis: (1) identifies each of the projects recommended in the 2040 Transportation Plan; (2) presents a demographic profile of the transportation disadvantaged populations with respect to the 2040 Plan's recommended projects; and, (3) identifies potentially high and adverse social, economic and/or environmental impacts of the 2040 Transportation Plan's recommended projects. Collectively, the analysis indicates various populations impacted by each project and assess the type of impact for each project on the human environment, both built and natural.

2.1 The Lima Urbanized Area & the Transportation Disadvantaged

Transportation disadvantaged populations were identified and targeted for analysis to assess Title VI, NEPA and EJ regulatory compliance. Targeted populations included minority groups, the elderly, low income residents, persons with mobility limitations, and persons without access to motor vehicles. Various demographic indices compiled at the census tract level for the Lima Urbanized Area are presented in Table B-1; data contained in this analysis reflects ACS 2016 5-year estimates. Subsequent maps establish the concentrations of the transportation disadvantaged with respect to specific projects recommended in the 2040 Transportation Plan projects within the Lima Urbanized Area.

2.1.1 Minority Populations

For purposes of this analysis, minority populations were identified as those persons who were: Black, Hispanic, Asian, American Indian/Native Alaskans or "Other." Using 2016 ACS data, statistics of minority populations were calculated for each census tract location. Further inspection of ACS data reveals that the proportion of minority populations at the State and County levels was similar at 20.0% and 18.5%, respectively. However, Lima's minority population was much larger at 35.1% of the total population. Map B-1 identifies the 2040 Transportation Plan's recommended projects within Lima's Urbanized Area with respect to the proportion of the minority population by census tract. Census tracts containing minority populations of greater than 35% were found clustered on the southeast side of the City of Lima in tracts: 122, 127, 129, 132, 133, 134, 136, 137, 138 and 141.

2.1.2 Elderly Population

Elderly persons (those persons aged 65 years or older) were also identified for purposes of this analysis and assessed at various geographic levels. In 2016, the elderly population accounted for 15.5% of the state's total population and 15.9% of Allen County's total population. The elderly population in the City of Lima, as a proportion of its total population, was lower than both the state and the County at 11.2%. Map B-2 identifies the 2040 Transportation Plan's recommended projects within the Urbanized Area with respect to the proportion of elderly persons by census tract. The highest concentrations of the elderly were found in census tracts: 101, 108, 113, 116, 118, 119, 120 and 140.

TABLE B-1 DEMOGRAPHIC SUMMARY OF CENSUS TRACTS						
Census Tract	Total Population	Percent Over 65	Percent Minority	Percent w/ Ambulatory Difficulty	Percent Below Poverty Level	Percent HH w/ No Vehicle Available
Allen County	104,644	15.9	18.5	7.7	16.1	7.5
101	4,535	20.9	5.6	6.0	5.8	4.5
102	4,165	16.0	2.0	9.1	9.2	1.2
103	1,553	18.0	4.6	2.9	5.4	0.0
106	4,871	15.7	4.8	6.7	14.4	3.0
108	7,382	22.3	7.3	6.3	2.5	3.9
109	4,690	16.7	17.4	6.1	14.4	6.6
110	5,902	16.2	23.8	8.5	21.7	4.8
112	2,961	8.8	32.8	7.4	14.3	5.7
113	7,300	19.2	8.1	5.2	9.7	2.6
114	2,973	18.4	1.3	6.2	8.3	0.4
115	2,725	11.6	9.7	4.2	10.8	3.8
116	2,583	20.8	4.2	12.0	9.4	6.8
118	2,524	20.2	16.2	6.2	6.1	0.5
119	3,000	22.4	8.0	10.8	15.1	7.0
120	2,373	23.9	5.7	5.4	2.1	1.1
121	3,511	18.3	14.2	6.1	8.6	1.5
122	3,652	10.6	36.4	9.8	19.8	10.3
123	3,808	10.1	19.7	5.7	27.0	6.8
124	2,571	7.4	24.6	7.1	25.4	13.6
126	1,892	13.8	22.6	5.2	21.0	7.1
127	1,860	7.5	40.4	11.6	56.4	24.0
129	1,534	7.0	38.4	6.8	39.6	22.7
130	4,346	18.1	22.1	8.7	19.4	9.9
131	2,302	14.4	23.9	3.0	12.4	3.9
132	2,065	10.1	38.3	8.8	18.6	10.4
133	1,344	16.0	50.1	13.0	16.6	14.9
134	2,411	13.4	40.0	17.1	52.9	33.3
136	1,029	8.7	48.8	11.8	45.2	13.7
137	1,143	11.4	65.3	16.8	38.9	29.3
138	2,871	9.8	56.7	12.9	23.9	19.9
139	3,362	15.7	3.4	7.8	8.5	4.0
140	3,444	19.2	11.2	5.9	8.3	3.8
141	1,982	6.6	43.2	12.4	36.3	31.4
205*	5,248	15.0	4.2	5.9	5.4	1.2
13**	3,112	19.0	6.0	10.6	7.0	4.0

Source: ACS 2016 5-Year Estimate
*Van Wert County Census Tract
**Hancock County Census Tract

2.1.3 Mobility Limited Population

For purposes of this analysis, the total number of mobility impaired residents was identified as those persons who suffered from a disability for at least 6 months, which made it difficult to travel outside of the home alone. Ailments that are temporary (e.g.,

broken bone) and expected to heal normally are not reflected in this analysis. Also, it should be noted that mobility limitations reflect only those non-institutionalized persons 5 of age or older. Ohio's proportion of mobility impaired residents represented 7.6% of persons 5 or older while Allen County had a somewhat higher proportion (7.7%). The City of Lima however, had an even higher proportion of its residents identified as having a mobility limitation at 9.1%. Map B-3 identifies the location of the mobility limited population by census tract for the Lima Urbanized Area. Larger concentrations of mobility impaired individuals were found in census tracts: 102, 116, 119, 122, 127, 133, 134, 136, 137, 138 and 141.

2.1.4 Population below the Poverty Level

The data regarding poverty status was developed from a matrix based on family size or the total number of unrelated individuals against total income; reflecting poverty thresholds at higher incomes for larger family units. The average poverty threshold for a family of four persons is \$24,600 in 2016. Poverty status was determined for all persons except institutionalized persons, persons in military quarters/college dormitories as well as individuals under 15 years of age. According to ACS 2016 estimates the proportion of persons living below the poverty level was higher in Allen County compared to Ohio at 16.1% and 15.4%, respectively. The proportion of Lima residents living in poverty (28.5%) was significantly higher than that of Allen County or the State. Map C-4 identifies the plan's recommended projects by poverty status using census tract boundaries. From Map B-4, the highest concentrations of impoverished persons were located on the east side of Lima in tracts: 110, 112, 122, 124,126, 127, 129, 130, 132, 133, 134, 136, 137, 138, 139 and 141.

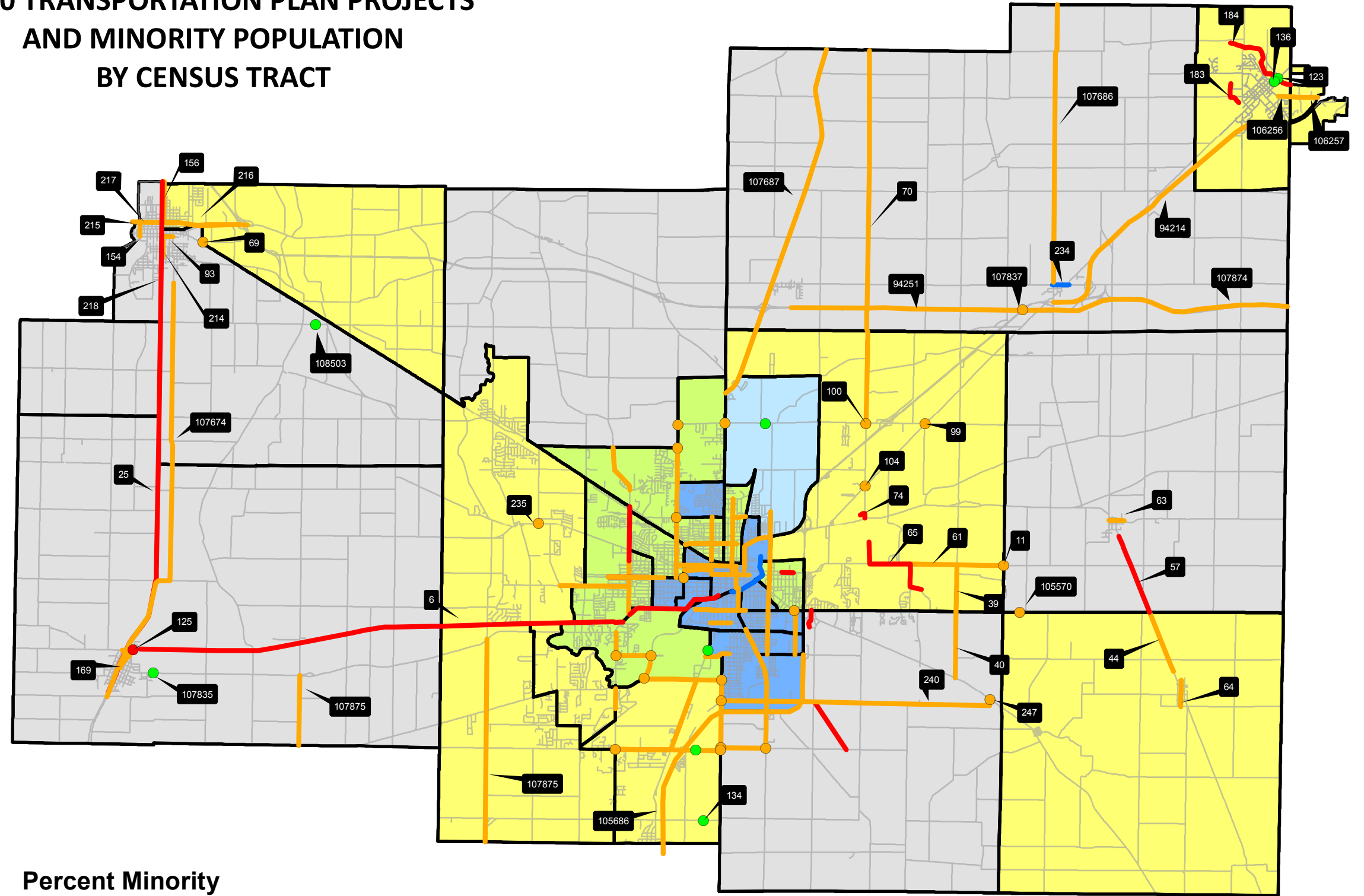
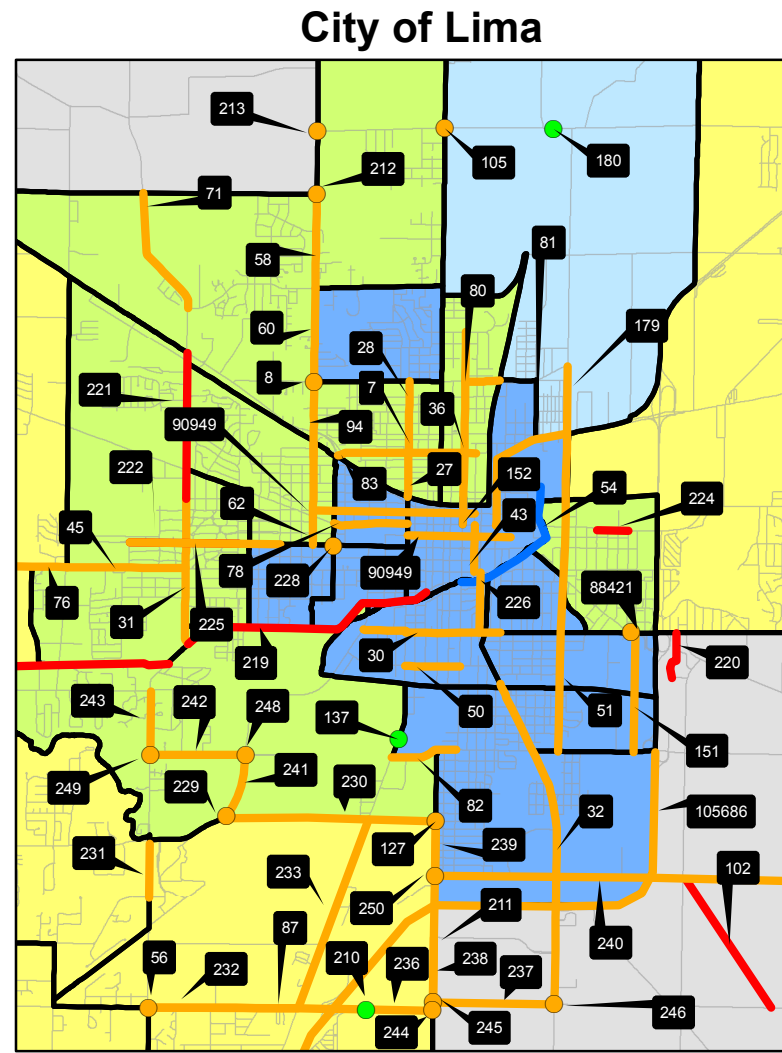
2.1.5 Population without Access to a Motor Vehicle

This analysis indicates those persons residing in households without access to a motor vehicle in order to better address their transportation needs and concerns. For this analysis, the number of households with a specified number of operable cars, vans and trucks of one ton or less and available for use by the household were recorded. It should be noted that the vehicle availability data was collected from ACS 2016 5-year estimates which are calculated using sample data. In 2016, the State of Ohio recognized 8.4% of its households without access to a motor vehicle while 7.5% of households in Allen were without access to a motor vehicle. Tabulations for the City of Lima indicated 14.7% of households without access to a motor vehicle, nearly double the percentage of households without motor vehicles when compared to the state and county. Map B-5 recognizes the 2040 Plan's recommended transportation projects by vehicle accessibility at the census tract level. From the ACS 2016 estimates, the larger proportions of households without access to a vehicle were located in census tracts: 124, 127, 129, 133, 134, 136, 137, 138 and 141.

