

Buckeye Hills Regional Council
Regional Transportation Improvement Program
(RTIP)



State Fiscal Years 2023 - 2024

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**Buckeye Hills Regional Council
Regional Transportation Improvement Program (RTIP)
SFY 2023 - 2024**

**CHAPTER 1
INTRODUCTION**

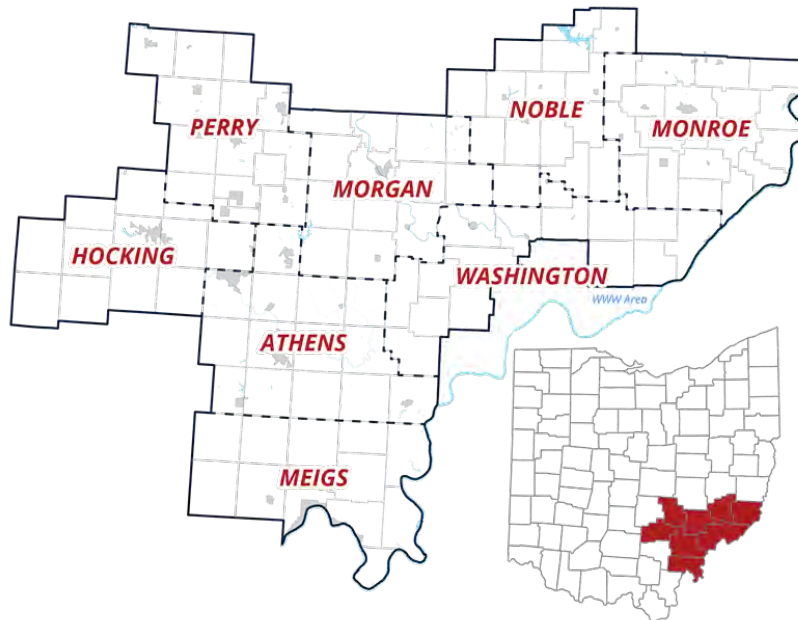
Introduction to Buckeye Hills Regional Council

The Buckeye Hills Regional Council region encompasses eight counties in Southeastern Ohio. This region is populated by approximately 260,000 residents, and spans 3,695 square miles. Buckeye Hills helps local communities work cooperatively to improve the region. A voluntary organization of local government political subdivisions, Buckeye Hills serves eight counties securing financial resources to translate ideas into action. (Athens, Hocking, Meigs, Monroe, Morgan, Noble, Perry & Washington)

Whether reaching out to the region’s seniors in need of in-home assistance, providing communities with planning support, or serving as advocates on the state and national level, the professional staff at Buckeye Hills serves with dedication and compassion.

Since its inception, Buckeye Hills has secured over \$500 million for education, health care, infrastructure, training and social services programs in the region.

Buckeye Hills assists communities in identifying urgent needs and securing grant and loan dollars to improve infrastructure and the overall quality of life for residents. The staff often acts as ‘adjunct staff’ for communities in the District by providing technical assistance, grant writing, and project administration.



A Brief History and the Responsibilities of Ohio's RTPOs

Moving Ahead for Progress in the 21st Century (MAP-21) was the federal transportation bill (signed into law in 2012) that first provided guidance to formally designate Regional Transportation Planning Organizations (RTPOs) to assist the state Departments of Transportation (DOTs) in conducting the nonmetropolitan transportation planning process (23 USC 135). In July 2013, the Ohio Department of Transportation (ODOT) began designating RTPOs and funding them to provide planning services to the RTPO region's local government members. RTPO responsibilities include the review and coordination of transportation system project investments with regional community and economic development plans. RTPOs also conduct a broad range of transportation planning activities within their regions and are responsible for creating several key recurring planning documents (see 23 CFR 450.210(d)). These required planning documents include:

- A multimodal, long-range transportation plan (LRTP) for the region
- An annual unified planning work program (UPWP)
- A biennial regional transportation improvement program (RTIP)

RTIP Overview

The RTIP is a comprehensive and financially-constrained listing of regional transportation projects and services that are scheduled for some phase of implementation within the four-year STIP period. The projects identified in the RTIP were selected through a continuing, cooperative, planning effort between the Buckeye Hills Regional Council, the State of Ohio, and local entities, and are in alignment with the goals of the Buckeye Hills Regional Council transportation plan called Long-Range Transportation Plan. The projects have funding commitments from a variety of federal, state and local sources. The program of projects maintains a balance of local and regional needs, and includes projects from all modes of transportation including highways, public transportation or transit, bicycles and pedestrians.

