# STARK COUNTY AREA TRANSPORTATION STUDY

# TRANSPORTATION IMPROVEMENT PROGRAM 1997-2000

# STARK COUNTY, OHIO

## Final, May 1996


prepared by

Stark County Area Transportation Study
201 Third Street NE, Suite 201
Canton, Ohio 44702



The contents of this document represent cooperative efforts involving the following agencies: US Department of Transportation, Federal Highway Administration, Federal Transit Administration, Ohio Department of Transportation, Stark County Area Transportation Study, and the Stark Area Regional Transit Authority. Funding for the preparation of this document was provided by the US Department of Transportation, Federal Highway Administration, Federal Transportation Administration, Ohio Department of Transportation, Stark County, and the cities of Alliance, Canton, Louisville, Massillon, and North Canton.

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# I. INTRODUCTION

The Transportation Improvement Program is the schedule of highway and transit improvements recommended for implementation within the next four years. It is, therefore, the end product of the transportation planning process. A general outline of this process is displayed in Figure 1.

TIP DEVELOPMENT

As shown by Figure 1, the TIP originates from two elements -- The Short Range Plan element and the Long Range Plan element. The Short Range Plan element includes transportation system management projects which are low capital projects to achieve efficient management of the existing transportation system. The Long Range Plan includes major improvements to the transportation system requiring large capital investments and long lead times for implementation.

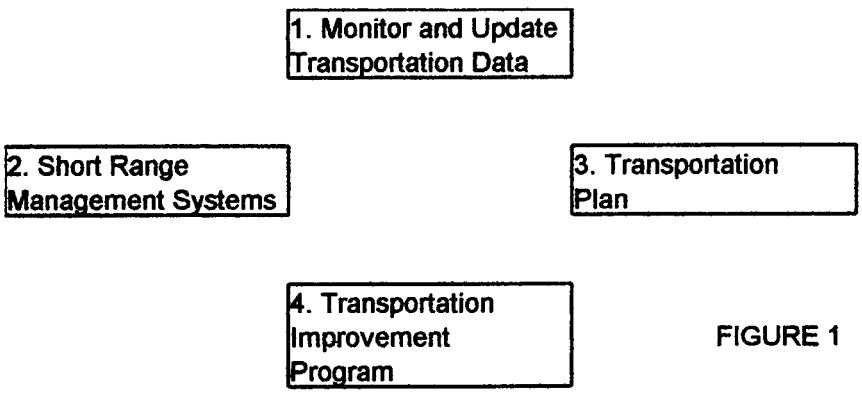



FIGURE 1

The procedure for developing the TIP is as follows. SCATS updates the previous year's TIP to reflect the current status of each project. SCATS then contacts the appropriate officials from the municipalities, county, state and the Stark Area Regional Transit Authority to develop the draft TIP. The projects on the past year's TIP and the Transportation Plan are reviewed with each political unit. New transportation projects added to the TIP are generally drawn from the short and long range elements by local officials. System preservation projects generally originate from each agencies planning procedures. The proposed additions to the TIP are reviewed for consistency with the SCATS Transportation Plan. A fiscal analysis of the TIP is made to determine funding availability and project priorities adjusted to stay within fiscal constraints. An air quality conformity analysis must be conducted on the entire TIP comparing the emissions for the TIP build scenario with the no-build transportation system. The draft TIP is reviewed with the CAC Transportation Committee and approved for submission to ODOT by the SCATS Policy Committee. SCATS then transmits the draft document to ODOT and FTA. Figure 2 documents this procedure.

The project selection is actually conducted over the long term with each political unit. The political unit continually assesses its transportation needs and discusses them with SCATS. Policy Committee will try to fulfill each area's needs, but before funding a project, sufficient funding must be available. Other factors considered in programming projects include the length of time required for the preliminary engineering and right-of-way acquisition phases and the availability of funds by

funding category. Also important is whether or not local support exists for a project. Finally, SCATS must consider the priority rating the implementing agency assigns to the project.

PUBLIC INVOLVEMENT

The Federal planning regulations call for a formal public involvement process. The following paragraphs describe the SCATS Public Involvement Process as it relates to the TIP.

During its drafting, information on the SCATS TIP was presented to members of the CAC Transportation Committee, the SCATS Policy Committee, and the RPC at their regularly scheduled meetings. The CAC and SCATS Policy Committee annually establish a schedule for review of the TIP. (See Figure 2 for the FY 1997-2000 SCATS TIP).

## Figure 2 - TIP Development Schedule

| | |
|---|---|
| October 1995 | ODOT District Office reviews prospective TIP projects with SCATS Policy Committee and project sponsors: |
| November 1995 | SCATS TAC and Policy Committee Prioritizes local funded TIP projects and develops fiscally constrained draft highway program. |
| February 1996 | ODOT releases Major/New Construction Project Lists. District submits Bridge and Resurfacing projects to SCATS |
| March 1996 | Development of draft TIP and financial analysis by SCATS. Conformity Analysis data sent to Tech Services. Draft TIP is sent to ODOT Bureau of Planning. Review by Bureaus of Planning, Programming, Urban Transportation and Public Transportation of STIP/TIP. Air Quality Conformity analysis made by ODOT. ODOT Central Office completes STIP/TIP review and financial analysis |
| April 1 | Final draft TIPs due to all 12 ODOT Districts and all 16 MPO's for public involvement period. Legal notices of availability of STIP/TIPs published in newspapers. |
| April 4 | Press release regarding public availability of draft TIP. |
| April 8-May 22 | STIP/TIP public availability period. |
| April 18 | Public Meeting on Transportation Plan, TIP and Conformity Determination |
| May 28 | SCATS Policy Committee approves Final TIP along with resolution affirming conformity between SIP, Plan and TIP. |

The development of the SCATS TIP is coordinated with the State Transportation Improvement Program and the SCATS utilizes the STIP public involvement procedures which provide for review of the complete package of all the MPO TIP's and the STIP in each ODOT District and each MPO. Advertisement of the availability of the draft document package for public review appeared at least one week before the period of availability began. A news release on the availability of the draft SCATS TIP was issued by the SCRPC Public Relations office. A public meeting was held April 18, 1996 to review the STIP/TIP during the comment period. The ODOT District 4 Design and Planning Engineer, Stark Area RTA Director and SCATS staff were at

the meeting to discuss the STIP, TIP, Conformity Report and Plan. Copies of these documents were available for review at the SCATS office. The TIP and STIP were also available at the 12 ODOT District Offices, the other MPO offices and at area libraries (see list below) during the comment period. No comments were received during the comment period.

SCATS will provide opportunities for public review of major amendments to the TIP, such as change in design concept or scope of project on a major transportation corridor. Also considered major are amendments affecting the TIP fiscal constraint or air quality conformity determination. SCATS will review, on an annual basis, the effectiveness of the TIP Public involvement Process.

Copies of the TIP document were placed in the following local libraries:

Stark County District Library
Louisville Library
Massillon Library
North Canton Public Library
Rodman Public Library
Stark County Regional Planning Commission Library

SUMMARY

The TIP report is divided into five sections. The first section is this introduction. In section II, highway projects are presented in a series of tables and on a map displaying the location of projects. Recommended transit projects are presented in a series of tables in section III. Section IV outlines revenues and costs of the highway and transit improvements. The Appendix includes documentation of privatization efforts by Stark Area RTA. Following this is a Financial Capacity Analysis Summary. The last section of the Appendix documents the conformity of the TIP with the Clean Air Act Amendments of 1990.

# II. HIGHWAY PROJECTS

This section of the TIP details highway improvements. It includes a status report on the previous TIP, a description of compliance with the MIS and SOV analysis requirements and a listing of the current TIP projects.

## STATUS OF PREVIOUS TIP PROJECTS AND CHANGES IN PRIORITIES

The status of projects from previous TIP's must be monitored. Table 1 shows the status of these projects. The current TIP reflects major changes in project priorities in response to fiscal constraints and new procedures by ODOT to prioritize its projects. In 1995 and 1996 ODOT developed a new procedure to prioritize its major new construction projects. This process resulted in projects on I-77 between US30 in Canton and I-277 in Akron moving up on the priority list. A new project to widen US62/SR21 at the intermodal facility also was added to the TIP. ODOT also gave each District an allocation for bridge projects, multi-lane resurfacing and other maintenance projects. Districts then prioritized projects in each category and developed fiscally constrained programs. The SCATS priorities also were revised in response to fiscal constraints by the TAC and Policy Committees.

## Table 1 Status of Previous TIP Projects

| PID# | COUNTY ROUTE SECTION | LENGTH IN MILES | TYPE WORK | PHASE | FY 95-98 TIP PHASE | FY 96-99 TIP PHASE | FY 97-00 TIP PHASE | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 4213 | STA-Applegrove Street | 1.62 | Widening Relocation | R | 1996 | 1997 | 1997 | |
| | | | | C | 1997 | 1998 | 1999 | |
| 14490 | STA-Canton CBD Signals | 0.00 | Traffic Signalization | C | 1996 | 1996 | 1997 | |
| 15196 | STA-Stark Intermodal | 0.00 | Intermodal Facility | P | | 1996 | | Sold 7/6/95 |
| | | | | R | | 1996 | | |
| | | | | C | | 1996 | | |
| 4003 | STA-Louisville Bikeway | 4.41 | Bikeway | R | 1995 | 1997 | 1996 | |
| | | | | C | 1995 | 1998 | 1997 | |
| 9527 | STA-16th St | 0.47 | Widen, relocate RR grade seperation | R | 1997 | 2000+ | 2001 | |
| | | | | C | 1999+ | 2000+ | 2001 | |
| 4090 | STA-TR 3 | 0.28 | Bridge Replacement | C | 1995 | 1996 | 1997 | |
| 11110 | STA-SR 21- 8.98 | 0.20 | New Ramps. | C | 1996 | 1999 | 1999 | |
| 12479 | STA-SR 21-10.24 | 2.15 | Resurfacing | P | N/A | 1996 | 1996 | |
| | | | | C | 1998 | 1998 | 1999 | |
| 13455 | STA-US 30- 0.00 | 4.59 | Resurfacing | C | 1998 | 2000+ | 2001+ | |
| 8933 | STA-US 30-17.21 | 3.17 | New Location | R | 1998 | 1998 | 1997 | |
| | | | | C | 1999+ | 1999 | 1997 | |
| 10748 | STA-US 30-18.35 | 13.50 | Environmental | P | N/A | N/A | N/A | PE Obligated |
| | COL-US 30- 0.00 | 24.40 | Doc Phase | | | | | |
| 9568 | STA-CR 31/CR 62 | 0.50 | Improve Intersection | C | 1997 | 1997 | 1998 | |

# Table 1 Status of Previous TIP Projects

| PID# | COUNTY ROUTE SECTION | LENGTH IN MILES | TYPE WORK | PHASE | FY 95-98 TIP PHASE | FY 96-99 TIP PHASE | FY 97-00 TIP PHASE | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 12677 | STA-CR 31 | 5.18 | Resurfacing | C | 1995 | 1996 | 1997 | |
| 8831 | STA-SR 44-13.08 | 0.05 | Bridge | R | N/A | N/A | 1999 | |
| | | | Replacement | C | 1998 | 1998 | 1999 | |
| 12678 | STA-CR 62 | 4.80 | Resurfacing | C | 1995 | 1997 | 1997 | |
| 10628 | STA-US 62-21.51 | 1.91 | Resurfacing | C | 1995 | 1996 | N/A | Sold 8/24/95 |
| 12874 | STA-US 62-21.51 | 0.21 | Bridge | P | 1995 | N/A | 1997 | |
| | | | Replacement | C | N/A | N/A | 2000 | |
| 13065 | STA-US 62-23.95 | 0.09 | Bridge decks | P | 1995 | N/A | N/A | Not Funded in TIP Period |
| 12365 | STA-US 62-34.87 | 1.46 | Add Turn Lane | C | 1997 | 1997 | 1998 | |
| 4089 | STA-US62F-39.18 | 1.12 | New 4-lane | R | 1998 | 2000+ | 2001+ | Not Funded in TIP Period |
| | MAH-US62F- 0.00 | 4.36 | Freeway | C | 1999+ | 2000+ | 2001+ | |
| 13834 | STA-US62J-37.02 | 0.14 | Bridge Rehab | P | 1995 | N/A | N/A | Not Funded in TIP Period |
| 13833 | STA-US62J-37.53 | 0.14 | Bridge Rehab | P | 1995 | N/A | N/A | Not Funded in TIP Period |
| 15961 | STA-US62F-34.83 | 0.15 | Bridge Rehab Resurfacing | C | 1995 | 1998 | 1997 | Old PID 8003 & 11250 combined |
| 9363 | STA-CR 66 | 2.80 | Resurfacing. | C | 1996 | 1996 | 1997 | Project split into 2 construction in 1997 & 2001 |
| 14830 | STA-CR 66 | 3.49 | Resurfacing. | C | N/A | 2000+ | 2001 | |
| 12836 | STA-IR 77- 3.69 | 0.04 | Bridge Repair | P | 1995 | N/A | 1998 | |
| | | | | C | N/A | N/A | 2000 | |
| 10769 | STA-IR 77- 9.40 | 3.36 | Widen to | R | 1998 | 2000+ | 2000 | |
| | | | Six Lanes | C | 1999+ | 2000+ | 2001+ | |
| 13975 | STA-IR 77-12.74 | 5.80 | Resurfacing | P | 1995 | N/A | | In FY 96 Project revised |
| | SUM-IR 77- 0.00 | 0.53 | | C | 1999+ | 1997 | 1997 | to drop additional lanes |
| ???? | STA-IR 77-12.74 | 5.80 | Widen to | P | 1995 | N/A | 1997 | Original project revived |
| | SUM-IR 77- 0.00 | 0.53 | Six Lanes | C | 1999+ | N/A | 2001+ | for FY 97 TIP |
| 10533 | STA-IR 77-17.92 | 0.25 | Bridge | R | N/A | 1997 | 1999 | |
| | | | Replacement | C | 1997 | 1998 | 1999 | |
| 4120 | STA-SR 93-18.15 | 0.04 | Bridge | P | 1995 | N/A | N/A | PE Obligated FY 95 |
| | | | Replacement | C | 1997 | 1997 | 1997 | |
| 4276 | STA-CR 98- 0.00 | 1.72 | Widening | R | 1995 | 1996 | N/A | R/W Obligated FY 96 |
| | | | New Location | C | 1995 | 1997 | 1997 | |
| 9807 | STA-CR101 | 1.01 | Widening. | C | 1997 | 1999 | 2000 | |
| 4339 | STA-CR112 | 0.42 | Bridge Elimination | C | 1995 | 1997 | 1997 | |
| 4112 | STA-SR153- 1.24 | 0.01 | Bridge Replacement | C | 1995 | 1997 | N/A | Project sold 6/30/95 |
| 7605 | STA-SR153- 2.28 | 1.06 | Widen to 36'.Resurface | C | 1995 | 1997 | 1998 | |
| 13071 | STA-SR172-13.80 | 0.05 | Bridge Replace | P | 1995 | N/A | N/A | Not Funded in TIP Period |
| 13072 | STA-SR172-15.57 | 0.06 | Bridge Replace | P | 1995 | N/A | N/A | Not Funded in TIP Period |
| 11892 | STA-SR212- 1.07 | 0.13 | Bridge Rehab | P | 1995 | N/A | N/A | Not Funded in TIP Period |
| 4344 | STA-CR228 | 1.20 | Widening. | R | 1995 | 2000+ | 1999 | |
| | STA-Whipple Ave | 0.30 | Resurfacing. | C | 1996 | 2000+ | 2000 | |
| 9573 | STA-SR236-5.45/CR228 | 0.60 | Improve Intersection | C | 1997 | 1998 | 1998 | |
| 4081 | STA-SR297- 1.12 | 0.98 | Reconstruction | R | 1995 | 1999 | 1997 | |
| | | | | C | 1996 | 2000+ | 1998 | |
| 12507 | STA-SR619- 0.51 | 3.13 | Widen to | P | 1995 | 1999 | 2000 | |
| | | | 4 lanes. | R | 1998 | 2000+ | 2001+ | |

These changes affect the status of many projects included in previous TIPs. Several projects originally programmed for FY 96 have been delayed to FY 97 or beyond. Principle reasons for the delay are lack of funds or , changes in priorities and delays in

plan preparation, review and approval. No Transportation Control Measures (TCM's) were required for air quality attainment or maintenance in Stark County and therefore no required TCM's were implemented in FY 96.

CMS/MIS STATUS

Major regional highway projects in the Transportation Plan include the extension of US 30 to SR 11, the completion of US 62 from the City of Alliance to Salem and two projects to widen I-77 to six lanes from US 30 north to the Summit County line. The I-77 projects are programmed in the TIP. The US30 and US62 are in the preliminary development phase but are not scheduled for additional phases during the FY 1997-2000 TIP period. These major regional projects will require Major Investment Studies to examine alternatives and plan implementation of measures to reduce demand.

Major widening projects on Applegrove, Everhard, and Whipple Avenue are included in the TIP along with many bridge replacements and resurfacing projects. Federal planning regulations require that in TMA's new single occupancy vehicle (SOV) capacity enhancing projects not be programmed unless the result from a Congestion Management System (CMS). Prior to implementation of the CMS on October 1, 1997, an interim CMS SOV analysis is acceptable.

The following Table shows the MIS/CMS status of each SOV capacity enhancing project.

## Table 2 MIS/CMS Status

| PID# | SECTION | WORK | Constr Year | CMS Status |
|---|---|---|---|---|
| 4213 | STA-Applegrove St | Widening Relocation. | 1999 | Exempt, NEPA clearance |
| 9527 | STA-16th St | Widen, relocate RR grade Sep | 2001+ | SOV Analysis needed, but project not included in FY 97-00 TIP |
| 11110 | STA-SR 21- 8.98 | New Ramps. | 1998 | SOV Analysis Needed |
| 8933 | STA-US 30-17.21 | New Location | 1997 | CMS Analysis approved 4/19/95 |
| 10748 | STA-US 30-18.35 COL-US 30-0.00 | New Location | 2001+ | MIS needed, but project not included in FY 97-00 TIP |
| 4089 | STA-US62F-39.18 MAH-US62F-0.00 | New 4-lane Freeway | 2001+ | MIS process begun, but project not included in FY 97-00 TIP |
| 10769 | STA-IR 77- 9.40 | Widen to 6 lanes | 2001+ | MIS process begun, but project not included in FY 97-00 TIP |
| | STA-IR 77-12.74 SUM-IR 77-0.00 | Widen to 6 lanes | '2001+ | MIS process begun. but project not included in FY 97-00 TIP |
| 4276 | STA-CR 98- 0.00 | Widening | 1997 | Exempt, NEPA clearance |
| 9807 | STA-CR101 | Widening. | 2000 | SOV Analysis Needed |
| 7605 | STA-SR153- 2.28 | Widen to 36'. | 1997 | Exempt, SOV lanes not added. |
| 4344 | STA-CR228 STA-Whipple | Widening. | 2000 | Exempt, NEPA clearance |
| 4081 | STA-SR297- 1.12 | Reconstruction | 1998 | Exempt, NEPA clearance |
| 12507 | STA-SR619- 0.51 | Widen to 4 lanes | 2001+ | SOV Analysis needed, but project not included in FY 97-00 TIP |
| 6256 | STA-SR687- 3.45 | Widen to 5 Lanes | 2001+ | SOV Analysis needed, but project not included in FY 97-00 TIP |
| 10917 | STA-SR687- 4.70 | Widening | 2001+ | SOV Analysis needed, but project not included in FY 97-00 TIP |

FY 1997 - 2000 TIP PROJECTS

The FY 1997 - 2000 TIP includes 47 individually listed projects plus blanket items. All projects have been reviewed by the SCATS Policy Committee and found to consistent with the Transportation Plan. The State Implementation Plan (SIP) for air quality does not include any TCM's for the SCATS area. As demonstrated in the fiscal constraint section, projects in the first two years of the TIP are limited to funds available. The following Table 3 shows each proposed project, the total cost and a listing of funding by project phase and source of funds, the year each phase of the project is scheduled to begin, the type of work to be done, the agency responsible for implementation and the air quality status of each project. The listing shows **for informational purposes only** project phases scheduled for FY 2001 and beyond. The total capital costs by year of all TIP projects is shown at the bottom of the table. Also shown for informational purposes is the ODOT District 4 Maintenance Program in Table 3a. A map (Figure 3) shows the location of all projects on the TIP.