2.2 The Delphos & Bluffton Urban Areas & the Transportation Disadvantaged

Table B-2 represents the various demographics of the City of Delphos by census tract. The socio-economic characteristics of the City of Delphos are significantly different than the City of Lima, especially when comparing minority population and low income population statistics. The 2040 Long Range Transportation Plan's projects located in the Delphos Urbanized Area appear on Maps B-1 through B-5 with respect to demographic indices, which have been used to identify populations of transportation disadvantaged individuals. For the City of Delphos, transportation disadvantaged individuals appeared to be limited (Table B-2). For further discussion of the socio-economic characteristics of the Delphos Urban Area and the Lima Urbanized Area refer to Appendix A.

MAP B-1 2040 TRANSPORTATION PLAN PROJECTS AND MINORITY POPULATION BY CENSUS TRACT



2040 Projects

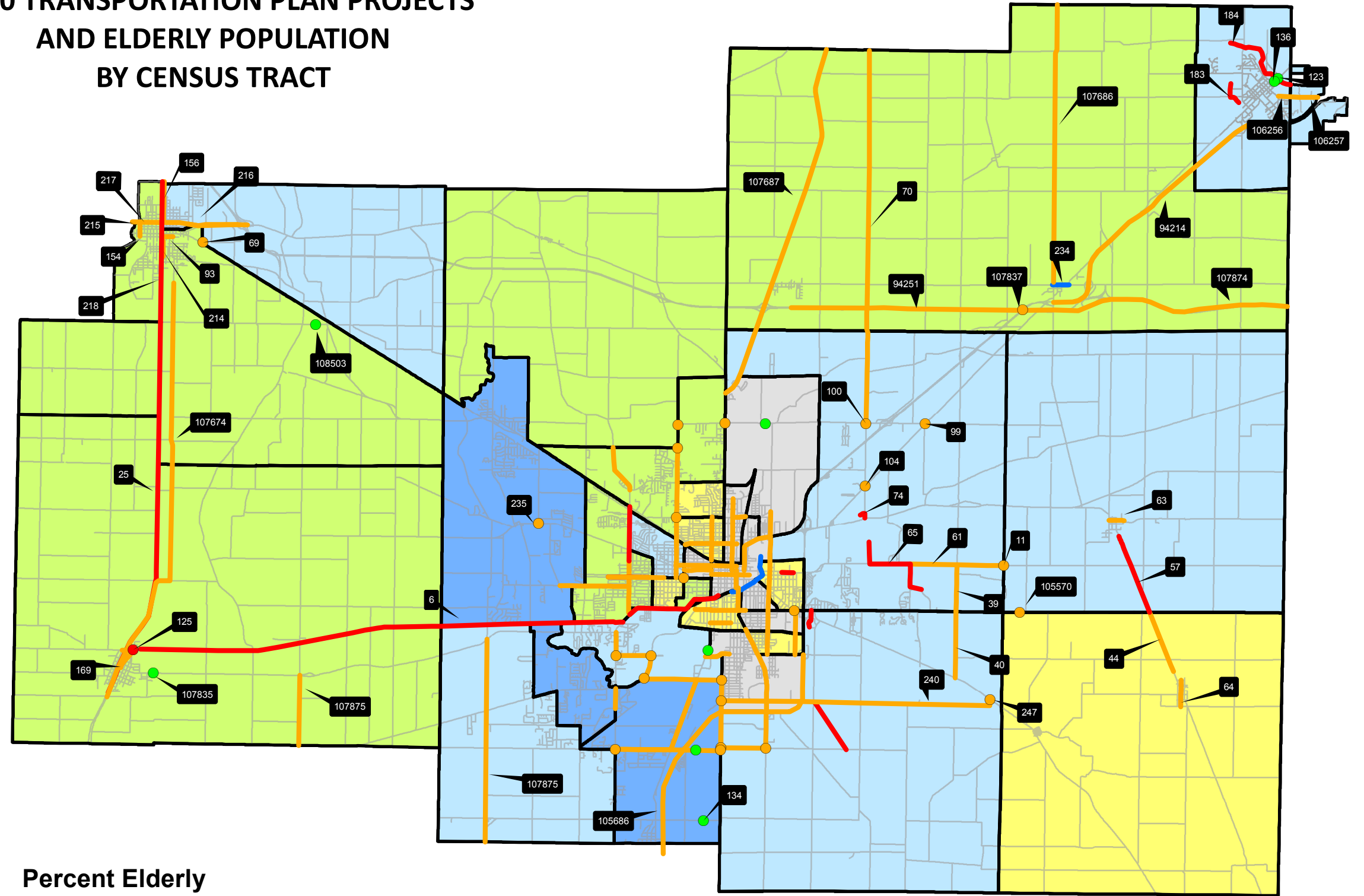
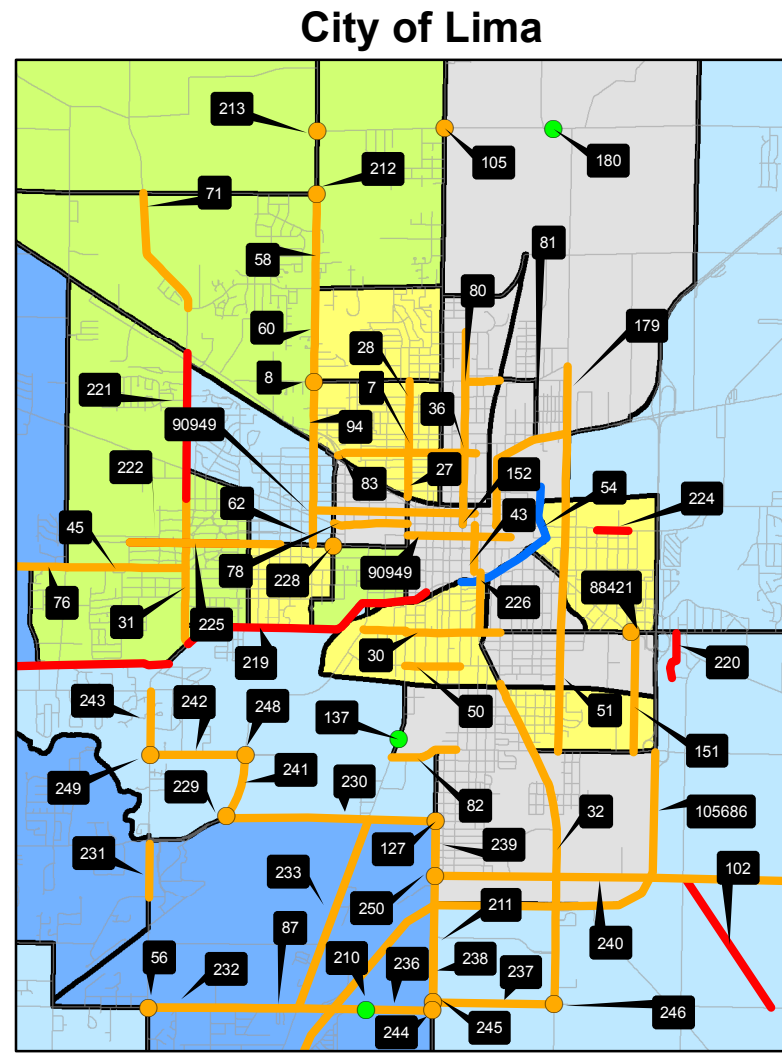
- Bike/Ped Project
- Bridge Project
- Road Project
- Streetscape
- Bike/Ped Project
- Road Project
- Streetscape

Percent Minority

- | | |
|---|---|
| 0% - 5% | 26% - 35% |
| 6% - 15% | 36% - 65% |
| 16% - 25% | |



MAP B-2 2040 TRANSPORTATION PLAN PROJECTS AND ELDERLY POPULATION BY CENSUS TRACT



2040 Projects

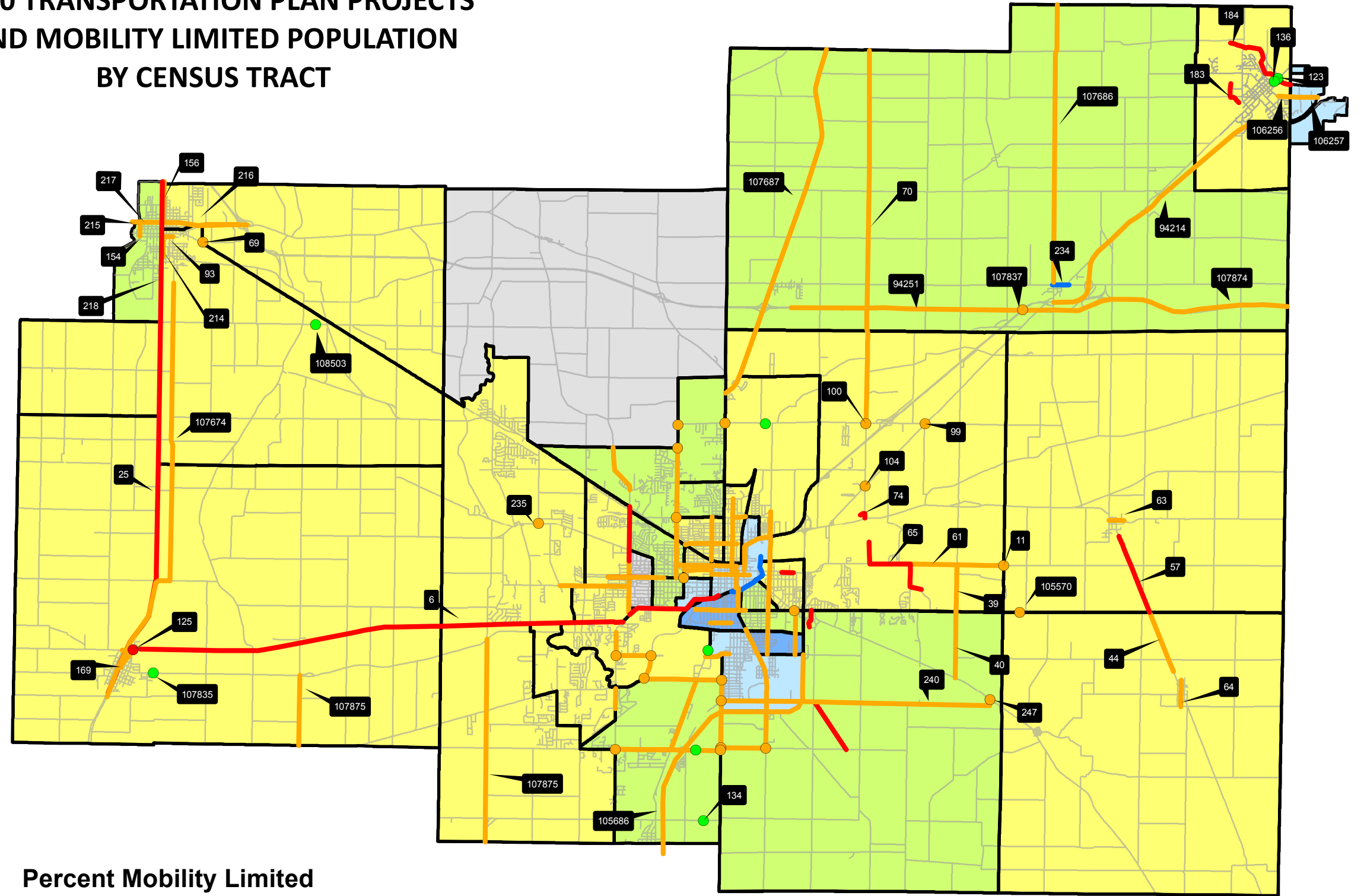
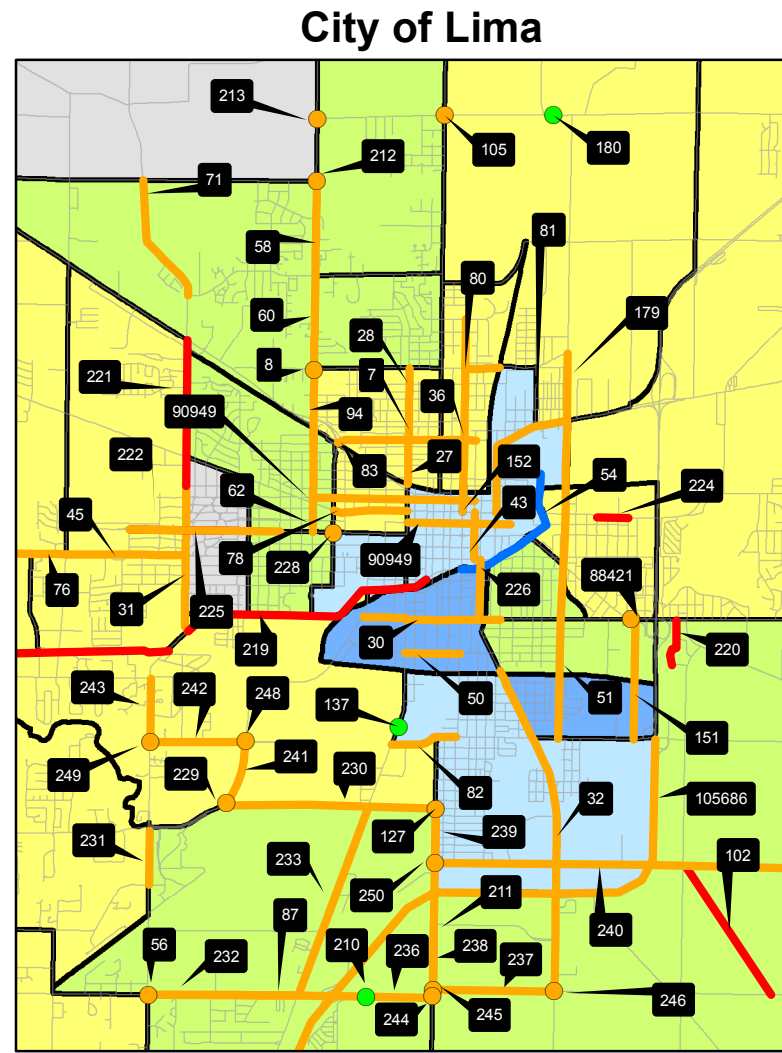
- Bike/Ped Project
- Bridge Project
- Road Project
- Streetscape
- Bike/Ped Project
- Road Project
- Streetscape