The development of the RTIP is the responsibility of Buckeye Hills Regional Council, which is the designated RTPO for Athens, Hocking, Meigs, Morgan, Monroe, Noble, Perry and Washington counties. The RTIP is developed on a biennial basis in conjunction with the development of the Statewide Transportation Improvement Program. Once the RTIP is adopted by Buckeye Hills Regional Council Executive Board, it is then submitted for consideration to ODOT for inclusion by reference in Ohio's STIP.

Consistency with the Long-Range Transportation Plan

Buckeye Hills Regional Council completed its long-range transportation plan (LRTP) titled Long Range Transportation Plan 2020-2045 in 2022. These long-range plans are federally required to cover a minimum 20-year time horizon, and must analyze all transportation needs over that time period, including roadway, bridge, transit, and non-motorized modes of travel.

The goals, objectives and/or strategies stated in the long-range transportation plan establish Buckeye Hills Regional Council's overall approach to the prioritization of transportation projects and investments. These goals and their descriptions are included below in Table 1.

Table 1 - Transportation Plan Goals Buckeye Hills Regional Council's FY21-24 RTIP

Buckeye Hills RTPO LRTP Goals & Objectives	
GOAL	OBJECTIVES
#1 Maintain & Preserve the Region's Transportation System	Identify deficiencies and recommend improvements to the region's transportation system; Develop and promote strategies to improve and maximize the life-cycle of regional transportation systems; Explore and advance countermeasures locally and/or with ODOT; Explore, devise and pilot methods and processes for two-way reporting of transportation network conditions between the public/stakeholders and the local government/ODOT
#2 Strengthen the Region's Economic Vitality	Promote and support initiatives and projects that work to fortify and/or advance the region's global competitiveness, productivity, and efficiency; Identify and support the maintenance and/or improvement of core transportation systems that connect facilities, economic assets, and the varied transportation networks in Ohio and neighboring states of the region; Increase transportation education opportunities for public awareness including financing and improvement costs
#3 Promote & Support Safety Improvements	Improve driver and transportation user awareness and education, and advocate for system enhancements that improve general user safety; Explore a systemic approach to system safety; Identify high-risk safety areas in the multi-modal transportation networks
#4 Advance Mobility and Accessibility	Promote and advance additional options for moving people and goods from place to place, and increase access to available public transportation options; investigate the establishment of additional public transportation assets; Seek to strengthen intermodal links between bicycle and pedestrian facilities, public transportation, motorized transport, and recreation; Coordinate outreach and communications with all interested parties, including local governments, communities, organizations, and individuals to advance transportation safety and accessibility

Glossary of Terms and Acronyms

The following definitions and abbreviations are used throughout the project listings to describe various characteristics of the project, including location, type, funding, phase, etc.

RTIP Abbreviations and Descriptions	
Abbreviation	Description
Map No.	Number identifying project on map.
ODOT	Number identifying project on map.
BHRC	Buckeye Hills Regional Council
STIP	Statewide Transportation Planning Org
RTPO	
PID No.	The Project Identification Number assigned to a project by ODOT.
Co-Rte-Section	The official project title assigned by ODOT consisting of a county code, route, and section mileage designations, where applicable. Project phase or segment identification may also be indicated
Length Location and Termini	Contains the name of the city, township, or village in which the project begins. Termini are described in terms of prominent intersecting streets or county lines
Type of Work	A brief description of the type of work to be performed.
FY, SFY	State Fiscal Year (FY 2022 begins on July 1, 2021)
Total Cost (000's)	Total cost of all project phases in current dollars and rounded off to the nearest thousands.
Project Sponsor	The unit of government or agency that initiated the project, implementation responsibility and assigned local share.
Phase	P, PE – Preliminary Engineering R, RW – Right-of-Way Purchase C, CO – Construction

RTIP Funding Type Abbreviations and Descriptions			
Abbreviation	Description	Abbreviation	Description
BR	Bridge Replacement/Rehabilitation	NHS	National Highway System
CMAQ	Congestion Mitigation/Air Quality	NPS	National Park System
DISC	Discretionary Funding/High Priority	OTC	Ohio Turnpike Commission
HSIP	Highway Safety Improvement Program	SRTS	Safe Routes to School
IM	Interstate Maintenance	STP	Surface Transportation Block Grant Program
LOCAL	Local Funding	STATE	State/ODOT Funding
NHPP	National Highway Performance Program	TAP	Transportation Alternatives Program

