

STARK COUNTY AREA TRANSPORTATION STUDY
TRANSPORTATION IMPROVEMENT PROGRAM 2006-2009
STARK COUNTY, OHIO

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prepared by

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INTRODUCTION

The Transportation Improvement Program or TIP is the schedule of transportation improvements recommended for implementation within the next four years. It is, therefore, the end product of the transportation planning process. In Ohio, the TIP is a biennial document adopted every 2 years to coincide with the Ohio biennium budget.

TIP DEVELOPMENT

The TIP is developed from both the short and long range planning processes. Major New Capacity projects generally originate from the SCATS Long-range Transportation Plan. This plan recommends the location and type of improvements to meet future traffic demands. Most other projects come from transportation management systems. These systems analyze conditions on the existing system and identify projects maintain an acceptable condition or to bring the system up to standards. SCATS is not a project implementer. All projects in the TIP must have a project sponsor who initiates the project and applies for funding.

Project selection depends on the types of projects and source of funding. ODOT selects Major New Capacity projects through the Transportation Review Advisory Council (TRAC). This nine-member committee ranks proposed projects based on objective criteria. ODOT has other selection criteria for safety, transportation enhancement and local bridge projects. These projects are funded through the appropriate ODOT office in Columbus.

Each ODOT District has a budget for bridge and roadway projects. The districts develop a Work Program to determine how to manage these funds. Bridge, capacity, pavement and safety management systems help the district determine the type and priority of projects. The district then submits a program of projects to fit available funding and satisfy other criteria.

The County Engineers Association has an allocation of STP funds for projects on the county highway system. It funds projects submitted by the individual county engineers.

SARTA is allocated federal transit funds by formula to fund capital projects. Other FTA funds are available on a competitive basis.

The SCATS Policy Committee selects all other projects for funding. The SCATS Policy Committee has developed a project selection process to select and prioritize projects. The process rates projects using the following criteria : Economic Development, Fair Share, Environmental Factors, Financial Factors, System Planning, Safety/Engineering Factors, Traffic Factors, Project Readiness, And System Preservation. Each project is scored and projects ranked for funding. The project rank is not the only determinant for programming projects. Other factors considered in programming include the length of time required for the preliminary engineering and right-of-way acquisition phases and the availability of funds by funding category. Finally, SCATS must consider the priority rating the implementing agency assigns to the project.

To develop the TIP, SCATS meets with the appropriate officials from the municipalities, county, state and the Stark Area Regional Transit Authority to update the previous TIP to reflect the status of each project. As new funds become available and communities develop programs, projects are submitted to SCATS.

In order to contain project costs and fund additional projects the SCATS Policy Committee has adopted the following policies for administering TIP projects:

- Preliminary engineering will not be funded from SCATS federal funding allocations. Preliminary engineering includes all activities in both the preliminary and final development phases of the ODOT project development process. This includes the development of alternatives, the environmental assessment and the final construction plans, specifications and estimates
- A cap will be placed on the amount of SCATS federal funding for each project. This cap will be 120% of the federal funding approved at the time the project was initially placed on the TIP. If the final estimate for a project shows the need for funds in excess of 120% of the original amount the SCATS Policy Committee must concur. If the amount is in excess of 150%, the project sponsor must be able to show the reasons for the cost overrun. This Policy will not prevent a project from proceeding if the project sponsor is willing to fund the federal share in excess of the 120 % amount. The cap is included in the project agreement with ODOT and ODOT will not allow the federal funding to exceed the cap without SCATS concurrence.
- The Committee will only guarantee funding for a project phase for a specific fiscal year. If funds for the project phase are not encumbered in the fiscal year shown in the most recent TIP, the funds will be assigned to another project. Project sponsors for these projects may reapply for funds in subsequent fiscal years, but this application will be considered with all new projects. The Policy Committee and staff will work with the project sponsor and ODOT to attempt to encumber all funds in the year shown in the TIP. They may be able to reschedule projects before the end of the fiscal year to avoid lapse of obligation authority and project funding.
- All new TIP projects are now funded through a project funding agreement. This funding agreement provides project information and description beyond what is normally shown in the TIP. It also contains provisions for the project monitoring. Finally, it provides for funding commitments to project sponsors beyond the TIP period.

PLANNING ANALYSIS

All projects regardless of source of funding or process of selection, are reviewed for consistency with the SCATS Transportation Plan. The Plan was developed around the following objectives and strategies:

Objectives:

1. Adopt a “system preservation” policy towards Stark County roadways in conjunction with ODOT’s system preservation policy.

Strategies:

- A. prioritize funding for system preservation
- B. implement Intelligent Transportation System strategies

2. Provide a multi-modal transportation system which includes various modal options, such as pedestrian access, bikeways, mass transit, rail, and air facilities.

Strategies:

A. evaluate and adjust SARTA's routes to provide adequate transportation to and from suburbs and center cities for jobs

B. support SARTA's continued curb to curb programs to serve the aging population

C. utilize federal transportation dollars for scenic improvements, historic improvements, and pedestrian and bike trails

D. structure new subdivisions to include pedestrian and bicycle facilities (sidewalks and trails), tying into the countywide trail system where possible

E. make places walkable for aging populations in response to new demographics and special needs

3. Provide a congestion free transportation system.

Strategies:

A. work cooperatively with appropriate agencies to create and implement countywide access management regulations

B. solve existing congestion before building new roads in undeveloped areas

4. Provide an efficient, safe and economically sound transportation system.

Strategies:

A. identify and target high crash locations for safety improvements

B. ensure projects are sensitive to social, economic and environmental effects

A fiscal analysis of the TIP is also made to determine funding availability and project priorities may be 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 established emission budgets. This requirement was completed with the conformity determination of the 2030 Plan update. The documentation is included in the appendix. After completion of these steps, the draft TIP is reviewed with the public and the Citizens' Advisory Council and approved for submission to ODOT by the SCATS Policy Committee. SCATS then transmits the draft document to ODOT and FTA.

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 Citizens' Advisory Council, the SCATS Policy

Committee, and the RPC at their regularly scheduled meetings. 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 TIPs and the STIP in each ODOT District and each MPO during a two week public comment period. The SCATS TIP is distributed to area libraries during the comment period. A news release on the availability of the draft SCATS TIP was issued by the SCRPC Public Relations office.

A public meeting was held on April 14, 2005 to review the STIP/TIP during the comment period. This meeting was advertised in the *Canton Repository* in the *Alliance Review* and *Massillon Independent*. SCATS staff attended the meeting to discuss the STIP, TIP, Conformity Report and Transportation Plan and answer questions. At the April 14th meeting two comments were received by SCATS. One comment proposed a speed limit reduction on State Street, a county highway. This comment was forwarded to the County Engineer who responded that a speed limit study was completed on this road and a speed reduction was denied by ODOT on June 7, 2004. The second comment dealt with improvements at the intersection of SR 43 and SR 44 north of Waynesburg. The commenter suggested improving the intersection to help large trucks turn from southbound SR 43 onto northbound SR 44. This comment was forwarded to ODOT District 4.

On April 11, 2005, SCATS received word that the statewide STIP/TIP public comment period had been extended to May 13, 2005. Copies of these documents and the TIPs from the other Ohio MPOs were available for review in the SCATS office during the entire statewide public availability 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.

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. Appendix A documents the conformity of the TIP and Plan with the Clean Air Act Amendments of 1990. Appendix B includes a documentation of the impact of the projects on low-income and minority populations as required by the President's executive order on environmental justice.



TRANSPORTATION PROJECT LISTINGS

This section of the TIP details the TIP Projects. It includes a status report on the project obligations and a listing of the current TIP projects.

STATUS OF PREVIOUS TIP PROJECTS

The status of projects from previous TIPs must be monitored. The table below shows the status of these projects from the SCATS FY 2004-2007 TIP. All projects are included which had funding programmed in FY 04 or 05. Projects may not proceed as programmed in previous TIPs. Principle reasons for the delay are lack of funds, changes in priorities, or delays in plan preparation, review and approval. No Transportation Control Measures (TCMs) were required for air quality attainment or maintenance in Stark County and therefore no required TCMs were implemented in the SCATS FY 2002-2005 TIP. The following information is included in the table:

PID# - Project identification number from ODOT's project management system.

Project Designation - ODOT uses the County, route and section as the project designation. The STA is for Stark County. The route number is next. Section numbers expressed as hundredths (xx.xx) are the mileage from the South or West county line.

FY Scheduled by Phase of project

In each of the three columns the scheduled State Fiscal Year is shown for each Phase of the project. State Fiscal Years begin on July 1. (FY 2004 begins July 1, 2003)

Actual FY

The actual FY is shown for each project not yet under construction. If under construction or completed UC is shown.