Percent Elderly

- | | |
|-------------|-------------|
| ■ 6% - 10% | ■ 19% - 22% |
| ■ 11% - 14% | ■ 23% - 26% |
| ■ 15% - 18% | |



MAP B-3 2040 TRANSPORTATION PLAN PROJECTS AND MOBILITY LIMITED POPULATION BY CENSUS TRACT



2040 Projects

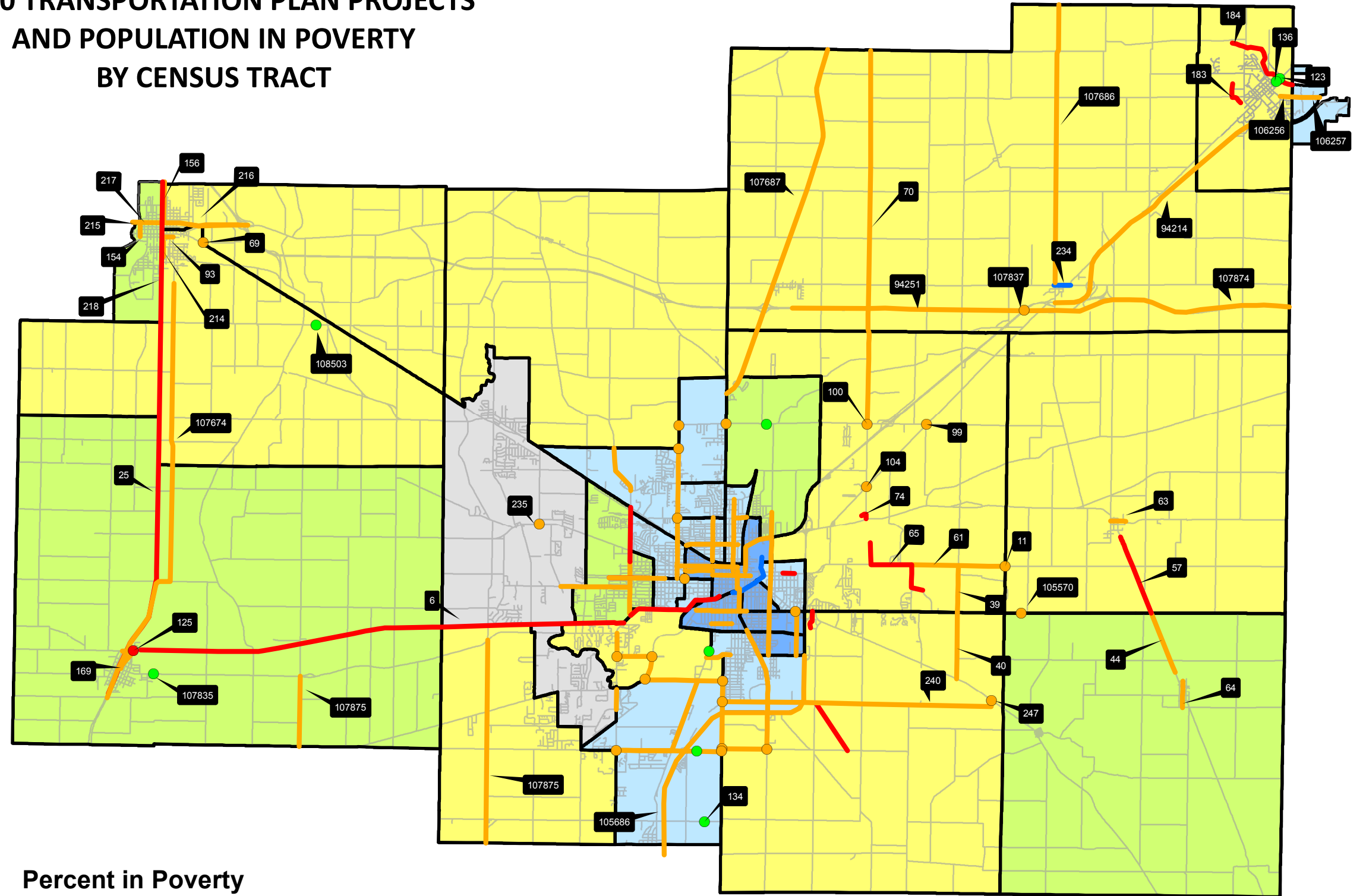
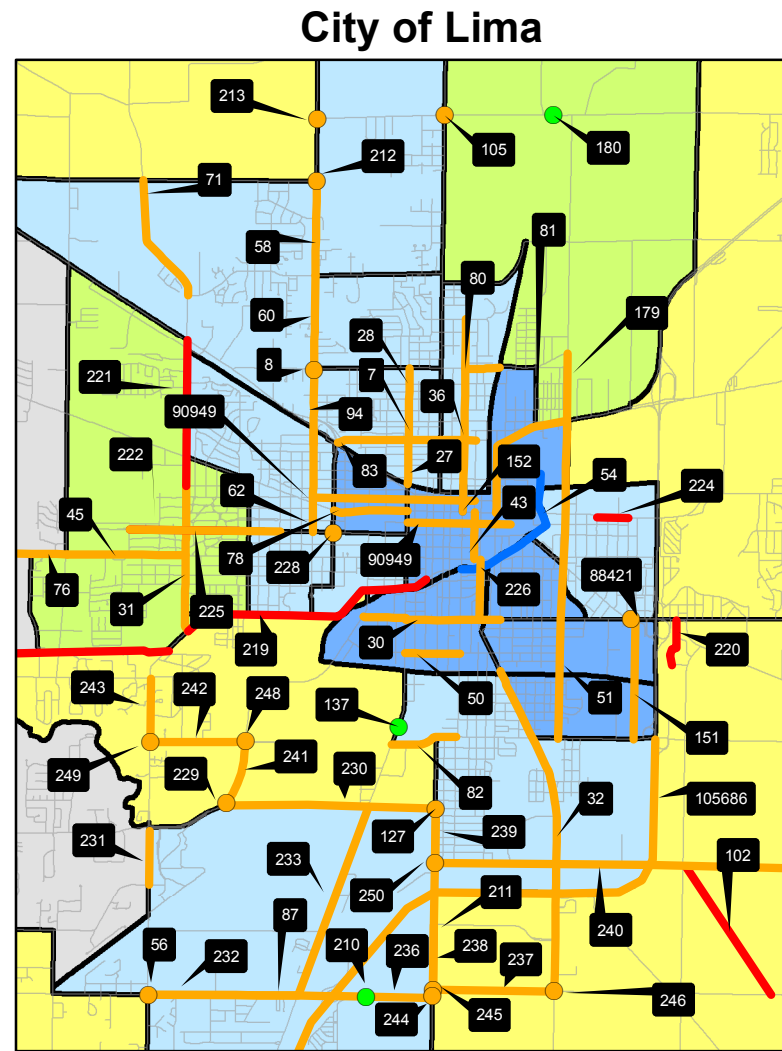
- Bike/Ped Project
- Bridge Project
- Road Project
- Streetscape
- Bike/Ped Project
- Road Project
- Streetscape

Percent Mobility Limited

- 0% - 4%
- 5% - 8%
- 9% - 12%
- 13% - 16%
- 17% - 20%



MAP B-4 2040 TRANSPORTATION PLAN PROJECTS AND POPULATION IN POVERTY BY CENSUS TRACT



2040 Projects

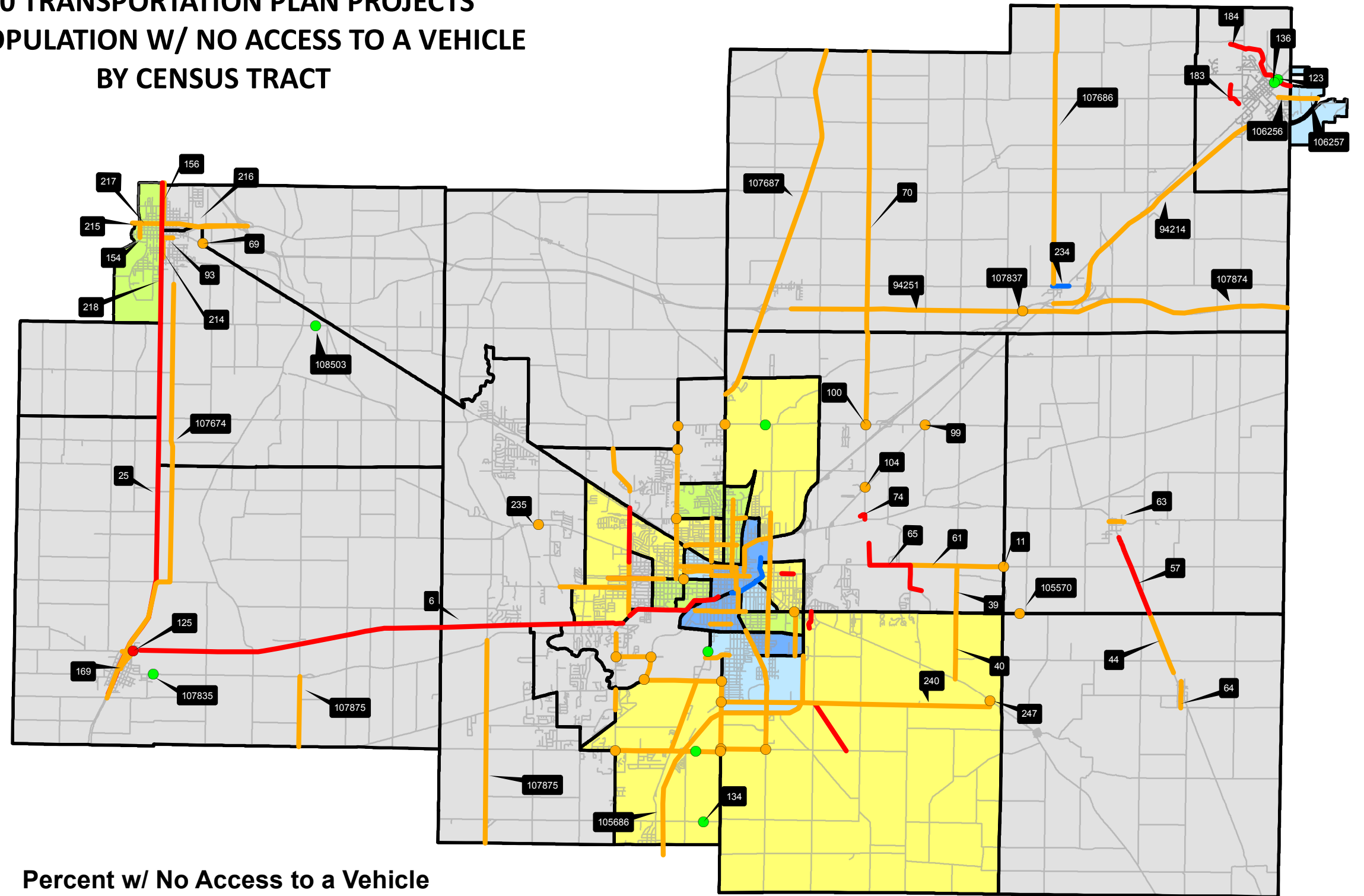
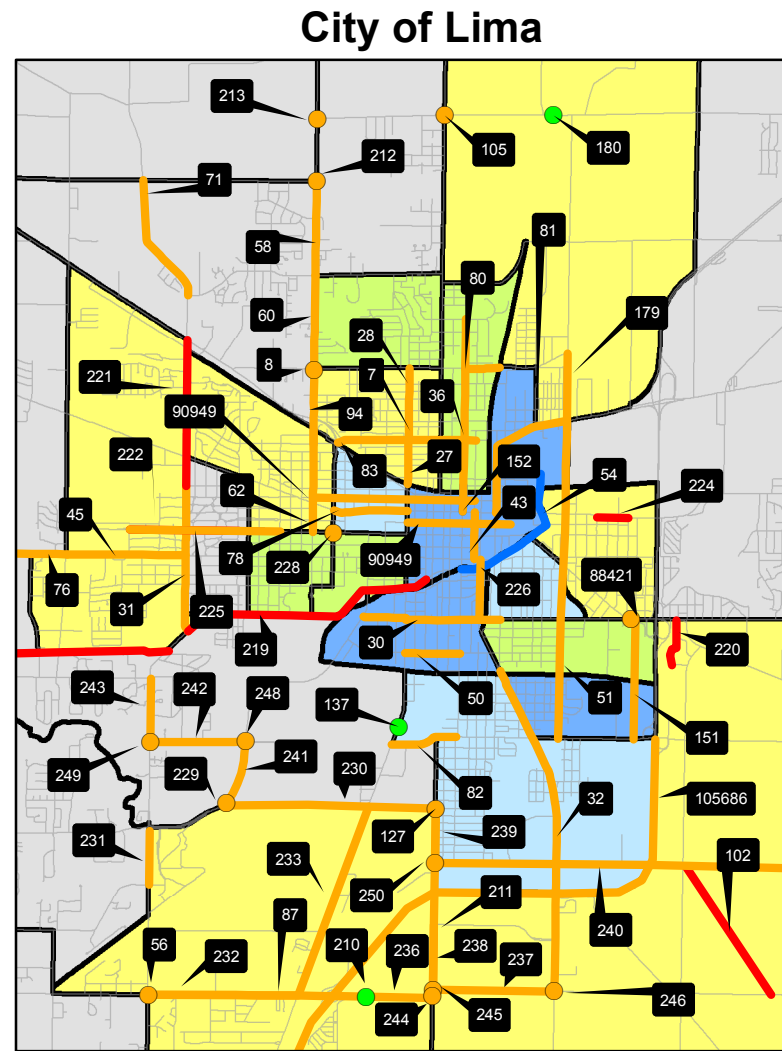
- Bike/Ped Project
- Bridge Project
- Road Project
- Streetscape
- Bike/Ped Project
- Road Project
- Streetscape