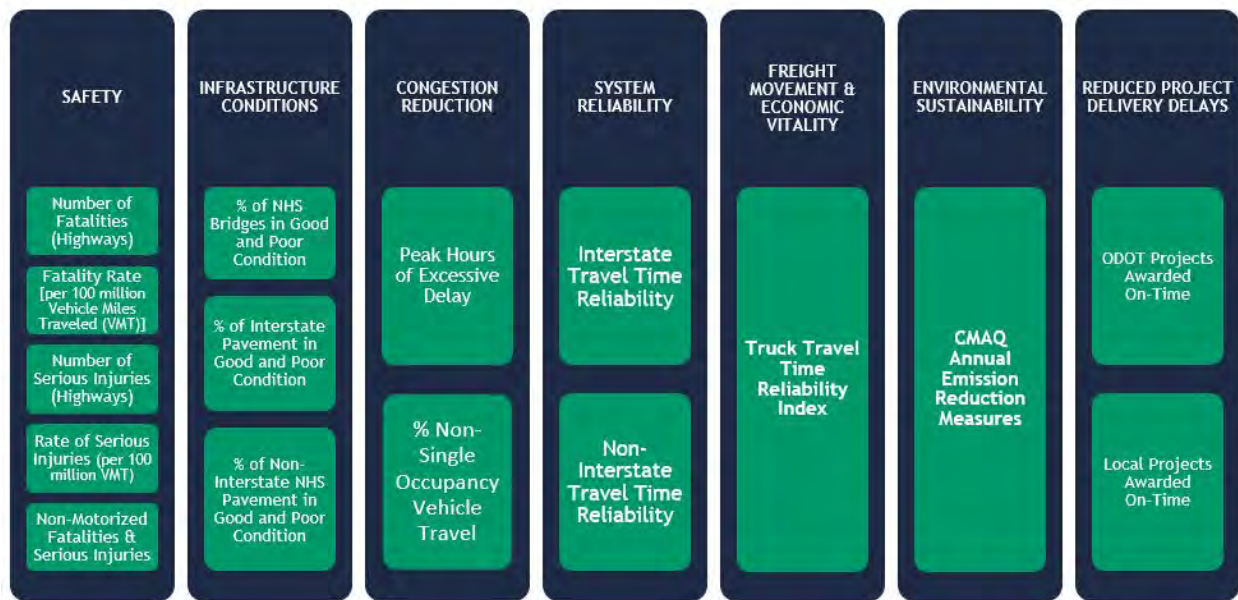
CHAPTER 2

PERFORMANCE BASED PLANNING AND PROGRAMMING

Introduction to Transportation Performance Management

FHWA and FTA have developed a series of performance measures that every state must monitor to determine how effectively their transportation investments are advancing the national performance goals. A list of the national goal areas and associated performance measures is shown below. Statewide transportation targets have been established for each of these performance metrics. The targets were established by a coordinated effort between ODOT, MPOs, and RTPOs.

Figure 1 - National Transportation Goal Areas and Performance Measures



Please refer to ODOT's [Transportation System Performance Report](#) for additional information.

Buckeye Hills Regional Council's Federal Transportation Performance Measures

The following is a list of the federally required transportation measures applicable to the Buckeye Hills Regional Council region (see 23 CFR 490). Buckeye Hills Regional Council works with ODOT and other local transportation partners to ensure regional transportation projects are selected to effectively address the transportation performance measures.

PM1: Safety Performance Measures

Federal Rule 23 CFR 490.207 requires states to establish five safety performance measures and set targets for those measures to demonstrate fatal and serious injury reductions on all public roads. The figure below shows the safety performance measures, baselines, and targets. These measures are evaluated on a 5-year rolling average.

The table below shows the total projects and amount of money that is being invested to improve the safety of the Buckeye Hills Regional Council transportation system.

STIP Projects Improving Safety¹

Total Safety Projects	Total Safety \$ (Millions)	Projects with HSIP \$	HSIP \$ (Millions)
41	\$37.4 M	11	\$6.4 M

1a Projects that have safety program funding or
1b Projects containing funding with one of the following federal improvement codes (Safety, Safety & Education of Pedestrians/Bicycles).
Note: HSIP funding is SAC 4HJ7.

PM2: Infrastructure Condition Measures

23 CFR 490.307 and 23 CFR 490.407 establish performance measures to evaluate the condition of Ohio’s National Highway System (NHS) pavements and bridges. The table below shows these performance measures along with their baselines, 2-year targets, and 4-year targets.

STIP Projects Improving Pavements¹

Road Type	Number of Projects	Lane Miles Improved	Construction \$ (Millions)
Interstate	1	19	\$10.5 M
Non-Interstate NHS	6	148	\$42.1 M

1 Projects that have construction contract funds assigned to treated interstate or Non-Interstate NHS segments.

STIP Projects Improving NHS Bridges¹

Number of Projects	Bridges Improved	Construction \$ (Millions)
3	8	\$5. M

The tables below show the total projects and amount of money that is being invested to maintain and improve pavement and bridge conditions in the Buckeye Hills Regional Council region during the STIP period.