Table 1 – Status of Previous TIP Projects

PID	Project Name	Lead Agency	FY Scheduled by Phase			Actual FY
			PE	R/W	Construction	
14830	STA-CR 66-12.02	Stark County			2004	UC
19940	STA-SR183- 3.26	ODOT			2005	UC
19945	STA-SR800-04.35	ODOT	2005			
20044	STA-US 62- 24.13	ODOT			2005	UC
20344	STA-US 30-18.35	ODOT	2004			
20410	STA-IR 77- 9.46	ODOT			2004	UC
20412	STA-IR 77-10.33	ODOT		2004	2005	
20430	STA-SR241-12.82	Stark TID		2004	2005	C FY 07
20431	STA-SR687-02.46	Stark County				UC
21317	STA-IR 77- 0.29	Stark TID	2004	2004	2005	C FY 06
21610	STA-IR 77-14.80	ODOT			2005	UC
22156	STA-CR 31 State	Stark County			2004	UC
22157	STA-CR 37- 1.39	Stark County			2004	UC
22384	STA-SR 44- 5.89	ODOT			2004	UC

22417	STA-SR173-1.85	ODOT			2004	UC
22461	STA-US 62- 0.00	ODOT			2005	Cancelled
22486	STA-US 62F-38.26	ODOT			2005	C FY06
22577	STA-SR153- 3.34	ODOT			2005	UC
22578	STA-SR 21-13.66	ODOT			2005	FY06
22862	STA-SR153- 5.50	Louisville		2005		R/W FY 07
22864	STA-CR 98- 5.40	Stark County		2004	2005	R/W 04 UC
22867	STA-CR 98- 0.00	Stark County	2004			PE FY 05
22906	STA-SR 43- 0.00	ODOT	2004	2005		PE FY 04 R/W FY 05
23262	STA/TUS-Aqueduct	Stark Park District			2004	Unknown
23334	STA-IR 77- 4.75	ODOT			2004	UC
23482	STA-IR 77-17.92	Stark TID		2004	2004	UC
23687	STA-SR172- 4.85	Massillon			2005	UC
23754	STA-US 30- 6.70	ODOT	2004			PE FY 05
23759	STA-US 30-13.10	ODOT			2004	UC
23762	STA-SR 43-12.43	ODOT			2004	UC
24000	STA-US 62-35.72	ODOT			2004	UC
24074	STA-SR 43-13.39	ODOT	2004			PE FY 04
24241	STA-Sippo Lake Education Center	Stark Park District			2004	UC
24315	STA-SR 43-18.28	ODOT			2004	UC
24316	STA-SR183- 0.00	ODOT			2004	UC
24340	STA-Community Park	Canal Fulton			2004	UC
24458	STA-US 30-20.23	ODOT		2004		Cancelled
24459	STA-SR687-5.29	ODOT			2004	UC
24532	STA-CR 510-0.00	Massillon			2005	UC
24879	STA-IR 77- 0.29	ODOT	2004	2004	2005	PE FY 06 R/W FY 08
25241	STA-IR 77-16.63	ODOT			2005	UC
25433	STA-SR 21-8.25	ODOT	2004			PE FY04
25450	STA-SR172- 8.83	ODOT				0
25549	STA-US250- 1.28	ODOT				0
25625	STA-CR 66-6.30	North Canton		2004	2005	R/W FY04 C FY05
25626	STA-Bikeway Louisville	Louisville			2004	UC
25636	STA-SR 43-12.03	ODOT				UC
4089	STA-US 62 Planning Study	ODOT	2004			PE FY 04
75439	STA-SR241-12.02	ODOT			2005	UC
75470	STA-Canton Fulton Dr NW Signals	Canton			2004	UC
76006	STA-Canton Market Ave Signals	Canton			2005	C FY 06
76212	STA-Pavement Dropoff Corrections	ODOT			2004	UC
76473	STA-SR 44-10.34	ODOT	2004	2005		PE FY 04 R/W FY 05
77482	STA-SUM ITS	ODOT	2005			PE FY 05

FY 2006-2009 TIP PROJECTS

The FY 2006-2009 TIP includes 56 highway projects. All projects have been reviewed by the SCATS Policy Committee and found to be consistent with the Transportation Plan. Projects in the first two years of the TIP are limited to funds available. The SCATS TIP, as demonstrated in the fiscal constraint section, meets this test.

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 an expedited project implementation that permits 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.

The following table 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. A map (Figure 1) shows the location of all projects on the TIP.

Table 2 - SCATS FY 2006-2009 Highway Project Listing

TABLE FIELDS AND CODES

PID#-This field contains the project identification number used by ODOT's project management system for all highway projects which have been assigned a number.

County-This will be STA (for Stark County) for all SCATS projects

Project Name - Official project name designation used by ODOT for highway projects. Consist of County, Route and Section. Section numbers are the mileage from the South or West county line.

Project Termini and Description— a descriptive field indicated the extent of the project and a description of the project components.

Project Length – the length of highway projects to the nearest hundredths of a mile.

Phase and Subphase

Phase	PE	RW	CO
Subphases	Envr -Environmental	Acquis - Acquisition	Co Contr – Construction Contract
	Dtl Dsgn – Detail Design	RE Services – Real estate services	Co Engr – Construction Engineering or Inspection

FY - State Fiscal Year is shown for each Phase of the project. State Fiscal Years begin on July 1. (FY 2004 begins July 1, 2003)

SAC – ODOT’s Spending Authority Code-

Funding Type – Federal, State or Local Match

Billing Fund – ODOT’s Billing Fund

Fund Description – a description of the type of funds indicated by unique SAC and billing fund combinations.

Amount - The cost of each phase of a project to be funded during the TIP period is listed.

Sponsoring Agency – the agency responsible for implementing the project.

Air Quality Status - Indicates if the project is exempt from the calculation of emissions for the air quality conformity analysis or must be included in the analysis.

Remarks - a field included to allow explanatory information concerning the project.

PID	County	Project Name (ie CRS)	Project Termini and Description	Prj Length miles	Phase	Sub Phase	FY	SAC	Funding Type	Billing Fund	Fund Description	Amount	Sponsoring Agency	Air Quality Status	Remarks
76006	STA	STA-Canton Market Ave Signals	Canton Market Ave Signal System including Walnut and Cherry N of 9th St NE Signal Upgrade at 21 locations Reservoir project for FY 05.	0.00	CO	Co Contr	2006	4TB7	Federal	Q400	Congest Mit/Air Qual	1,784,700	Canton	Exempt	Project Cap = \$2,000,000.
					CO	Co Engr	2006	4TB7	Federal	Q400	Congest Mit/Air Qual	198,300			
					CO	Co Contr	2006		Local Match	002	Local Match	268,200			
					CO	Co Engr	2006		Local Match	002	Local Match	29,800			
											76006 Total	2,281,000			
79630	STA	STA-Deer Creek Park Pedestrian Bridge	From south end of pedestrian bridge approach to north end of pedestrian bridge on Deer Creek Mahoning Valley connector trail Trail bridge at Deer Creek dam spillway	0.00	CO	Co Contr	2008	4TC7	Federal	Q220	STP Enhancement	707,000	Stark Park District	Exempt	Cap = 707,000
					CO	Co Contr	2008	LNTF	Local Match	002	Local Match	543,000			
					CO	Co Engr	2008	LNTF	Local Match	002	Local Match	100,000			
											79630 Total	1,350,000			
78366	STA	STA-Fulton Signals Phase 2	on 12th St NW from Monument to 13th St NW at Wertz avenue and from Broad Ave west to Wertz Ave Replacing and/or upgrading traffic signal equipment at 12 locations within the Fulton traffic signal system.	0.00	CO	Co Contr	2006	4TB7	Federal	Q400	Congest Mit/Air Qual	276,000	Canton	Exempt	Project Cap = \$310,000
					CO	Co Engr	2006	4TB7	Federal	Q400	Congest Mit/Air Qual	30,600			
					CO	Co Contr	2006	4BG7	Local Match	002	Local Match	45,900			
					CO	Co Engr	2006	4BG7	Local Match	002	Local Match	5,100			
											78366 Total	357,600			
79514	STA	STA-Ohio & Erie Canal Towpath Trail	From existing trail at Lincoln Way to existing trail at Walnut		CO	Co Contr	2008	4R47	Federal	H170	Section 105 Federal Earmark	\$ 900,000	Stark County Park District	Exempt	

			Build 2500' towpath trail parallel to SR 21 in Massillon		CO	Co Engr	2008	4R47	Federal	H170	Section 105 Federal Earmark	\$ 100,000			
											79514 Total	\$ 1,000,000			
77482	STA	STA-SUM ITS	Akron Canton Freeway Management System All Interstate and look-alikes in Summit and part of Stark County Design construction and systems integration of a freeway management system. Includes traffic flow detection, camers, dynamic message signs and control center equipment.	0.00	PE	Dtl Dsgn	2006	4BK7	Federal	Q400	Congest Mit/Air Qual	1,800,000	ODOT	Exempt	
					PE	Dtl Dsgn	2006	4BD7	State	002	State Match	200,000			
					CO	Co Contr	2008	4BK7	Federal	Q400	Congest Mit/Air Qual	11,160,000			
					CO	Co Contr	2008	4BD7	State	002	State Match	1,240,000			
											77482 Total	14,400,000			
78679	STA	STA Sign Upgrade (US-30) 2007	STA-30 from SLM 0.00 to SLM 6.03	0.00	CO	CO Contr	2007	4CP7	State	002	State Funds (S,O)	125,000	ODOT	Exempt	
			Replacement of ground mounted and overhead signs along US-30 and interchange ramps.								78679 Total	125,000			
78610	STA	STA-Sign Upgrade (west)	Western Stark County	0.00	CO	Co Contr	2006	4CP7	State	002	State Funds (S,O)	350,000	ODOT	Exempt	
			Upgrading/rplacement of ground mounted signs on various routes								78610 Total	350,000			
25433	STA	STA-SR 21-8.25	SR 21 in Massillon from Navarre Rd to South of Walnut and from bridge over Tusc River to Law/Jac Twp Line Minor rehab of pavement. Redeck and paint bridge #1248 L&R over Tuscarawas River.	5.41	CO	Co Contr	2008	4PF7	Federal	Q050	N'atl H'way System	6,200,000	ODOT	Exempt	
											25433 Total	6,200,000			
23753	STA	STA-SR 21-8.98	Erie St over SR 21in Massillon	0.05	CO	Co Contr	2008	4BG7	Local Match	002	Local Match	181,000	ODOT	Non-Exempt	Capacity Change
			Widening, redecking, curbs, resurfacing		CO	Co Contr	2008	4PF7	Federal	H050	N'atl H'way System	800,000			
					CO	Co Contr	2008	4PS7	State	002	State Funds (S,O)	200,000			
					CO	Co Contr	2008	4TA7	Federal	079	SCATS STP	724,000			
											23753 Total	1,905,000			
22578	STA	STA-SR 21-13.66	STA-SR 21-13.66 Lawrence/Jackson Township Line to Wayne County Line. Resurfacing and bridge work on STA-SR 21-16.44 and STA-SR 21-21.33(Deerfield Avenue Bridge)	7.78	CO	Co Contr	2006	4PF7	Federal	Q050	N'atl H'way System	3,600,000	ODOT	Exempt	
											22578 Total	3,600,000			
78613	STA	STA-US 30 Signing	US 30 in Stark County	0.00	CO	Co Contr	2006	4CP7	State	002	State Funds (S,O)	120,000	ODOT	Exempt	
			Replacement of signs along US 30 & Ramps								78613 Total	120,000			
76344	STA	STA-US 30-0.00	Wayne Co line to Massillon WCL	6.03		Co Contr	2009	4PF7	Federal	H050	N'atl H'way System	3,400,000	ODOT	Exempt	
			Minor rehabilitation/resurfacing. re-deck and painting of structure # 7607164								76344 Total	3,400,000			
23754	STA	STA-US 30-6.03	US 30 from Massillon WCL to Canton WCL	7.75	CO	Co Contr	2007	4PF7	Federal	Q050	N'atl H'way System	6,175,000	ODOT	Exempt	
			Resurfacing, Redeck 3 bridges and paint 7 bridges.								23754 Total	6,175,000			