Percent in Poverty

- 0% - 5%
- 6% - 10%
- 11% - 15%
- 16% - 30%
- 31% - 60%



MAP B-5 2040 TRANSPORTATION PLAN PROJECTS AND POPULATION W/ NO ACCESS TO A VEHICLE BY CENSUS TRACT



2040 Projects

- Bike/Ped Project — Bike/Ped Project
- Bridge Project — Road Project
- Road Project — Streetscape
- Streetscape

Percent w/ No Access to a Vehicle

- | | | | |
|--|-----------|--|-----------|
| | 0% - 5% | | 16% - 25% |
| | 6% - 10% | | 26% - 35% |
| | 11% - 15% | | |



TABLE B-2 DEMOGRAPHIC COMPARISON - CITY OF DELPHOS						
Area	Total Population	PCT Over 65	PCT Minority	PCT with Mobility Limitation	PCT Below Poverty	PCT with No Vehicle Available
State of Ohio	11,586,941	15.5%	20.0%	7.6%	15.4%	8.4%
Allen County	104,664	15.9%	18.5%	7.7%	16.1%	7.5%
City of Delphos	7,216	17.8%	7.4%	9.1%	9.4%	5.1%
Delphos, Allen County	3,952	18.3%	8.5%	8.4%	11.2%	6.1%
Delphos, Van Wert County	3,264	17.1%	6.2%	9.8%	7.2%	3.9%
<i>Source: ACS 2016 5-Year Estimates</i>						

A demographic analysis of the Village of Bluffton reveals a small, older, relatively affluent and ethnically homogeneous urban area. Table B-3 reveals that the minority population residing in Bluffton was documented at 5.9% in 2016. The proportion of the Bluffton population below the poverty level, having no access to motor vehicles, and mobility impaired (6.0%, 4.6%, 6.0%) were well below Allen County bench marks (16.1%, 7.5% and 7.7%) respectively. The elderly population within the Village was higher than either the State or the County average at 20.7%.

TABLE B-3 DEMOGRAPHIC COMPARISON - VILLAGE OF BLUFFTON						
Area	Total Population	PCT Over 65	PCT Minority	PCT with Mobility Limitation	PCT Below Poverty	PCT with No Vehicle Available
State of Ohio	11,586,941	15.50%	20.00%	7.60%	15.40%	8.40%
Allen County	104,664	15.90%	18.50%	7.70%	16.10%	7.50%
Village of Bluffton	4,376	20.7%	5.9%	6.0%	6.0%	4.6%
Bluffton Allen County	4,279	20.9%	5.9%	6.1%	6.1%	4.8%
Bluffton Hancock County	97	8.2%	6.2%	0.0%	0.0%	0.0%
<i>Source: ACS 2016 5-Year Estimates</i>						

2.3 Project Characteristics & Impact

In accordance with federal policy requirements, a project utilizing federal funding must be assessed in terms of its impact on specific, target demographics. It should be noted that the characteristics of the project as well as the scope of the project may affect the criteria used to perform the assessment as well as the resulting assessed impact of the project. Transportation projects can integrate various components which improve or detract accessibility for motorists, bicyclists as well as pedestrians. For example, a project to increase vehicular capacity might include the addition of roadway lanes, which may increase the average daily traffic (ADT) but decrease pedestrian accessibility due to the increase in vehicular traffic. Conversely, if provisions for pedestrians are incorporated into the project such as appropriate signalization for pedestrian or the addition of pedestrian crosswalks, pedestrian accessibility could be improved regardless of the increase in vehicular capacity. Furthermore, roadway rehabilitation projects may also incorporate curbs, gutters and sidewalks, which can improve the roadway for means of vehicular travel while subsequently increasing pedestrian accessibility and safety, as well. Roadway improvements such as the widening of a roadway or the addition of bicycle paths has shown to increase bicyclist safety and accessibility to the larger transportation system. In addition to roadway improvements, projects that improve area lighting can lead to an increase

in pedestrian accessibility by offering a sense of safety and security. Table B-4 identifies the 2040 Plan's recommended project list by location, project description and cost factors. Essentially, the project list provides the scope for the impact assessment of demographics based on basis for the conclusions drawn in subsequent sections of this analysis.

2.3.1 Project Characteristics

For purposes of this analysis, project characteristics are identified in Table B-5. Project characteristics are categorized as capacity, safety, transportation systems management and operations (SMO) and/or enhancement. Capacity projects are those which are expected to increase vehicular traffic flow, improve travel time and minimize delay. Capacity projects include those projects where additional through lanes are added, or intersection receive additional lanes. Safety projects have been identified as deficient based on the frequency of crashes or the rate of crashes. SMO projects are those projects which do not add additional lanes but rather target deficient roadways/intersections with respect to surface condition or lane width; SMO projects target system efficiency and can include signalization improvements. Enhancement projects are categorized as those projects which enhance accessibility by modes other than motor vehicles or where improvements would enhance the safety, health and/or aesthetics of the resident population. Transportation projects incorporating various characteristics can support various modes. Several projects identified in Tables B-4 and B-5 integrate signals, sidewalk installations including curbs and ramps pursuant to ADA requirements, and overhead lighting to facilitate pedestrian and transit modes.

Transportation projects by their inherent qualities (transit, pedestrian, bicycle, bridge, traffic operations, traffic capacity, roadway rehabilitation projects) can be used to establish the project characteristics but not necessarily the parameters of the project's impact. Due to the nature and scope of a particular project its introduction into the larger transportation system may have a larger impact than the project termini. For example, the completion of an absent link within the sidewalk system or the introduction of a transit route may have a larger impact on commuter travel than simply the termini of the project.

2.3.2 Project Impacts

Transportation projects will also impact the social, economic and environmental aspects of the community. Social impacts are categorized as those which affect the common welfare of a group including their day to day activities. Economic impacts are those which impact the production, distribution or consumption of wealth or the satisfaction of material wants and needs of people. Environmental impacts are those which influence one's immediate surroundings and/or future development opportunities. A project's impact can be benign, positive and/or negative depending on the type, scope and location of a project.

Social impacts address the livability of the community. From this perspective, traffic projects can be assessed as to whether they support, hinder or have no impact on existing facilities/communities. Traffic projects can also have mixed impacts. For example, traffic projects could provide increased accessibility to a certain park allowing a larger segment of the population to participate in recreational activities while compromising the relative tranquility of a neighborhood adjacent to the park. Traffic projects aimed at increasing capacity could improve the response time of law enforcement and emergency medical personnel in specific neighborhoods and thereby improve the quality of life within the respective neighborhood, as well. The potential

social impacts of recommended transportation projects on schools, parks, institutions (both public and private) and neighborhoods has been documented in Table B-5 and in Map B-6. Map B-6 recognizes various land use activities and services deemed significant to the overall assessment of the project.

TABLE B-4 RECOMMENDED TRANSPORTATION PROJECTS					
PID	Location	Project Description	Cost	Year	Authority
6	SPEG Rail & Trail	Construct 10' wide hike/bike path on SPEG Railroad right-of-way approximately 11.3 miles from Spencerville Road to Shawnee Road.	7,326,221	2026	JAMPD
7	Grand Avenue	Reconstruct 2 lanes with curbs, sidewalks and drainage from Union Street to Metcalf Street.	2,342,871	2029	Lima
8	Cole/Robb	Reconstruct the intersection of Robb Avenue and Cole Street with mast arm signals and left turn lanes with adequate storage, curbs, drainage and sidewalks.	486,895	2023	Lima
11	Reservoir Road	Reconstruct and realign intersection of Reservoir and Cool roads.	550,000	2040	ACEO
25	Miami-Erie Canal Phase II	Construct pedestrian/bike trail from south Corp. Limit of Delphos to the north Corp. Limit of Spencerville.	1,348,085	2020	JAMPD
27	Metcalf Street Reconstruction	Reconstruct with curbs, sidewalks and drainage from CF&E Railroad to Grand Avenue.	1,287,000	2020	Lima
28	Metcalf Street Reconstruction	Reconstruct with curbs, sidewalks and drainage from Grand Avenue to Robb Avenue.	2,655,796	2030	Lima
30	Kibby Street	Reconstruct 2 - 12' and parking lanes with turn lanes, curbs, sidewalks and drainage from Collett Street to Pine Street.	3,582,157	2020	Lima
31	Cable Road	Reconstruct and widen to 2 lanes with curbs, gutters, sidewalks and drainage from Shawnee Road to University Boulevard; widen at intersections to provide turn lanes.	3,489,077	2032	Lima
32	St. John's Road	Reconstruct 2 lanes with turn lanes, curbs, sidewalks and drainage from Breese Road to Pine Street.	4,065,588	2036	Lima
36	Main Street	Reconstruct Main Street from North Street to Northern Avenue with curbs, drainage and sidewalks.	9,288,986	2040	Lima
39	Thayer Road Phase 3	Repave and widen to 2 - 12' lanes from Reservoir Road to SR 309. Provide R/W roadside drainage and culverts as needed. Make necessary roadway intersection modifications to accommodate WB-67 vehicle design.	2,318,548	2025	ACEO
40	Thayer Road Phase 4	Reconstruct and widen to 2 - 12' lanes from SR 117 to SR 309. Provide R/W roadside drainage and culverts as needed. Make necessary roadway intersection modifications to accommodate WB-67 vehicle design.	2,100,000	2029	ACEO
43	ALL-Lima Traffic Study Phase 4	Modify Central Avenue and Union Street to one-way, one lane operation between Elm Street and North Street; implement pedestrian and bicycle components and traffic signal modifications as recommended.	1,563,000	2030	Lima