Section 450.216(c) of the Statewide Planning Regulations permits any project listed in the first three years of the STIP to be eligible for authorization in any of the first three years of the STIP, subject to project selection requirements. The project selection requirements recognize projects listed in the first year of an approved TIP as an "agreed to" list of projects for subsequent scheduling and implementation. Projects in the second and third years of the STIP may be advanced into the first year following appropriate project selection activities. Because the SCATS TIP is part of the STIP this provision applies also to the TIP. In Ohio, ODOT and the MPOs have agreed to expedited project selection that permit any project listed in the first three years of the STIP to be eligible for authorization at any time within the life of the STIP. To ensure coordination with local priorities, a letter of concurrence must be obtained from the MPO.

# Table 3 - SCATS FY 1997-2000 TIP Highway Project Listing

## KEY TO TIP CODES

**PID#** - **P**roject **ID**entification number from ODOT's project management system.

**County - Route - Section** - Official project designation used by ODOT. Section numbers expressed as hundredths (xx.xx) are the mileage from the South or West county line. Those expressed as thousandths are the new metric designations and represent the kilometers from the South or West county line.

**PHASE**

**P** - **P**reliminary Engineering
**R** - **R**ight of Way Acquisition
**C** - **C**onstruction

**FY** - ODOT Fiscal Year for each Phase. ODOT Fiscal Years begin on July 1. FY 97 begins July 1, 1996

**FUNDING SOURCES** - Funding sources are indicated by the following codes. Each funding code is followed by an **S**, **M**, or **C** indicating source of federal funds. (State, MPO and County, respectively)

Funding Codes

**BR** - **B**ridge **R**eplacement funds
**IM** - **I**nterstate **M**aintenance funds
**MA** - **M**inimum **A**llocation funds
**NH** - **N**ational **H**ighway System funds
**STP** - **S**urface **T**ransportation **P**rogram funds
**G** - Suffix indicating 100% federal funds for signal systems and certain safety projects
**DPR** - **D**emonstration **P**roject
**CMAQ** - **C**ongestion **M**anagement / **A**ir **Q**uality funds
**Issue2** - State Issue 2 funds
**State** - ODOT Non-federal funds
**Local** - Local funds

**COST BY PHASE**

The cost (in thousands of dollars) of each phase of a project to be funded during the TIP period is listed by funding type. An X in the first column indicates the phase was obligated in a fiscal year prior to this TIP.

# Table 3 - SCATS FY 1997 - 2000 TIP

| Co-Rte-Sect<br>PID#<br>Map # | Length<br>in<br>Miles | DESCRIPTION<br>Location & Termini<br>Type of work | TOTAL<br>COST<br>(000) | PHASE | Federal<br>Fund<br>Type | Funding by Phase<br>FISCAL YEAR<br>1997 | 1998 | 1999 | 2000 | For<br>Info<br>only<br>2001+ | Project<br>Sponsor | Air Quality<br>Status |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STA-Applegrove | 1.62 | N Canton. I-77 at Wayview to 1150' | 5,649 | R | STP-M | 300 | | | | | N Canton | Capacity Change |
| Street | | E of Main St. | | R | L Match | 75 | | | | | | |
| 4213 | | Widening & Relocation | | C | STP-M | | | 4,000 | | | | |
| 1 | | | | C | L Match | | | 1,000 | | | | |
| | | | | | | | | | | | | |
| STA-Canton CBD | 0.00 | Purchase of signal controllers, | 1,019 | C | CMAQ-M | 1,019 | | | | | Canton | No Analysis - |
| Signals | | pedestrian signals, central controllers | | | | (assume obligation of federal funds in FFY 96) | | | | | | Exempt |
| 14490 | | at 54 CBD intersections. | | | | | | | | | | |
| 2 | | | | | | | | | | | | |
| STA-Canton 30 | 0.00 | Signal Equipment at 30 locations | 640 | C | CMAQ-M | | | | 640 | | Canton | No Analysis - |
| Signals | | | | | | | | | | | | Exempt |
| 15315 | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | |
| STA-Canton 94 | 0.00 | Signal Equipment at 94 locations | 1,125 | C | STP-M | | | | | 1,125 | Canton | No Analysis - |
| Signals | | | | | | | | | | | | Exempt |
| 4 | | | | | | | | | | | | |
| STA-Louisville | 4.41 | Louisville. Various city streets | 267 | R | STP-S | | | | | | Louisville | No Analysis - |
| Bikeway | | from California & Howard to Edmar & | | C | STP-S | 263 | | | | | | Exempt |
| 4003 | | Hazel. Bikeway | | | | | | | | | | |
| 5 | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| STA-Millersburg | | Massillon - | 110 | C | State | 110 | | | | | ODOT | No Analysis - |
| 15732 | | Resurfacing | | | | | | | | | | Exempt |
| 6 | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| STA-N Market St | | Minerva Enhancement Project | 543 | C | STP-S | 407 | | | | | Minerva | No Analysis - |
| 16384 | | Streetscaping | | | L Match | 136 | | | | | | Exempt |
| 37 | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| STA-O&E Canal | 0.80 | Canal Fulton. CBD and adjacent | 284 | C | STP-S | | 227 | | | | Canal | No Analysis - |
| 14778 | | canal lands. | | C | L Match | | 56 | | | | Fulton | Exempt |
| 7 | | Pedestrian Walk & Bridges | | | | | | | | | | |
| | | Walk & | | | | | | | | | | |
| STA-16th St | 0.47 | Massillon. Walnut SE to Oak Ave | 7,170 | R | STP-M | | | | 500 | | Massillon | Capacity Change |

# Table 3 - SCATS FY 1997 - 2000 TIP

| Co-Rte-Sect<br>PID#<br>Map # | Length<br>in<br>Miles | DESCRIPTION<br>Location & Termini<br>Type of work | TOTAL<br>COST<br>(000) | PHASE | Federal<br>Fund<br>Type | Funding by Phase<br>FISCAL YEAR<br>1997 | 1998 | 1999 | 2000 | For<br>Info<br>only<br>2001+ | Project<br>Sponsor | Air Quality<br>Status |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Construct grade separation over | | C | STP-M | | | | | 6,000 | | & New Facility |
| 9527 | | Conrail Railroad. (SOFT MATCH) | | | | | | | | | | |
| 8 | | | | | | | | | | | | |
| STA-TR 3 | 0.28 | 0.2 mi W of SR 225. Replace Bridge | 845 | C | BRZ-S | 676 | | | | | County | No Analysis - |
| 9527 | | over Mahoning River. | | C | L Match | 169 | | | | | | Exempt |
| 9 | | | | | | | | | | | | |
| STA-CR 17 | 6.51 | Erie Ave from SR236 to Can Fult SCL. | 475 | C | STP-C | 380 | | | | | County | No Analysis - |
| STA-CR 17 | | Erie Ave from Can Fult NCL to SUM Co | | C | L Match | 95 | | | | | | Exempt |
| 14884 | | Line | | | | | | | | | | |
| 10 | | Resurfacing | | | | | | | | | | |
| STA-SR 21- 8.98 | 0.20 | Massillon. Construction of 2 | 1,625 | C | STP-M | | | 1,300 | | | Massillon | New Facility |
| | | additional ramps at existing | | C | State | | | 325 | | | | |
| 11110 | | interchange. | | | | | | | | | | |
| 11 | | | | | | | | | | | | |
| STA-SR 21-10.24 | 2.15 | Massillon. Walnut St to | 6,850 | P | State | | | | | | ODOT | No Analysis - |
| 12479 | | NCL. | | C | NH-S | | | 4,960 | | | | Exempt |
| 12 | | Resurfacing | | C | State | | | 1,240 | | | | |
| | | | | | | | | | | | | |
| STA-US30-0.00 | 4.59 | Wayne County Line to | 5,900 | P | State | | | | | | ODOT | No Analysis - |
| 13455 | | .58 mile east of SR 241. | | C | NH-S | | | | | 4,400 | | Exempt |
| 13 | | Resurfacing | | C | State | | | | | 1,100 | | |
| | | | | | | | | | | | | |
| STA-US 30-17.21 | 3.17 | Canton. 0.19 Mile west of US 30 & | 16,500 | R | NH-S | 2,000 | | | | | ODOT | New Facility |
| 8933 | | SR 43 Interchange to Trump Ave | | R | State | 500 | | | | | | |
| 14 | | New 4-lane Freeway | | C | NH-S | 11,200 | | | | | | |
| | | | | C | State | 2,800 | | | | | | |
| | | | | | | | | | | | | |
| STA-US 30-18.35 | 13.50 | From East Canton to Minerva. | 10,000 | P | NH-S | X | | | | | ODOT | No Analysis - |
| COL-US 30- 0.00 | 24.40 | Minerva to SR 11 in Columbiana | | P | State | X | | | | | | Exempt |
| 10748 | | County. New 4-Lane Freeway | | | | | | | | | | Environmental |
| 15 | | ENVIRONMENTAL DOCUMENTATION | | | | | | | | | | Documentation |
| | | PHASE | | | | | | | | | | Phase Only |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |

# Table 3 - SCATS FY 1997 - 2000 TIP

| Co-Rte-Sect<br>PID#<br>Map # | Length<br>in<br>Miles | DESCRIPTION<br>Location & Termini<br>Type of work | TOTAL<br>COST<br>(000) | PHASE | Federal<br>Fund<br>Type | Funding by Phase<br>FISCAL YEAR<br>1997 | 1998 | 1999 | 2000 | For<br>Info<br>only<br>2001+ | Project<br>Sponsor | Air Quality<br>Status |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STA-CR 31 | 0.50 | State St and Market Ave intersection | 475 | C | STP-C | | 380 | | | | County | No Analysis - |
| STA-CR 62 | | Impove profile, turn lanes and signal. | | C | L Match | | 95 | | | | | Exempt |
| 9568 | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | |
| STA-CR 31 | 5.18 | State St from Co Line to Middlebranch. | 650 | C | STP-C | 520 | | | | | County | No Analysis - |
| 12677 | | Resurfacing | | C | L Match | 130 | | | | | | Exempt |
| 17 | | | | | | | | | | | | |
| STA-SR 44-13.08 | 0.08 | Replace and widen bridge over East | 430 | R | State | | | 20 | | | ODOT | No Analysis - |
| 8831 | | Branch of Nimishillen Creek. | | C | BR-S | | | 288 | | | | Exempt |
| 18 | | | | C | State | | | 72 | | | | |
| | | | | | | | | | | | | |
| STA-CR 62 | 4.80 | From SR 43 to SR 619 | 190 | C | STP-C | 152 | | | | | County | No Analysis - |
| 12678 | | Resurfacing | | C | L Match | 38 | | | | | | Exempt |
| 19 | | | | | | | | | | | | |
| STA-US 62-16.222 | 1.52 | From Marland Ave to US 30. | 3800 | P | State | 500 | | | | | ODOT | Capacity Change |
| 16280 | | Stark Intermodal Facility | | C | NH-S | | 2,640 | | | | | |
| 20 | | Widening | | C | State | | 660 | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| STA-US 62-21.51 | 0.33 | Canton. 0.51 Miles west of Cleveland Ave. | 9542 | P | NH-S | 694 | | | | | ODOT | No Analysis - |
| 12874 | | Bridges over B&O and Harrison | | P | State | 173 | | | | | | Exempt |
| 21 | | Bridge Replacement | | R | State | | | | 10 | | | |
| | | | | C | NH-S | | | | 6,932 | | | |
| | | | | C | State | | | | 1,733 | | | |
| | | | | | | | | | | | | |
| STA-US62-23.42 | 1.14 | SR43 to Columbus Rd | 500 | C | State | 500 | | | | | ODOT | No Analysis - |
| 15201 | | Resurfacing | | | | | | | | | | Exempt |
| 22 | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| STA-US 62-30.43 | 0.15 | 1.11 miles East of SR 44. Easton St | 1,330 | R | State | | | 15 | | | ODOT | No Analysis - |
| 11305 | | Bridge over US 62. | | C | STP-S | | | | 928 | | | Exempt |
| 23 | | Bridge Rehabilitation | | C | State | | | | 232 | | | |
| | | | | | | | | | | | | |
| STA-US 62-34.87 | 1.46 | Alliance. Freshley to Western. | 4,000 | C | STP-M | | 3,200 | | | | Alliance | No Analysis - |

# Table 3 - SCATS FY 1997 - 2000 TIP

| Co-Rte-Sect PID# Map # | Length in Miles | DESCRIPTION Location & Termini Type of work | TOTAL COST (000) | PHASE | Federal Fund Type | Funding by Phase FISCAL YEAR 1997 | 1998 | 1999 | 2000 | For Info only 2001+ | Project Sponsor | Air Quality Status |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12365 | | Add turn lane, storm sewers, curbs, | | C | L Match | | 800 | | | | | Exempt |
| 24 | | traffic control, signals, lighting, | | | | | | | | | | |
| | | resurfacing, landscaping | | | | | | | | | | |
| | | | | | | | | | | | | |
| STA-US62F-34.83 | 4.34 | From SR 173 to US 62F end. | 10,920 | C | NH-S | 8,536 | | | | | ODOT | No Analysis - |
| 15961 | | Resurfacing | | C | State | 7,234 | | | | | | Exempt |
| 25 | | Bridges over SR 183 and SR 619. | | | | | | | | | | |
| | | Bridge Rehabilitation | | | | | | | | | | |
| | | (Combines PID 11250 & 8003) | | | | | | | | | | |
| STA-US62F-39.18 | 1.12 | W of SR 225 interchange to 0.42 mi | 29,300 | P | State | | | | | 2,000 | ODOT | New Facility |
| MAH-US62F- 0.00 | 4.36 | E of 12th Street in Mahoning County. | | R | NH-S | | | | | 1,600 | | |
| 4089 | | New 4-lane Freeway | | R | State | | | | | 400 | | |
| 26 | | | | C | NH-S | | | | | 20,240 | | |
| | | | | C | State | | | | | 5,060 | | |
| | | | | | | | | | | | | |
| STA-CR 66 | 2.80 | (Cleveland Ave) Orion Street to | ERR | P | STP-M | | | | | | County | No Analysis - |
| part 1 | | Wright Rd. | | C | STP-M | 5,080 | | | | | | Exempt |
| 9363 | | Resurfacing. | | C | L Match | 1,270 | | | | | | |
| 28 | | | | | | | | | | | | |
| STA-CR 66 | 3.49 | (Cleveland Ave) Wright Road to | 6,840 | C | STP-M | | | | | 4,735 | County | No Analysis - |
| part 2 | | Summit Co Line. | | C | L Match | | | | | 738 | | Exempt |
| 14830 | | Resurfacing. | | | | | | | | | | |
| 29 | | | | | | | | | | | | |
| STA-IR 77- 3.69 | 0.04 | 1.49 miles N of Downing Street | 1,010 | P | State | | 86 | | | | ODOT | No Analysis - |
| 12836 | | Over Binker St. | | C | IM-S | | | | 688 | | | Exempt |
| 30 | | Bridge Rehabilitation | | C | State | | | | 172 | | | |
| | | | | | | | | | | | | |
| STA-IR 77- 9.40 | 3.36 | Canton. 0.14 mi N of US 30 to | 50,000 | R | NH-S | | | | 8,000 | | ODOT | Capacity Change |
| 10769 | | Orchard Park Road. | | R | State | | | | 2,000 | | | |
| 31 | | Widen to 6 lanes Major Upgrade | | C | IM-S | | | | | 9,200 | | |
| | | | | C | NH-S | | | | | 22,800 | | |
| | | | | C | State | | | | | 8,000 | | |
| | | | | | | | | | | | | |
| STA-IR 77-12.74 | 5.80 | US 62 to Akron-Canton airport. | 5,500 | C | IM-S | 4,400 | | | | | | No Analysis - |

# Table 3 - SCATS FY 1997 - 2000 TIP

| Co-Rte-Sect<br>PID#<br>Map # | Length<br>in<br>Miles | DESCRIPTION<br>Location & Termini<br>Type of work | TOTAL<br>COST<br>(000) | PHASE | Federal<br>Fund<br>Type | Funding by Phase<br>FISCAL YEAR<br>1997 | 1998 | 1999 | 2000 | For<br>Info<br>only<br>2001+ | Project<br>Sponsor | Air Quality<br>Status |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SUM-IR 77- 0.00 | 0.53 | Resurfacing | | C | State | 1,100 | | | | | | Exempt |
| 13975 | | | | | | | | | | | | |
| 32a | | | | | | | | | | | | |
| STA-IR 77-12.74 | 5.80 | US 62 to Akron-Canton airport. | 30,000 | P | NH-S | 2,400 | | | | | ODOT | Capacity Change |
| SUM-IR 77- 0.00 | 0.53 | Widen to Six Lanes | | P | State | 600 | | | | | | |
| | | Resurfacing, berms and bridge repair. | | C | NH-S | | | | | 24,000 | | |
| 32b | | | | C | State | | | | | 6,000 | | |
| | | | | | | | | | | | | |
| STA-IR 77-17.92 | 0.25 | Rehab 268' bridge Shuffle Dr over | 1,235 | R | State | | | 20 | | | ODOT | No Analysis - |
| 10533 | | I-77. raise, widen & replace deck. | | C | IM-S | | | 990 | | | | Exempt |
| 33 | | 1991 bridge program | | C | State | | | 110 | | | | |
| | | | | | | | | | | | | |
| STA-SR 93-17.25 | 0.47 | 0.40 mile South of Canal Fulton | 1,255 | C | STP-S | | | 904 | | | ODOT | No Analysis - |
| 11601 | | over SR 21. | | C | State | | | 226 | | | | Exempt |
| 34 | | Bridge Rehabilitation | | | | | | | | | | |
| | | | | | | | | | | | | |
| STA-SR 93-18.845 | 8.93 | Canal Fulton SR 172 to Summit Co Line | 1230 | C | State | 1,230 | | | | | ODOT | No Analysis - |
| STA-SR 93-28.404 | | Resurfacing | | | | | | | | | | Exempt |
| STA-SR93-30.319 | | Replace 14' Bridge over Tuscarawas | | | | | | | | | | |
| 16178 | | River | | | | | | | | | | |
| 35 | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| STA-SR 93-18.15 | 0.04 | Canal Fulton. Bridge over Tuscarawas | 2,066 | C | BR-S | 1,593 | | | | | ODOT | No Analysis - |
| 4120 | | River. (83 Bridge Program) | | C | State | 398 | | | | | | Exempt |
| 36 | | Bridge Replacement | | | | | | | | | | |
| | | | | | | | | | | | | |
| STA-CR 98- 0.00 | 1.72 | Hills & Dales Rd to SR 687. | 5,095 | C | STP-M | 3,500 | | | | | County | Capacity Change |
| 4276 | | (Everhard RD) | | C | L Match | 875 | | | | | | & New Facility |
| 38 | | Widening & Relocation | | | | (assume obligation of federal funds in FFY 96) | | | | | | |
| STA-CR101 | 1.01 | Dressler. Widen to 5 lanes, signalize | 1,500 | C | STP-M | | | | 1,200 | | County | Capacity Change |
| 9807 | | intersections. | | C | L Match | | | | 300 | | | |
| 39 | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| STA-CR112 | 0.42 | (Georgetown Rd) 0.02 mi W of TR179 | 530 | C | BR-S | 530 | | | | | County | No Analysis - |