20344	STA	STA-US 30-18.35	US 30 From Trump Avenue to SR 44.	12.00	RW	Acquis	2007	4BK7	Federal	H050	N'atl H'way System	4,080,000	ODOT	Non-Exempt	New Facility
			Advanced RW Acquisition and Detailed design for the relocation of US 30 on new Alignment, first construction section		RW	Acquis	2007	4BD7	State	002	State Match	1,020,000			
					RW	RW Services	2007	4BK7	Federal	H050	N'atl H'way System	800,000			
					RW	RW Services	2007	4BD7	State	002	State Match	200,000			
											20344 Total	6,100,000			
10748	STA	STA/COL - US 30-22.11/0.00	US 30 from SR 44 to SR 9	20.20	PE	Env PE	2006	4BK7	Federal	ISTE /3650	SEC 1106 Rural Access Demo	2,000,000	ODOT	Non-Exempt	New Facility.
			US 30 Location Study from East Canton to SR 9 in Carroll & Columbiana Counties. Preliminary Development previously funded.												
											10748 Total	2,000,000			
25209	STA	STA-SR 30/44-19.16/ 8.68	SR 44 from US30 to Viking St US 30 in East Canton	4.02	CO	Co Contr	2006	4BG7	Local Match	002	Local Match	90,000	ODOT	Exempt	
			Mill & Resurface. Drainage improvement on SR 44 from E Canton Corp to Oakfield St		CO	Co Contr	2006	4PF7	Federal	Q240	STP Anywhere	360,000			
					CO	Co Contr	2006	4PF7	Federal	Q240	STP Anywhere	145,000	ODOT		
											25209 Total	595,000			
22906	STA	STA-SR 43-0.00	SR 43 from Carroll County Line to Canton City Corp. At SR 183 intersection north of Waynesburg	10.97	CO	Co Contr	2006	4PF7	Federal	Q250	STP Rural 110% 91 RS allocation	1,850,000	ODOT	Exempt	
			Minor rehab resurfacing. Widen SR 43 at SR 183 intersection for addition of southbound left turn lane												
											22906 Total	1,850,000			
76440		STA-SR 43-10.26	SR 43 from 17th St to 14th St SE	0.46	CO	Co Contr	2008	4BJ7	Federal	Q280	STP Hazard Elimination	864,000	ODOT	Exempt	
			Widen to add turn lane, storage lanes at 17th St with signal upgrade and upgrade RR smoothness		CO	Co Contr	2008	4BC7	State	002	State Funds (S,O)	96,000			
					RW	Acquis	2006	4BC7	State	002	State Funds (S,O)	315,000			
											76440 Total	1,275,000			
25636	STA	STA-SR 43-12.03	SR 43 from US 30 to viaduct N of 11th St SE Market and Walnut Avenues from Cherry Ave S to viaduct Minor rehab resurfacing	2.84	CO	Co Contr	2007	4PS7	State	002	State Funds (S,O)	324,000	ODOT	Exempt	
											25636 Total	324,000			
24074	STA	STA-SR 43-12.38	Cherry Ave bridge over N&S north of US 30 in Canton.	0.50	CO	Co Contr	2006	4BU7	Federal	Q050	N'atl H'way System	6,000,000	ODOT	Exempt	
			Bridge deck replacement.		CO	Co Contr	2006	4BT7	State	002	State Funds (S,O)	1,500,000			
											24074 Total	7,500,000			
77892	STA	STA-SR 43-14.41	SR43 from 19th St to Canton NCL, SR687 from Midvale Rd to I-77 interchange Reactive Maintenance Resurfacing	2.83	CO	Co Contr	2009	4PF7	Federal	???	???	850,000	ODOT	Exempt	
25408	STA	STA-SR 43-21.46	SR 43 from State St to Middlebranch. SR 619 from Summit County Line to SR 43 Minor rehab and bridge repair	7.96	CO	Co Contr	2008	4PF7	Federal	Q050	N'atl H'way System	900,000	ODOT	Exempt	
											25408 Total	900,000			

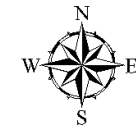
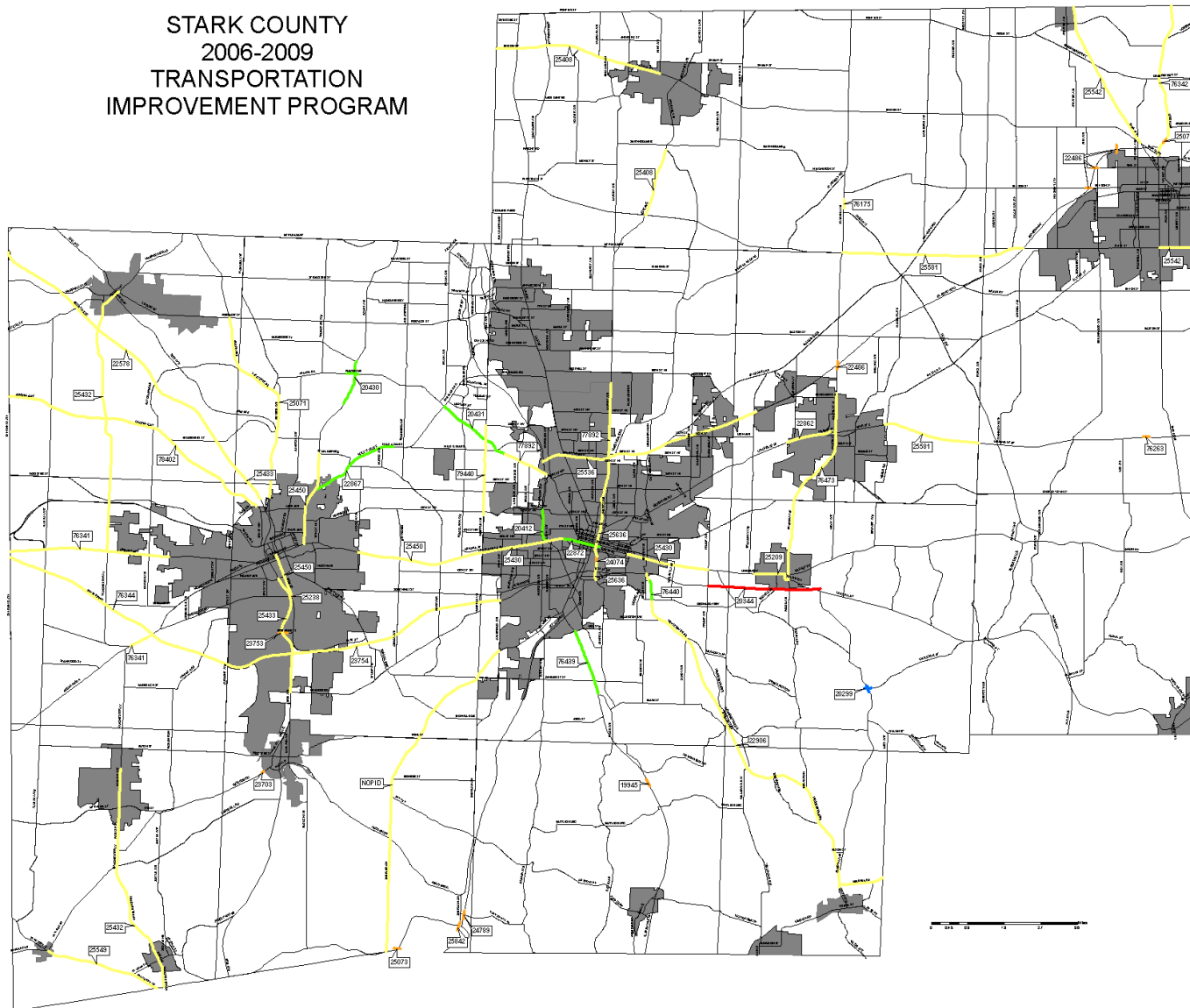
20299	STA	STA-SR 44-4.87	SR 44 at Mapleton (CR118)	0.02	RW	Acquis	2007	4PS7	State	002	State Funds (S,O)	100,000	ODOT	Exempt	
			Increase cross corner sight distance at Mapleton Intersection. Improve vertical horizontal alignment north. Clear sight bench south.												
											20299 Total	100,000			
76473	STA	STA-SR 44-10.34	SR 44 from Viking St to Louisville North Corp.	3.35	CO	Co Contr	2007	4PF7	Federal	Q200	STP UA<200,000 Rural	696,000	ODOT	Exempt	
			Resurfacing and minor bridge replacement		CO	Co Contr	2007	4BG7	Local Match	002	Local Match	174,000			
											76473 Total	870,000			
76175	STA	STA-SR 44-18.50	Repair slip location. Stabilize bank and repair shoulder.	0.04	CO	Co Contr	2006	4SS7	State	002	State Funds (S,O)	52,855	ODOT	Exempt	
					CO	Co Contr	2006	4PS7	State	002	State Funds (S,O)	172,145			
											76175 Total	225,000			
23703	STA	STA-US 62-8.32	US 62 over Tuscarawas River west of Navarre	0.00	PE	Dtl Dsgn	2006	4PS7	State	002	State Funds (S,O)	74,000	ODOT	Exempt	
			Redeck and paint structure		CO	Co Contr	2006	4PF7	Federal	Q250	STP Rural 110% 91 RS allocation	800,000			
											23703 Total	874,000			
25536	STA	STA-US 62-22.19	I-77 to Louisville West Corp line	5.21	CO	Co Contr	2008	4PF7	Federal	Q240	STP Anywhere	2,300,000	ODOT	Exempt	
			Minor rehab and resurface												
											25536 Total	2,300,000			
22486	STA	STA-US 62-37.02	US 62 & SR 44	0.00	CO	Co Contr	2006	4PS7	State	002	State Funds (S,O)	950,000	ODOT	Exempt	
			Painting of four Structures STA-62-3702, STA-62-3753, STA-62-3826, STA-44-1439.												
											22486 Total	950,000			
25542	STA	STA-US 62-38.99	US 62 from SR183 to Columbiana Co Line; SR 183 from SR619 to Portage Co Line		CO	Co Contr	2008	4PS7	State	002	State Funds (S,O)	644,200	ODOT	Exempt	
			Minor rehab and resurfacing and bridge repair												
											25542 Total	644,200			
21317	STA	STA-IR 77-0.29	I 77 0.29 miles north of the Tuscarawas Co Line at Gracemont.	0.00	PE	Envr	2006	4BG7	Local Match	002	Local Match	1,500,000	ODOT	Non-Exempt	New interchange
			Provide a new interchange at I-77 and Gracemont St. Improve arterial roads including widening and resurfacing as needed to accommodate the interchange.		PE	Dtl Dsgn	2007	4BG7	Local Match	002	Local Match	1,400,000			\$3 million earmark pending as House High Priority Project
					RW	Acquis	2008	4BG7	Local Match	002	Local Match	2,000,000			
											21317 Total	4,900,000			
20412	STA	STA-IR 77-10.33	STA-IR 77-10.33 in Canton from just South of SR 172 to just North of 13th St .	1.14	CO	Co Contr	2006	4BK7	Federal	Q050	N'atl H'way System	27,680,000	ODOT	Non-Exempt	Capacity change and ramp changes.
			Major Upgrading to include modifications to mainline, ramps, service roads and bridges. Add lane both directions. Includes Final design RW and Construction		CO	Co Contr	2006	4BD7	State	002	State Funds (S,O)	6,920,000			
											20412 Total	34,600,000			
25432	STA	STA-SR 93-0.00	SR 93 from Tusc Co to Harmon Ave in Brewster & from SR 172 to N of bridge in Canal Fulton. Addtl resurface on SR 212	14.99	CO	Co Contr	2007	4PF7	Federal	Q250	STP Rural 110% 91 RS allocation	2,650,000	ODOT	Exempt	