RTIP Projects Improving Pavements

Road Type	Number of Projects	Lane Miles Improved ¹	Construction \$ (Millions) ²
Interstate	7	156	\$61.2 M
Non-Interstate NHS	17	265	\$59.5 M

1 Sum of road segments on RTIP that have pavement treatments.
2 Sum of construction contract costs on RTIP projects that are devoted specifically to improving pavement condition of interstates or Non-Interstate NHS roads.

RTIP Projects Improving NHS Bridges

Number of Projects	Bridges Improved ¹	Construction \$ (Millions) ²
16	84	\$68. M

1 Sum of bridges on RTIP projects in that have bridge treatments.
2 Sum of construction contract costs on RTIP projects that are devoted specifically to improving bridge condition of NHS bridges.

PM3: Travel Time Reliability and Congestion & Air Quality Measures

Travel Time Reliability

23 CFR 490.507 and 23 CFR 490.607 established the performance measures for the Level of Travel Time Reliability on Ohio’s NHS system. The table below shows these performance measures along with their baselines, 2-year targets, and 4-year targets.

Level of Travel Time Reliability on NHS System	2019 Baseline	2-year Target	4-year Target
Percent of person-miles traveled on the Interstate that are reliable	90.9%	85%	85%
Percent of person-miles traveled on the Non-Interstate NHS that are reliable	76.0%	N/A	80%
Interstate Truck Travel Time Reliability Index	1.39	<1.50	<1.50

The table below shows the total projects and amount of money that is being invested to improve travel time reliability on the NHS system in the Buckeye Hills Regional Council region during the STIP period.

STIP Projects Improving Travel Time Reliability¹

Road Type	Number of Projects	Construction \$ (Millions) ²
Interstate	0	\$. M
Non-Interstate NHS	0	\$. M

1a Projects that have one of the following primary project purposes (Bridge Expansion, Intersection Expansion, Interchange Expansion, New Roadway, Add Through Lane(s), Rail Grade Separation, Transport System Mgmt. and Ops) or

1b Projects that have funding with one of the following federal improvement codes (New Construction, Reconstruction -Added Capacity, Bridge - New Construction, Bridge Replacement - Added Capacity, Rail/ Highway Crossing).

2 Total project cost for projects meeting criteria 1a above or sum of funding with federal improvement code listed in 1b above.

ODOT has set the following performance targets and measures for facilities, equipment, and revenue vehicles.

Facilities

Asset Class (NTD)	Performance Target	Performance Measure
Passenger Facilities	0% below a 3	0%
Maintenance Facilities	22% below a 3	16%
Administrative Facilities	38% below a 3	16%

Equipment

Equipment includes service vehicles and equipment not attached to or a part of a facility that has a replacement value greater than \$50,000.

Asset Class (NTD)	Asset Class (ODOT)	Performance Target	Performance Measure
Non-Revenue Vehicle	Service Vehicle	100% less than 10 years old	36%
Equipment	Mobile Vehicle Lift	100% less than 14 years old	100%
Equipment	Generator	100% less than 10 years old	100%

Rolling Stock Vehicles

Asset Class (NTD)	Asset Class (ODOT)	Performance Target	Performance Measure
Automobile	Automobile (AO)	30% older than 8 years	20%
Bus	Heavy Duty Bus (B30-HD, B35-HD, B40-HD, B45-HD, B60-HD); Medium Duty Bus (B30-D, B35-MD); Light Duty Bus (B30-LD)	21% older than 14 years	0%
Cutaway Bus	LTL/LTN, LTV, LTV-FS, LTV-HC, LTV-N, LTV-S	2% older than 10 years	8%
Van	Accessible Vans (AV); (BSV); Converted Vans (CV); Modified Mini Van (MMV); (MV-1); Mini Vans (SMV)	10% older than 8 years	23%

The tables below show total transit investments and projects planned for the Buckeye Hills Regional Council region in the RTIP period.

Figure 10.2 Funding Program Estimates in SFY 2021-2024 STIP

Funding Program	FY 2021	FY 2022	FY 2023	FY 2024
5310	\$3,800,000	\$3,800,000	\$3,800,000	\$3,800,000
5311	\$28,100,000	\$28,100,000	\$28,100,000	\$28,100,000
5339	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000

Figure 10.3 STIP Projects with Transit Funding¹

Number of Projects	CMAQ \$ (Millions)
916	\$4,509 M

¹ Includes all federal, state, and local transit funding that is captured in ODOT's project management system.