# Table 3 - SCATS FY 1997 - 2000 TIP

| Co-Rte-Sect<br>PID#<br>Map # | Length<br>in<br>Miles | DESCRIPTION<br>Location & Termini<br>Type of work | TOTAL<br>COST<br>(000) | PHASE | Federal<br>Fund<br>Type | Funding by Phase<br>FISCAL YEAR<br>1997 | 1998 | 1999 | 2000 | For<br>Info<br>only<br>2001+ | Project<br>Sponsor | Air Quality<br>Status |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4339 | | at Aban'd Conrail RR. | | | | | | | | | | Exempt |
| 40 | | Bridge Elimination | | | | | | | | | | |
| | | | | | | | | | | | | |
| STA-SR153- 2.28 | 1.06 | Canton. From Eastview to Canton ECL. | 1,270 | C | STP-M | | 1,016 | | | | Canton | No Analysis - |
| 7605 | | Widen to 36' and Resurface. | | C | State | | 256 | | | | | Exempt |
| 41 | | | | | | | | | | | | |
| STA-CR228 | 1.20 | N Canton. (Portage St) 0.2 W of I-77 | 2,200 | R | STP-M | | | 100 | | | County | Capacity Change |
| STA-Whipple Ave | 0.30 | to Pittsburg. (Whipple) Portage to | | R | L Match | | | 25 | | | | |
| 4344 | | Batton. | | C | STP-M | | | | 1,416 | | | |
| 42 | | Widening and Resurfacing. | | C | L Match | | | | 354 | | | |
| | | | | | | | | | | | | |
| STA-SR236-5.45 | 0.60 | Improve intersection with Portage St. | 600 | C | STP-C | | 480 | | | | County | No Analysis - |
| STA-CR228 | | Add turn lanes, profile change and | | C | State | | 120 | | | | | Exempt |
| 9573 | | install signal. | | | | | | | | | | |
| 43 | | | | | | | | | | | | |
| STA-SR297- 1.12 | 0.98 | Canton (Whipple Rd) 7th St SW to | 3,835 | R | STP-S | 804 | | | | | ODOT | Capacity Change |
| 4081 | | 11th St NW. | | R | State | 201 | | | | | | |
| 44 | | Widening and Resurfacing. | | C | STP-S | | 2,072 | | | | | |
| | | | | C | State | | 518 | | | | | |
| | | | | | | | | | | | | |
| STA-SR619- 0.51 | 3.13 | Hartville. From CR-66 (Cleveland | 11,000 | P | STP-M | | | | 400 | | ODOT | Capacity Change |
| 12507 | | Avenue) to SR 43 North. | | P | State | | | | 100 | | | |
| 45 | | Widening and Resurfacing. | | R | STP-M | | | | | 1,344 | | |
| | | | | R | State | | | | | 336 | | |
| | | | | C | STP-M | | | | | 8,800 | | |
| | | | | C | State | | | | | 2,200 | | |
| | | | | | | | | | | | | |
| STA-SR687- 3.45 | 2.18 | East from 1.29 Miles E of SR 241 | 5,335 | R | STP-S | | | | | 1,080 | ODOT | Capacity Change |
| 6256 | | (Brunnerdale to Everhard) | | R | State | | | | | 120 | | |
| 46 | | Widening and Resurfacing. | | C | STP-S | | | | | 3,600 | | |
| | | | | C | State | | | | | 400 | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| STA-SR687- 4.70 | 1.72 | Everhard to Hills & Dales. | 6,000 | P | STP-S | | | | | 800 | ODOT | Capacity Change |

# Table 3 - SCATS FY 1997 - 2000 TIP

| Co-Rte-Sect PID# Map # | Length in Miles | DESCRIPTION Location & Termini Type of work | TOTAL COST (000) | PHASE | Federal Fund Type | Funding by Phase FISCAL YEAR 1997 | 1998 | 1999 | 2000 | For Info only 2001+ | Project Sponsor | Air Quality Status |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10917 | | Widening and Resurfacing. | | P | State | | | | | 200 | | |
| 47 | | | | R | State | | | | | 200 | | |
| | | | | C | STP-S | | | | | 1,800 | | |
| | | | | C | State | | | | | 450 | | |
| | | | | | | | | | | | | |
| All Systems | 0.00 | Rail Highway Crossing Safety | * | P | STP | | | | | | ODOT | No Analysis - |
| Except Interstate | | | * | C | STP | | | | | | | Exempt |
| 94100 | | | | | | | | | | | | |
| All Systems | 0.00 | Highway Planning Research | * | P | SPR | | | | | | ODOT | No Analysis - |
| | | | | P | PL | | | | | | | Exempt |
| | | | | P | STP | | | | | | | |
| | | | | P | CMAQ | | | | | | | |
| All Systems | 0.00 | Preparation of Individual Program | * | P | STP | | | | | | ODOT | No Analysis - |
| | | Documents & Provide Guidance to | | | | | | | | | | Exempt |
| | | LPAs | | | | | | | | | | |
| All Systems | 0.00 | Rideshare Program | * | P | STP | | | | | | ODOT | No Analysis - |
| 94510 | | | | P | CMAQ | | | | | | | Exempt |
| | | | | | | | | | | | | |
| All Systems | 0.00 | Bridge Inspection | * | P | BR | | | | | | ODOT | No Analysis - |
| | | | | | | | | | | | | Exempt |
| | | | | | | | | | | | | |
| All Systems | 0.00 | Right-of-Way Hardship and | * | R | NH | | | | | | ODOT | No Analysis - |
| 94600 | | Protective Buying | | R | STP | | | | | | | Exempt |
| | | | | | | | | | | | | |
| All Systems | 0.00 | National Recreational trails | * | P | NRT | | | | | | ODNR | No Analysis - |
| | | | | R | NRT | | | | | | | Exempt |
| | | | | C | NRT | | | | | | | |
| | | | | | | | | | | | | |
| All Systems | 0.00 | Specialized services provide by | * | P | NH | | | | | | ODOT | No Analysis - |
| | | statewide/districtwide consultant | | P | STP | | | | | | | Exempt |
| | | contract | | | | | | | | | | |
| | | | | | | | | | | | | |
| All Systems | 0.00 | Ohio Department of Public Safety | * | P | STP | | | | | | ODPS | No Analysis - |
| | | 402 Safety program Activities | | | | | | | | | | Exempt |

# Table 3 - SCATS FY 1997 - 2000 TIP

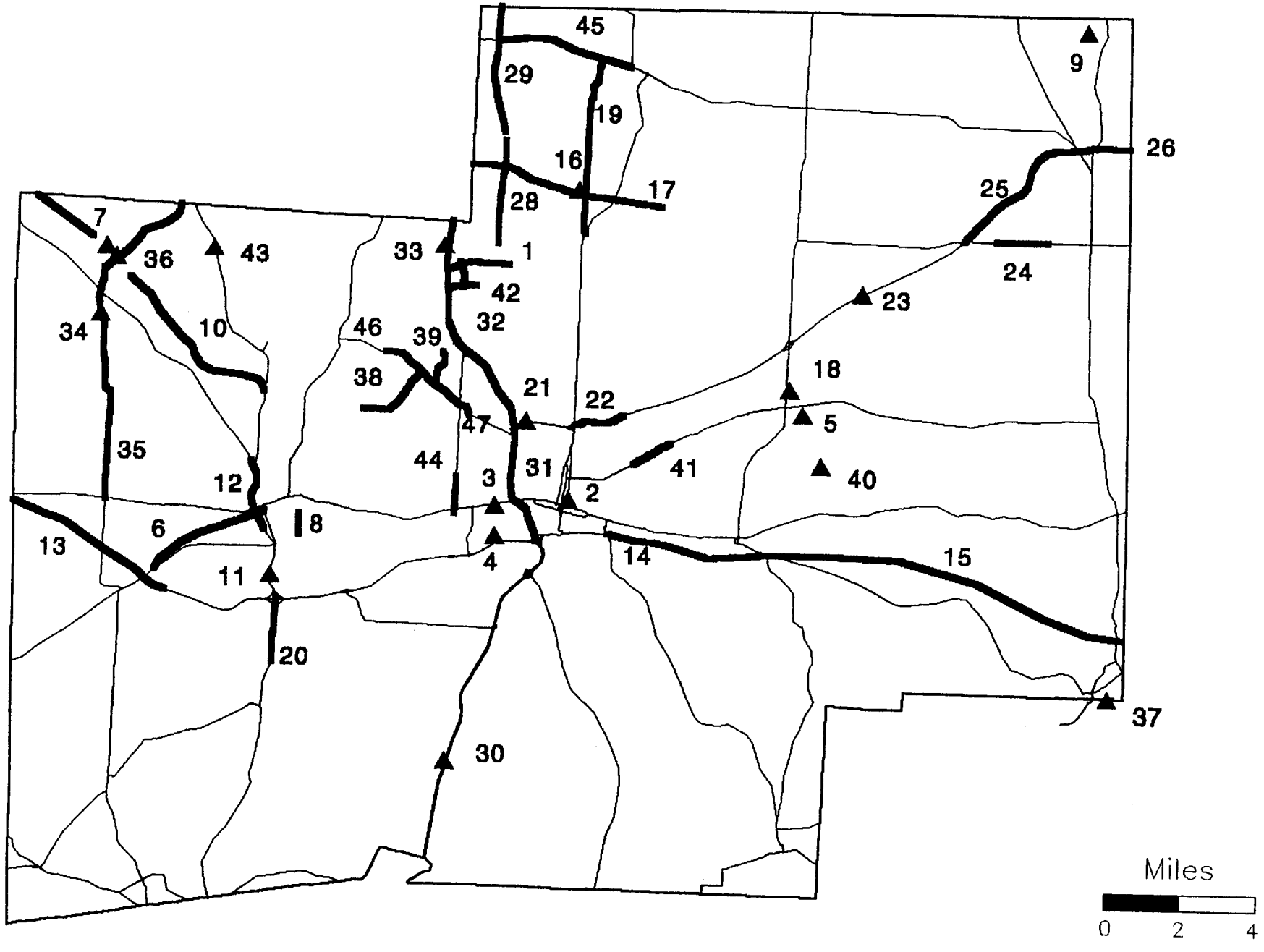
| Co-Rte-Sect<br>PID#<br>Map # | Length<br>in<br>Miles | DESCRIPTION<br>Location & Termini<br>Type of work | TOTAL<br>COST<br>(000) | PHASE | Federal<br>Fund<br>Type | Funding by Phase<br>FISCAL YEAR<br>1997 | 1998 | 1999 | 2000 | For<br>Info<br>only<br>2001+ | Project<br>Sponsor | Air Quality<br>Status |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | |
| All Systems | 0.00 | Transpotation Enhancement | * | C | STP | | | | | | ODOT | No Analysis - |
| 94650 | | Activities | | | | | | | | | | Exempt |
| | | | | | | | | | | | | |
| All Systems | 0.00 | Environmental Site | * | P | STP | | | | | | ODOT | No Analysis - |
| | | Assessments | | | | | | | | | | Exempt |
| | | | | | | | | | | | | |
| All Systems | 0.00 | Undivided Highway | * | C | IM | | | | | | ODOT | No Analysis - |
| 94800 | | Resurfacing | | C | NH | | | | | | | Exempt |
| | | | | C | STP | | | | | | | |
| All Systems | 0.00 | Other Basic Maintenance | * | C | IM | | | | | | ODOT | No Analysis - |
| 94850 | | Projects | | | NH | | | | | | | Exempt |
| | | | | | STP | | | | | | | |
| | | | | | | | | | | | | |

| SUMMARY | | 1997 | 1998 | 1999 | 2000 | 2001+ |
|---|---|---|---|---|---|---|
| SCATS FEDERAL | STP/MA | 8,880 | 4,216 | 5,400 | 3,516 | 22,004 |
| SCATS FEDERAL | CMAQ | 1,019 | 0 | 0 | 640 | 0 |
| TOTAL SCATS FEDERAL | | 9,899 | 4,216 | 5,400 | 4,156 | 22,004 |
| COUNTY ENGINEERS FEDERAL SPENDING | STP | 1,052 | 860 | 0 | 0 | 0 |
| ODOT FEDERAL | BR/BRZ | 2,799 | 0 | 288 | 0 | 0 |
| ODOT FEDERAL | IM | 4,400 | 0 | 990 | 688 | 9,200 |
| ODOT FEDERAL | NH | 24,830 | 2,640 | 4,960 | 14,932 | 73,040 |
| ODOT FEDERAL | STP | 1,474 | 2,299 | 904 | 928 | 7,280 |
| TOTAL ODOT FEDERAL | | 33,503 | 4,939 | 7,142 | 16,548 | 89,520 |
| TOTAL STATE | | 15,346 | 1,520 | 2,028 | 4,247 | 25,366 |
| TOTAL LOCAL | | 2,788 | 1,071 | 1,025 | 654 | 1,838 |
| TOTAL TIP | | 62,588 | 12,606 | 15,595 | 25,605 | 138,728 |

# Table 3a ODOT Maintenance Projects

| PID | CO_RTE_SECTION | SALE DATE | COST | TYPE WORK |
|---|---|---|---|---|
| 16178 | STA-93-11.71 | March 1997 | 150 | Structure Replacement & Bridge Treatment |
| | Various Locations | N/A | 150 | Structural Damage Collission Repair |
| | Various Locations | N/A | 75 | Structure and Culvert Repair & Replacement |
| | Various Locations | N/A | 75 | Minor Structure & Culvert Repair |
| | Various Locations | N/A | 151 | Balance transfered to 4-lane resurfacing Structure treatment |
| 16209 | District Wide | March 1997 | 90 | Herbicidal Spraying |
| 16212 | Stark | March 1997 | 45 | Mowing |
| 16213 | District Wide | N/A | 100 | Brush Cutting |
| 16216 | STA/SUM | June 1997 | 350 | Guardrail Ding & Dent |
| 16217 | District Wide | April 1997 | 350 | Raised Pavement Markings |
| 16219 | West Half | April 1997 | 325 | Pavement Markings |
| 16221 | West Half | April 1997 | 100 | Pavement Markings |
| 16222 | West Half | May 1997 | 200 | Loop Detector |

# Figure 3 - TIP Highway Project Map



# III. TRANSIT PROJECTS

This section consists of tables listing the transit projects recommended for implementation within the next four years by the Stark Area RTA and the City of Alliance. The first three tables summarize the capital, operating, and planning expenses anticipated and the funding source and amount for each. The next four tables show capital costs by fiscal year.

OHIO TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT
Stark Area RTA
Summary Sheet
(Thousands of dollars except Planning)

| (begins July 1) | Total Expenditures | | | Federal Share | | |
|---|---|---|---|---|---|---|
| | Capital | Operating | Planning | Capital | Operating | Planning |
| 1997 | 1,042.3 | 3,997.0 | 18,750.0 | 833.8 | 239.0 | 15,000.0 |
| 1998 | 1,000.0 | 4,122.0 | 15,000.0 | 800.0 | 112.0 | 12,000.0 |
| 1999 | 1,000.0 | 4,010.0 | 12,500.0 | 800.0 | 0.0 | 10,000.0 |
| 2000 | 1,000.0 | 4,010.0 | 12,500.0 | 800.0 | 0.0 | 10,000.0 |

OHIO TRANSPORTATION IMPROVEMENT PROGRAM
TRANSIT
City of Alliance
Summary Sheet
(Thousands of dollars)

| (begins July 1) | Total Expenditures | | | Federal Share | | |
|---|---|---|---|---|---|---|
| | Capital | Operating | Planning | Capital | Operating | Planning |
| 1997 | 0.0 | 149.7 | 0.0 | 0.0 | 25.3 | 0.0 |
| 1998 | 0.0 | 155.2 | 0.0 | 0.0 | 34.1 | 0.0 |
| 1999 | 0.0 | 158.5 | 0.0 | 0.0 | 34.8 | 0.0 |
| 2000 | 0.0 | 162.2 | 0.0 | 0.0 | 35.6 | 0.0 |

OHIO TRANSPORTATION IMPROVEMENT PROGRAM

ANTICIPATED OPERATING SCHEDULE

STATE's Fiscal Year beginning July 1, 1996
(Thousands of dollars)

| F.Y. | Recipient of Funds | Agency Responsible for Project Implementation | Operating Expenses | Operating Revenues | Net Project Cost | Local Dedicated Tax | Subsidy Local Other* | State | Federal |
|---|---|---|---|---|---|---|---|---|---|
| 1997 | Stark Area RTA | Stark Area RTA | 3,997.0 | 460.0 | 3,537.0 | 2,500.0 | 80.0 | 718.0 | 239.0 |
| | City of Alliance | City of Alliance | 149.7 | 39.8 | 109.9 | | 42.7 | 41.9 | 25.3 # |
| 1998 | Stark Area RTA | Stark Area RTA | 4,122.0 | 470.0 | 3,652.0 | 2,750.0 | 72.0 | 718.0 | 112.0 |
| | City of Alliance | City of Alliance | 155.2 | 41.4 | 113.8 | | 33.1 | 46.6 | 34.1 |
| 1999 | Stark Area RTA | Stark Area RTA | 4,010.0 | 470.0 | 3,540.0 | 2,750.0 | 72.0 | 718.0 | 0.0 |
| | City of Alliance | City of Alliance | 158.5 | 42.4 | 116.1 | | 33.7 | 47.6 | 34.8 |
| 2000 | Stark Area RTA | Stark Area RTA | 4,010.0 | 470.0 | 3,540.0 | 2,750.0 | 72.0 | 718.0 | 0.0 |
| | City of Alliance | City of Alliance | 162.2 | 43.5 | 118.7 | | 34.4 | 48.7 | 35.6 |

Local dedicated tax assumes continuation of local property tax
# - State assistance similar to Section 5311 funding

OHIO TRANSPORTATION IMPROVEMENT PROGRAM

ANTICIPATED OPERATING SCHEDULE

OPERATOR's Fiscal Year beginning January 1, 1997
(Thousands of dollars)

| F.Y. | Recipient of Funds | Agency Responsible for Project Implementation | Operating Expenses | Operating Revenues | Net Project Cost | Subsidy: Local Dedicated Tax | Subsidy: Local Other | Subsidy: State | Subsidy: Federal |
|---|---|---|---|---|---|---|---|---|---|
| 1997 | Stark Area RTA | Stark Area RTA | 3,917.1 | 450.8 | 3,466.3 | 2,450.0 | 78.4 | 703.6 | 234.2 |
| | City of Alliance | City of Alliance | 146.7 | 39.0 | 107.7 | | 31.4 | 44.0 | 32.3 # |
| 1998 | Stark Area RTA | Stark Area RTA | 4,039.6 | 460.6 | 3,579.0 | 2,695.0 | 70.6 | 703.6 | 109.8 |
| | City of Alliance | City of Alliance | 152.1 | 40.6 | 111.5 | | 32.4 | 45.6 | 33.5 |
| 1999 | Stark Area RTA | Stark Area RTA | 3,929.8 | 460.6 | 3,469.2 | 2,695.0 | 70.6 | 703.6 | 0.0 |
| | City of Alliance | City of Alliance | 155.3 | 41.5 | 113.8 | | 33.0 | 46.6 | 34.1 |
| 2000 | Stark Area RTA | Stark Area RTA | 3,929.8 | 460.6 | 3,469.2 | 2,695.0 | 70.6 | 703.6 | 0.0 |
| | City of Alliance | City of Alliance | 158.9 | 42.6 | 116.3 | | 33.7 | 47.7 | 34.9 |