			Resurfacing and bridge work												
											25432 Total	2,650,000			
22867	STA	STA-CR 98- 0.00	STA-CR 98- 0.00 Hills & Dales Road from SR 241 to Sir Thomas.	2.20	CO	Co Contr	2009	LNTF	Local Match	LNTF	NonTrad Loc Match	938,000	Stark County	Non-Exempt	Capacity Change
			Widen existing road to 4 lanes with curb and gutter. Five lanes to be provided at all major intersections. Includes storm sewers and traffic signals.		RW	Acquis	2007	LNTF	Local Match	LNTF	NonTrad Loc Match	300,000			
					CO	Con Engr	2009	LNTF	Local Match	LNTF	NonTrad Loc Match	104,000			
					RW	Acquis	2007	4TA7	Federal	079	SCATS STP	1,200,000			
					CO	Co Contr	2009	4TA7	Federal	079	SCATS STP	3,744,000			
					CO	Con Engr	2009	4TA7	Federal	079	SCATS STP	416,000			
											22867 Total	6,702,000			
22862	STA	STA-SR153-5.50	Main St in Louisville from West Corp Line to SR 44	1.10	CO	Co Contr	2008	4TA7	Federal	079	Canton - STP UA>200,000	2,724,000	Louisville	Exempt	
			Reconstruction and rehabilitation of SR 153 with new curb and gutter, sidewalk pavement and storm sewer. Pavement widening west of California St. New traffic signal at California.		CO	Con Engr	2008	4TA7	Federal	079	Canton - STP UA>200,000	302,720			Cap = \$314,880 for R/W and \$3,632,400 for construction
					RW	Acquis	2007	4TA7	Federal	079	Canton - STP UA>200,000	262,400			
					CO	Co Contr	2008	4BG7	Local Match	002	Local Match	681,120			
					CO	Con Engr	2008	4BG7	Local Match	002	Local Match	75,680			
					CO	CO Contr	2008	4PS7	State	002	State Funds (S,O)	100,000			
					RW	Acquis	2007	4BG7	Local Match	002	Local Match	65,600			
											22862 Total	4,211,520			
25581	STA	STA-SR153-7.81	SR153 from Louisville ECL to Parks. SR 173 from SR 44 to US 62	7.00	CO	Co Contr	2009	4PF7	Federal	Q250	STP Rural 110% 91 RS allocation	725,000	ODOT	Exempt	
			Minor rehab and resurface, Repairs to bridge 173-4.25												
											25581 Total	725,000			
76263	STA	STA-SR153-14.35	Bridge west of SR 183 in Washington Twp.		CO	Co Contr	2006	4PS7	State	002	State Funds (S,O)	375,000	ODOT	Exempt	
			Replace existing bridge over Sandy Creek												
											76263 Total	375,000			
76341	STA	STA-SR 172-0.00	SR 172 from Wayne Co Line to Massillon WCL SR 241 from Barrs to US 30	4.62	CO	Co Contr	2009	4PS7	State	002	State Funds (S,O)	435,000	ODOT	Exempt	
			Minor rehab and resurface												
											76341 Total	435,000			
25450	STA	STA-SR172-8.83	SR 172 from Jackson to Whipple SR 241 Finefrock to Lincoln Way & from Lincoln Way to .8 mile N of Hills & Dales Rd	5.68	CO	Co Contr	2007	4PF7	Federal	Q240	STP Anywhere	978,000	ODOT	Exempt	
			Minor rehab and resurface												
											25450 Total	978,000			
25430	STA	STA-SR 172-11.91	SR 172 from Whipple to Schroyer and from Riverside to Trump Ave	4.05	CO	Co Contr	2009	4PS7	State	002	State Funds (S,O)	650,000	ODOT	Exempt	
			Minor rehab and resurface												
											25430 Total	650,000			
22872	STA	STA-SR172-13.90	Tuscarawas St from Shroyer Ave to Cherry Ave	0.80	CO	Co Contr	2007	4TB7	Federal	Q400	Congest Mit/Air Qual	1,745,100	Canton	Exempt	Project Cap = \$2,568,000
			Add fifth lane for center turn lane. New curb, and sidewalk, traffic signals utility adjustments. Streetscape		CO	Co Contr	2007	4TC7	Federal	Q220	STP Enhancement	566,100			

			enhancements to include brick sidewalk, decorative lighting trees and planters.		CO	Co Contr	2007	4PF7	Federal	Q220	STP Enhancement	441,000			
					CO	Con Engr	2007	4PF7	Federal	Q220	STP Enhancement	49,000			
					CO	Con Engr	2007	4TC7	Federal	Q220	STP Enhancement	62,900			
					CO	Con Engr	2007	4TB7	Federal	Q400	Congest Mit/Air Qual	193,900			
											22872 Total	3,058,000			
25073	STA	STA-SR 212-5.37	Bridge over Tuscarawas River west of Bolivar	0.00	CO	Co Contr	2007	4PF7	Federal	Q200	STP UA<200,000 Rural	600,000	ODOT	Exempt	
			Redeck and Paint Bridge								25073 Total	600,000			
76342	STA	STA-SR 225-0.33	from Alliance NCL to Portage Co Line	3.91	CO	Co Contr	2009	4PF7	Federal	H200	STP UA<200,000 Rural	1,500,000	ODOT	Exempt	
			minor rehabilitation/resurfacing and bridge work on structure over Berlin Reservoir								76342 Total	1,500,000			
25072	STA	STA-SR 225-0.76	Bridge over Mahoning River N of Alliance	0.00	PE	Dtl Dsgn	2006	4PS7	State	002	State Funds (S,O)	46,000	ODOT	Exempt	
			Replace bridge deck		CO	Co Contr	2006	7BPB	State	002	State Funds (S,O)	460,000			
											25072 Total	506,000			
25071	STA	STA-SR 236-0.41	From Mass Corp line to Portage St	5.09	CO	Co Contr	2006	4PS7	State	002	State Funds (S,O)	550,000	ODOT	Exempt	
			Minor rehab and replace culvert								25071 Total	550,000			
25238	STA	STA-SR 241-7.81	Oberlin Rd Bridge over SR 21		PE	Dtl Dsgn	2006	4PS7	State	002	State Funds (S,O)	100,000	ODOT	Exempt	
			Redeck and Paint Bridge		CO	Co Contr	2008	4PF7	Federal	Q200	STP UA<200,000 Rural	1,150,000			
											25238 Total	1,250,000			
20430	STA	STA-SR241-12.82	Improve the 241/687 intersection by extending Northbound and southbound left turn lanes - add right turn lane from westbound 687 to northbound 241.	1.83	CO	Co Contr	2007	4PS7	State	002	State Funds (S,O)	540,000	Stark TID	Non-Exempt	Capacity Change. \$2 million earmark pending as House High Priority Project
			SR241 from .60 mi S of SR 687 to N of Mudbrook. Fulton from .28 mi W of SR 241 to 0.28 mi E of SR 241.		CO	Co Contr	2007	4BG7	Local Match	002	Local Match	2,160,000			
					CO	Con Engr	2007	4PS7	State	002	State Funds (S,O)	60,000			
					CO	Con Engr	2007	4BG7	Local Match	002	Local Match	240,000			
											20430 Total	3,000,000			
25549	STA	STA-US250-1.28	US 250 from US 62 east to Tuscarawas Co Line		CO	Co Contr	2009	4PS7	State	002	State Funds (S,O)	286,000	ODOT	Exempt	
			Minor rehab and resurfacing								25549 Total	286,000			
25842	STA	STA-CR 272-0.00	Sherman Church Ave over Tuscarawas River	0.10	CO	Co Contr	2009	LNTP	Local Match	002	Local Match	81,000	Stark County	Exempt	
			Replace Bridge		CO	Co Contr	2009	4B87	Federal	Q110	Bridge - Off System	1,539,000			
					CO	Co Engr	2009	4B87	Federal	Q110	Bridge - Off System	171,000			
					CO	Co Engr	2009	LNTP	Local Match	002	Local Match	9,000			
											25842 Total	1,800,000			