TABLE 2 – HIGHWAY SYSTEM PERFORMANCE



Performance Measure	How We Measure It	2018 Statistics	Target	Target Met	Trend
Highway Safety					
Fatalities	Number of fatalities	1,068	1,055 fatalities		
Fatality rate	Number of fatalities per 100 million Vehicle Miles Traveled	0.93	0.91 fatality rate		
Serious injuries	Number of serious injuries	7,627	8,348 serious injuries		
Serious injury rate	Number of serious injuries per 100 million Vehicle Miles Traveled	6.66	7.21 serious injury rate		
Non-motorized fatalities and serious injuries	Number of non-motorized fatalities and serious injuries	829	824 fatalities and serious injuries		
Pavement and Bridges					
Pavement condition	Percent of pavement in good condition	60% interstate	At least: 50% on interstate		
		45% non-interstate NHS	35% on non-interstate NHS		
	Percent of pavement in poor condition	0.1% interstate	No more than: 1% on interstate		
		1.2% non-interstate NHS	3% on non-interstate NHS		
Bridge condition	Percent of deck area in good condition	58.8%	At least: 50% of NHS bridges		
	Percent of deck area in poor condition	1.8%	No more than: 5% of NHS bridges		

Performance Measure	How We Measure It	2018 Statistics	Target	Target Met	Trend				
System Performance/Reliability									
Travel time reliability	Percent of the person-miles traveled that are reliable	89% interstate	At least: 85% on interstate						
		90% non-interstate NHS	80% non-interstate NHS						
Truck travel time reliability	Truck travel time reliability index	1.37 TTTR	1.5 Level of travel time reliability						
Emissions reduction	Total emissions reduction from Congestion Mitigation and Air Quality projects	109 kg/day	PM _{2.5} – 36 Kg/day						
		332 kg/day	NO _x – 537 kg/day						
		68 kg/day	VOC – 69 kg/day						
Excessive delay	Annual hours of peak hour excessive delay per capita	11.4 h	Cincinnati – 12 hours						
		8.2 h	Cleveland – 10 hours						
		12.6 h	Columbus – 12 hours						
Non-single occupancy vehicle travel	Percent of non-single-occupancy vehicle travel in urbanized areas	17.7%	Cincinnati – 17.4%						
		18%	Cleveland – 18.5%						
		18%	Columbus – 19%						
Key		Data collected from recent years shows a flat trend line.		or	The data suggests this performance measure is moving in a positive direction, closer to the target.		Data from the last few years is not moving in a fixed direction.		This indicates a performance target was met.

TABLE 1 – TRANSIT ASSET MANAGEMENT



Performance Measure	How We Measure It	2019 Target	2019 Performance	Target Met	Trend
Transit Asset Management					
Rolling Stock	Percent of revenue vehicles that have met or exceeded their useful life benchmark	Range of 2–30% based on vehicle	Range of 5–40% based on vehicle	○	Range of 2–30% based on vehicle
Equipment	Percent of service vehicles that have met or exceeded their useful service life benchmark	Range of 0–30% based on vehicle	Range of 30–75% based on vehicle	○	Range of 0–30% based on vehicle
Facilities	Percent of facilities rated below a 3 on the condition scale	30%	11%	✔	30%
Key	✔ This indicates a performance target was met.				

Source: National Transit Database, ODOT

Table 1 – Transportation System Performance Notes

- These asset performance targets were set in 2019 for Ohio’s small transit operators through a group planning process. The vehicles and facility assets reported here are owned by those agencies. Useful life benchmarks values are provided by the Federal Transit Administration.
- ODOT is working with small transit operators to set transit safety performance targets before the end of 2020. Reporting standards are still under development and therefore not reported here.

CHAPTER 3

AIR QUALITY CONFORMITY

The United States Environmental Protection Agency (US EPA) monitors and sets National Ambient Air Quality Standards (NAAQS) for several transportation-related pollutants. The agency is responsible for deciding as to whether each county in the United States is in attainment or non-attainment for each of those pollutants. Currently in Ohio, the pollutants include nitrogen oxide (NO_x), volatile organic compounds (VOC) and particulate matter 2.5 micrometers or smaller in size (PM 2.5). It is possible that a county was once in non-attainment for a particular pollutant, but then achieved levels that brought it back into attainment. These are referred to as maintenance areas.

If any county within an RTPO region is designated as a non-attainment or maintenance area for one or more of these criteria pollutants, an air quality conformity analysis of the projects programmed in the RTIP must be performed. This analysis ensures that the region's projects will have either a neutral impact on, or lead to a reduction in, the region's pollutant levels.

CHAPTER 4

ENVIRONMENTAL JUSTICE ANALYSIS

Environmental Justice (EJ) requirements were established by Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations". EJ requires all federally funded agencies, including Buckeye Hills Regional Council, to identify and address disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations, to the greatest extent practicable and permitted by law. Agencies must also develop strategies to address any disproportionate and adverse impacts that are brought to light.