Local dedicated tax assumes continuation of local property tax
# - State assistance similar to Section 5311 funding
* - includes E&H fare assistance and other reimbursements, such as Taxes Paid

OHIO TRANSPORTATION IMPROVEMENT PROGRAM

TRANSIT

ANTICIPATED SECTION 5307 PLANNING SCHEDULE

STATE's Fiscal Year beginning July 1, 1996

| F.Y. | Recipient of Funds | Agency Responsible for Project Implementation | Total Project Cost | Federal Funding | State Funding | Local Funding |
|---|---|---|---|---|---|---|
| 1997 | Stark Area RTA | Stark Area RTA | 18,750 | 15,000 | 1,875 | 1,875 |
| 1998 | Stark Area RTA | Stark Area RTA | 15,000 | 12,000 | 1,500 | 1,500 |
| 1999 | Stark Area RTA | Stark Area RTA | 12,500 | 10,000 | 1,250 | 1,250 |
| 2000 | Stark Area RTA | Stark Area RTA | 12,500 | 10,000 | 1,250 | 1,250 |

OHIO TRANSPORTATION IMPROVEMENT PROGRAM

TRANSIT

CAPITAL IMPROVEMENTS

Fiscal Year 1997 (Thousands of dollars) beginning July 1, 1996

| | Recipient of funds / Description of Improvement | Agency responsible for project implementation | Replacement | Expansion | Wheelchair Equipped | Total project cost* | Source of Federal Funding: Flex Funds | 5307 | 5309 | 5310 | 5311 | Amount of Federal funding | Amount of State funding: ODOT | Amount of State funding: Other | Amount of Local funding: Tax | Amount of Local funding: Other | Planning Documentation Located in: Year | Planning Documentation Located in: Document title |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Stark Area Regional Transit Authority: | | | | | | | | | | | | | | | | | | |
| 1. | 3 30-foot 30 passenger busses wheelchair equipped | | x | | x | 675.0 | | x | | | | 540.0 | 67.5 | 0.0 | 0.0 | 67.5 | 1992 | TDP |
| 2. | 5 paratransit vans with wheelchair lifts | | x | | | 325.0 | | x | | | | 260.0 | 32.5 | 0.0 | 0.0 | 32.5 | 1996 | TDP |
| | SARTA Subtotal: | | | | | 1,000.0 | | | | | | 800.0 | 100.0 | 0.0 | 0.0 | 100.0 | | |
| 1. | Specialized Transporation Program | | | | | 42.3 | | | | | | 33.8 | 0.0 | 0.0 | 0.0 | 8.5 | | |
| | GRAND TOTAL: | | | | | 1,042.3 | | | | | | 833.8 | 100.0 | 0.0 | 0.0 | 108.5 | | |

* - Assumes current service and subsidy levels

OHIO TRANSPORTATION IMPROVEMENT PROGRAM

TRANSIT

CAPITAL IMPROVEMENTS

Fiscal Year 1998 (Thousands of dollars) beginning July 1, 1997

| | Recipient of funds / Description of Improvement | Agency responsible for project implementation | Replacement | Expansion | Wheelchair Equipped | Total project cost* | Source of Federal Funding: Flex Funds | 5307 | 5309 | 5310 | 5311 | Amount of Federal funding | Amount of State funding: ODOT | Amount of State funding: Other | Amount of Local funding: Tax | Amount of Local funding: Other | Planning Documentation Located in: Year | Document title |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Stark Area Regional Transit Authority: | | | | | | | | | | | | | | | | | | |
| 1. | 3 30-foot 30 passenger busses wheelchair equipped | | x | | x | 675.0 | | x | | | | 540.0 | 67.5 | 0.0 | 0.0 | 67.5 | 1996 | TDP |
| 2. | 5 paratransit vans with wheelchair lifts | | x | | | 325.0 | | x | | | | 260.0 | 32.5 | 0.0 | 0.0 | 32.5 | 1996 | TDP |
| | GRAND TOTAL: | | | | | 1,000.0 | | | | | | 800.0 | 100.0 | 0.0 | 0.0 | 100.0 | | |

* - Assumes current service and subsidy levels

OHIO TRANSPORTATION IMPROVEMENT PROGRAM

TRANSIT

CAPITAL IMPROVEMENTS

Fiscal Year 1999 (Thousands of dollars) beginning July 1, 1998

| | Recipient of funds / Description of Improvement | Agency responsible for project implementation | Replacement | Expansion | Wheelchair Equipped | Total project cost* | Source of Federal Funding: Flex Funds | 5307 | 5309 | 5310 | 5311 | Amount of Federal funding | Amount of State funding: ODOT | Amount of State funding: Other | Amount of Local funding: Tax | Amount of Local funding: Other | Planning Documentation Located in: Year | Document title |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Stark Area Regional Transit Authority: | | | | | | | | | | | | | | | | | | |
| 1. | 3 30-foot 30 passenger busses wheelchair equipped | | x | | x | 675.0 | | x | | | | 540.0 | 67.5 | 0.0 | 0.0 | 67.5 | 1996 | TDP |
| 2. | 5 paratransit vans with wheelchair lifts | | x | | | 325.0 | | x | | | | 260.0 | 32.5 | 0.0 | 0.0 | 32.5 | 1996 | TDP |
| | GRAND TOTAL: | | | | | 1,000.0 | | | | | | 800.0 | 100.0 | 0.0 | 0.0 | 100.0 | | |

* - Assumes current service and subsidy levels

OHIO TRANSPORTATION IMPROVEMENT PROGRAM

TRANSIT

CAPITAL IMPROVEMENTS

Fiscal Year 2000 (Thousands of dollars) beginning July 1, 1999

| | Recipient of funds / Description of Improvement | Agency responsible for project implementation | Replacement | Expansion | Vehicle Equip | Total project cost* | Source of Federal Funding: Flex Funds | 5307 | 5309 | 5310 | 5311 | Amount of Federal funding | Amount of State funding: ODOT | Amount of State funding: Other | Amount of Local funding: Tax | Amount of Local funding: Other | Planning Documentation Located in: Year | Planning Documentation Located in: Document title |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Stark Area Regional Transit Authority: | | | | | | | | | | | | | | | | | | |
| 1. | 3 30-foot 30 passenger busses wheelchair equipped | | x | | x | 675.0 | | x | | | | 540.0 | 67.5 | 0.0 | 0.0 | 67.5 | 1996 | TDP |
| 2. | 5 paratransit vans with wheelchair lifts | | x | | | 325.0 | | x | | | | 260.0 | 32.5 | 0.0 | 0.0 | 32.5 | 1996 | TDP |
| | GRAND TOTAL: | | | | | 1,000.0 | | | | | | 800.0 | 100.0 | 0.0 | 0.0 | 100.0 | | |

* - Assumes current service and subsidy levels

# IV. FUNDING

A required component of the Transportation Improvement Program is an analysis of the financial resources available to implement the TIP. This analysis is necessary to make the TIP a realistic programming tool rather than a "wish list" of desired transportation improvements.

HIGHWAY FISCAL CONSTRAINT

Highway project funding is provided through the categorical federal-aid highway funds, the minimum allocation funds and state and local highway funds. The major sources of funds in the SCATS TIP are the following:

Interstate Maintenance (IM) funds
Interstate Reimbursement (IR) funds
National Highway System (NHS) funds
Surface Transportation Program (STP) funds
Bridge Replacement (BR) funds
Donor State Bonus (DSB) funds
Congestion Management/Air Quality (CMAQ) funds
Minimum Allocation (MA) funds

These categories of funds were authorized in the Intermodal Surface Transportation Assistance Act (ISTEA) of 1991. The type of funding determines who is responsible for project selection. Stark County is designated as a Transportation Management Area or TMA. In TMA's, the state (ODOT) selects projects using NHS, BR or IM funds in cooperation with the MPO (SCATS). All other projects are selected by the MPO (SCATS Policy Committee) in consultation with the state (ODOT).

In addition to the annual allocation, project spending is constrained by federal obligation ceilings. These ceilings limit the annual transportation expenditures from the Highway Trust Fund to a given amount in each state, often less than the annual allocation (MA funds are not subject to obligation limits). This year ODOT is requiring each MPO to keep State Fiscal Year (SFY) programmed expenditures to an amount equal to the annual allocation for SFY 1997-2000. Table 4 shows programmed expenditures verses obligation limits for funding programs where federal highway funding is provided by SCATS. The funding estimates and obligation limits are those provided by ODOT.

As shown in the table, programmed projects are do not exceed the estimated obligation limits plus available MA funds in FY 97 through FY 98. In FY 1999, the programmed projects exceed the estimated obligation limits plus available MA funds by $1,080,000. In FY 2000 the programmed projects are less than the STP/CMAQ allocation but the negative balance from FY 1999 means the TIP 1s overprogrammed by $567,000 and still does not meet the fiscal constraint requirement. This level of overprogramming can only be accommodated by borrowing obligation authority in FY 99 for repayment in FY 2000 and FY 2001. SCATS intends to pursue this option, but has not been able to confirm an agreement at this time.

TABLE 4
SCATS HIGHWAY PROGRAMS FINANCIAL ANALYSIS
(000'S)

| State Fiscal Year | | STP/DSB | CMAQ | STP/DSB CMAQ OBLIGATION LIMIT | MA | TOTAL |
|---|---|---|---|---|---|---|
| 96 | Carryover - 6/30/95 | 7,740 | 2,669 | | 2,599 | 13,008 |
| | FY 96 Allocation - 10/1/95 | 2,678 | 1,257 | | 247 | 4,182 |
| | Federal Funds Available SFY 96 | 10,418 | 3,926 | | 2,846 | 17,190 |
| | SFY 96 Program Limit | | | 3,807 | 2,846 | 6,653 |
| | Federal Funds Obligated SFY 96 | 3,807 | 0 | 3,807 | 653 | 4,460 |
| | Amount Overprogrammed SFY 96 | | | 0 | | |
| | Note: This Fiscal Year includes $3,500 for STA-C98 expected to be obligated in September of calendar 96) | | | | | |
| | Projected carryover - 6/30/96 | 6,611 | 2,669 | | 2,193 | 11,473 |
| 97 | FY 97 Allocation - 10/1/96 | 2,655 | 1,404 | | 110 | 4,169 |
| | Federal Funds Available SFY 97 | 9,266 | 4,073 | | 2,303 | 15,642 |
| | SFY 97 Program Limit | | | 4,059 | 2,303 | 6,362 |
| | Federal Funds Programmed SFY 97 | 3,040 | 1,019 | 4,059 | 2,340 | 6,399 |
| | Amount Overprogrammed SFY 97 | | | 37 | | |
| | Carryover to SFY 98 | 6,226 | 3,054 | | (37) | 9,243 |
| 98 | FFY 98 Allocation - 10/1/97 | 2,655 | 1,404 | | 110 | 4,169 |
| | Federal Funds Available SFY 98 | 8,881 | 4,458 | | 73 | 13,412 |
| | SFY 98 Program Limit | | | 4,059 | 73 | 4,132 |
| | Federal Funds Programmed SFY 98 | 4,059 | 0 | 4,059 | 157 | 4,216 |
| | Amount Overprogrammed SFY 98 | | | 84 | | |
| | Carryover to SFY 99 | 4,822 | 4,458 | | (84) | 9,196 |
| 99 | FFY 99 Allocation - 10/1/98 | 2,655 | 1,404 | | 110 | 4,169 |
| | Federal Funds Available SFY 99 | 7,477 | 5,862 | | 26 | 13,365 |
| | SFY 99 Program Limit | | | 4,059 | 26 | 4,085 |
| | Federal Funds Programmed SFY 99 | 5,400 | 0 | 5,400 | 0 | 5,400 |
| | Amount Overprogrammed SFY 99 | | | 1,341 | | |
| | Carryover to SFY 00 | 2,077 | 5,862 | | 26 | 7,965 |
| 00 | FFY 00 Allocation - 10/1/00 | 2,655 | 1,404 | | 110 | 4,169 |
| | Federal Funds Available SFY 00 | 4,732 | 7,266 | | 136 | 12,134 |
| | SFY 00 Program Limit | | | 4,059 | 136 | 4,195 |
| | Federal Funds Programmed SFY 00 | 3,516 | 640 | 4,156 | 0 | 4,156 |
| | Amount Overprogrammed SFY 00 | | | (39) | | |
| | Balance end of SFY 00 | 1,216 | 6,626 | | 136 | 7,978 |

MAINTENANCE & OPERATION EXPENDITURES

A TIP requirement is to demonstrate that existing transportation facilities are being adequately operated and maintained. Operation and maintenance expenditures are made by all levels of government and are often in-house activities which are difficult to document. In order to document these activities in Stark County, SCATS obtained Calendar Year 1996 road and bridge fund budget amounts for each township and municipality in the county. This data was obtained from the county auditor's office. Townships use a standardized budget which includes the following budget categories: Motor Vehicle License Tax Fund, Gas Tax Fund, Road and Bridge Fund and Road District Fund. Municipalities use a wide variety of funding categories including General Fund Street Maintenance, Street Maintenance and Repair, Street Levy, State Highway Improvement Fund and Motor Vehicle License Fund. These funds can only be spent on roads and bridges. Capital expenditures budgeted from the funds have been subtracted and the various municipal capital improvement funds have not been included. Expenditures by the Stark County Engineer were estimated from previous years. ODOT expenditures for the state highway system in Stark County are not included. The following table summarizes the maintenance and operation expenditures for each locality in the county. The table shows that, on the average, Stark County local governments spend $10, 962 per mile of road maintained. In 1994, according to the FHWA publication *Selected Highway Statistics and Charts 1994*, a total of $32,217,000,000 was spent by all levels of government on administration, operation and maintenance on the 3,906,544 miles of the nation's roads and streets. This equals an average expenditure of $8,247 per mile of highway. The Stark County expenditures indicate that the regions transportation system maintenance and preservation needs are being met.

# Maintenance & Operation Expenditures for 1996

| | Operations & Maintenance Budgets | Road Mileage Maintained | O & M Budget per Mile |
|---|---|---|---|
| **Stark County Townships** | | | |
| Bethlehem Township | $228,976 | 37.51 | $6,104 |
| Canton Township | $688,574 | 95.81 | $7,187 |
| Jackson Township | $3,126,065 | 151.26 | $20,667 |
| Lake Township | $1,139,172 | 116.78 | $9,755 |
| Lawrence Township | $350,900 | 56.61 | $6,199 |
| Lexington Township | $310,121 | 42.58 | $7,283 |
| Marlboro Township | $213,626 | 38.78 | $5,509 |
| Nimishillen Township | $452,681 | 66.54 | $6,803 |
| Osnaburg Township | $311,447 | 53.15 | $5,860 |
| Paris Township | $248,409 | 52.02 | $4,775 |
| Perry Township | $1,535,580 | 144.47 | $10,629 |
| Pike Township | $257,308 | 38.52 | $6,680 |
| Plain Township | $2,497,341 | 160.49 | $15,561 |
| Sandy Township | $162,300 | 28.82 | $5,632 |
| Sugar Creek Township | $267,637 | 44.66 | $5,993 |
| Tuscarawas Township | $365,093 | 52.32 | $6,978 |
| Washington Township | $257,088 | 38.81 | $6,624 |
| **Stark County Municipalities** | | | |
| Alliance City | $2,161,192 | 108.41 | $19,935 |
| Beach City Village | $172,385 | 6.63 | $26,001 |
| Brewster Village | $248,885 | 15.36 | $16,203 |
| Canal Fulton Village | $276,723 | 22.90 | $12,084 |
| Canton City | $2,978,873 | 420.94 | $7,077 |
| East Canton Village | $252,000 | 11.19 | $22,520 |
| East Sparta Village | $103,550 | 5.98 | $17,316 |
| Hartville Village | $94,677 | 12.19 | $7,767 |
| Hills & Dales Village | $6,200 | 3.76 | $1,649 |
| Limaville Village | $15,100 | 3.16 | $4,778 |
| Louisville City | $182,200 | 40.68 | $4,479 |
| Magnolia Village | $62,821 | 3.67 | $17,117 |
| Massillon City | $883,428 | 150.00 | $5,890 |
| Meyers Lake Village | $88,332 | 2.49 | $35,475 |
| Minerva Village | $343,300 | 12.88 | $26,654 |
| Navarre Village | $224,767 | 9.35 | $24,039 |
| North Canton City | $806,600 | 69.00 | $11,690 |
| Waynesburg Village | $52,550 | 6.44 | $8,160 |
| Wilmot Village | $16,060 | 2.35 | $6,834 |
| Stark Co Engineer | $6,741,948 | 439.11 | $15,354 |
| **Highway Total** | $28,123,909 | 2,565.62 | $10,962 |
| City of Alliance Transit | $149,700 | n/a | n/a |
| Stark Area RTA | $3,917,060 | n/a | n/a |
| **Stark County Total** | $32,190,669 | n/a | n/a |

TRANSIT FISCAL CONSTRAINT

The following four tables show transit funding availability vs. programmed expenditures. The first table shows the transit annual element by funding category. The second shows the annual element project summary. The third table shows the historical and future expenditure of funds vs. fund allocations. The three tables together show that the programmed operating assistance equals the funding allocation and that capital expenditures will require additional federal funding.