79440	STA	STA-SR 297- 03.39 (Whipple Ave)	11th Street NW to 38th Street NW		CO	Co Contr	2006	4TA7	Federal	079	Canton - STP UA>200,000	600,000	Stark County	Exempt	Project Cap = \$720,000
			minor rehabilitation. replace guardrail as needed, reconstruct deteriorated drainage inlets as needed		CO	Co Contr	2006	4BG7	Local Match	002	Local Match	150,000			
79940 Total												750,000			
78402	STA	STA-CR 348-0.00	CR 348 Orrville St from Wayne Co line to Massillon Corp.	7.00	CO	Co Contr	2007	4B77	Federal	H250	STP<500,000 Rural	549,000	Stark County	Exempt	
			Pavement repair, rehab and resurfacing. Guardrail striping, signing and minor drainage work. Minor widening.		CO	Co Contr	2007	4TA7	Federal	079	Canton - STP UA>200,000	131,400			
					CO	Co Contr	2007	LNTF	Local Match	002	Local Match	170,100			
					CO	Co Engr	2007	4B77	Federal	H250	STP<500,000 Rural	61,000			
					CO	Co Engr	2007	4TA7	Federal	079	Canton - STP UA>200,000	14,600			
					CO	Co Engr	2007	LNTF	Local Match	002	Local Match	18,900			
78402 Total												945,000			
79629	STA	STA-SR 619 Traffic Study	Cleveland Ave in Uniontown to SR 43 in Hartville Traffic Congestion Study	7.30	PE	Envr	2006	4R47	Federal	H170	Section 105 Federal Earmark	992,000	ODOT	Exempt	
79629 Total												992,000			
20431	STA	STA-SR 687- 02.46	Fulton from CR 98 Everhard to 1000' east of Whipple.	2.00	CO	Co Contr	2006	4B77	Federal	Q240	STP Anywhere	2,700,000	Stark County	Non- Exempt	Capacity Change.
			Widen SR 687 from 2 to 5 lanes		CO	Co Contr	2006	4TA7	Federal	079	Canton - STP UA>200,000	1,296,000			
					CO	Co Contr	2006	7BPB	State	002	Bonds	1,134,000			
					CO	Co Contr	2006	4PF7	Federal	002	STP Anywhere	540,000			
					CO	Con Engr	2006	4B77	Federal	Q240	STP Anywhere	300,000			
					CO	Con Engr	2006	4TA7	Federal	079	Canton - STP UA>200,000	144,000			
					CO	Con Engr	2006	7BPB	State	002	Bonds	126,000			
					CO	Con Engr	2006	4PF7	Federal	002	STP Anywhere	60,000			
20431 Total												6,300,000			
19945	STA	STA-SR 800- 04.35	SR800 bridge .41 mile south of CR283 (Howenstine)	0.05	CO	Co Contr	2007	4PF7	Federal	Q100	Bridge Replacement 65% onsystem	1,426,500	ODOT	Exempt	
			Redeck/paint bridge over W&LE RR.												
19945 Total												1,426,500			
76439	STA	STA-SR 800- 07.05	SR 800 from 43rd St to I-77	2.13	RW	Acquis	2006	4BC7	State	002	State Funds (S,O)	500,000	ODOT	Exempt	
			Widen for turn lanes and improve side streets and driveways via access managment		CO	Co Contr	2008	4BJ7	Federal	Q280	STP Hazard Elimination	1,656,000			
					CO	Co Contr	2008	4PS7	State	002	State Funds (S,O)	100,000			
					CO	Co Contr	2008	4BC7	State	002	State Funds (S,O)	184,000			
76439 Total												2,440,000			
Grand Total												152,370,820			

STARK COUNTY 2006-2009 TRANSPORTATION IMPROVEMENT PROGRAM



- Legend**
2006-2009 TIP Projects
- Bridge Project
 - Intersection Improvement
 - New Road
 - Widening
 - Reconstruction/Resurfacing



STATEWIDE LINE ITEMS

This section lists ODOT's Statewide line items. The descriptions and listings are reproduced directly from the STIP document.

Statewide Line Items

The nature of some programs and their funding cycles preclude an individual project from being listed in the following project section. Ohio uses statewide line items to indicate federal funding sources for federal authorization purposes. Below is a listing of these STIP Statewide Line Items and the types of projects which may be authorized for funding using these listing in place of individual project listings.

Scenic Byway Program - Projects must be accepted for this funding program by the federal agency prior to request for authorization.

Rail Highway Crossing Safety - This program funds rail grade crossing protection improvements. Projects are selected by Ohio Rail Development Commission and the Ohio Public Utilities Commission with the work being performed by the railroad companies.

Highway Planning and Research - The planning element of the program funds the MPO staff activities, special studies, and ODOT planning and data collection activities. The research element funds specific research projects with the state.

Local Planning Agencies (LPAs) - ODOT occasionally provides guidance and information to local planning agencies outside of MPO areas, but which are outside of the Highway Planning and Research program.

Rideshare Program - This is a statewide program which provides funding to regional coordination agencies.

Bridge Inspection - Annual series of inspections are conducted on state highway system bridges. Some inspections are completed by ODOT District personnel and others are done by multiple inspection contracts.

Right-of-way Purchase - Prior to the completion of a transportation system improvement environmental assessment which would determine exactly which properties need to be purchase under the right-of-way phase, an individual property becomes available. When ODOT is reasonably certain the property will be required for the planned improvement the property may be purchase ahead of the complete right-of-way plan approval.

Recreational Trails Program - Nationally funded program which is coordinated by the Ohio Department of Natural Resources. The funding for this program is appropriated by the U.S. Congress on an annual basis. Therefore funding is not committed to individual trail project outside of the current year.

Specialized Services - The fluctuating work load of ODOT at times requires outside assistance to meet project deadlines. Which individual projects may be affected are difficult to anticipate.

ODPS 402 Safety Program - Specific funding is set aside by TEA-21 for this program which is administered by the Ohio Department of Public Safety.

Transportation Enhancements - This program is described in detail in Section 7.4. The local sponsoring agency funds the preliminary engineering for a project once it is selected. The timing for the actual construction phase in not within ODOT's

control following selection.

Highway Resurfacing, Rehabilitation, & Improvements - The need for resurfacing or rehabilitation on a particular highway may be accelerated by weather or other conditions requiring quick action by ODOT. This covers basic resurfacing on any level highway: interstate, US route, or state route; and any number of lanes, two-, four- or more lanes; divided or undivided. Also covered are highway restoration, rehabilitation, shoulder improvements, addition of medians, and the widening of narrow pavement lanes.

Highway Maintenance Activities - ODOT completes numerous small projects which are planned, designed, and constructed quickly to maintain the state highway system. These projects include the types listed in Section 7.1.4: such as, mowing, lighting, signing, guardrail, city maintenance contracts, spot safety improvements, traffic signals, patching, and pavement markings; in addition other projects are also considered important pavement and structure maintenance activities: such as, shoulder work, and spot pavement repair.

Highway Safety Program - ODOT targets specific safety concerns for hazard elimination which can require quick action. These projects include vertical and horizontal alignment, signalizations, and intersection channelization. Details of this program may be found in Section 7.1.7.

Other Highway Safety Activities - Similar safety projects are funded outside of the HSP listed above. Some hazards arise which require quick action to facilitate safe operation.

Bridge Rehabilitation, Reconstruction, & Replacement - The

need for reconstruction or rehabilitation of a particular bridge structure may be accelerated by weather or other conditions requiring quick action by ODOT. This covers bridge work on the state highway or eligible local route.

Bridge Maintenance Activities - ODOT completes numerous small projects which are planned, designed, and constructed quickly to maintain the structures on the highway system. These projects include bridge painting, sealing, and repairs from vehicle crashes.

Rail Grade Separation Program - This program was created by Governor Taft in 2002. The funding of specific crossing for separation may happen outside of the usual schedule to address safety concerns.

Emergency Relief Projects - When an emergency occurs, usually weather related, and an individual local area is hard hit it may not be possible to meet all of the repair needs within the federal timing requirements for Category A. Category B & C repairs have extended timing limits, which also require quick action.

Major Project Bond Payments - ODOT holds federal highway construction bonds for the construction of several specific major improvements. A single bond payment is made to cover the debt.

Local Government Programs - Like ODOT, the county paving and bridge programs complete numerous small projects which are planned, designed, and constructed quickly to maintain the local systems. These projects are listed in Sections 7.1.12.1 and 7.1.12.5.

Federal Discretionary Programs - Several programs are funded on the national level, interstate maintenance, covered bridge, ferry boat, and innovative bridge. The funding for these programs are appropriated late in the federal fiscal year and are required to be authorized prior to the end of that year.

Transportation Community and System Preservation Program - Projects must compete for funding at the national level and are required to be authorized prior to the end of that year.

Wetland Mitigation - The National Environmental Policy Act in certain situations require the mitigation of wetland impacts from transportation improvement projects. ODOT with local agencies has created wetland banks, which provide wetland credits, which in turn are used as mitigation for specific

improvement projects. The creation of the wetlands for banking purposes are not initially attached to any specific project.