There are three fundamental environmental justice principles:

1. Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
2. Ensure the full and fair participation of all potentially affected communities in the transportation decision-making process.
3. Prevent denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Buckeye Hills Regional Council has adopted the following strategies to integrate EJ into the agency's transportation planning activities:

The majority of projects for the next four years are aligned with Buckeye Hills' RTPO goal of preservation and maintenance. Paving and bridge replacement or rehabilitation makes up a large portion of identified RTIP projects. The projects are consistent with the Environmental Justice factors, especially when compared to populations. The distribution of the preservation projects does not adversely impact or avoid any Environment Justice populations. Below is a map of the identified environmental justice population focus areas (Census Tracts in which a given population concentration was higher than the regional average) and their relation to planned projects.

Outreach/Inclusion

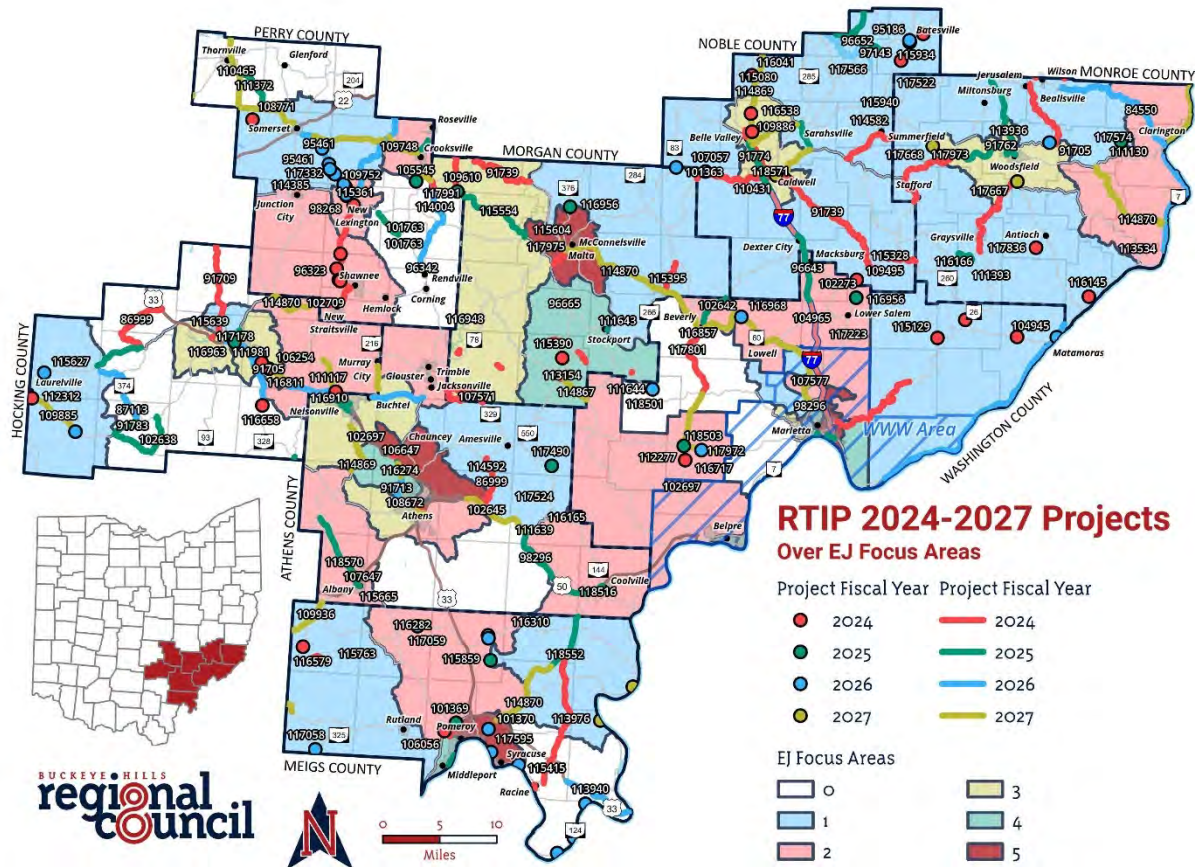
To ensure that the Buckeye Hills Regional Council region's transportation disadvantaged populations have a voice in the planning process, Buckeye Hills Regional Council conducts the following outreach activities to engage the region's minority and low-income populations:

Include list of various forms of outreach your agency uses to notify and engage the region's minority and low-income populations:

- Posting information on public meetings and draft documents
 - Specify locations of notices, identify social media platforms, etc.

Environmental Justice Analysis

The following analysis demonstrates the anticipated impact of the projects programmed within the SFY 2024 - 2027 RTIP on the Buckeye Hills Regional Council region's minority and low-income populations.