## TRANSIT ANNUAL ELEMENT

**For October 1, 1996, through September 30, 1997**

| ANNUAL ELEMENT FUNDING SUMMARY | AVAILABLE | PROGRAMMED | REMAINING |
|---|---|---|---|
| Transit funds programmed | $1,121,680 | $1,087,840 | $33,840 |
| Highway funds programmed | 0 | 0 | 0 |
| Total funds programmed | 1,121,680 | 1,087,840 | 33,840 |
| Section 5307 Funds (Total) | 1,087,840 | 1,054,000 | 33,840 |
| Operating Assistance | 239,000 | 239,000 | 0 |
| Planning Assistance | 15,000 | 15,000 | 0 |
| Capital Assistance | 833,840 | 800,000 | 33,840 |
| Funds remaining | | | |
| Capital Funds | 0 | 0 | |
| Specialized Transportation | 33,840 | 33,840 | 0 |

## ANNUAL ELEMENT PROJECT SUMMARY

**(Operators Fiscal Year beginning January 1, 1997)**

| CAPITAL or OPERATING | SOURCE | AMOUNT | RECIPIENT or APPLICANT | PROJECT DESCRIPTION |
|---|---|---|---|---|
| Operating | Sec 5307 | $3,917,060 | Stark Area RTA | Operating Expenses |
| Operating | Sec 5311 | 146,676 | Alliance | Operating Expenses |
| Planning | Sec 5307 | 18,750 | Stark Area RTA | Planning |
| Capital | Sec 5307 | 675,000 | Stark Area RTA | 3 busses |
| Capital | Sec 5307 | 325,000 | Stark Area RTA | 5 wheelchair vans |
| Capital | Spec.Trans. | 42,300 | Unknown | Specialized Transportation |

# MASS TRANSPORTATION PROJECTS

| Fiscal Year | ANTICIPATED FEDERAL SHAR CAPITAL | OPERATING | ACTUAL or ESTIMATED FEDERAL PARTICIPATION COST ## | ALLOCATION # |
|---|---|---|---|---|
| 75 | | | $586,290 | $539,213 |
| 76 | | | 1,136,073 | 1,022,272 |
| 77 | | | 494,067 | 1,116,292 |
| 78 | | | 1,481,370 | 1,392,968 |
| 79 | | | 1,596,165 | 1,519,244 |
| 80 | | | 3,191,065 | 1,709,796 |
| 81 | | | 3,413,654 | 1,706,827 |
| 82 | | | 1,681,785 | 1,633,820 |
| 83 | | | 1,536,023 | 1,483,005 |
| 84 | | | 1,759,365 | 1,493,734 |
| 85 | | | 1,386,233 | 1,333,563 |
| 86 | | | 1,367,337 | 1,338,302 |
| 87 | | | 1,412,150 | 1,334,532 |
| 88 | | | 1,415,685 | 1,222,002 |
| 89 | | | 3,297,175 | 1,209,770 |
| 90 | | | 1,305,800 | 1,165,600 |
| 91 | | | 1,373,540 | 1,152,340 |
| 92 | | | 1,355,870 | 1,146,740 |
| 93 ### | | | 3,194,300 | 1,153,100 |
| 94 ### | | | 2,101,280 | 1,067,200 |
| 95 ### | | | 2,305,168 | 978,456 |
| 96 ### | | | 2,305,168 | 978,456 |
| SUBTOTAL | | | $39,695,563 | $27,697,232 |
| 97 * | $833,840 | $239,000 | 1,072,840 | 1,321,944 |
| 98 | 800,000 | 112,000 | 912,000 | 1,321,944 |
| 99 | 800,000 | 0 | 800,000 | 1,321,944 |
| 00 | 800,000 | 0 | 800,000 | 1,321,944 |
| TOTAL | $3,233,840 | $351,000 | $43,280,403 | $32,985,008 |

* - includes funding for Specialized Transportation program

# - after 1978, from Section 15 Report, Form 202, pg 3 of 3, Total Federal Cash Grants & Reimbursements

## - after 1978, includes Allocation plus Section 15 Report, Form 103, Part A, Total Federal Assistance for Capital

### - estimates from previous TIP's

# Programmed

| Fund | FY97 | FY98 | FY99 | FY00 | TIP Total |
|---|---|---|---|---|---|
| Section 5307 Capital | 800,000 | 800,000 | 800,000 | 800,000 | 3,200,000 |
| Section 5307 Operating | 239,000 | 112,000 | 0 | 0 | 351,000 |
| Section 5307 Planning | 15,000 | 12,000 | 10,000 | 10,000 | 47,000 |
| Spec. Trans. Pro. | 33,840 | 33,840 | 33,840 | 33,840 | 135,360 |
| Totals | 1,087,840 | 957,840 | 843,840 | 843,840 | 3,733,360 |

# Allocated

| Fund | FY97 | FY98 | FY99 | FY00 | TIP Total |
|---|---|---|---|---|---|
| Section 5307 Capital | 1,321,944 | 1,321,944 | 1,321,944 | 1,321,944 | 5,287,776 |
| Section 5307 Operating | 239,000 | 112,000 | 0 | 0 | 351,000 |
| Section 5307 Planning | 15,000 | 12,000 | 10,000 | 10,000 | 47,000 |
| Spec. Trans. Pro. | 33,840 | 33,840 | 33,840 | 33,840 | 135,360 |
| Totals | 1,609,784 | 1,479,784 | 1,365,784 | 1,365,784 | 5,821,136 |

# Balances

| Fund | FY97 | FY98 | FY99 | FY00 | TIP Total |
|---|---|---|---|---|---|
| Section 5307 Capital | 521,944 | 521,944 | 521,944 | 521,944 | 2,087,776 |
| Section 5307 Operating | 0 | 0 | 0 | 0 | 0 |
| Section 5307 Planning | 0 | 0 | 0 | 0 | 0 |
| Spec. Trans. Pro. | 0 | 0 | 0 | 0 | 0 |
| Totals | 521,944 | 521,944 | 521,944 | 521,944 | 2,087,776 |

# APPENDIX

CANTON REGIONAL TRANSIT AUTHORITY

FINANCIAL CAPACITY ANALYSIS SUMMARY

APRIL 29, 1996

## I. BACKGROUND

The Canton Regional Transit Authority (CRTA) currently operates fourteen (14) fixed routes Monday through Friday between the hours of 6:15 A.M. and 6:30 P.M. and on Saturday between 8:25 A.M. and 6:30 P.M. The CRTA utilizes twenty-six (26) buses in the AM peak and twenty five (25) buses in the PM peak hours and twenty-one (21) buses during the mid-day. In 1995, the CRTA employed 81 people of which 59 were union employees. The bus operators and mechanics are represented by the American Federation of State, County and Municipal Employees (AFSCME) Local 1880. The Union was certified in January 31, 1985. The Teamsters Union had represented the employees prior to October of 1984.

The general financial condition of the Authority since 1985 has been slowly improving. The farebox revenue decreased by point six percent (0.6) in 1995. As to compare the cost per hour and cost per mile data of 1995 to 1994, they are 15.52% increase and 6.35% increase respectively. This slight increase was due to reduction in operating time pertaining to decrease in non-peak service hour in July 1995. However, due to operating miles and hours are both decreasing, the cost per mile and the cost per hour are both increasing. The Authority procured eleven replacement buses; they were delivered in March and August of 1995. With the stable cost of diesel fuel and some other related products, the Authority was be able to operate more efficiently in 1995 and this trend should carry on in coming years.

## II. FINANCIAL INDICATORS

### A. CASH FLOW AND CASH POSITION

In reviewing the data (see Attachment) the net quick assets in 1995 had a minor drop in 1995 when compared with 1994. This decrease was due to withdrow Federal grants by year end plus decreased the cash inlays at year end. With the purchase of eleven new buses in 1995, the cash would be greatly outlayed in 1995. During 1992, the Authority issued a $ 400,000 note for the purchase of eight 1992 Gillig buses. This five year note was to relieve a temporary cash shortage due to deferral in property tax receipts. The Authority should be able to pay back this

installment debt by the due date of 1996.

As compared the statistics of 1995 with that of previous year, we found that this trend is only a temporary phenomen. While capital projects increase heavily in 1995, the net quick assets were decreased significantly at the end of 1995.

Nevertheless, owing to previous years's savings described above, CRTA should be able to cover the total expenditures. Besides this, with the gradual reduction of the current liabilities, the asset ratio should be increasing gradually.

B. REVENUE AND COST POSITION TRENDS

1. FAREBOX REVENUE TRENDS

Farebox revenue has been a major concern to the CRTA during the past five years. Average passenger fares increased to $0.75 in 1995. The farebox revenue increased by 1.12% compared with 1994. This slight increase is attributed to fare changes and the schedules changes in 1995, the farebox revenue is expected to continue to increase in year 1996.

The general economics and geography of the Canton area has also impacted ridership. The Canton area, for example, has continued to maintain a higher than average unemployment rate. That rate has averaged 6-9% over the past five years which is 2-4% higher than the national average. In addition, the population of Canton area has decreased by 3% since 1984.

2. TAXES AND SUBSIDIES TRENDS

Because of the economic conditions of the community, property tax revenues have remained flat for years, Due to continuing reduction in Federal assistance; uncertainties of state and local assistance, Canton RTA, like other transit systems of the nation, faces a much tougher financial hardship in coming years.
The pass of total 3.9 mills property tax levy on Novembef 5th, 1992 general election provided the Authority extra source of funds for paratransit service that was committed to the general public prior to the election. However due to forty-eight percent (48%) cut from Federal government, CRTA proposed to increase the property tax by 1.1 mills. This increase did not pass in May of 1995 ballot. The Authorirty then tried a quarter percent (0.25%) county wide sales tax on March 19 of 1996's ballot. However, due to school levy and other local issues that offset our effort; the March 19's vote was short by ten percent on the first try. The Authorty's Board of Trustees propose to try again this issue on November of 1996. Since the county wide service and the future of this Authority depends on this

elections, extra effort and the broad help from every aspect of the communities is needed. Most importantly, the important message for county wide of transit service along with curb-to-curb service for seniors and people with disablilties would be clearly and specifically addressed to all the voters. Without passage this one quarter percent (0.25%) sales tax issue, there will be no transit service in this area.

### 3. COST TRENDS

To offset the loss in Federal asistance and the lack of increases in property tax revenues, the Authority has been constantly applying various cost containment measures while still maintaining current service levels. In 1995, the Authority purchased eleven (11) Gillig coaches. These buses were delivered in March and August of 1995. With the purchases of these buses along with the eight (8) Gillig buses which were purchased in 1993, and sixteen (16) Orion buses which were purchased in 1989, the bus parts cost was reduced. It is understandable that new buses do require less maintenance cost. However, labor cost were slightly decreased in 1995. Besides this, decreases in workers compensation cost rate and other insurance claim would impact the total operating cost.
The main object for Canton RTA in the future years is to control the operating cost, maintain the service to the community, and acquire more capital replace all the old buses and equipments.

## III. THE FUTURE

The most significant factor regarding total revenue is the future of Federal operating assistance. Since 1987, Federal Operating assistance has decreased by approximately 18%, an additional fifty percent (50%) decrease had force the Authority into fare increases and implementation of cost containment measures. The Authority continues to posture on the basis that Federal assistance will continue to decrease. Decisions related to capital procurement are based on cost containment or necessity. Therefore, the Authority had seeked an change in property tax from its current 3.9 mills of property tax to a quarter percent (0.25%) sales tax. At the same time, service would expand from city boundary to the whole Stark County. The quarter percent (0.25%) sales tax would generate about seven million dollars of revenue.

The Authority has purchased sixteen Orion buses in 1989 and eight (8) Gillig were purchased in 1993, and eleven (11) were purchased in 1995. Due to long term limitation in tax dollars, those purchases made the Authority to borrow from local bank and it

took up to five years to retire the debt. Fortunately the Canton RTA is operating out of a relatively new facility, several short-term items will be increased. Because of the longer recapitalization rate, many short-term economic gains from the purchase of new equipment will be negated. The long-term financial condition of he CRTA will be extremely dependent on the local economic conditions, fuel prices, local population trends and the systems ability to contain costs. The Authority's policy board is committed to the philosophy that current revenues will pay for current costs.

Thus, the Authority will not rely on long-term indebtedness to fund short-term costs.

In order not to be bound by decreasing Federal, State funding and limited property tax dollars, the option would be for the Authority to try to go for sales taxes. The county wide sales tax would not only provide additional operating money, it would also provide the capital money for local share as well. As a result of this circumstance, the earlier the Authority is able to pass the quarter percent sales tax the better for the Authority and the whole community per se as well.

CANTON REGIONAL TRANSIT AUTHORITY

FINANCIAL CAPACITY ANALYSIS WORKSHEET

| DATA ELEMENT | FISCAL YEAR 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 |
|---|---|---|---|---|---|---|---|---|---|
| NET QUICK ASSETS: | | | | | | | | | |
| Cash and Cash Items | + 428,935 | 884,253 | 421,580 | 580,690 | 374,274 | 710,447 | 130,989 | 1,191,760 | 711.914 |
| Receivables | +2,169,770 | 2,057,410 | 2,458,138 | 2,088,220 | 2,080,545 | 2,687,062 | 3,527,983 | 2,694,053 | 2692.914 |
| Trade Payables | - 39,685 | 37,315 | 90,503 | 99,007 | 185,175 | 71,331 | 43,773 | 40,283 | 56.970 |
| Accrued Payroll Liab. | - 119,104 | 132,576 | 122,979 | 137,179 | 144,702 | 106,614 | 122,274 | 133,290 | 111.754 |
| Accrued Tax Liab. | - 169,685 | 103,368 | 213,086 | 185,036 | 208,121 | 245,030 | 200,796 | 233,724 | 93.161 |
| Short-Term Debt | - - | - | - | - | - | 80,000 | 80,000 | 80,000 | 80.000 |
| Other Current Liab. | - 101,827 | 65,860 | 64,765 | 71,386 | 66,823 | 103,829 | 304,568 | 284,977 | 296.783 |
| Total Net Quick Assets | 2,168,404 | 2,602,544 | 2,388,385 | 2,177,302 | 1,849,938 | 2,790,705 | 2,907,561 | 3,113,539 | 2,766.160 |
| OPERATING EXPENSES | | | | | | | | | |
| Labor | 1,737,846 | 1,494,737 | 1,654,879 | 1,821,441 | 1,786,294 | 1,903,004 | 1,996,171 | 2,295,909 | 2.046.122 |
| Fringe Benefits | 920,747 | 903,626 | 990,454 | 1,067,289 | 1,260,502 | 1,272,074 | 1,188,383 | 1,330,416 | 1.233210 |
| Services | 305,854 | 284,456 | 202,705 | 222,411 | 217,541 | 222,639 | 190,372 | 178,490 | 193887 |
| .Materials and Supplies | 605,680 | 525,012 | 617,436 | 596,293 | 612,032 | 600,072 | 625,650 | 613,359 | 497.295 |
| .Utilities | 124,184 | 131,599 | 125,089 | 121,973 | 141,807 | 138,233 | 139,394 | 134,574 | 129.641 |
| Casualty and Liab. | 311,511 | 193,619 | 174,436 | 219,125 | 190,379 | 161,342 | 195,507 | 172,556 | 352.047 |
| Purch Transportation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other ( Taxes & Misc. ) | 85,569 | 80,750 | 135,567 | 127,608 | 149,428 | 195,428 | 121,214 | 116,052 | 114.738 |
| .Total Operating Expense | 4,091,118 | 3,614,799 | 4,100,347 | 4,176,140 | 4,277,983 | 4,493,220 | 4,456,991 | 4,841,356 | 4.566.940 |
| OPERATING REVENUE: | | | | | | | | | |
| Pass Fares-Transit | 375,270 | 331,609 | 385,914 | 383,371 | 410,611 | 400,833 | 388,048 | 424,575 | 420.960 |
| Other Transp. Revenue. | 41,382 | 46,329 | 34,707 | 40,566 | 48,943 | 55,688 | 45,824 | 40,411 | 47.253 |
| .Total Operating Revenue | 416,652 | 377,938 | 420,621 | 423,937 | 459,554 | 456,521 | 433,872 | 464,986 | 468,213 |
| NON-OPERATING REVENUES: | | | | | | | | | |
| Federal Operating Asst | 1,334,532 | 1,222,002 | 1,209,770 | 1,165,551 | 1,152,339 | 1,146,733 | 1,089,091 | 1,152,000 | 998.478 |
| State General Funds | 511,103 | 521,548 | 569,903 | 611,416 | 618,700 | 666,510 | 674,248 | 718,667 | 655.000 |
| .Local General Funds | - | - | - | - | - | - | - | - | - |
| .State Dedicated Funds | 123,621 | 122,616 | 194,217 | 124,887 | 129,896 | 119,036 | 129,159 | 181,250 | 133.051 |
| Local Dedicated Funds | 233,046 | 178,319 | 186,319 | 176,525 | 165,216 | 90,065 | 31,858 | 15,287 | 4.533 |
| Other | 1,563,621 | 1,487,576 | 1,562,165 | 1,555,451 | 1,480,488 | 2,548,366 | 2,510,533 | 2,553,995 | 2.416.714 |
| Total Revenue | 3,765,787 | 3,532,061 | 3,749,374 | 3,633,820 | 3,546,639 | 4,569,755 | 4,434,889 | 4,621,199 | 4.207.886 |
| CAPITAL INVESTMENT : | | | | | | | | | |
| New Capital Projects | 97,022 | 242,103 | 2,606,188 | 192,510 | 221,228 | 187,136 | 1,260,346 | 61,680 | 1.157.782 |
| Capital Reinvestment | - | - | - | - | - | - | - | - | - |
| Total Capital Invest | 97,022 | 242,103 | 2,606,188 | 192,510 | 221,228 | 187,136 | 1,260,346 | 61,680 | 1.157.782 |
| OPERATING STATISTICS : | | | | | | | | | |
| Total Passengers | 1,701,002 | 1,198,969 | 1,190,541 | 1,262,794 | 1,428,487 | 1,224,385 | 1,187,776 | 1,277,942 | 1.021.506 |
| Total Passenger miles | 6,625,210 | 6,576,076 | 6,239,053 | 4,543,218 | 4,412,366 | 4,337,498 | 3,062,399 | 4,246,847 | 3455.846 |
| Revenue Vehicle miles | 1,084,524 | 854,927 | 1,079,034 | 1,001,216 | 972,419 | 1,006,477 | 1,073,933 | 1,232,517 | 1.004.902 |
| .Revenue Vehicle hours | 100,485 | 78,600 | 98,239 | 96,227 | 91,907 | 93,965 | 94,852 | 101,421 | 89.956 |
| .Employees | 96 | 96 | 96 | 96 | 96 | 95 | 98 | 99 | 99 |
| Cost/Mile | 3.77 | 4.23 | 3.80 | 4.17 | 4.40 | 4.46 | 4.15 | 3.93 | 4.54 |
| Cost/Hour | 40.71 | 41.93 | 41.74 | 43.40 | 46.54 | 47.81 | 46.99 | 47.74 | 50.77 |