Specialized Transportation Programs - ODOT provides funding vehicles and related equipment for special services for the elderly and people with disabilities. The local agencies which participate in this program operate on calendar year basis and the federal program funding appropriations are made on an annual basis. Details of this program are listed in Section 7.2.

Rural Transit Program - ODOT provides capital and operation assistance to public transportation system in areas outside of urbanized areas. Details of this program are listed in Section 7.2. The federal funding appropriations for this program are made annually with the federal fiscal year.

Statewide Transportation Improvement Program (STIP)
State Fiscal Year 2006

COUNTY-ROUTE-SECTION	STATEWIDE LINE ITEMS	TOTAL PROJECT COST (000'S)	TYPE OF FEDERAL FUNDS	FEDERAL SHARE OF COST BY PHASE			RESPONSIBLE AGENCY
				PE	R/W	CO	
ALL SYSTEMS	BRIDGE INSPECTION	\$1,000	BR	\$800			STATE
ALL SYSTEMS	BRIDGE MAINTENANCE ACTIVITIES	\$750	STP			\$750	STATE
ALL SYSTEMS	BRIDGE REHABILITATION, RECONSTRUCTION, & REPLACEMENT	\$5,000	BR STP		\$1,000	\$4,000	STATE
LOCAL SYSTEMS	CEAO PROGRAM ADMINISTRATION	\$300	STP	\$300			STATE
ALL SYSTEMS	EMERGENCY RELIEF PROJECTS (CATEGORY B & C)	\$5,000	ER			\$5,000	STATE
ALL SYSTEMS	FEDERAL DISCRETIONARY PROGRAMS	\$3,000	IMD DCB FBD INB NCPD TCSP	\$500	\$500	\$2,000	STATE
ALL SYSTEMS	HIGHWAY MAINTENANCE ACTIVITIES	\$1,500	IM NH STP			\$500 \$500 \$500	STATE
ALL SYSTEMS	HIGHWAY PLANNING AND RESEARCH	\$29,000	SPR PL STP CMAQ	\$13,000 \$8,000 \$1,000 \$1,000			STATE
ALL SYSTEMS	HIGHWAY RESURFACING, REHABILITATION, & IMPROVEMENTS	\$500	IM NH STP			\$150 \$150 \$150	STATE
ALL SYSTEMS	HIGHWAY SAFETY PROGRAM	\$1,500	STP		\$500	\$1,000	STATE
LOCAL SYSTEMS	LOCAL GOVERNMENT PROGRAMS	\$5,000	BR STP	\$1,000	\$1,000	\$2,000	STATE

ALL SYSTEMS	MAJOR PROJECT BOND PAYMENTS (BUTLER COUNTY TID, MAUMEE RIVER CROSSING, SOUTHEAST OHIO PLAN, AND SPRING/SANDUSKY INTERCHANGE	\$70,000	IM NH STP APD			\$70,000	STATE
ALL SYSTEMS	NATIONAL RECREATIONAL TRAILS	\$500	NRT	\$100	\$100	\$200	STATE
ALL SYSTEMS	OHIO DEPARTMENT OF PUBLIC SAFETY - SAFETY PROGRAM	\$750	STP			\$750	STATE
ALL SYSTEMS	OHIO DEPARTMENT OF PUBLIC SAFETY 402 SAFETY PROGRAM ACTIVITIES	\$2,000	STP	\$1,600			STATE
ALL SYSTEMS	OTHER HIGHWAY SAFETY ACTIVITIES	\$500	STP		\$250	\$250	STATE
ALL SYSTEMS	PREPARATION OF INDIVIDUAL PROGRAM DOCUMENTS AND PROVIDE GUIDANCE TO LPAs	\$50	STP	\$40			STATE
ALL SYSTEMS	RAIL GRADE SEPARATION PROGRAM	\$6,000	STP CMAQ		\$500 \$500	\$2500 \$2500	STATE
ALL SYSTEMS EXCEPT INTERSTATE	RAIL HIGHWAY CROSSING SAFETY	\$15,000	STP	\$1,000		\$14,000	STATE
ALL SYSTEMS	RIDESHARE PROGRAM	\$2,000	STP CMAQ	\$1,500 \$500			STATE
ALL SYSTEMS	RIGHT-OF-WAY HARDSHIP AND PROTECTIVE BUYING	\$1,000	NH STP		\$400 \$400		STATE
ALL RURAL TRANSIT SYSTEMS	RURAL TRANSIT PROGRAM	\$10,700	5311	\$10,700			STATE
ALL SYSTEMS	SCENIC BYWAY PROGRAM	\$200	SB	\$16		\$144	STATE
ALL SYSTEMS	SPECIALIZED SERVICES PROVIDED BY STATE WIDE/DISTRICTWIDE CONSULTANT CONTRACT	\$2,000	NH STP	\$800 \$800			STATE
ALL TRANSIT SYSTEMS	SPECIALIZED TRANSPORTATION PROGRAMS	\$3,400	5310	\$3,400			STATE
ALL SYSTEMS	TRANSPORTATION ENHANCEMENT ACTIVITIES	\$2,000	STP		\$800	\$1,000	STATE
ALL SYSTEMS	WETLAND MITIGATION	\$1,000	STP	\$1,000			STATE

Statewide Transportation Improvement Program (STIP)

State Fiscal Year 2007

COUNTY-ROUTE-SECTION	STATEWIDE LINE ITEMS	TOTAL PROJECT COST (000'S)	TYPE OF FEDERAL FUNDS	FEDERAL SHARE OF COST BY PHASE			RESPONSIBLE AGENCY
				PE	R/W	CO	
ALL SYSTEMS	BRIDGE INSPECTION	\$1,000	BR	\$800			STATE
ALL SYSTEMS	BRIDGE MAINTENANCE ACTIVITIES	\$750	STP			\$750	STATE
ALL SYSTEMS	BRIDGE REHABILITATION, RECONSTRUCTION, & REPLACEMENT	\$5,000	BR STP		\$1,000	\$4,000	STATE
LOCAL SYSTEMS	CEAO PROGRAM ADMINISTRATION	\$300	STP	\$300			STATE
ALL SYSTEMS	EMERGENCY RELIEF PROJECTS (CATEGORY B & C)	\$5,000	ER			\$5,000	STATE
ALL SYSTEMS	FEDERAL DISCRETIONARY PROGRAMS	\$3,000	IMD DCB FBD INB NCPD TCSP	\$500	\$500	\$2,000	STATE
ALL SYSTEMS	HIGHWAY MAINTENANCE ACTIVITIES	\$1,500	IM NH STP			\$500 \$500 \$500	STATE
ALL SYSTEMS	HIGHWAY PLANNING AND RESEARCH	\$29,000	SPR PL STP CMAQ	\$13,000 \$8,000 \$1,000 \$1,000			STATE
ALL SYSTEMS	HIGHWAY RESURFACING, REHABILITATION, & IMPROVEMENTS	\$500	IM NH STP			\$150 \$150 \$150	STATE
ALL SYSTEMS	HIGHWAY SAFETY PROGRAM	\$1,500	STP		\$500	\$1,000	STATE
LOCAL SYSTEMS	LOCAL GOVERNMENT PROGRAMS	\$5,000	BR STP	\$1,000	\$1,000	\$2,000	STATE

ALL SYSTEMS	MAJOR PROJECT BOND PAYMENTS (BUTLER COUNTY TID, MAUMEE RIVER CROSSING, SOUTHEAST OHIO PLAN, AND SPRING/SANDUSKY INTERCHANGE	\$70,000	IM NH STP APD			\$70,000	STATE
ALL SYSTEMS	NATIONAL RECREATIONAL TRAILS	\$500	NRT	\$100	\$100	\$200	STATE
ALL SYSTEMS	OHIO DEPARTMENT OF PUBLIC SAFETY - SAFETY PROGRAM	\$750	STP			\$750	STATE
ALL SYSTEMS	OHIO DEPARTMENT OF PUBLIC SAFETY 402 SAFETY PROGRAM ACTIVITIES	\$2,000	STP	\$1,600			STATE
ALL SYSTEMS	OTHER HIGHWAY SAFETY ACTIVITIES	\$500	STP		\$250	\$250	STATE
ALL SYSTEMS	PREPARATION OF INDIVIDUAL PROGRAM DOCUMENTS AND PROVIDE GUIDANCE TO LPAs	\$50	STP	\$40			STATE
ALL SYSTEMS	RAIL GRADE SEPARATION PROGRAM	\$6,000	STP CMAQ		\$500 \$500	\$2500 \$2500	STATE
ALL SYSTEMS EXCEPT INTERSTATE	RAIL HIGHWAY CROSSING SAFETY	\$15,000	STP	\$1,000		\$14,000	STATE
ALL SYSTEMS	RIDESHARE PROGRAM	\$2,000	STP CMAQ	\$1,500 \$500			STATE
ALL SYSTEMS	RIGHT-OF-WAY HARDSHIP AND PROTECTIVE BUYING	\$1,000	NH STP		\$400 \$400		STATE
ALL RURAL TRANSIT SYSTEMS	RURAL TRANSIT PROGRAM	\$10,700	5311	\$10,700			STATE
ALL SYSTEMS	SCENIC BYWAY PROGRAM	\$200	SB	\$16		\$144	STATE
ALL SYSTEMS	SPECIALIZED SERVICES PROVIDED BY STATE WIDE/DISTRICTWIDE CONSULTANT CONTRACT	\$2,000	NH STP	\$800 \$800			STATE
ALL TRANSIT SYSTEMS	SPECIALIZED TRANSPORTATION PROGRAMS	\$3,400	5310	\$3,400			STATE
ALL SYSTEMS	TRANSPORTATION ENHANCEMENT ACTIVITIES	\$2,000	STP		\$800	\$1,000	STATE
ALL SYSTEMS	WETLAND MITIGATION	\$1,000	STP	\$1,000			STATE

Statewide Transportation Improvement Program (STIP)