Cartography by BHRC | January 2023
<http://www.buckeyehills.org> | 740.374.9436
 For information about data sources, please contact the Planning Department at Buckeye Hills

The WWW area marks the territory of the Wood-Washington-Wirt Interstate Planning Commission. Please direct transportation-related inquiries for these townships to them.

PROJECT LIST

Included in this section are projects programmed by ODOT for some phase of implementation during the SFY 2024-2027 STIP and TIP period that do not qualify for SLI usage. These projects must follow the STIP amendment and modification procedures which require federal review and approval.

As most of the activities in the previous RTIP were maintenance and repair activities, there were not many major projects in the Buckeye Hills region during this RTIP cycle. There were no significant delays in prior TIP projects.

That the RTIP's program of projects will not result in disproportionately high adverse/negative impacts on your region's low-income and minority populations.

CHAPTER 5

TITLE VI AND ADA COMPLIANCE

Title VI

Buckeye Hills Regional Council acknowledges the importance of ensuring that everyone has the opportunity to be involved in the region's transportation planning process, regardless of their background or abilities. Title VI of the Civil Rights Act of 1964 states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance". As a recipient of federal funding and as required by Title VI, Buckeye Hills Regional Council has adopted the following non-discrimination policy May of 2023.

Affirmative Action Statement

It is the policy of Buckeye Hills Regional Council to ensure nondiscrimination on the basis of race, color, and national origin in the provision of all its programs, services, and activities. Buckeye Hills is committed to providing an environment of equity and access in its delivery of services to the public and beneficiaries.

Any person who believes that he or she has been excluded from participation in or has been denied the benefits or services of any program administered by Buckeye Hills Regional Council, on the basis of race, color, national origin, gender, age, disability or income status may file a complaint of discrimination under Title VI, other non-discrimination statutes, and executive orders. A complaint may be filed directly with Buckeye Hills Regional Council, the Ohio Department of Transportation (ODOT), the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). Please contact Angie Lawrence at 740.376.1031 or Alawrence@BuckeyeHills.org to file a complaint or if you have any questions. You may also refer to the Buckeye Hills Regional Council Title VI Non-Discrimination Plan or <https://buckeyehills.org/s/BHRC-Title-VI-Final-March-2019-with-Affirmative-Action-Statement.pdf> for additional information and any related forms and procedures.

Throughout the SFY 2024- 2027 planning process, Buckeye Hills Regional Council engaged in a number of outreach measures to ensure that the various Title VI communities had the opportunity to participate in the transportation planning process. These outreach measures included:

Include list of outreach measures to the various regional communities included in Title VI regulations:

- General Policy Council meeting at 1400 Pike Street Marietta OH 45750 April 7, 2022 at 10:30 am
- Ohio Public Works Commission District 18 meeting 1400 Pike Street Marietta OH 45750 April 5, 2022 at 10:00 am
- These meeting locations have accommodations for central location, convenient time and availability of parking.

- The meetings were advertised on BHRC website, public notices were sent to all county newspapers, BHRC member and partner weekly updates included notification of the meetings, notification was emailed to RTPO committee members and ODOT District Offices 5 and 10, during the BHRC board meetings notification was discussed and written notices was sent with them.

Buckeye Hills Regional Council embraces diversity and inclusivity and provides an environment of non-discrimination. The SFY 2024-2027 RTIP planning process was conducted with these important considerations in mind and is compliant with all Title VI regulations and requirements.

ADA

The Americans with Disabilities Act (ADA) prohibits discrimination based on disability and requires all public agencies to provide safe, equal access to their programs, activities and facilities. Buckeye Hills Regional Council values the input of all the region's residents into the transportation planning process, and took the following measures to ensure that everyone, regardless of their abilities, could access and engage in the SFY 2025 - 2028 RTIP planning process:

This is the list of outreach measures and physical accommodations to ensure meaningful access of those protected by ADA requirements]

- Holding meetings at ADA-compliant facilities
- Availability of ADA compliant parking

Buckeye Hills Regional Council carefully considered the needs of all of our region's residents throughout the SFY 2024 - 2027 RTIP planning process, meeting or exceeding all ADA requirements.