## FINANCIAL CAPACITY ANALYSIS INDICATORS WORKSHEET – PAGE 1

Applicant Fiscal Year

| Data Element | 1995 | 1996 | 1997 | 1998 | 1999 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| (Circle When Actual) | Actual | Actual | Actual | Actual | Actual | Actual | Actual | Actual | Actual | Actual | Actual |
| A. $ Change In Net Quick Assets | $163 K | $33 K | $197 K | $436 K | −$214 K | −$211 K | $201 K | $ 921K | 117K | 1750k | −347K |
| B. % Change In Net Quick Assets | 0.05% | 1.65% | 10.00% | 20.00% | −0.23% | −0.04% | −12.09% | 49.24% | 4.19% | 60.21% | −11.16% |
| C. Ratio of Net Quick Assets: Annual Op Costs | 50.02% | 49.04% | 52.99% | 72.60% | 60.20% | 62.14% | 44.34% | 62.11% | 65.4% | 96.2% | 60.6% |
| D. % Change In Ratio | 4.04% | −0.90% | −0.32% | −19.01% | −13.75% | −10.49% | −15.90% | 17.77% | 3.13% | 30.8% | −35.6% |
| E. Average Passenger Fare | $0.375 | $0.375 | $0.375 | $0.450 | $0.450 | $0.45[illegible] | $0.626 | $0.525 | $0.525 | $ 0.525 | 0.581 |
| F. % Change In Pass Fare | 25.00% | 0.00% | 0.00% | 20.00% | 0.00% | 0.00% | 16.67% | 0.00% | 0.00% | 0.00% | 5.62% |
| G. Change In RidersHp | −70 K | −09 K | −70 K | 502 K | −0 K | 72 K | 166 K | − 144K | -220K | 90k | − 256 K |
| H. % Change In RidersHp | 0.91% | 3.72% | −4.30% | −29.51% | −0.70% | 6.07% | 13.12% | −10.09% | 17.12% | 7.59% | − 20.07% |
| I. Federal Operating Asst | | | | | | | | | | | |
| 1. $ Change | 160,171 | 4,739 | −3,770 | −112,530 | −12,232 | −44,219 | −13,212 | − 5,601 | -57,647 | + 62,909 | − 153,522 |
| 2. % Change | 10.00% | 0.36% | −0.20% | 2.04% | −1.00% | −3.66% | −1.13% | −0.49% | -5.03% | 5.78% | − 13.33% |
| J. State General Funds | | | | | | | | | | | |
| 1. $ Change | −13,166 | −16,043 | −3,770 | 10,445 | 75,365 | 41,513 | 7,204 | 47,010 | 7,738 | 44,419 | − 63,667 |
| 2. % Change | −3.20% | −3.40% | −0.20% | 2.04% | 14.45% | 7.20% | 1.19% | 7.73% | 1.16% | 6.59% | − 8.86% |
| K. State Dedicated Funds | | | | | | | | | | | |
| 1. $ Change | −7,209 | 12,366 | −7,026 | −1,005 | 71,601 | −69,330 | 6,009 | −11,040 | 11,103 | 52,091 | − 48.189 |
| 2. % Change | −5.20% | 9.44% | −4.91% | −0.01% | 60.39% | −35.70% | 4.01% | −9.11% | 9.40% | 40.33% | −26.59% |
| L. Local Dedicated Funds | | | | | | | | | | | |
| 1. $ Change | −46,215 | 63 | −3,610 | −54,727 | 8,060 | −0,794 | −11,309 | −75,131 | -58,227 | -16,571 | − 10.704 |
| 2. % Change | −16.94% | 0.03% | −1.50% | −23.40% | 4.49% | −5.26% | −6.41% | −45.47% | -64.64% | -52.02% | − 70.02% |
| M. Other | | | | | | | | | | | |
| 1. $ Change | 10,026 | −121,512 | 155,716 | −70,045 | 74,509 | −6,714 | −74,963 | 1,067,078 | 37,833 | 43,462 | − 137.221 |
| 2. % Change | −5.73% | −2.10% | 3.53% | −4.06% | 5.01% | −0.43% | −4.02% | 72.13% | 1.48% | 1.73% | − 5.37% |
| N. Total Non-Op Revenue | | | | | | | | | | | |
| 1. $ Change | 224,316 | 06,743 | 142,000 | −233,062 | 216,313 | −315,544 | −07,191 | 1,023,116 | −134,866 | 186,310 | − 413.233 |
| 2. % change | | | | | | −0.41% | −2.40% | 20.85% | -2.95% | 4.20% | −8.94% |

## FINANCIAL CAPACITY ANALYSIS INDICATORS WORKSHEET – PAGE 2

| Data Element | Applicant Fiscal Year 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| O. Maj Cost Element % Ch: | | | | | | | | | | | |
| 1. Labor | −1.00% | −0.03% | 1.49% | −13.99% | 24.09% | −1.00% | −1.03% | 6.53% | 4.90% | 15.02% | −10.88% |
| 2. Fringe Benefits | −0.21% | 3.64% | 2.00% | −1.06% | 9.61% | 7.76% | 0.73% | 19.67% | −6.58% | 11.95% | −7.31% |
| 3. Services | −2.02% | 23.54% | 14.70% | −6.67% | −24.74% | 9.72% | −2.19% | 1.00% | −14.49% | −6.24% | 8.63% |
| 4. Materials and Supplies | −12.36% | −6.06% | 14.04% | −13.32% | 1.09% | −3.42% | 2.64% | −1.20% | 4.31% | −2.01% | −18.92% |
| 5. Utilities | −10.40% | −0.40% | −1.26% | 5.07% | −4.07% | −2.49% | 16.02% | −2.25% | 0.84% | −3.46% | −3.67% |
| 6. Casualty and Liab. | 233.33% | 54.23% | −2.10% | −37.05% | −9.91% | 25.62% | −13.12% | −15.25% | 21.18% | −11.74% | 104.02% |
| 7. Purch Transportation | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 8. Other (Taxes and Misc.) | 0.24% | 12.12% | −13.02% | −5.63% | 44.13% | −5.07% | 32.77% | −15.60% | −37.98% | −4.26% | −1.13% |
| P. Cost/Mile | 3.73 | 3.62 | 3.77 | 4.23 | 3.00 | 4.17 | 4.40 | 4.46 | 4.15 | 3.93 | 4.54 |
| Q. % Change | 3.90% | −2.95% | 4.14% | 12.20% | −10.17% | 9.74% | 5.52% | 1.36% | −6.95% | −5.30% | 15.52% |
| R. Cost/Hour | 30.14 | 30.70 | 40.71 | 41.93 | 41.74 | 43.40 | 46.64 | 47.01 | 46.99 | 47.74 | 50.77 |
| S. % Change | 3.90% | 1.86% | 4.90% | 3.00% | −0.45% | 3.98% | 7.24% | 2.73% | −1.72% | 1.13% | 6.35% |
| T. Cost/Passenger | 2.10 | 2.00 | 2.41 | 3.01 | 3.44 | 3.31 | 2.99 | 3.56 | 3.75 | 3.79 | 4.41 |
| U. % Change | 5.00% | 13.01% | 10.55% | 24.90% | 14.29% | −3.70% | −9.67% | 19.06% | 5.34% | 1.07% | 17.94% |
| V. Cost/Passenger Mile | 0.02 | 1.10 | 0.62 | 0.55 | 0.66 | 0.92 | 0.07 | 1.04 | 1.46 | 1.14 | 1.25 |
| W. % Change | 17.30% | −45.60% | −47.46% | −11.29% | −20.00% | −9.70% | 6.43% | 7.22% | 40.38% | −19.18% | 9.65% |
| X. Change in Rev Miles | 1,059 K | 1,091 K | 1,004 K | −230 K | 224 K | 70 K | −29 K | 34K | 67K | 159k | −228 K |
| Y. % Change in Rev Miles | 3.02% | 0.01% | 0.55% | −21.17% | 20.21% | −7.21% | −2.00% | 3.50% | 6.70% | 14.77% | −18.47% |
| Z. Change in Rev Hours | 103 K | 102 K | 100 K | −22 K | 20 K | −2 K | −4 K | 2K | .9K | 7k | −11K |
| AA % Change in Rev Hours | −4.63% | −0.97% | −1.96% | −21.70% | 24.99% | −2.09% | −4.49% | 2.26% | 0.92% | 6.93% | −11.30% |
| AB. Rev Miles/Employee | 10,061 | 11,409 | 11,297 | 8,905 | 11,240 | 10,429 | 10,129 | 10,594 | 11.187 | 12,449 | 10151 |
| AC. % Change | 1.01% | 6.37% | −1.07% | −21.17% | 26.21% | −7.21% | −2.00% | 4.59% | 5.60% | 11.28% | −18.46% |

FINANCIAL CAPACITY ANALYSIS INDICATORS WORKSHEET - PAGE 2

Applicant Fiscal Year

| Data Element | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 1995 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| O. Maj Cost Element % Ch: | | | | | | | | | | | |
| 1. Labor | -1.00% | -0.00% | 1.49% | -13.99% | 24.00% | -1.00% | -1.00% | 6.53% | 4.90% | 15.02% | |
| 2. Fringe Benefits | -0.21% | 3.64% | 2.00% | -1.06% | 9.61% | 7.76% | 8.73% | 19.67% | -6.58% | 11.95% | |
| 3. Services | -2.32% | 23.54% | 14.70% | -6.67% | -24.74% | 9.72% | -2.19% | 1.00% | -14.49% | -6.24% | |
| 4. Materials and Supplies | -12.36% | -6.06% | 14.04% | -13.32% | 1.09% | -3.42% | 2.64% | -1.20% | 4.31% | -2.01% | |
| 5. Utilities | -10.40% | -0.43% | -1.26% | 5.97% | -4.07% | -2.49% | 16.02% | -2.25% | 0.84% | -3.46% | |
| 6. Casualty and Liab. | 233.33% | 54.23% | -2.10% | -37.05% | -9.91% | 25.62% | -13.12% | -15.25% | 21.18% | -11.74% | |
| 7. Purch Transportation | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| 8. Other (Taxes and Misc.) | 0.24% | 12.12% | -13.02% | -5.63% | 44.13% | -5.07% | 32.77% | -15.60% | -37.98% | -4.26% | |
| P. Cost/Mile | 3.73 | 3.62 | 3.77 | 4.23 | 3.80 | 4.17 | 4.40 | 4.46 | 4.15 | 3.93 | |
| Q. % Change | 3.90% | -2.95% | 4.14% | 12.20% | -10.17% | 9.74% | 5.52% | 1.36% | -6.95% | -5.30% | |
| R. Cost/Hour | 38.14 | 38.70 | 40.71 | 41.93 | 41.74 | 43.40 | 46.64 | 47.01 | 46.99 | 47.74 | |
| S. % Change | 3.90% | 1.60% | 4.90% | 3.00% | -0.45% | 3.90% | 7.24% | 2.73% | -1.72% | 1.13% | |
| T. Cost/Passenger | 2.10 | 2.00 | 2.41 | 3.01 | 3.44 | 3.31 | 2.99 | 3.56 | 3.75 | 3.79 | |
| U. % Change | 5.00% | 13.01% | 10.55% | 24.90% | 14.29% | -3.70% | -9.67% | 19.06% | 5.34% | 1.07% | |
| V. Cost/Passenger Mile | 0.02 | 1.10 | 0.62 | 0.55 | 0.66 | 0.92 | 0.07 | 1.04 | 1.46 | 1.14 | |
| W. % Change | 17.30% | -45.60% | -47.46% | -11.29% | -20.00% | -9.70% | 6.43% | 7.22% | 40.30% | -19.18% | |
| X. Change in Rev Miles | 1,059 K | 1,091 K | 1,084 K | -230 K | 224 K | 70 K | -29 K | 34K | 67K | 159k | |
| Y. % Change in Rev Miles | 3.02% | 0.01% | 0.55% | -21.17% | 20.21% | -7.21% | -2.00% | 3.50% | 6.70% | 14.77% | |
| Z. Change in Rev Hours | 103 K | 102 K | 100 K | -22 K | 20 K | -2 K | -4 K | 2K | .9K | 7k | |
| AA % Change in Rev Hours | -4.63% | -0.97% | -1.96% | -21.70% | 24.99% | -2.00% | -4.49% | 2.26% | 0.92% | 6.93% | |
| AB. Rev Miles/Employee | 10,061 | 11,409 | 11,297 | 8,905 | 11,240 | 10,429 | 10,129 | 10,594 | 11.187 | 12,449 | |
| AC. % Change | 1.01% | 6.37% | -1.67% | -21.17% | 26.21% | -7.21% | -2.00% | 4.59% | 5.60% | 11.28% | |

SCATS AIR QUALITY CONFORMITY REPORT

# APPENDIX

to

SCATS FY 1997-2000 Transportation Improvement Program

# Table of Contents

# Introduction

The Clean Air Act Amendments of 1990 expanded transportation's role in contributing to national clean air goals. The 1990 amendments expand the definition of "transportation conformity" to:

> *Conformity to the (air quality implementation) plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards; and that such activities will not (i) cause or contribute to any new violations of any standards in any area, (ii) increase the frequency or severity of any existing violation of any standard in any areas, or (iii) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.*

A fourth requirement is that plans, programs and projects do not delay the timely implementation of transportation control measures (TCMs) in the applicable State Implementation Plan (SIP).

This document, which is an appendix to the SCATS 1997-2000 Transportation Improvement Program (TIP), describes the conformity determination. The conformity determination for was conducted in accordance with the *Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act*, 40 CFR Parts 51 and 93, issued November 24, 1993. The final rule included several significant changes from the interim conformity rule which had been in place. First, in addition to demonstrating that transportation plans and programs in ozone nonattainment areas must lead to reductions in volatile organic compounds (VOCs, an ozone precursor), the final rule also requires plans and TIPs to lead to reductions during the transitional period in oxides of nitrogen, (NOx, another ozone precursor). Secondly, the final rule requires emission burdens from plans and programs to be beneath the proposed emission budgets in the submitted implementation plans.

As will be explained below, SCATS 1997-2000 TIP and 2010 Transportation Plan conform to the State Implementation Plan because they:

- Contribute to the Implementation Plan's purpose of eliminating and reducing ozone violations;
- Emission burdens from the Plan and TIP are below the budgets established for them in the Implementation Plan;
- Provide for timely implementation of transportation control measures in the applicable State Implementation Plan;
- The Plan and TIP have been prepared in accordance with the final conformity guidance.

# Nonattainment Area Designation and Redesignation Plan

Canton, Ohio was classified as marginal nonattainment for ozone. The nonattainment area included all of Stark County in northeast Ohio. The Stark County Area Transportation Study (SCATS) is the MPO for this county. The SCATS MPO boundary and urban planning model cover the entire nonattainment area. A redesignation request was prepared by the Ohio EPA. This was the result of a cooperative process led by the Ohio EPA but closely involving SCATS, the Air Pollution Control Division of the Canton Health Department and with frequent consultation with the ODOT. The request includes regional maintenance and contingency plans. On April 1, 1996 Canton was redesignated as in attainent and is in the "maintenance area" status.

# Transportation Plan and TIP Conformity Analysis Procedures

The SCATS Transportation Improvement Program is a four year annually updated document that lists all Federally funded and regionally significant projects scheduled for implementation in Stark County. The Program is conducted on the State's July - June Fiscal Year. Consistent with the ISTEA and 1990 Clean Air Act Amendments, air quality issues were an integral component of the TIP development process. The TIPs developed by Ohio's MPOs are incorporated directly into the STIP. The narrative below describes the procedures utilized in the conformity analysis for the SCATS FY 1997 - 2000 TIP and Transportation Plan.

The following requirements for conducting the FY 1997 - 2000 TIP conformity determinations were outlined in letters from William L. MacDowell, Chief of the USEPA Region 5 Regulation Development Section Air Enforcement Branch to Gordon Proctor of ODOT on May 12, !995 and to Ohio EPA's Che Brewer-Coon on May 9, 1995. These letters indicated that Canton must meet "Special provisions for nonattainment areas which are not required to demonstrate reasonable further progress and attainment".

- Use of latest planning assumptions (Section 51.412)
- Use of latest emissions estimation model (Sec. 51.414)
- Use of appropriate consultation procedures (Section 51.416)
- Provides for timely implementation of transportation control measures in the SIP Section 51.430).
- Contribution to emissions reductions in VOC and NOx (Section 51.438)
- Fiscally constrained (Section 51.408)

# 1. Latest Planning Assumptions

The FY 1997-2000 TIP conformity analyses readily meet this requirement. The SCATS TIP is developed consistent with the most recent SCATS Transportation Plan. The modeling process used

to develop each the Transportation Plan is calibrated using the latest population and land use data available. Further, USEPA's most recent emissions software, MOBILE5A, is used for all mobile source emission analyses. The emission inventories and budgets are also from the most recent Ohio SIP submittals, which were also developed using the MOBILE5A software. All mobile source emission inventories, budgets, and milestone projections were generated using the appropriate Inspection and Maintenance, anti-tampering, and vapor recovery flags in MOBILE5A.

At a July 15, 1994 meeting to review the STIP conformity report, the FHWA suggested that the Vehicle Miles Traveled (VMT) growth projected in Ohio's urban transportation models be compared with the historical HPMS VMT growth. It was suggested that this comparison would provide an additional means of assuring that the models were providing accurate results, thereby meeting the conformity requirements for using the latest planning assumptions.

To initiate this comparison, ODOT reviewed the HPMS data, as submitted to the FHWA, for Ohio's urbanized areas for the years 1980 to 1992. As a first step, data for each functional class of roadway in each urbanized was totaled by year. This calculation represents total urbanized area HPMS VMT for each year between 1980 and 1992. A percentage annual change in total HPMS VMT growth was then calculated for each urbanized area. ODOT's intent was to then compare the annual percentage HPMS VMT growth with the annual percentage VMT growth from the urban models. However, there was so much fluctuation in the annual HPMS VMT growth, that ODOT does not have confidence in the HPMS VMT growth trends.

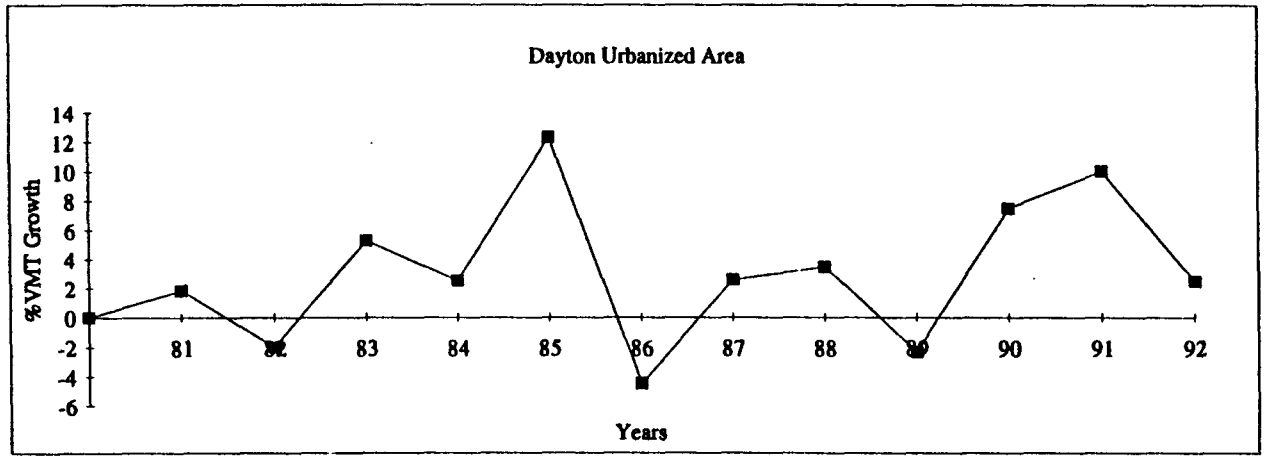
VMT growth to a growth rate exceeding 10% to 15% in a three year span. Figure 1 charts the HPMS growth rates for the Dayton and Toledo urbanized areas. These areas are representative of the fluctuation in the VMT growth rates that the HPMS data provides. Further, in 1990, significant changes were made to the HPMS data base to correct under reporting from previous years. A one-time adjustment was made to bring the estimates more in line with the FHWA/HPMS theoretical predictions. A new methodology used larger samples that yielded VMT figures which were generally higher than those submitted previously. The ODOT Engineers working with the HPMS data assert that any comparison of the pre 1990 data and the post 1990 data is not valid.

Because of the fluctuation in the HPMS VMT growth, ODOT does not have confidence that a comparison of this data with the urban models' VMT growth is meaningful. The urban transportation models are therefore the best information that ODOT can provide concerning urbanized area VMT growth. As stated above the models are developed and kept current based upon the most recent population and land use data available. They are also validated based upon current traffic counts. ODOT is confident that the urban models accurately project VMT growth in Ohio's urbanized areas.