State Fiscal Year 2008

COUNTY-ROUTE-SECTION	STATEWIDE LINE ITEMS	TOTAL PROJECT COST (000'S)	TYPE OF FEDERAL FUNDS	FEDERAL SHARE OF COST BY PHASE			RESPONSIBLE AGENCY
				PE	R/W	CO	
ALL SYSTEMS	BRIDGE INSPECTION	\$1,000	BR	\$800			STATE
ALL SYSTEMS	BRIDGE MAINTENANCE ACTIVITIES	\$750	STP			\$750	STATE
ALL SYSTEMS	BRIDGE REHABILITATION, RECONSTRUCTION, & REPLACEMENT	\$5,000	BR STP		\$1,000	\$4,000	STATE
LOCAL SYSTEMS	CEAO PROGRAM ADMINISTRATION	\$300	STP	\$300			STATE
ALL SYSTEMS	EMERGENCY RELIEF PROJECTS (CATEGORY B & C)	\$5,000	ER			\$5,000	STATE
ALL SYSTEMS	FEDERAL DISCRETIONARY PROGRAMS	\$3,000	IM DCB FBD INB NCPD TCSP	\$500	\$500	\$2,000	STATE
ALL SYSTEMS	HIGHWAY MAINTENANCE ACTIVITIES	\$1,500	IM NH STP			\$500 \$500 \$500	STATE
ALL SYSTEMS	HIGHWAY PLANNING AND RESEARCH	\$29,000	SPR PL STP CMAQ	\$13,000 \$8,000 \$1,000 \$1,000			STATE
ALL SYSTEMS	HIGHWAY RESURFACING, REHABILITATION, & IMPROVEMENTS	\$500	IM NH STP			\$150 \$150 \$150	STATE
ALL SYSTEMS	HIGHWAY SAFETY PROGRAM	\$1,500	STP		\$500	\$1,000	STATE
LOCAL SYSTEMS	LOCAL GOVERNMENT PROGRAMS	\$5,000	BR STP	\$1,000	\$1,000	\$2,000	STATE

ALL SYSTEMS	MAJOR PROJECT BOND PAYMENTS (BUTLER COUNTY TID, MAUMEE RIVER CROSSING, SOUTHEAST OHIO PLAN, AND SPRING/SANDUSKY INTERCHANGE	\$70,000	IM NH STP APD			\$70,000	STATE
ALL SYSTEMS	NATIONAL RECREATIONAL TRAILS	\$500	NRT	\$100	\$100	\$200	STATE
ALL SYSTEMS	OHIO DEPARTMENT OF PUBLIC SAFETY - SAFETY PROGRAM	\$750	STP			\$750	STATE
ALL SYSTEMS	OHIO DEPARTMENT OF PUBLIC SAFETY 402 SAFETY PROGRAM ACTIVITIES	\$2,000	STP	\$1,600			STATE
ALL SYSTEMS	OTHER HIGHWAY SAFETY ACTIVITIES	\$500	STP		\$250	\$250	STATE
ALL SYSTEMS	PREPARATION OF INDIVIDUAL PROGRAM DOCUMENTS AND PROVIDE GUIDANCE TO LPAs	\$50	STP	\$40			STATE
ALL SYSTEMS	RAIL GRADE SEPARATION PROGRAM	\$6,000	STP CMAQ		\$500 \$500	\$2500 \$2500	STATE
ALL SYSTEMS EXCEPT INTERSTATE	RAIL HIGHWAY CROSSING SAFETY	\$15,000	STP	\$1,000		\$14,000	STATE
ALL SYSTEMS	RIDESHARE PROGRAM	\$2,000	STP CMAQ	\$1,500 \$500			STATE
ALL SYSTEMS	RIGHT-OF-WAY HARDSHIP AND PROTECTIVE BUYING	\$1,000	NH STP		\$400 \$400		STATE
ALL RURAL TRANSIT SYSTEMS	RURAL TRANSIT PROGRAM	\$10,700	5311	\$10,700			STATE
ALL SYSTEMS	SCENIC BYWAY PROGRAM	\$200	SB	\$16		\$144	STATE
ALL SYSTEMS	SPECIALIZED SERVICES PROVIDED BY STATE WIDE/DISTRICTWIDE CONSULTANT CONTRACT	\$2,000	NH STP	\$800 \$800			STATE
ALL TRANSIT SYSTEMS	SPECIALIZED TRANSPORTATION PROGRAMS	\$3,400	5310	\$3,400			STATE
ALL SYSTEMS	TRANSPORTATION ENHANCEMENT ACTIVITIES	\$2,000	STP		\$800	\$1,000	STATE
ALL SYSTEMS	WETLAND MITIGATION	\$1,000	STP	\$1,000			STATE

Statewide Transportation Improvement Program (STIP)

State Fiscal Year 2009

COUNTY-ROUTE-SECTION	STATEWIDE LINE ITEMS	TOTAL PROJECT COST (000'S)	TYPE OF FEDERAL FUNDS	FEDERAL SHARE OF COST BY PHASE			RESPONSIBLE AGENCY
				PE	R/W	CO	
ALL SYSTEMS	BRIDGE INSPECTION	\$1,000	BR	\$800			STATE
ALL SYSTEMS	BRIDGE MAINTENANCE ACTIVITIES	\$750	STP			\$750	STATE
ALL SYSTEMS	BRIDGE REHABILITATION, RECONSTRUCTION, & REPLACEMENT	\$5,000	BR STP		\$1,000	\$4,000	STATE
LOCAL SYSTEMS	CEAO PROGRAM ADMINISTRATION	\$300	STP	\$300			STATE
ALL SYSTEMS	EMERGENCY RELIEF PROJECTS (CATEGORY B & C)	\$5,000	ER			\$5,000	STATE
ALL SYSTEMS	FEDERAL DISCRETIONARY PROGRAMS	\$3,000	IMD DCB FBD INB NCPD TCSP	\$500	\$500	\$2,000	STATE
ALL SYSTEMS	HIGHWAY MAINTENANCE ACTIVITIES	\$1,500	IM NH STP			\$500 \$500 \$500	STATE
ALL SYSTEMS	HIGHWAY PLANNING AND RESEARCH	\$29,000	SPR PL STP CMAQ	\$13,000 \$8,000 \$1,000 \$1,000			STATE
ALL SYSTEMS	HIGHWAY RESURFACING, REHABILITATION, & IMPROVEMENTS	\$500	IM NH STP			\$150 \$150 \$150	STATE
ALL SYSTEMS	HIGHWAY SAFETY PROGRAM	\$1,500	STP		\$500	\$1,000	STATE
LOCAL SYSTEMS	LOCAL GOVERNMENT PROGRAMS	\$5,000	BR STP	\$1,000	\$1,000	\$2,000	STATE

ALL SYSTEMS	MAJOR PROJECT BOND PAYMENTS (BUTLER COUNTY TID, MAUMEE RIVER CROSSING, SOUTHEAST OHIO PLAN, AND SPRING/SANDUSKY INTERCHANGE	\$70,000	IM NH STP APD			\$70,000	STATE
ALL SYSTEMS	NATIONAL RECREATIONAL TRAILS	\$500	NRT	\$100	\$100	\$200	STATE
ALL SYSTEMS	OHIO DEPARTMENT OF PUBLIC SAFETY - SAFETY PROGRAM	\$750	STP			\$750	STATE
ALL SYSTEMS	OHIO DEPARTMENT OF PUBLIC SAFETY 402 SAFETY PROGRAM ACTIVITIES	\$2,000	STP	\$1,600			STATE
ALL SYSTEMS	OTHER HIGHWAY SAFETY ACTIVITIES	\$500	STP		\$250	\$250	STATE
ALL SYSTEMS	PREPARATION OF INDIVIDUAL PROGRAM DOCUMENTS AND PROVIDE GUIDANCE TO LPAs	\$50	STP	\$40			STATE
ALL SYSTEMS	RAIL GRADE SEPARATION PROGRAM	\$6,000	STP CMAQ		\$500 \$500	\$2500 \$2500	STATE
ALL SYSTEMS EXCEPT INTERSTATE	RAIL HIGHWAY CROSSING SAFETY	\$15,000	STP	\$1,000		\$14,000	STATE
ALL SYSTEMS	RIDESHARE PROGRAM	\$2,000	STP CMAQ	\$1,500 \$500			STATE
ALL SYSTEMS	RIGHT-OF-WAY HARDSHIP AND PROTECTIVE BUYING	\$1,000	NH STP		\$400 \$400		STATE
ALL RURAL TRANSIT SYSTEMS	RURAL TRANSIT PROGRAM	\$10,700	5311	\$10,700			STATE
ALL SYSTEMS	SCENIC BYWAY PROGRAM	\$200	SB	\$16		\$144	STATE
ALL SYSTEMS	SPECIALIZED SERVICES PROVIDED BY STATE WIDE/DISTRICTWIDE CONSULTANT CONTRACT	\$2,000	NH STP	\$800 \$800			STATE
ALL TRANSIT SYSTEMS	SPECIALIZED TRANSPORTATION PROGRAMS	\$3,400	5310	\$3,400			STATE
ALL SYSTEMS	TRANSPORTATION ENHANCEMENT ACTIVITIES	\$2,000	STP		\$800	\$1,000	STATE
ALL SYSTEMS	WETLAND MITIGATION	\$1,000	STP	\$1,000			STATE

TRANSIT PROJECTS

Public transportation in Stark County is provided by the Stark Area Regional Transit Authority or SARTA. Before 1997, the Canton Regional Transit Authority provided transit service in a 19 square miles area with a population base of 88,000 within the city of Canton. On May 6, 1997, a five-year ¼% sales tax was finally approved providing \$8 million a year for the next five years for public transportation. With the passage of Issue 2, , the system became known as the Stark Area Regional Transit Authority, serving an area of 560 square miles and a population base of 373,000. Between May and December 1997, SARTA's management team planned new countywide routes, held public meetings, acquired new buses and vans, and hired and trained four classes of new drivers. Expanded service began December 1, 1997. The first component of this new service consisted of 21 fixed-routes serving the cities of Alliance, Canton, Louisville, Massillon, and North Canton, as well as portions of Canton, Jackson, Nimishillen, Perry, and Plain Townships.