**TABLE B-4
RECOMMENDED TRANSPORTATION PROJECTS
(Continued)**

PID	Location	Project Description	Cost	Year	Authority
44	Napoleon Road	Widen pavement to 8,800 linear feet for 2 - 12' lanes with shoulders and drainage improvements as warranted from SR 309 south to north Corporation Limit of Harrod.	1,150,000	2040	ACEO
45	Elm Street	Reconstruct and widen pavement 4,991 feet for 3 - 12' lanes, provide curbs, gutters and sidewalks, improve drainage and provide signalization as needed from Cable Road to Eastown Road.	1,500,000	2035	ACEO
50	Vine Street Reconstruction	Reconstruct existing roadway width with curbs, walks and drainage from Metcalf Street to Main Street.	2,203,519	2034	Lima
51	Sugar Street	Reconstruct 13,000' with curbs, drainage and sidewalks (complete streets) from 4 th Street to Findlay Road.	13,676,955	2035	Lima
54	Ottawa River Corridor-Phase II	Install landscaping along Phase II (Main Street to Schoonover Park similar to that installed in Phase I).	230,000	2020	Lima
56	Breese/ Shawnee Road Intersection	Widen existing intersection with lane configuration to accommodate WB-67 vehicle design. Access management principles are to be applied to improve intersection safety. Project to include ROW acquisition and utility relocation as necessary. Install decorative lighting and decorative mast arm mounted signals.	300,000	2032	ACEO
57	Lafayette Hike/Bike	Construct 10, 100' bike/ped path to provide a safe and improved alternative travel commute option from Lafayette to Harding Highway.	1,191,900	2040	Lafayette
58	Cole Street	Reconstruct to 4,000 linear feet for 2 - 12' lanes with curbs, gutters and sidewalks from Brower Road to Diller Road.	1,250,000	2020	Lima
60	Cole Street	Reconstruct and widen 4,000 linear feet to 3 - 12' lanes south with curbs, gutters and sidewalks from Robb Avenue to Brower Road.	2,040,000	2031	Lima
61	Reservoir Road	Reconstruct and widen 43,000' to 2 - 12' lanes with shoulders and drainage improvements as warranted from Mumaugh Road to Hardin Co. Line.	2,000,000	2028	ACEO
62	Cole Street	Reconstruct and widen 4,500 linear feet to 3 - 12' lanes of pavement with curbs, sidewalks and drainage from Market Street to Conrail Railroad.	2,180,000	2031	Lima
63	Main Street - Lafayette	Reconstruct 3,600' Main Street/Business District. Full depth pavement replacement, correct drainage, install curbs, sidewalks, lighting and entryway enhancements.	2,207,700	2035	Lafayette

**TABLE B-4
RECOMMENDED TRANSPORTATION PROJECTS
(Continued)**

PID	Location	Project Description	Cost	Year	Authority
64	Main Street - Harrod	Reconstruct 2,770 linear feet of Main Street/Business District. Full depth pavement replacement, correct drainage, install curbs, sidewalks, lighting and entryway enhancements.	2,273,759	2036	Harrod
65	Ottawa River Corridor	Construct pedestrian/bike trail from Ottawa Metro Park to OSU Campus.	4,500,000	2019	JAMPD
69	Elida Road	Elida Avenue intersection improvement with roundabout, curbs, gutters, storm sewers and sidewalks.	1,500,000	2025	ACEO
70	Slabtown Road	Reconstruct and widen pavement to 34,000 linear feet for 2 - 12' lanes with shoulder and drainage improvements as warranted from Bluelick Road to Begg Road.	1,000,000	2020	ACEO
71	Cable Road	Make horizontal alignment correction as needed, reconstruct 5,400 linear feet of pavement to 2 - 12' lanes, improve shoulders, provide storm sewers and signalization as needed from Edgewood Drive to Diller Road.	1,000,000	2020	ACEO
74	Ottawa River Corridor	Extension of Ottawa River Corridor from SR 81/Slabtown Road to McLean Teddy Bear Park - Bath Schools.	15,000	2020	JAMPD
76	Elm Street	Reconstruct and widen pavement approximately 2,875 linear feet for 3 - 12' lanes, provide curbs, gutters and sidewalks, improve drainage and provide signalization as needed from Eastown Road to Stevick Road.	2,000,000	2040	ACEO
78	North Street	Widen North Street to 5 lanes between Metcalf Street and Jameson Avenue.	1,463,161	2032	Lima
80	Robb Avenue	Reconstruct and widen 1,400 feet to 3 - 12' lanes with curbs and sidewalks from Main Street to overpass.	746,282	2020	Lima
81	North Street	Reconstruct with curbs, sidewalks and drainage from Jackson Street (Ottawa River) to Sugar Street.	164,779	2020	Lima
82	Fourth Street	Reconstruct 2 lanes with curbs, gutters and sidewalks from Metcalf Street to Main Street.	716,431	2020	Lima
83	Grand Avenue	Reconstruct 2 - 12' lanes with curbs, sidewalks and drainage from Metcalf Street to Jameson Avenue.	1,731,376	2020	Lima
87	Breese Road	Reconstruct 7,400 linear feet from Shawnee Road to IR 75 Interchange 120 to reflect 2 - 12' lanes with turn lanes as required to address access management and drainage concerns, full depth pavement replacement, realign residential entrances with road ROW acquired as required, install curbs, gutters, sidewalks, pedestrian lighting and entryway enhancements.	5,074,722	2022	Shawnee

**TABLE B-4
RECOMMENDED TRANSPORTATION PROJECTS
(Continued)**

PID	Location	Project Description	Cost	Year	Authority
93	1 st Street - Delphos Phase III	Grind and resurface pavement on 1 st Street. Install, remove and/or replace existing curbs and gutters as needed from Main Street to Pierce Street.	514,985	2025	Delphos
94	Cole Street	Reconstruct 3,000 linear feet for 2 - 12' lanes with curbs, gutters and sidewalks from Latham Avenue to Robb Avenue.	1,069,321	2025	Lima
99	Bluelick/Dixie	Dixie Road intersection improvement. Remove and reconstruct with full depth pavement to improve geometrics.	415,300	2022	ACEO
100	Bluelick/Slabtown	Widen existing intersection at Slabtown Road integrating 12' standardized lane widths and left turn lanes.	250,000	2034	ACEO
102	Perry School Bikeway Project	Construct 10' hike/bike path 6,400' between Perry School Campus and Perry Museum on old traction line.	928,886	2021	Perry
104	Dixie/Slabtown	Widen existing intersection at Slabtown Road integrating 12' standardized lane widths and left turn lanes.	200,000	2038	ACEO
105	Bluelick/West	Widen existing intersection at West Street integrating 12' standardized lane widths and left turn lanes.	150,000	2028	ACEO
123	Dixie Highway Bridge	Replacement of bridge between Snider and Riley roads.	1,000,000	2030	ACEO
125	Spencerville Bikeway Station	Multi-purpose comfort station in Spencerville with restrooms and bicycle lockers.	1,489,629	2030	JAMPD
127	Buckeye Road & McClain Road	Reconstruct and widen existing intersection with lane configuration to accommodate WB-67 vehicle design addressing utility relocation and drainage improvements.	257,500	2025	ACEO
134	Hume Road Bridge	Replacement of bridge between Delong and McClain roads.	181,188	2025	ACEO
136	Dixie Highway Bridge	Replacement of bridge .47 miles SW of County Line over Riley Creek.	1,446,296	2025	ACEO
137	Metcalf Street Bridge	Replacement of bridge .66 miles N of Buckeye Road.	12,419,803	2035	ACEO
151	Leonard Avenue	Extend Leonard Avenue south to 4 th Street. Make necessary intersection modifications to accommodate WB-67 vehicle design.	6,772,364	2027	Lima
152	Lima Main Street	Aesthetically enhance the City of Lima downtown N. Main Street by updating sidewalks, landscaping and sidewalk furniture along the 300 and 400 blocks. Design aesthetics.	604,133	2027	Lima
154	State Street - Delphos	Grind and resurface pavement on State Street. Install, remove and/or replace existing curbs and gutters as needed from 5 th Street to 1 st Street.	942,568	2040	Delphos

**TABLE B-4
RECOMMENDED TRANSPORTATION PROJECTS
(Continued)**

PID	Location	Project Description	Cost	Year	Authority
156	N Main Street - Delphos	Grind and resurface from 5 th Street to 13 th Street.	172,780	2020	Delphos
169	SR 117 Rerouting	Reroute SR 117 in the Village of Spencerville corporation limits to SR 66 and North Street. Make necessary roadway intersection modifications to accommodate WB-67 vehicle design.	417,918	2037	Spencerville
180	Bluelick Road Underpass	Reconstruct overpass increasing vertical clearance and improving horizontal alignment to accommodate WB-67 vehicle design.	20,000,000	2040	ACEO
183	Bluffton Hike/Bike Phase 3 - JAMPD Connector	Construction of 10' paved hike/bike trail connecting the Community's existing green space, residential and employment centers.	137,050	2024	Bluffton
184	Bluffton Hike/Bike Phase 4: Buckeye Park Connector	Construction of 10' paved hike/bike trail connecting the Community's existing green space, residential and employment centers.	511,875	2029	Bluffton
188	ACRTA	Maintenance, safety and operating equipment and Rolling Stock.	500,000	2019	ACRTA
189	ACRTA	Maintenance, safety and operating equipment and Rolling Stock.	500,000	2020	ACRTA
190	ACRTA	Maintenance, safety and operating equipment and Rolling Stock.	500,000	2021	ACRTA
191	ACRTA	Maintenance, safety and operating equipment and Rolling Stock.	500,000	2022	ACRTA
192	ACRTA	Maintenance, safety and operating equipment and Rolling Stock.	500,000	2023	ACRTA
193	ACRTA	Maintenance, safety and operating equipment and Rolling Stock.	525,000	2024	ACRTA
194	ACRTA	Maintenance, safety and operating equipment and Rolling Stock	525,000	2025	ACRTA
195	ACRTA	Maintenance, safety and operating equipment and Rolling Stock	525,000	2026	ACRTA
196	ACRTA	Maintenance, safety and operating equipment and Rolling Stock	525,000	2027	ACRTA
197	ACRTA	Maintenance, safety and operating equipment and Rolling Stock	525,000	2028	ACRTA
198	ACRTA	Maintenance, safety and operating equipment and Rolling Stock	550,000	2029	ACRTA
199	ACRTA	Maintenance, safety and operating equipment and Rolling Stock	550,000	2030	ACRTA
200	ACRTA	Maintenance, safety and operating equipment and Rolling Stock	550,000	2031	ACRTA
201	ACRTA	Maintenance, safety and operating equipment and Rolling Stock	550,000	2032	ACRTA
202	ACRTA	Maintenance, safety and operating equipment and Rolling Stock	550,000	2033	ACRTA
203	ACRTA	Maintenance, safety and operating equipment and Rolling Stock.	575,000	2034	ACRTA

**TABLE B-4
RECOMMENDED TRANSPORTATION PROJECTS
(Continued)**

PID	Location	Project Description	Cost	Year	Authority
204	ACRTA	Maintenance, safety and operating equipment and Rolling Stock.	575,000	2035	ACRTA
205	ACRTA	Maintenance, safety and operating equipment and Rolling Stock.	575,000	2036	ACRTA
206	ACRTA	Maintenance, safety and operating equipment and Rolling Stock.	575,000	2037	ACRTA
207	ACRTA	Maintenance, safety and operating equipment and Rolling Stock.	600,000	2038	ACRTA
208	ACRTA	Maintenance, safety and operating equipment and Rolling Stock.	600,000	2039	ACRTA
209	ACRTA	Maintenance, safety and operating equipment and Rolling Stock.	600,000	2040	ACRTA
210	Breese Road	Replace and widen bridge east of IR 75.	450,000	2024	ACEO
211	McClain Road	Reconstruct and widen lanes Breese Road to Buckeye Road.	250,000	2040	ACEO
212	Cole/Diller	Reconstruct intersection with left turn lanes and signal.	450,000	2024	ACEO
213	Bluelick/Cole	Reconstruct intersection with left turn lanes.	450,000	2025	ACEO
214	Main Street (SR 66)	Reconstruct 2 lanes from Railroad to Suthoff with curbs, gutters, sidewalks and utility relocations.	4,032,917	2023	Delphos
215	Lincoln Highway	Resurface from Menke to State Street (SR 66).	37,948	2020	Delphos
216	5th Street	Resurface from SR 190 to East of US 30 ramps.	360,000	2020	Delphos
217	5th Street	Reconstruct for Complete Streets, three lane with TWTL, bike lanes, curbs, gutters and sidewalks from Corp Line to Corp Line.	9,931,297	2031	Delphos
218	Miami Erie Canal	Reconstruct towpath from Delphos S Corp Line to N Corp Line (park).	750,000	2040	Delphos
219	Spencerville/ North Shore	Install sidewalks from Cable Road to McDonel Street.	828,000	2020	Lima
220	Roschman Avenue	Sidewalks and lighting from hotels to Sams Club.	75,000	2020	Perry
221	Cable Road	Install sidewalks from Elida Road to University Boulevard.	478,000	2022	Lima
222	Market Street	Install sidewalks from Pears Avenue to Corp Line.	365,000	2024	Lima
224	Reservoir Road	Install sidewalks between Dewey Avenue and Roberts Avenue.	120,000	2026	Lima
225	Market Street	Reconstruct with sidewalks from West Corp Line to Woodlawn Avenue.	2,574,000	2030	Lima
226	Central Avenue	Reconstruct from Kibby Street to Elm Street with 12' lanes, parking and sidewalks.	1,750,000	2030	Lima
228	Market & Jameson	Upgrade intersection.	200,000	2040	Lima
229	Buckeye & Ft Amanda	Upgrade intersection.	2,000,000	2030	ACEO