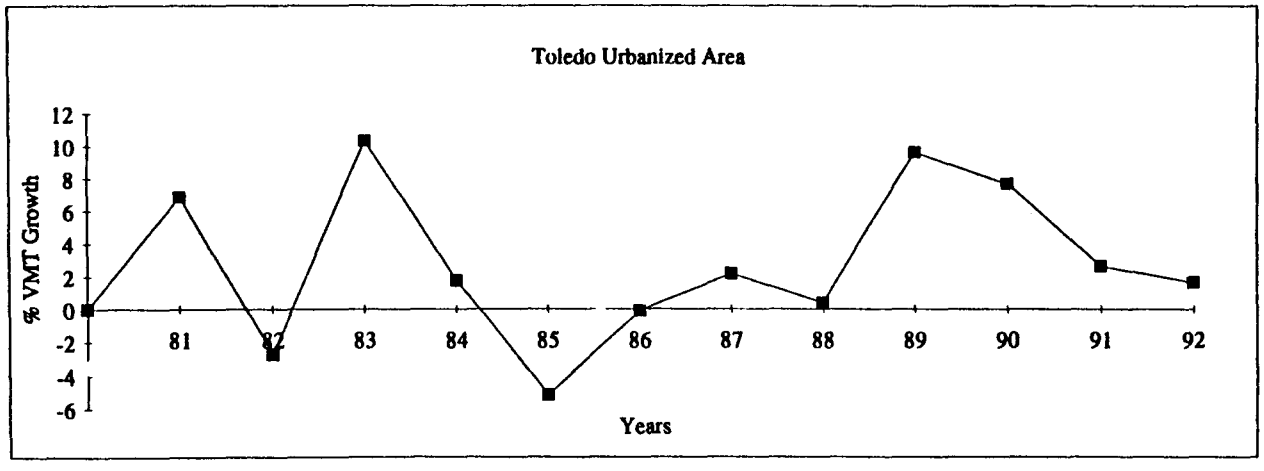
Figure 1

# HPMS Annual % of VMT Growth (1980-1992)

| | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dayton | 1.84 | -1.99 | 5.27 | 2.51 | 12.31 | -4.48 | 2.58 | 3.47 | -2.31 | 7.47 | 10 | 2.49 |




| | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Toledo | 6.86 | -2.75 | 10.36 | 1.75 | -5.16 | -0.11 | 2.17 | 0.39 | 9.66 | 7.68 | 2.64 | 1.66 |



# 2. Use of Latest Emissions Estimation Model

Ohio's urbanized areas maintain regional travel demand forecasting models for use in their urban transportation planning processes. These models employ a traditional four step modeling process to project existing and future traffic volumes and travel patterns on the regional transportation networks. The four step process consists of trip generation, trip distribution, modal split, and route assignment. Output from the urban models is link-by-link directional 24 hour traffic volumes for the existing or future regional transportation networks.

The Ohio Department of Transportation (ODOT) holds the models and provides extensive technical support for all of the areas. ODOT's modeling is run on the main frame PlanPac software.

The TIP conformity demonstrations for Ohio's urbanized nonattainment areas utilize the capabilities of the urban transportation models. These models are uniquely suited to perform the attainment and milestone year Plan and TIP analyses required under the Final Conformity rule. The modeling process identifies growth in vehicle miles of travel and changes in regional travel patterns resulting from the projects that are proposed in the nonattainment area transportation plans and programs.

To generate pollutant burdens for the respective TIP analysis scenarios, ODOT completes a three phase process. Phase 1 uses program G5AIMPAR, written by ODOT, to create the control records required by U. S. EPA MOBILE5A to estimate emission factors. The temperature, percent Hot and Cold starts, and the vehicle mix vary for each hour of the day for both hydrocarbons (HC) and carbon monoxide (CO). Emission factors are calculated for each speed measured in miles per hour (MPH). The speeds vary from 5 MPH to 65 MPH for freeways and from 5 MPH to 55 MPH for surface arterials. Parameter records are used to override default values. The values for the Inspection Maintenance program, Anti-Tampering program, Pressure test, the Stage II Vapor Recovery System, and on board VRS were specified by the Ohio EPA.

The G5AIMPAR.MSG listing shows:

a) The control records for program G5AIMPAR
b) The flag summary for the hourly ambient HC, the hourly ambient CO and the 24 hour HC required for evaporative and refueling emission factors
c) The hours requested
d) Inspection and Maintenance program summary
e) Anti-Tampering program summary
f) Pressure Test program summary
g) Stage II Vapor Recovery System program summary
h) On board Vapor Recovery System summary
i) The hourly temperatures (s for HC and w for CO), percent Cold and Hot starts and the vehicle mixes for freeways and surface arterials
   The percent Cold and Hot starts were developed using "Determination of Percentages of Vehicles Operating In the Cold Start Mode, EPA-450/3-77-023, Office of Air and Waste Management, Office of Air Quality Planning Standards, Research Triangle Park, North

Carolina 27711". The vehicle mixes were developed using Ohio observed data obtained by the Bureau of Technical Services.

j) Summary of the first scenario record for HC for freeway

k) Summary of the first local area parameter record for HC for freeway

Phase 2 uses USEPA MOBILE5A to generate 13, 444 emission factors based on input created by program G5AIMPAR. Output routines were added to MOBILE5A to write the emission factors in an array format.

Phase 3 uses program CMAQ5AN, written by ODOT, to relate the MOBILE5A emission factors with the urban models' 24 hour link data files to generate hourly pollutant burdens for hydrocarbons (HC), oxides of nitrogen (NOx), and carbon monoxide (CO).

Program CMAQ5AN reads 1) the transportation links containing the weighted 24 hour volumes 2) the node grid coordinates and 3) the emission factors from program MOBILE5A (5Mar93) and then lists 1) the credits 2) the program control records 3) the table summaries used by the program 4) the number of centroids 5) the option values used 6) the hours requested 7) the seasonal factors for both HC and CO. The hourly volumes are multiplied by the corresponding seasonal factor.

After the seasonal factors, listed is the interzonal vehicle miles of travel (VMT). The VMT is calculated by assuming that the zonal area in square miles is represented as a circle. The radius is computed and the intrazonal trips are multiplied by the radius to compute the intrazonal VMT. The directional hourly speeds are estimated by applying the percent Average Daily Traffic (ADT), percent Direction, percent heavy duty trucks adjusted by 1.7 to represent auto equivalents. The auto equivalent is divided by the directional capacity and the resulting volume to capacity ratio (V/C) is used in a table lookup to determine the directional speed. The hour, functional classification and directional speed are used to derive the directional emission factor using USEPA MOBILE5A array file. If required, emission factors are interpolated. The above process is done hourly by direction on each link in the network. After processing all hours, CMAQ5AN lists the 1) hourly vehicle miles of travel and pollutant burdens for freeways and surface arterials 2) the total vehicle miles and pollutant burden for evaporative and refueling HC and 3) the total HC pollutant burden. All items listed above are summarized for each run.

The speed-flow model used in the CMAQ5AN (hereinafter referred to as CMAQ5A) program was evaluated against the 1985 Highway Capacity Manual (HCM) equations. A basic freeway segment analysis was performed along with each of the three arterial types as defined by the HCM. For each illustration the HCM and other data were converted using Level of Service 'C' being equal to a volume-to-capacity ratio of 1.0, as this is the capacity used by the CMAQ5A model.

A linear regression model was used to plot the HCM freeway data for volume-to-capacity ratio versus speed. Four plots are illustrated in Figure 2. The previous version of CMAQ5A, represented by the □ marker, correlated closely with the 1985 HCM (▽). The newer version of CMAQ5A (○) uses the proposed 1994 HCM basic freeway segment curve. Data collected as a part of a travel time study in the Columbus area was used to evaluate the new CMAQ5A data. This data, referred to as

"observed" (⧖) data, was extracted from the urban freeway segments of the study. The raw data showed no statistical correlation in terms of regression. Therefore selected speed-flow data points were used for linear regression resulting in the curve as shown in Figure 2. This data lends some significance to the new CMAQ5A freeway speed-flow relationships.

The arterial speed-flow relationships use the 1985 HCM arterial Class definitions. The CMAQ5A surface arterials are defined by area type (CBD, central city, and suburb). The speed-flow data from CMAQ5A for suburbs was compared to HCM Class I; central city compared to Class II, and CBD compared to Class III. Figure 3 shows the relationship between arterial type (Class) I for CMAQ5A and the 1985 HCM. The curves are very similar. Figure 4 depicts arterial type II data with characteristics similar to the type I CMAQ5A/HCM relationship. The type III graph of Figure 5 is a departure from the close association of data points of the previous types. A relatively simple test was done to demonstrate the effects of each speed-flow curve on emission factors. Using a v/c ratio of 1.3 to represent a "base network" and 1.0 as a "build network", HC exhaust emission factors were determined based on the relative speed at each v/c.. The HCM curve resulted in a 20% decrease in HC exhaust emissions while the CMAQ5A curve showed a 9% decrease. Therefore the CMAQ5A curve could be considered to be the more conservative equation when used in conformity analysis. A determination as to why the curves are significantly different, as compared to the other arterial type comparisons, was not made.

Figure 2

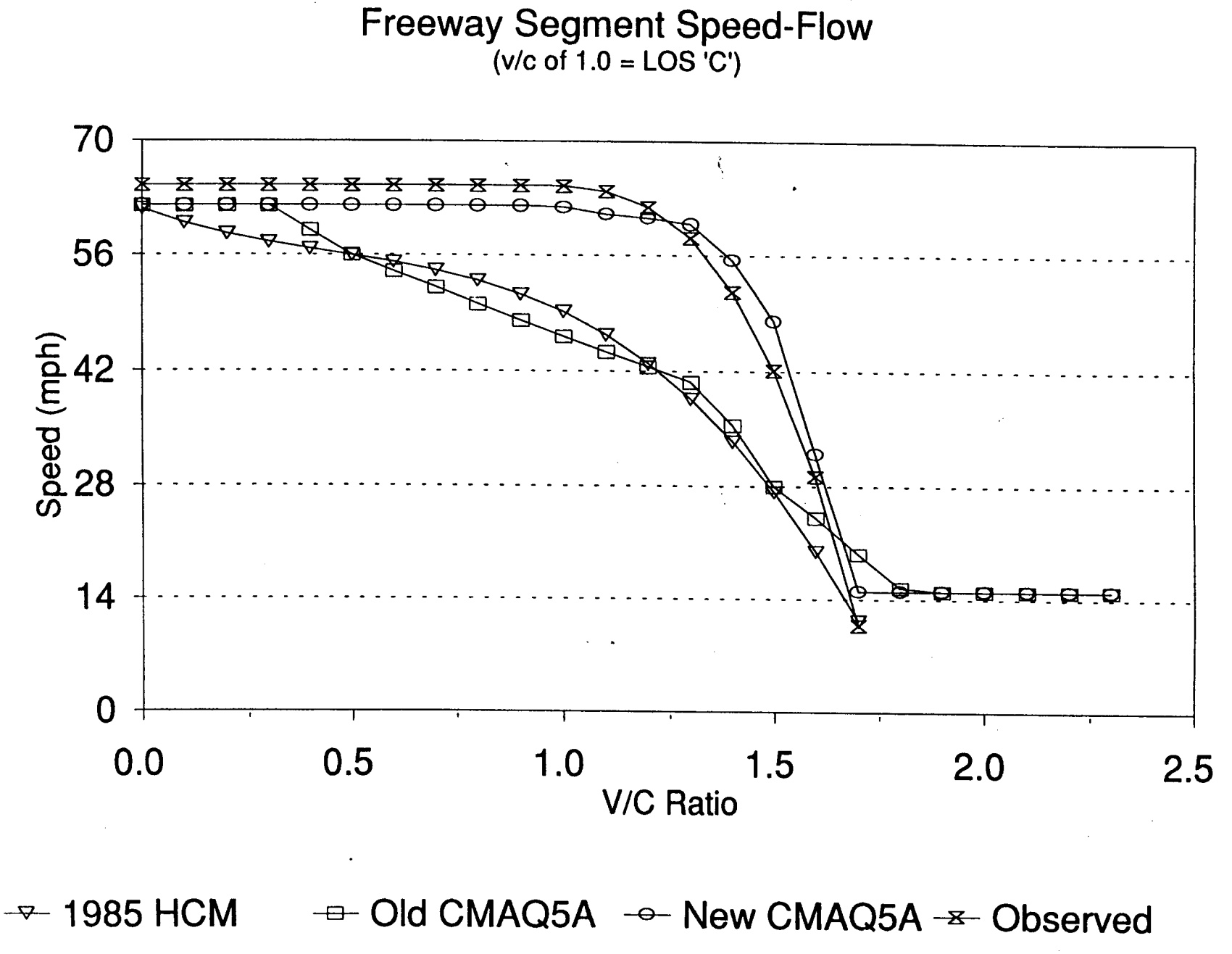

Freeway Segment Speed-Flow
(v/c of 1.0 = LOS 'C')
Speed (mph)
70
56
42
28
14
0
0.0
0.5
1.0
1.5
2.0
2.5
V/C Ratio
1985 HCM
Old CMAQ5A
New CMAQ5A
Observed

Figure 3

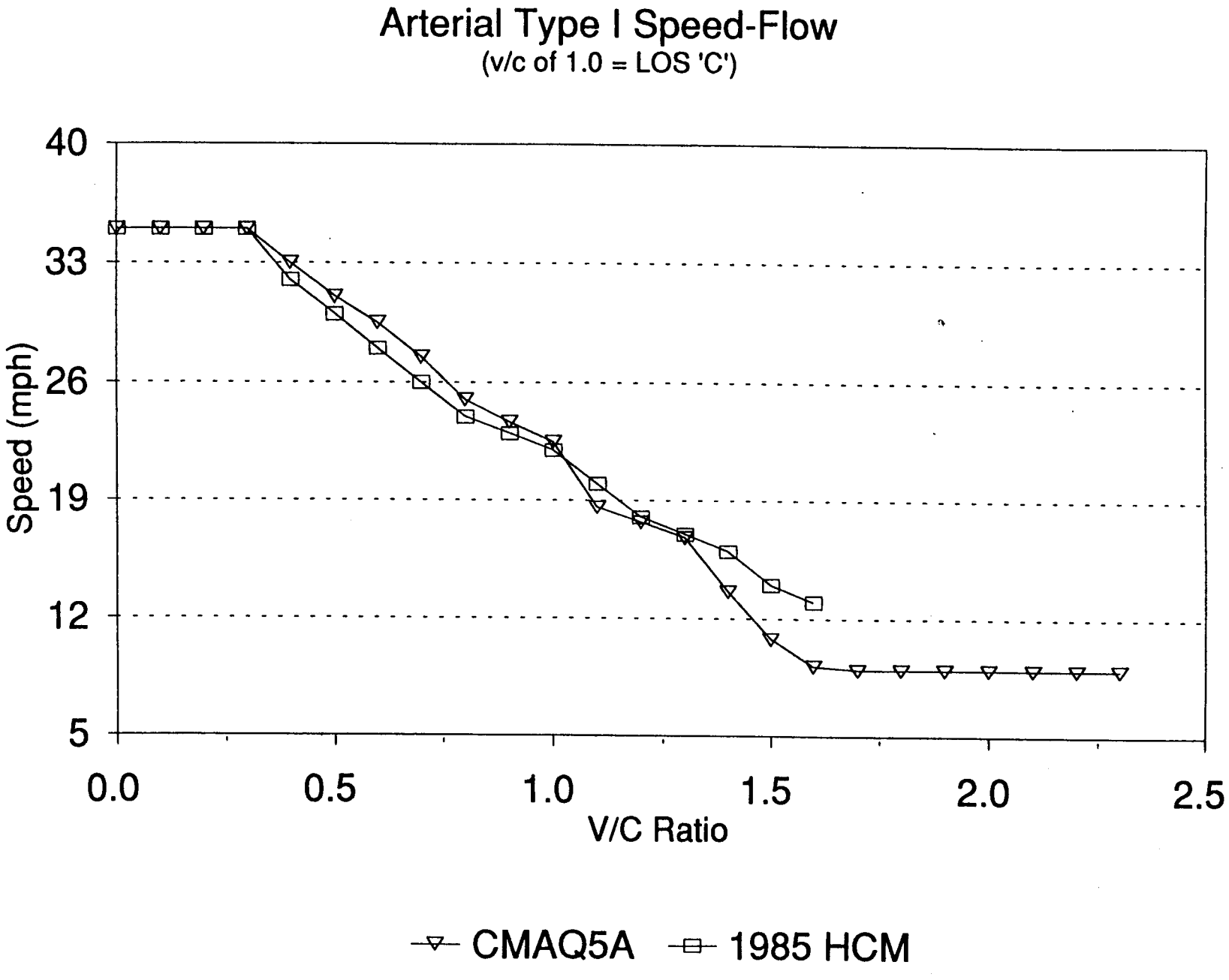

Arterial Type I Speed-Flow
(v/c of 1.0 = LOS 'C')
Speed (mph)
40
33
26
19
12
5
0.0
0.5
1.0
1.5
2.0
2.5
V/C Ratio
CMAQ5A
1985 HCM