SARTA periodically revises its existing routes to better serve its customers in Stark County. Unlike highway routes, bus routes can be revised in a short time frame with little or no capital costs. In systems without rail service, Transit Capital planning consist of planning for adequate rolling stock and fixed facilities necessary to support the existing and proposed transit service. This section contains of tables listing the transit projects programmed for implementation within the next four years by the Stark Area RTA. Transit projects are developed through the Transit Development Plan which is updated periodically by SCATS to provide planning documentation for transit funding decisions. Transit projects are shown in the following table. Transit fiscal constraint is indicated in the table

Contents of the Transit TIP Table

- 1. MPO Name** – This text field is for the name of the MPO (SCATS).
- 2. Transit System Name** – This text field is for the name of the Transit System.
- 3. FTA Activity Line Item (ALI) Code** – This text field is for the FTA ALI Code that is applicable to the project description in the next field..
- 4. Project Description** – This text field is for the project name and description.
- 5. PID Number** – This number field is used to indicate the PID number for those projects that have been entered in ODOT's project tracking system ELLIS.
- 6. Quantity** – This number field is used as needed to indicate the quantity of units of revenue service rolling stock as described in the Project Description.
- 7. Expansion or Replacement** – This text field (*Expansion* or *Replacement*) is used only when programming the purchase of revenue rolling stock for the transit system.
- 8. Accessible** – The Yes/No field is used only when purchasing revenue rolling stock for the transit system.
- 9. Air Quality** – This text field (*Exempt* or *Non-Exempt*) is used to indicate the air quality analysis requirement for the project.
- 10. Type** – This text field (*Operating* or *Planning* or *Capital*) is used to indicate which category the project is classified in.
- 11. State FY** – This number field (i.e., 2004) is used to indicate which state fiscal year the project is programmed for.

12. Fiscally Constrained – This Yes/No field is used to indicate if the funds programmed for the project are fiscally constrained.

13. Federal Funding \$ - This currency field is used to indicate the amount of federal funds for the Federal Funding Source identified in the next column. If a single project has multiple federal funding sources, use a separate row for each federal funding source.

14. Federal Funding Source – This text field is used to indicate the name of the Federal Funding Source that corresponds to the previous field. If a single project has multiple federal funding sources, use a separate row for each federal funding source

15. State Funding \$ - This currency field is used to indicate the amount of matching state funds for the Federal Funding Source in the previous column and the State Funding Source identified in the next column..

16. State Funding Source – This text field is used to indicate the name of the State Funding Source that corresponds to the previous field.

17. Local Funding \$ - This currency field is used to indicate the amount of matching local funds for the Federal Funding Source in the previous column and the Local Funding Source identified in the next column.

18. Local Funding Source – This text field is used to indicate the name of the Local Funding Source that corresponds to the previous field. The entry for this field must come from the list of available Local Funding Source Descriptions.

19. Total Project Cost \$ - This currency field is used to indicate the total cost of the project. This is the sum of the federal, state, and local funding source amounts for this row. For single projects with multiple rows, because of multiple federal, state, or local funding sources, the Total Project Cost is equal to the sum of the Total Project Costs for each row.

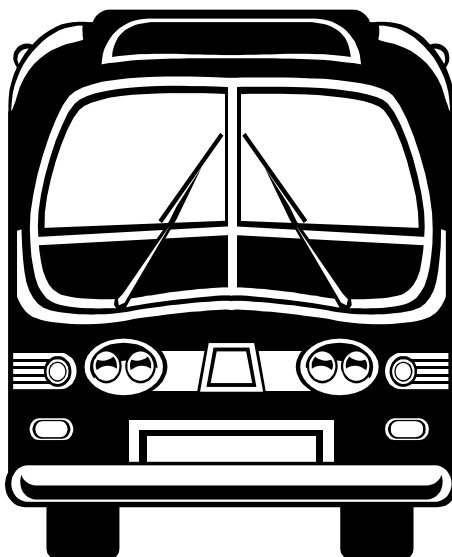


Table 3 - Ohio Department of Transportation – Transit TIP Table

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
- National Highway System (NHS) funds
- Surface Transportation Program (STP) funds
- Bridge Replacement (BR) funds
- Congestion Management/Air Quality (CMAQ) funds

These categories of funds were authorized in the Transportation Equity Act of the 21st Century (TEA-21) of 1998. 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. In order to meet obligation limit requirements, ODOT has appointed Program Managers to control obligation of funds. Each Program Manager is responsible for keeping State Fiscal Year (SFY) programmed expenditures to an amount equal to the approved budget. SCATS is the Program Manager for the Stark County STP, STP enhancement suballocation, and CMAQ allocations and budgets. The following table shows programmed expenditures verses obligation limits for the SCATS funding programs. The budgets are those provided by ODOT as of March 3, 2005.



Table 4 - SCATS Program Fiscal Constraint

SCATS Program Fiscal Constraint

		STP	CMAQ	TEA
FY 06 Budgets		\$3,535,314	\$2,014,350	\$81,032
20431 STA SR 0687 02.46	CO Contr	\$1,836,000		
76006 STA Market Avenue Signals	CO Contr		\$1,983,000	
79440 STA-SR 297-3.39 Whipple Ave	CO Contr	\$600,000		
78366 STA Fulton Signals Phase 2	CO Contr		\$306,000	
20431 STA SR 0687 02.46	CO Engr	\$300,000		
FY06 Expenditures		\$2,736,000	\$2,289,000	\$0
Balance		\$799,314	(274,650)	\$81,032
FY 07 Budgets		\$2,592,409	\$3,395,450	\$481,741
22872 STA SR 0172 13.90	CO Contr		\$1,745,100	
22872 STA SR 0172 13.90	CO Contr	\$566,100		
78402 STA CR 0348 (Orville St.)	CO Contr	\$131,400		
22862 STA SR 0153 05.50	Acquis	\$0	\$262,400	
22867 STA CR 0098 00.00	Acquis	\$1,200,000		
22872 STA SR 0172 13.90	CO Engr		\$193,900	
22872 STA SR 0172 13.90	CO Engr	\$62,900		
78402 STA CR 0348 (Orville St.)	CO Engr	\$14,600		
FY07 Expenditures		\$1,975,000	\$2,201,400	\$0
Balance (FY 07 Budget + FY 06 Balance - FY 07 Expenditures)		\$1,416,723	\$919,400	\$562,773
FY 08 Budgets		\$3,444,183	\$3,090,725	\$144,419
22862 STA SR 0153 05.50	CO Contr		\$2,724,480	
23753 STA SR 0021 08.98	CO Contr	\$724,000		
79630 Deer Creek	CO Contr			\$707,000
22862 STA SR 0153 05.50	CO Engr		\$302,720	
Cleveland Ave SIB Loan payment		\$500,000		
FY08 Expenditures		\$1,224,000	\$3,027,200	\$707,000
Balance (FY 08 Budget + FY 07 Balance - FY 08 Expenditures)		\$3,636,906	\$982,925	\$192
FY 09 Budgets		\$5,070,957	\$2,811,000	\$507,096
22867 STA CR 0098 00.00	CO Contr	\$3,744,000		
22867 STA CR 0098 00.00	CO Engr	\$416,000		
Cleveland Ave and Shuffel SIB payments		\$2,000,000		
FY09 Expenditures		\$6,160,000	\$0	\$0
Balance (FY 09 Budget + FY 08 Balance - FY 09 Expenditures)		\$2,547,863	\$3,793,925	\$631,888

As shown in the table, programmed projects are less or equal to the budget limits over the life of the TIP. In FY 07 the STA-SR 172 –13.90 projects is showing an expenditure of \$566,100 for construction and \$62,900 for construction engineering. These amounts are currently programmed for Transportation Enhancement Funds. These are also eligible for STP funds and are shown as STP obligations to meet fiscal constraint. Also the STA-SR 153 – 5.50 project will be submitted for CMAQ eligibility and is shown funded with CMAQ funds in the table.

The TIP also contains two projects with State Infrastructure Bank (SIB) loan funding. The STA-IR 77-17.92 Shuffel Road interchange project will also borrow from the SIB. This is a Stark Transportation Improvement District (TID) project. SCATS has an approved SIB loan for \$9,760,000 for the project. The repayment schedule calls for payments of \$1,500,000 per year for FY 06 thru 10 with smaller payments thereafter. The STP budgets for FY 06 through 08 already have these \$1,500,000 payments deducted. The Stark County Engineer has obtained a SIB loan for the STA-CR 66-12.02 Cleveland Avenue project. SCATS is obligated to pay back an estimated \$500,000 per year beginning in FY 08.

OTHER HIGHWAY PROGRAMS FISCAL CONSTRAINT

As stated earlier ODOT appointed Program Managers are responsible for fiscal constraint in each of their programs. The fiscal constraint for the ODOT and CEAO projects included in the SCATS TIP is documented in the rural counties portion of the State Transportation Improvement Program.

TRANSIT FISCAL CONSTRAINT

Unlike highway funding, transit projects are funded through grants. The transit grant balances can be carried over from one fiscal year to another. The Transit TIP table in the previous chapter shows which projects can be funded within the limits of available funds. The unconstrained projects can only be implemented if additional funds become available from federal, state or local sources.

MAINTENANCE, OPERATION AND PRESERVATION OF THE EXISTING SYSTEM

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 that are difficult to document. ODOT uses a pavement management system to maintain its system of highways. The pavement conditions on state system are rated annually. A bridge rating program is also used to measure bridge conditions. ODOT has committed in its budget process to allocate enough funds to maintain the existing system at an acceptable level of service as indicated by by pavement condition and bridge ratings. Beginning in 2003, ODOT will begin to rate pavement conditions off the state system. These local roads included on the Federal Functional Classification System will be rated every two years. SCATS will use the ODOT bridge and pavement condition ratings to monitor the condition of its bridges and roadways to assure that the system is being maintained.

APPENDIX

Environmental Justice

Conformity Analysis