**TABLE B-4
RECOMMENDED TRANSPORTATION PROJECTS
(Continued)**

PID	Location	Project Description	Cost	Year	Authority
230	Buckeye Road	Widen to include 3-12' lanes with TWLT from Ft Amanda Road to McClain Road.	1,500,000	2025	ACEO
231	Shawnee Road	Widen to 3 lane from Ft Amanda Road to Zurmehly Road with curbs, gutters and sidewalks.	250,000	2025	ACEO
232	Breese Road	Repave from Breese Road to Dixie Highway.	125,000	2025	Shawnee
233	Dixie Highway	Repave from Breese Road to Buckeye Road.	200,000	2020	ACEO
234	Main Street	Upgrade street lighting from Railroad to Church Street.	255,000	2022	Beaverdam
235	SR 81 & Baty Road	Rebuild intersection to provide LT lanes and possible signal.	200,000	2025	ODOT
236	Breese Road	Resurface and realign from IR 75 to McClain Road.	600,000	2035	Perry
237	Breese Road	Resurface and realign from McClain Road to SR 65.	450,000	2035	ACEO
238	McClain Road	Resurface and realign from Breese Road to Commerce Parkway.	500,000	2035	ACEO
239	McClain Road	Resurface and realign from Hanthorn Road to Buckeye Road.	200,000	2035	ACEO
240	Hanthorn Road	Resurface and realign from McClain Road to SR 117.	2,500,000	2035	ACEO
241	Ft Amanda Road	Resurface and realign Buckeye Road to Adgate Road.	200,000	2035	Shawnee
242	Adgate Road	Resurface and realign from Ft Amanda Road to Shawnee Road.	300,000	2035	ACEO
243	Shawnee Road	Resurface and realign from Adgate Road to SR 117.	200,000	2035	ACEO
244	Breese/McClain South	Widen and upgrade intersection.	250,000	2035	ACEO
245	Breese/McClain North	Widen and upgrade intersection.	100,000	2035	ODOT
246	Breese/SR 65	Widen and upgrade intersection.	100,000	2040	ODOT
247	Hanthorn/SR 117	Widen and upgrade intersection.	500,000	2040	ODOT
248	Adgate/Ft Amanda	Widen and upgrade intersection.	250,000	2040	ACEO
249	Adgate/Shawnee	Widen and upgrade intersection.	250,000	2040	ACEO
250	Hanthorn/McClain	Widen and upgrade intersection.	250,000	2040	ACEO
88421	Bellefontaine & Kibby	Construct a signalized 4-leg intersection of Bellefontaine Avenue, Kibby Street and Collins Avenue. SB Collins Avenue will require 2-12' lanes with LT lane. WB Bellefontaine Avenue will require 2 LT lanes, 1 Thru lane, and one THRT lane. NB Kibby Street will require 2 LT and 2 RT lanes. EB Bellefontaine Avenue will require 1 LT, 1 Thru, and 1 THRT lane. Kibby Street and Industry Avenue to be signalized. A roundabout is an alternative.	14,820,000	2034	Lima

**TABLE B-4
RECOMMENDED TRANSPORTATION PROJECTS
(Continued)**

PID	Location	Project Description	Cost	Year	Authority
90949	ALL-Lima Traffic Study Phase 3	Convert Wayne Street to two-way operation and modify High Street Corridor with pedestrian and bicycle components and traffic signal modifications as recommended. Modify High Street to 1 lane one way complete street.	3,512,117	2020	Lima
94214	IR 75	Resurface IR 75 from Napoleon Road to bridge over Riley Creek.	4,527,832	2022	ODOT
94251	US 30	Resurface US 30 from 13.28 to Beaverdam.	1,540,000	2022	ODOT
105570	SR 309	Replace 3 culverts.	509,880	2022	ODOT
105686	IR 75	Resurface IR 75 from National Road to 4th Street.	2,323,178	2023	ODOT
106256	SR 103	From the railroad tracks to the west side of Citizens Parkway in the Village of Bluffton. Phase 1 of 2 to reconstruct Jefferson Street (SR 103) in the Village of Bluffton, including curbs, gutters, drainage, storm sewer and sanitary sewer. There will be sidewalks on the south side and a shared use path on the north side. The project will add a two way left turn lane. Project will also resurface from the Norfolk Southern overpass to the Norfolk Southern at grade crossing using preservation funds. District One P&E will provide plans for this resurfacing.	6,343,556	2024	Bluffton
106257	SR 103	From the west side of Citizens Parkway to the IR 75 southbound ramps in the Village of Bluffton. Phase 2 of 2 to reconstruct Jefferson Street (SR 103) in the Village of Bluffton, including curbs, gutters, drainage, storm sewer and sanitary sewer. There will be sidewalks on the south side and a shared use path on the north side. The project will add a two way left turn lane.	4,138,989	2027	Bluffton
107674	SR 66	Resurface SR 66 from SCL of Spencerville to SCL of Delphos.	1,436,000	2022	ODOT
107686	SR 696	Resurface from CSX Railroad Beaverdam to Putnam Co.	971,000	2022	ODOT
107687	SR 65	Resurface from SR 115 to Putnam Co.	433,000	2022	ODOT
107835	SR 117	Replace bridge over Kohler Ditch.	217,284	2024	ODOT
107837	US 30	Paint US 30 structures over IR 75.	1,853,645	2024	ODOT
107874	US 30	Resurface from Beaverdam to SR 235.	3,477,000	2024	ODOT
107875	SR 196, SR 501	Resurface SR 196 and SR 501 from Auglaize Co. to SR 117.	1,950,000	2023	ODOT
108503	State Road Bridge	Replacement of bridge between Defiance Trail & Old Delphos Road.	2,994,098	2025	ACEO

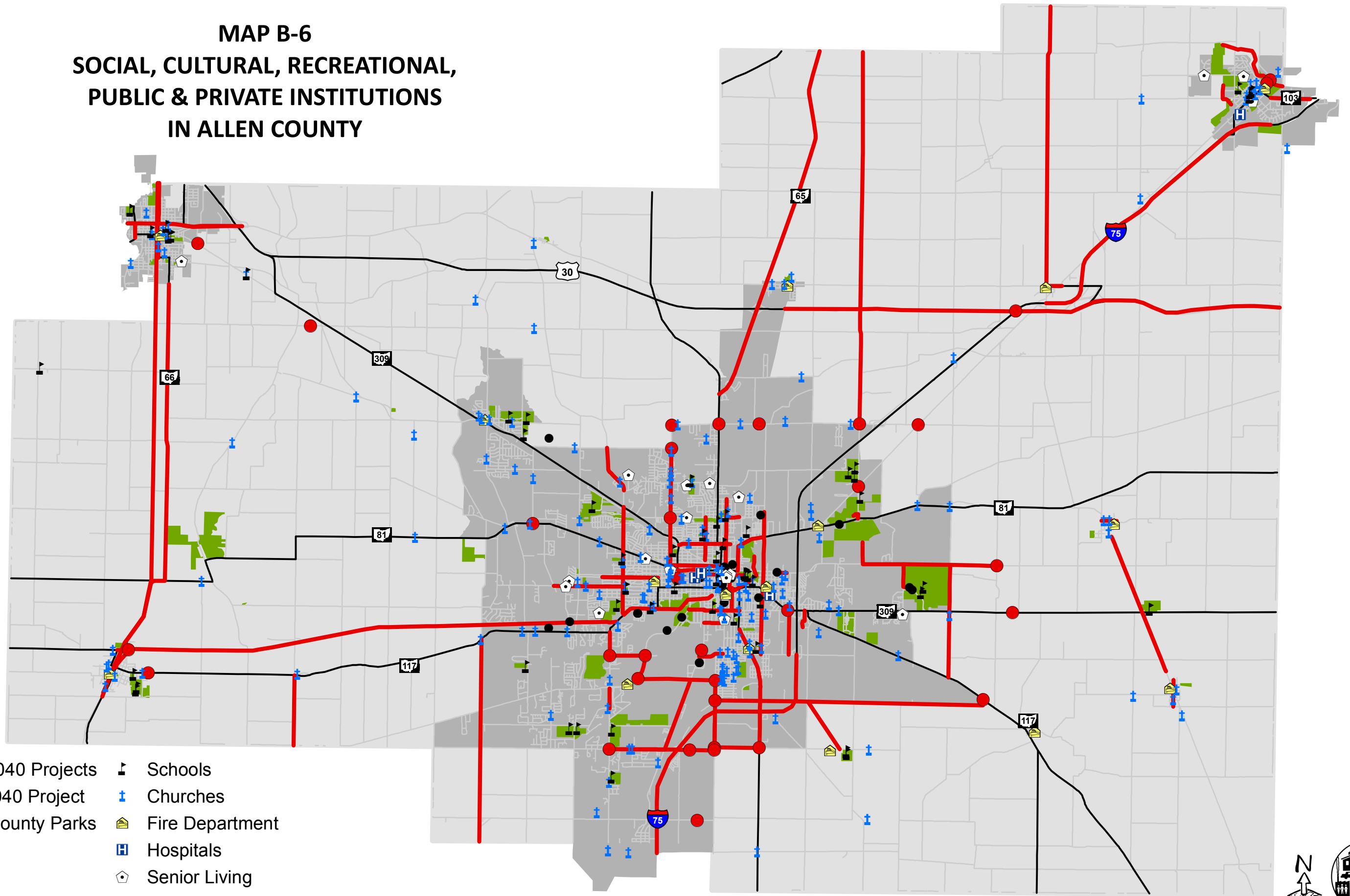
The potential economic impact of recommended projects including utilities and freight is documented in Table B-5, as well as Maps B-7, B-8 and B-9. In this analysis, oil and gas transmission lines are identified as economic assets because various economic activities are directly related to their presence and location. Electric and gas transmission infrastructure is established along corridors which typically enjoy restricted movements and where future transportation corridors may be developed. However, pipeline and transmission lines may pose difficulties for roadway widening or alignment projects. Freight facilities also have a major economic impact on the local community enabling the distribution of goods across the community. Truck routes, as depicted in Map B-9 are used to facilitate heavy traffic and also pose implications for roadway expansion projects including increased lane width, turning radii, air quality and noise/vibration. The larger freight facilities have implications for the overall transportation system and the livability of certain neighborhoods. Economic impacts were also assessed, documenting project specific impacts at the regional and local level.

Allen County is documented as in compliance with National Ambient Air Quality Standards. The impact of the recommended projects contained in the 2040 LRTP is documented in Appendix D. Other potential environmental impacts have been limited to those locations which have been identified as archeological sites, historic landmarks, wetlands and/or floodplains. In addition, Table B-5 identifies those projects which may impact prime farmland that could be engaged in agricultural activities. Vacant or agriculturally nonproductive ground committed to urban development was not considered in the environmental screening.

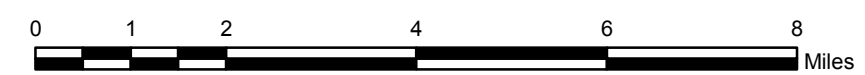
Archeological sites are recognized by the United States Department of the Interior (USDI) and protected by the Ohio Department of Natural Resources. Other historical landmarks are recognized by the National Register of Historic Places and offered special status by the USDI. Map B-10 identifies a total of 432 historic sites and an additional 177 archeological sites within Allen County. These sites are considered important to the historic and cultural fabric of the community. Archeological sites are approximate locations mapped to protect their exact location from possible degradation. Historic landmarks include a full range of structures and historic sites. Residential abodes, commercial structures and public works were largely confined to the urban areas while historically significant agricultural buildings were confined to rural areas.

Other areas of particular interest are those areas susceptible to hazardous flooding and erosion. Wetlands are delineated according to the USDI and recorded in the National Wetlands Inventory, and floodplains are those areas that pose a risk for hazardous flooding identified by the Federal Emergency Management Agency (FEMA). The mapped results of the USDI Wetlands Inventory (1994) are based upon survey work conducted by the United States Fish & Wildlife Service using remote sensing and information obtained from United States Geological Survey (USGS) quadrangle maps. On May 2, 2013 the Allen County Commissioners adopted the updated Flood Insurance Study (FIS) and accompanying Flood Insurance Rate Maps (FIRMs). The FIS and FIRMs are predicated on detailed reports compiled by Allen County, in partnership with FEMA and the United States Geological Survey (USGS), as part of the Flood Map Modernization Program. Map B-11 details the boundaries of the floodplains as well as identifies the wetlands documented by the USDI. Because of the nature and size of the respective floodplain delineations, many of the wetlands areas are indistinguishable from the larger floodplain. The map fails to identify high hazard floodplain areas within the City of Lima. Flooding has been confined largely to areas outside of the City since the flood of