Figure 4

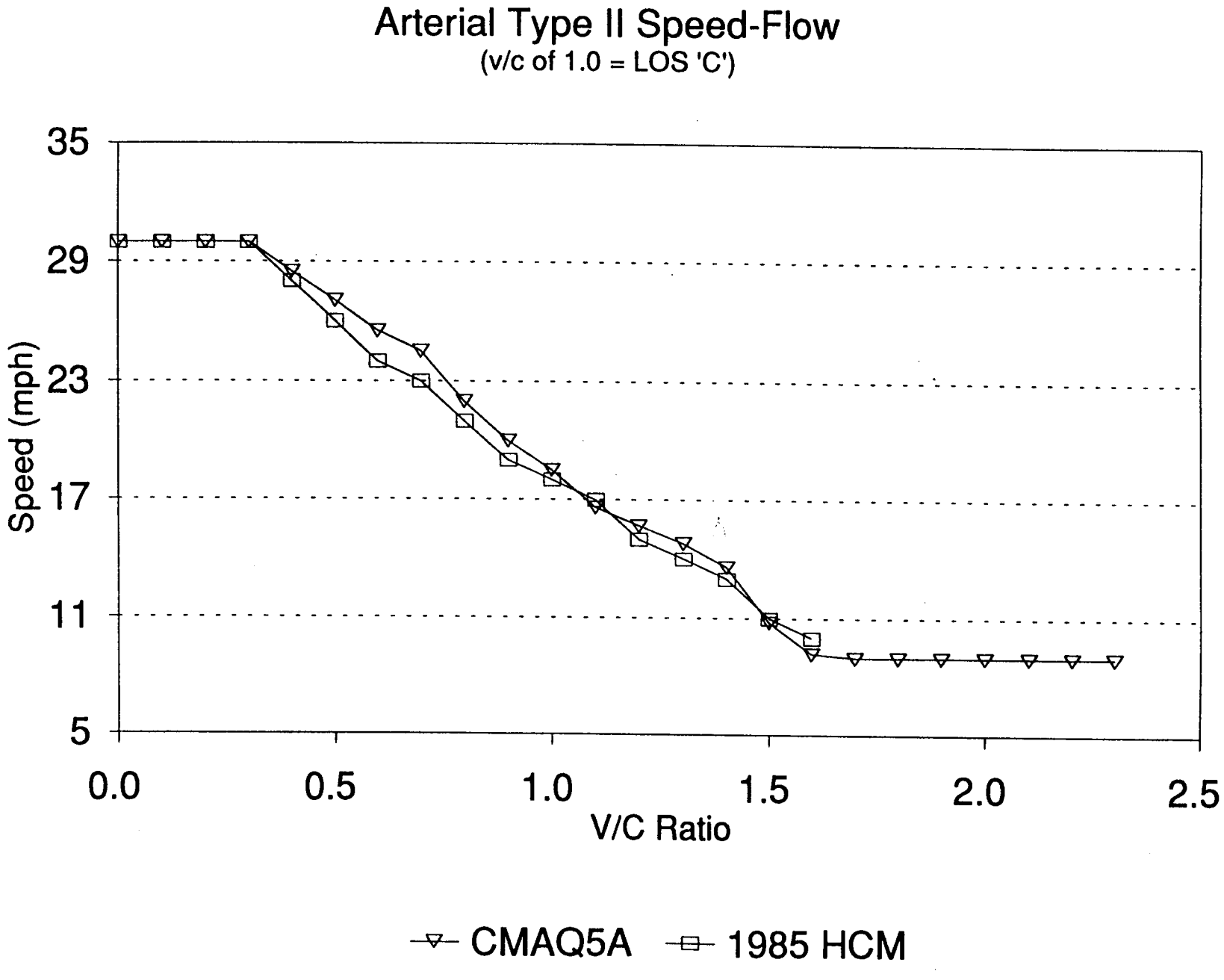
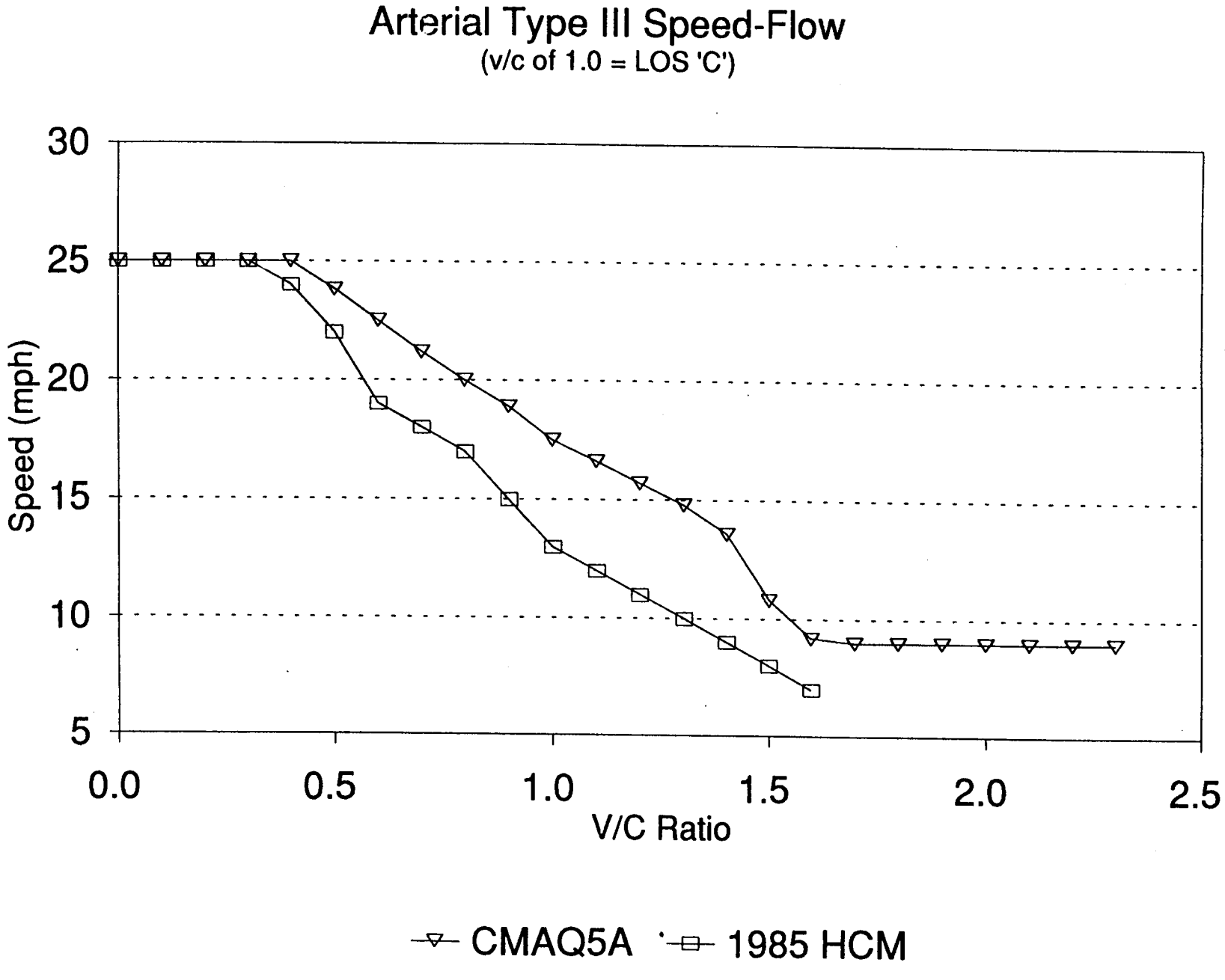

Arterial Type II Speed-Flow
(v/c of 1.0 = LOS 'C')
Speed (mph)
35
29
23
17
11
5
0.0
0.5
1.0
1.5
2.0
2.5
V/C Ratio
CMAQ5A
1985 HCM

Figure 5


Arterial Type III Speed-Flow
(v/c of 1.0 = LOS 'C')
Speed (mph)
30
25
20
15
10
5
0.0
0.5
1.0
1.5
2.0
2.5
V/C Ratio
CMAQ5A
1985 HCM

## Factoring Process to Normalize HPMS and Model Results

Section 51.440 of the final Conformity rule requires development of a factor "to reconcile and calibrate the network-based model estimates of vehicle miles traveled in the base year of its validation to the HPMS estimates for the same period."

Although Sec. 51.452 refers to calibrating VMT, it specifies that this is a requirement for serious and above areas after Jan. 1, 1995. Although no Ohio nonattainment areas meet this requirement, Ohio decided that reconciling the HPMS generated data and the model generated data was merited. ODOT, OEPA, and the MPOs discussed whether the calibration should be based upon differences in emissions or on differences in VMT. The group decided that the emissions were the pertinent factor and therefore used the emissions difference for the calibration.

Ohio's factoring process compares the SIP 1990 baseline emission inventories from the SIP with the 1990 baseline emissions from the urban model. A simple ratio calculating the percentage difference between the 1990 HPMS-generated emissions and the model emissions establishes the calibration factor. This factor is then applied to the Plan and TIP analysis scenarios to compare those emissions to the emissions in the redesignation plans, 15% plans or Attainment demonstrations. These are shown below:

$$\frac{\text{1990 HPMS}}{\text{1990 MODEL}} = \text{Calibration Factor}$$

| | | |
|---|---|---|
| HC factor | = | 31.65/35.609 =.888 |
| NOx factor | = | 16.24/27.391 =.593 |

## Off Model Emission Reduction Credits

Specific transportation improvements that are included in the nonattainment area Transportation Plans and funded through the TIPs generate significant emission reductions, however these reductions are not reflected in either the urban modeling process or the non-model HPMS procedures. Ohio identifies this type of emission reductions as "off model" credits.

Off model credits are an important component of the Ohio nonattainment area conformity determinations. Emission reductions resulting from Congestion Mitigation and Air Quality (CMAQ) projects are not accounted for in the urban modeling process. However, certain CMAQ projects such as park and ride lots, and traffic flow operational improvements will result in significant emission reductions that need to be accounted for in the conformity process. SCATS has not included off model credits in this conformity test.

## 3. Use of Appropriate Consultation Procedures

In Ohio, the Ohio Environmental Protection Agency (OEPA) is the lead agency for coordinating development of the State Implementation Plan (SIP) and redesignation requests. The Ohio Department of Transportation, the nonattainment area Metropolitan Planning Organizations (MPOs), and the Local Air Agencies participated in the development of the SIP, the redesignation requests and transportation plans and Transportation Improvement Programs (TIP)s.

Concurrent with the Statewide agencies' work on SIP issues, the Ohio MPOs began responding to the Intermodal Surface Transportation Efficiency Act's (ISTEA) requirement to update urbanized area Transportation Plans and Programs. A key consideration in the transportation planning process used to update these plans and programs was the linkage between air quality and transportation mobile source emissions. The mobile source emission inventories and budgets established through the SIP process served as control totals for plan and program development. Once again, frequent consultation among the MPOs, DOT and the Ohio EPA occurred as the plans and programs were developed.

Nonattainment areas are required to have both a conforming transportation plan and a conforming TIP. Under ISTEA, metropolitan nonattainment areas are required to update their transportation plans. SCATS has adopted an ISTEA Transportation Plan update. A USDOT conformity determination has been issued for the Plan on September 29, 1995.

## 4. Timely Implementation of TCMs

The November 15, 1993 SIP submittal includes Transportation Control Measures (TCMs), only in the Cleveland/Akron nonattainment area. No TCMs are required to be implemented in the Canton area.

## 5. Contribution to Emissions Reductions in HC and NOx

In its FY 1997-2000 TIP conformity demonstration, SCATS demonstrates that the TIP passes the "budget test". As a marginal nonattainment area, it had until 1993 to demonstrate attainment. The redesignation request documents this effort. The milestone years for this nonattainment area is 1990, the base year; 1993, 2005, and 2010, the final year of the TIP and the Plan.

The SCATS Transportation Plan was determined to be in conformity . The TIP is consistent with this Plan.

Based upon the criteria presented in Section 51.430 of the Final Conformity rule Plan and TIP analysis highway networks were developed as follows:

1990 Base year: This represents the regional highway network that was in place in 1990 and that was used to develop the State Implementation Plan 1990 mobile source inventories.

Attainment Year Milestone 1993: This represents the existing network plus regionally significant projects that were open to traffic in 1993. This milestone year analysis is performed for the nonattainment areas based upon the Clean Air Act's attainment schedules.

2005 Network This represents the Baseline scenario network plus regionally significant projects that are expected to be open to traffic by the analysis year.

2010 Plan Horizon Year (2010) Network: This represents the completed Plan network using the Plan horizon year traffic assignment.

The following table shows the relevant status of all Plan and TIP projects in each scenario.

Y - Include in scenario
N - Not included in scenario
N/A-Exempt project not modeled

| Conformity Analysis Scenarios | | | | | 2005 | 2010 |
|---|---|---|---|---|---|---|
| TIP | Plan | | | | Action | Action |
| MAP# | MAP# | NAME | TYPE OF PROJECT | ANALYSIS SCENARIO | (build) | (build) |
| 1 | 3 | STA-Applegrove St | 4-Lane | Capacity change & new facility | Y | Y |
| 2 | | STA-Canton CBD Signals | Traffic Signalization | No analysis - emission neutral | N/A | N/A |
| 3 | | STA-Canton 30 Signals | Traffic Signalization | No analysis - emission neutral | Y | Y |
| 4 | | STA- Canton 94 Signals | Traffic Signalization | No analysis - emission neutral | Y | Y |
| 5 | | STA-Louisville Bikeway | Bikeway | No analysis - emission neutral | N/A | N/A |
| 6 | | STA-Millersburg | Resurfacing | No analysis - emission neutral | N/A | N/A |
| 7 | | STA-O&E Canal | Pedestrian Facilities | No analysis - emission neutral | N/A | N/A |
| 8 | 15 | STA-16th St SE | 4-Lane/RR Bridge | Capacity change & new facility | Y | Y |
| 9 | | STA-TR 3 | Bridge | No analysis - emission neutral | N/A | N/A |
| 10 | | STA-CR 17 | Resurfacing | No analysis - emission neutral | N/A | N/A |
| 11 | 16 | STA-SR 21- 8.98 | 2 Ramps | New facility | Y | Y |
| 12 | | STA-SR 21-10.24 | Resurfacing | No analysis - emission neutral | N/A | N/A |
| 13 | | STA-US30-0.00 | Resurfacing | No analysis - emission neutral | N/A | N/A |
| 14 | 12 | STA-US 30-17.21 | New 4-Lane Freeway | New facility | Y | Y |
| 16 | | STA-CR 31 STA-CR 62 | Intersection improvement | No analysis - emission neutral | N/A | N/A |
| 17 | | STA-CR 31 | Resurfacing | No analysis - emission neutral | N/A | N/A |
| 18 | | STA-SR 44-13.08 | Bridge replacement | No analysis - emission neutral | N/A | N/A |
| 19 | | STA-CR 62 | Resurfacing | No analysis - emission neutral | N/A | N/A |
| 20 | 42 | STA-US62/SR21 | Widening | Capacity Change | Y | Y |
| 21 | | STA-US 62-21.51 | Bridge Rehab | No analysis - emission neutral | N/A | N/A |
| 22 | | STA-US62-23.42 | Resurfacing | No analysis - emission neutral | N/A | N/A |
| 23 | | STA-US 62-30.43 | Bridge Rehab | No analysis - emission neutral | N/A | N/A |
| 24 | | STA-US 62-34.87 | Add turn Lane & Misc | No analysis - emission neutral | N/A | N/A |
| 25 | | STA-US62F-34.83 | Resurfacing. | No analysis - emission neutral | N/A | N/A |
| 26 | 13 | STA-US62F-39.18 | New 4-Lane Freeway | New facility | Y | Y |
| 27 | | STA-US62J-38.90 | Bridge Rehab | No analysis - emission neutral | N/A | N/A |
| 28 | | STA-CR 66 Part 1 | Resurfacing. | No analysis - emission neutral | N/A | N/A |
| 29 | | STA-CR 66 Part 2 | Resurfacing. | No analysis - emission neutral | N/A | N/A |
| 30 | | STA-IR 77- 3.69 | Bridge Rehab | No analysis - emission neutral | N/A | N/A |
| 31 | 11 | STA-IR 77- 9.40 | 6-Lane Freeway | Capacity change | Y | Y |
| 32a | | STA-IR 77-12.74 | Reconstruction | No analysis - emission neutral | N/A | N/A |
| 32b | | STA-IR 77-12.74 | 6-Lane Freeway | Capacity change | Y | Y |
| 33 | | STA-IR 77-17.92 | Bridge replacement | No analysis - emission neutral | N/A | N/A |
| 34 | | STA-SR 93-11.71 | Resurfacing | No analysis - emission neutral | N/A | N/A |
| 35 | | STA-SR 93-17.25 | Bridge Rehab | No analysis - emission neutral | N/A | N/A |
| 36 | | STA-SR 93-18.15 | Bridge replacement | No analysis - emission neutral | N/A | N/A |
| 37 | | STA-SR 93-19.36 | Bridge replacement | No analysis - emission neutral | N/A | N/A |
| 38 | 4 | Everhard Hills & Dales STA-CR98-0.00 | 4-Lane widening & Relocation | Capacity change & new facility | Y | Y |
| 39 | | STA-CR101 | Widen to 5 lanes | Capacity change | Y | Y |
| 40 | | STA-CR112 | Bridge elimination | No analysis - emission neutral | N/A | N/A |
| 41 | 9 | Mahoning Ave STA-SR 153-2.28 | Widen to 3 lanes | Capacity change | Y | Y |
| 43 | | STA-SR236-5.45 | Intersection improvement | No analysis - emission neutral | N/A | N/A |
| 44 | 8 | Whipple Ave STA-SR297-1.12 | Widen to 5-Lanes | Capacity change | Y | Y |
| 45 | 21 | STA-SR619-0.51 | Widen to 4-Lanes | Capacity change | Y | Y |
| N/A | | Rail Highway Crossing Safety | Railroad Crossings | No analysis - emission neutral | N/A | N/A |
| N/A | | Highway Planning Research | Planning | No analysis - emission neutral | N/A | N/A |
| N/A | | Individual Program Documents & Provide Guidance to LPAs | Documents | No analysis - emission neutral | N/A | N/A |
| N/A | | Rideshare Program | Rideshare | No analysis - emission neutral | N/A | N/A |
| N/A | | Bridge Inspection | Inspection | No analysis - emission neutral | N/A | N/A |
| N/A | | Hardship and Protective Buying | R/W | No analysis - emission neutral | N/A | N/A |
| N/A | | National Recreational trails | Trails | No analysis - emission neutral | N/A | N/A |

| Analysis Scenarios | | | | | 2005 | 2010 |
|---|---|---|---|---|---|---|
| TIP | Plan | | | | Action | Action |
| MAP# | MAP# | NAME | TYPE OF PROJECT | ANALYSIS SCENARIO | (build) | (build) |
| N/A | | Specialized services provide by statewide/districtwide consultantcontract | Specialized Services | No analysis - emission neutral | N/A | N/A |
| N/A | | Ohio Department of Public Safety 402 Safety program | 402 Program | No analysis - emission neutral | N/A | N/A |
| N/A | | Transpotation Enhancements | Transpotation Enhancements | No analysis - emission neutral | N/A | N/A |
| N/A | | Environmental Site Assessments | Site Assessments | No analysis - emission neutral | N/A | N/A |
| N/A | | Undivided Highway Resurfacing | Resurfacing | No analysis - emission neutral | N/A | N/A |
| N/A | | Other Basic Maintenance | Miscellaneous | No analysis - emission neutral | N/A | N/A |
| | 1 | Harrison Ave | 2-Lane | No analysis - emission neutral | N/A | N/A |
| | 2 | Trump Ave | 2-Lane/RR Bridges | No analysis - emission neutral | N/A | N/A |
| | 5 | Portage St STA-CR 228 | Signals/Widening | Capacity change | Y | Y |
| 42 | 6 | Portage St | 4-Lane | Capacity change | Y | Y |
| | 7 | Faircrest St | 2-Lane | No analysis - emission neutral | N/A | N/A |
| | 10 | Whipple Ave | 4-Lane | Capacity change | Y | Y |
| 46 | 14 | Fulton Rd STA-687-3.45 | 4-Lane | Capacity change | N | Y |
| | 17a | Hills & Dales | 4-Lane | Capacity change | N | Y |
| | 17b | Jackson Ave | New 2-Lane | New facility | N | Y |
| | 18 | 12-13th St NW | 4-Lane | Capacity change & new facility | N | Y |
| | 19 | Fulton Rd | 4-Lane | Capacity change | N | Y |
| 47 | 20 | Fulton Rd STA-687-4.70 | 4-Lane | Capacity change | Y | Y |
| | 22 | I-77 | Interchange | New facility | N | Y |
| | 23 | I-77 | 6-Lane Freeway | Capacity change | Y | Y |
| | 24 | Waywood Extension | New 2-Lane | New facility | N | Y |
| | 25 | US 30 | 4-Lane Freeway | New facility | N | Y |
| | 26 | SR 241 Wales | 4-Lane | Capacity change | N | Y |
| | 27 | Perry Dr | 4-Lane/RR Bridge | Capacity change | N | Y |
| | 29 | Dressler Rd | 4-Lane | Capacity change | N | Y |
| | 30 | Richville | 2-Lane | No analysis - emission neutral | N/A | N/A |
| | 32 | Applegrove St | 4-Lane | Capacity change | N | Y |

## Plan and TIP Budget Test

| | EMISSIONS (tons/day) | | VMT (thousands) |
|---|---|---|---|
| | HC | NOx | |
| 1990 Baseline | 31.65 | 16.24 | 7,820 |
| 1993 Inventory | 19.80 | 15.20 | |
| 2005 Build | 15.30 | 11.36 | 8,469 |
| 2005 Budget | 15.34 | 12.00 | |
| 2010 Plan | 13.65 | 10.67 | 8,400 |

The above table compares the 2005 Build and 2010 Build emissions to the 1993 emissions and the 2005 Maintenance Plan emission budget.

# 6. Fiscally Constrained

The SCATS Transportation Plan and FY 1997 - 2000 TIP is fiscally constrained consistent with US DOT Metropolitan Planning Regulations (23 CFR part 450)

# Final Conformity Determination

Based on the above descriptions, SCATS has determined conformity between the FY 1996-1999 TIP, the Transportation Plan and the Ohio State Implementation Plan.. As described in this document, the conformity determination analysis was conducted consistent with the *Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act*, 40 CFR Parts 51 and 93, issued November 24, 1993