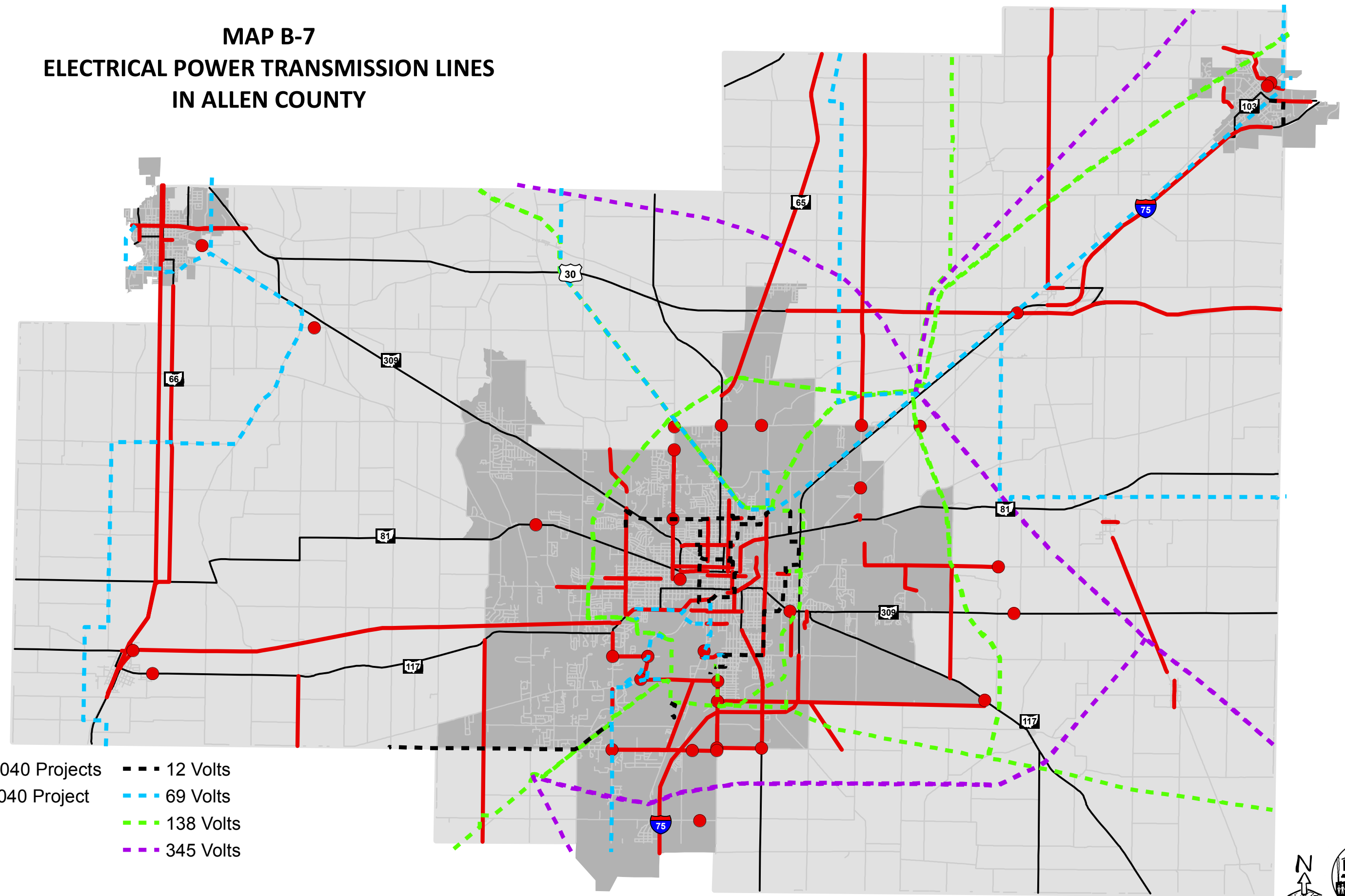
MAP B-6 SOCIAL, CULTURAL, RECREATIONAL, PUBLIC & PRIVATE INSTITUTIONS IN ALLEN COUNTY



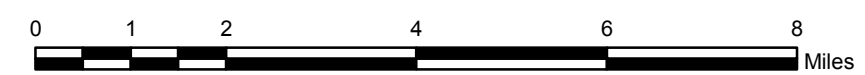
- Spot 2040 Projects
- Line 2040 Project
- Allen County Parks
- 🏫 Schools
- ⛪ Churches
- 🚒 Fire Department
- 🏥 Hospitals
- 🏠 Senior Living
- Government



MAP B-7 ELECTRICAL POWER TRANSMISSION LINES IN ALLEN COUNTY

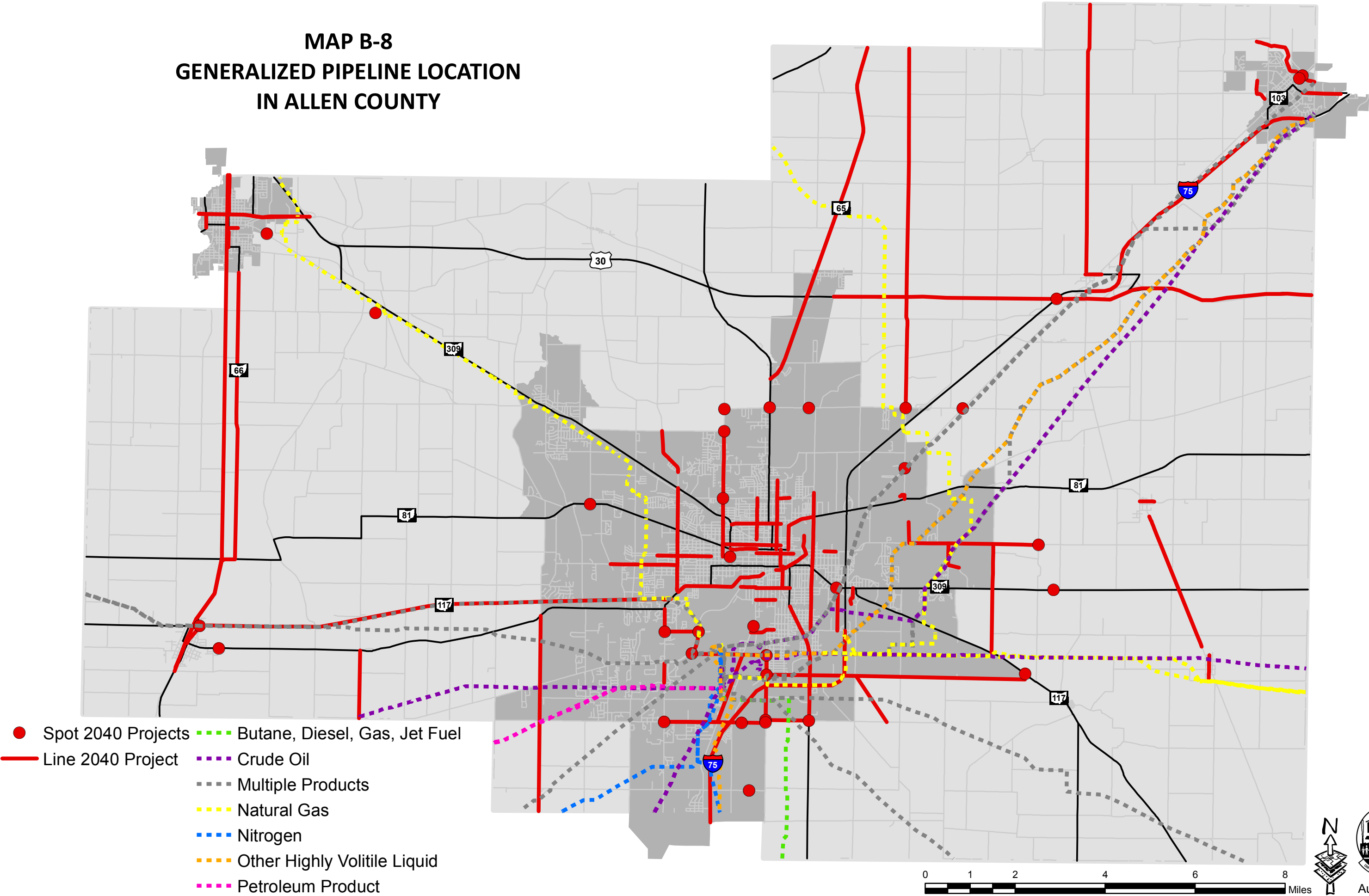


- Spot 2040 Projects
- Line 2040 Project
- 12 Volts
- - - 69 Volts
- - - 138 Volts
- - - 345 Volts



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MAP B-8 GENERALIZED PIPELINE LOCATION IN ALLEN COUNTY

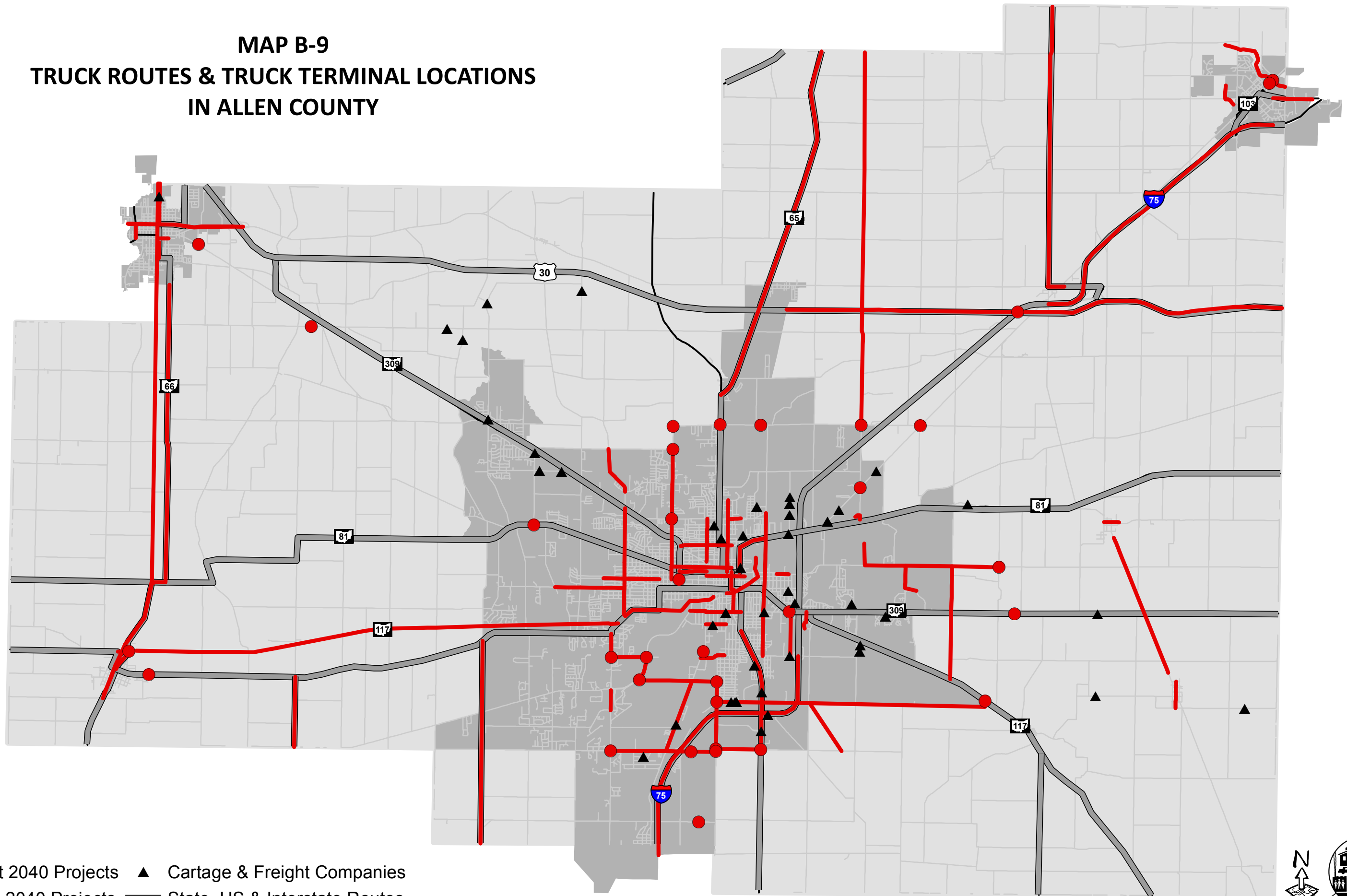


- Spot 2040 Projects
- Line 2040 Project
- Butane, Diesel, Gas, Jet Fuel
- Crude Oil
- Multiple Products
- Natural Gas
- Nitrogen
- Other Highly Volatile Liquid
- Petroleum Product



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MAP B-9 TRUCK ROUTES & TRUCK TERMINAL LOCATIONS IN ALLEN COUNTY

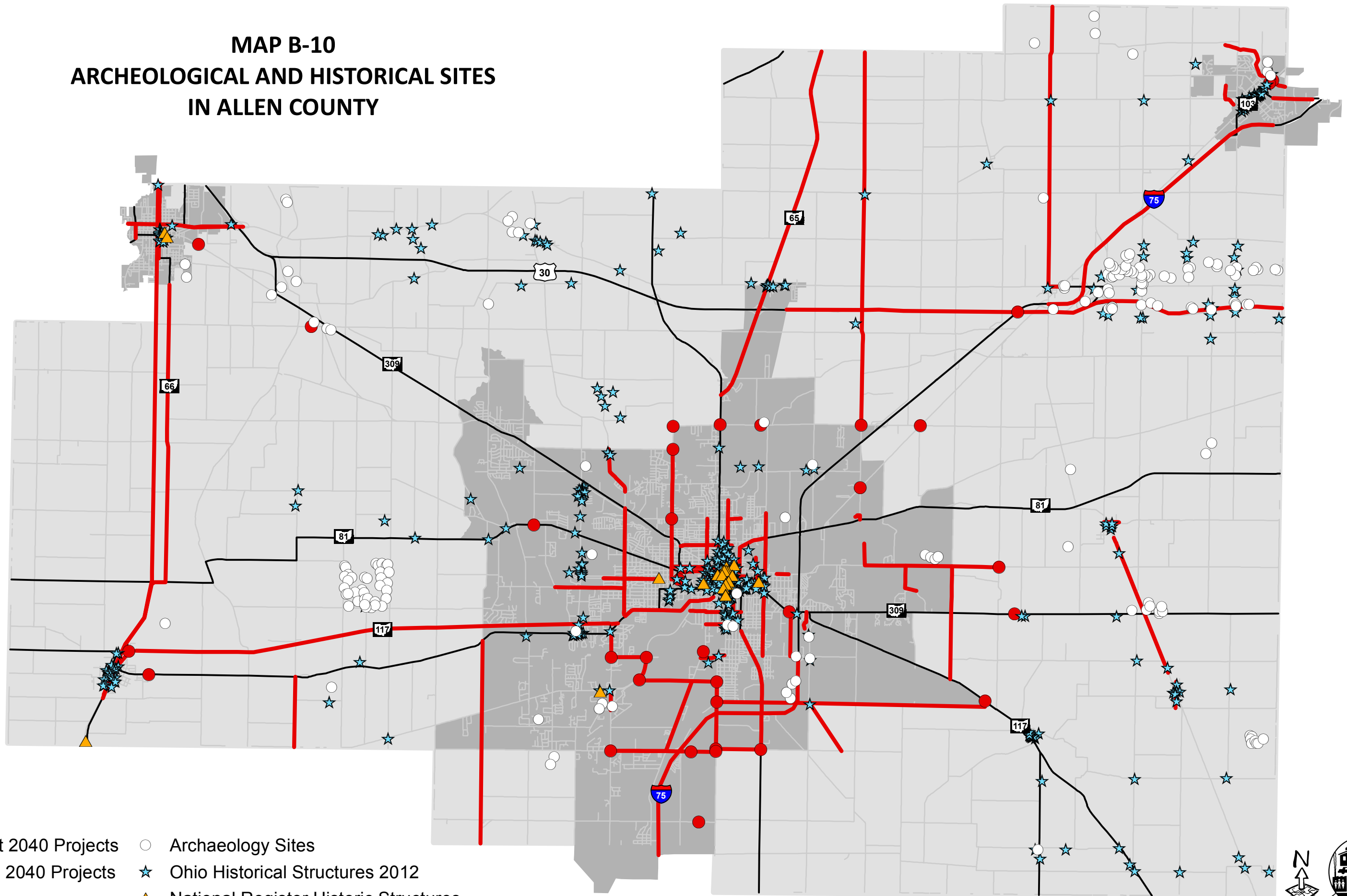


- Spot 2040 Projects ▲ Cartage & Freight Companies
- Line 2040 Projects — State, US & Interstate Routes

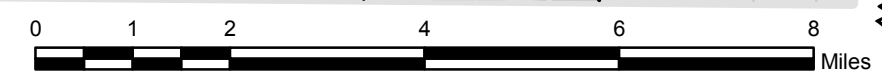


August 2018

MAP B-10 ARCHEOLOGICAL AND HISTORICAL SITES IN ALLEN COUNTY

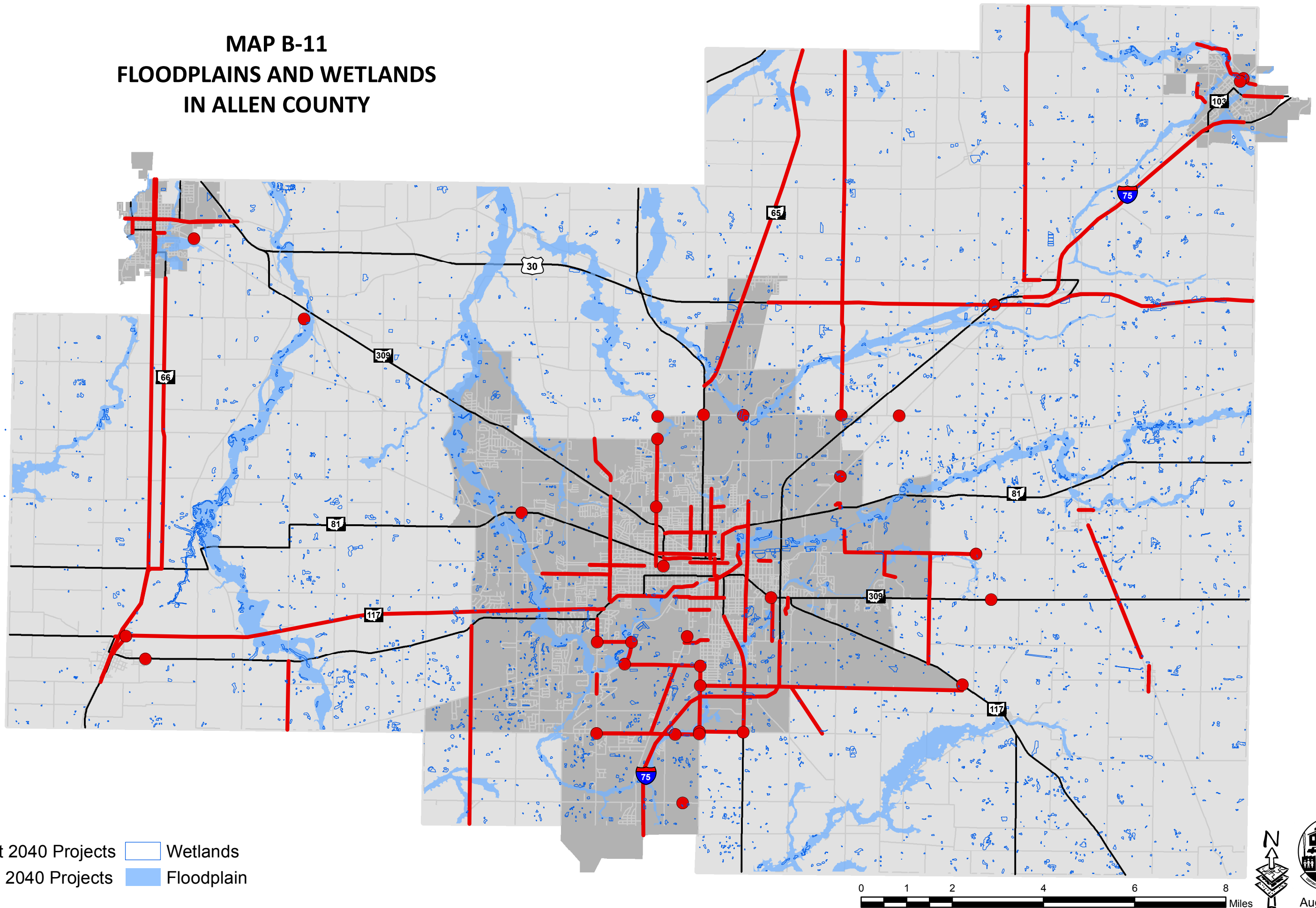


- Spot 2040 Projects
- Archaeology Sites
- Line 2040 Projects
- ★ Ohio Historical Structures 2012
- ▲ National Register Historic Structures



August 2018

MAP B-11 FLOODPLAINS AND WETLANDS IN ALLEN COUNTY



- Spot 2040 Projects
- Line 2040 Projects
- Wetlands
- Floodplain



1913 when thereafter channels of the Ottawa River were realigned and new bridges built minimized flooding.

2.4 Social, Economic & Environmental Analysis

Transportation planning has historically incorporated an analysis of project impacts on an area's social, economic and environmental (SEE) resources. Table B-5 provides a cursory review of the potential SEE impacts of recommended projects contained in the 2040 Transportation Plan. Table B-5 reveals that each of the 137 projects recommended for federal funding and contained in the plan have potential SEE impacts associated with them. Maps B-6 through B-11 identify the potential SEE impacts of the recommended projects on the area.

A cursory review of the plan's projects catalogued in Table B-5 identified 88 of the 137 projects recommended for federal funding as posing potential social impacts to the community. Two of the recommended projects had potential social impacts in all six categories examined (ROW, Schools, Parks, Public Inst., Private Inst. & Neighborhoods). PID 51 and 62 recommend upgrades including curbs, sidewalks and drainage for segments of Sugar Street and Cole Street, respectively. Table B-5 identified 109 of the Plan's 137 recommended projects as having potential economic impacts to the community. The majority of these projects (55.5%) have the potential to improve freight movement in the region. Potential environmental impacts that affect the community include: floodplains, wetlands, rivers, archeological sites, historical sites and farmlands. Of the 137 recommended projects 58.4% were identified as being impacted by one or more of these environmental issues. PIDs 9, 225 and 107875 were identified as having the highest potential for environmental impacts on the community.

As documented in Section 7 of the 2040 Transportation Plan, recommended projects are those projects that the community has identified as important and supported for consideration of future federal funding. Such projects receive priority consideration for programming in future federally funded TIPs. Recommended projects were not required to have a Major Investment Study (MIS) or a NEPA mandated environmental assessment or environmental impact statement to become eligible for inclusion within the MPO's Transportation Plan. The review process required by FHWA/ODOT fails to require projects to submit such environmental analysis prior to inclusion in the STIP/TIP and does not initiate the environmental scoping until the third step of the Transportation Development Process.

Pursuant to the combined implications of EJ, NEPA and Title VI regulatory policies each project is to be assessed independently as to its potential to disproportionately affect minority and low income populations or the local environment in an adverse manner. The effect of such projects and the necessary tests to determine project impacts have not been completed by the MPO further than the cursory review presented in Table B-5. The MPO will assume that the necessary SEE impact assessments will be initiated during Step 3 of the Transportation Development Process and that all final environmental documents will be submitted to, and approved by ODOT and FHWA prior to the time when the federally funded projects are to be sold. The MPO will assume that for projects to come to fruition that project sponsors shall necessarily complete the required environmental reviews and properly conduct and document their public involvement process. The MPO will recognize further ODOT/FHWA guidance on the matter as it becomes available.

SECTION 3 OVERVIEW & RECOMMENDATIONS

Navigating the framework of federal regulatory policies requires the MPO to be sensitive to various principles during the transportation planning process. The continued federal emphasis on minimizing disproportionate burdens borne by targeted populations, eliminating discriminatory and prejudicial practices based on color, race, religion, national origin or sexual orientation, and establishing a balance between economic development and environmental harmony have combined to compel planners to increase public participation and the disclosure of relevant information during the transportation planning process. Only through such an open public planning process is it possible to prevent the denial of, or reduction in, benefits to minority and low income populations, and minimize the disproportionate and adverse social, economic and/or environmental impacts of transportation services, programs or projects. This analysis was prepared to provide a cursory review of the social, economic and environmental impacts of the recommended projects identified in the 2040 Long Range Transportation Plan Update.

3.1 Overview

The 2040 Long Range Transportation Plan Update was developed with considerable public input and involvement. The public comment period met the minimum federal standards and extended for a period of 21 days. It is important to note that targeted populations were provided the opportunity to participate in the planning process, did participate in the planning process and accepted the project listings as submitted/amended by the project sponsors. The transportation planning process and the MPO's attempts to solicit public involvement is more fully addressed in Appendix E of the Plan; public comments are enclosed therein.

The analysis contained in this Appendix identified the population groups that have been historically underserved, as well as those needed transportation projects identified across the community and recommended for federal funding through the year 2040. Much of the demographic analyses, especially the rationale for socio-economic classifications, are established in Appendices B and C of the 2040 Transportation Plan. Those targeted population groups included the minority community, those residing below the poverty level, the residents over the age of 65 years, households without access to a vehicle, and the population suffering from a mobility limitation. The demographic analysis contained herein identified the target populations by location of the respective transportation project and helped identify not only the affected parties but also the potential social, economic and environmental impacts.

Table B-5 provides a cursory review of the potential SEE impacts. Potential social impacts were identified in 88 of 137 of the federally funded projects recommended in the Plan or 64.2%. The analysis found that 109 of the Plan's recommended projects have the potential to result in economic impacts to the community while 58.4% of projects have the potential to result in environmental impacts.

It's worth noting that one in four (21.2%) of the recommended projects were identified as having potential to impact specific neighborhoods located in the City of Lima. Such neighborhoods were geographically and socio-economically diverse with recognized organized neighborhood associations. This exercise shall prove useful with respect to the public notification and involvement process and should be effective in establishing dialogue on issues related to project scope, alternatives and design.

The affect of the recommended projects and the necessary tests to assess project impacts have not been completed by the MPO further than the cursory review presented in Table B-5. Recommended projects were not required to have a major investment study (MIS) or a NEPA mandated environmental assessment or environmental impact statement to become eligible for inclusion within the MPO's 2040 Long Range Transportation. Project sponsors will be expected to further assess impacts on specific environmental characteristics and the targeted populations as the respective project progresses through the transportation planning process.

3.2 Recommendations

The MPO will need to develop a formalized process to identify and assess the various potential health and/or environmental effects of local transportation projects, policies or programs. The MPO must identify the variables to be tested and the respective nature of the analysis to quantitatively measure associated project burdens/benefits on targeted populations and the community. The yet to be developed process will need to identify and involve the appropriate individuals/agencies and project sponsors in an evaluation process. Burdens will need to be catalogued and the transportation system inventoried for similar conditions in non targeted communities. In the event that disproportionate burdens are found to impact specific targeted populations or environments, the process must also recognize and allow appropriate alternatives and/or mitigation strategies. The MPO will need to further develop modeling capabilities to analyze the potential SEE impacts on the targeted populations and community on a specific project, program and policy basis.