CHAPTER 6

PUBLIC INVOLVEMENT

As the primary short-term project implementation document for the Buckeye Hills Regional Council region, it is imperative that all of the region's stakeholders have the opportunity to engage in and provide their input into the RTIP development process. As required by federal regulation (23 CFR 450.210(a)), Buckeye Hills Regional Council has adopted Public Participation Plan the agency's official public participation plan. This document details the Buckeye Hills Regional Council public involvement process for all of its principle duties, including the development of the RTIP document. Public Participation Plan may be accessed at the following link <https://buckeyehills.org/s/BHRC-Title-VI-Final-March-2019-with-Affirmative-Action-Statement.pdf>

Public Comment Period

The draft RTIP document is developed and presented to the public for a [public comment period length; March 10-April 10, 2023 public comment period. The following is a summary of the SFY 2024 - 2027 RTIP public comment period:

- These meeting locations have accommodations for central location, convenient time and availability of parking.
- The meetings were advertised on BHRC website, public notices were sent to all county newspapers, BHRC member and partner weekly updates included notification of the meetings, notification was emailed to RTPO committee members and ODOT District Offices 5 and 10, during the BHRC board meetings notification was discussed and written notices was sent with them.
 - General Policy Council meeting at 1400 Pike Street Marietta OH 45750 April 7, 2022 at 10:30 am, In-person
 - Ohio Public Works Commission District 18 meeting 1400 Pike Street Marietta OH 45750 April 5, 2022 at 10 am, In-person
 - RTIP draft document was placed on the BHRC website for review and comments section where residents were able to leave comments or contact information or they could directly contact Melissa Zoller.
- Public comments should be considered prior to any final decision making.
- Reasonable effort will be made to include all affected populations, including EJ populations.
- Information will be made available in formats easily comprehensible by the public to facilitate informed discussion.

BHRC
2024-2027 RTIP Public Involvement Meeting Schedule

2 in person meetings will be held in April to review the RTIP document. ODOT district staff from 5 and 10 will be invited to attend. Meetings are open to the public:

- General Policy Council meeting at 1400 Pike Street Marietta OH 45750 April 7, 2022, at 10:30 am, In-person
- Ohio Public Works Commission District 18 meeting 1400 Pike Street Marietta OH 45750 April 5, 2022, at 10:00 am, In-person

March 10	Through	April 10
The RTIP will be available online at www.bhrc.org for public review and comment from March 10- April 10, 2023		

CHAPTER 7

PREVIOUS RTIP ACCOMPLISHMENTS

This chapter will highlight the status of projects from the previous version (SFY 2024 - 2027) of the Buckeye Hills Regional Council RTIP. Buckeye Hills staff were able to provide traffic counts for multiple request from residents of the county, staff were able to participate in safety projects within the counties, as county develop active transportation plans we have been able to participate in those meetings and worked with one transit agency to grow and develop routes. BHRC staff will continue to participate in active transportation committees, complete traffic counts, participate in safety studies and work with transit agencies as requested.

2021

Traffic Counts- 26

Safety-2

Active Transportation-4

2022

Traffic Counts-

Safety-2

Active Transportation-3

Transit-1

Short Term Recommendations (within the next two years)

- Implement criteria and a prioritization process for funding future projects
- Create a comprehensive regional transportation resource for stakeholders
- Coordinate transit stops near or around multi-use paths
- Continue to educate government representatives and agencies on need for regional transportation system planning

Long Term Recommendations (up to 2040)

- Address the Top 25 safety locations and projects in the region
- Replace structurally deficient bridges near activity centers
- Engage Federal officials on the advantage of upgrading locks and dams in the regions' areas on the Ohio River to further economic development
- Establish a fully regional coordinated transit plan, and increase operations
- Connect multi-use trails across the region

Completed Projects

The following table illustrates the projects completed during the SFY 2021-2024 RTIP cycle.

BHRC RTPO Round 1 Project Selection						
PID	ODOT District	Project Sponsor	Project Name	Project Description	STBG SFY 2022	GOAL
115332	10	Village of Racine	MEG Street Walk/Ride Ph. 4-5-8	Construction of sidewalk and curbs in the Village of Racine. TAP funded project.	\$82,080	PROMOTE & SUPPORT SAFETY IMPROVEMENTS
111668	10	City of Athens	ATH Uptown Area Improvement Ph 1	Safety project that includes pavement marking updates, signal improvements, lighting improvements, sidewalk improvements and accessibility improvements in the City of Athens. Work will take place on State Street and Washington Street. Funded through the TAP and Safety Programs.	\$91,727	ADVANCE MOBILITY AND ACCESSIBILITY
111209	10	Meigs County Commissioners	MEG Pomeroy Path Phase 4	Continued extension of a shared use path connecting the Villages of Middleport to the Pomeroy River Walk. Along SR 833 0.33-0.64. Total length is 0.34 miles.	\$91,727	ADVANCE MOBILITY AND ACCESSIBILITY
Unknown at time of writing	10	City of Logan	HOC-CR505/SR93	2" Mill and Fill Resurfacing Project	\$50,000	PROMOTE & SUPPORT SAFETY IMPROVEMENTS
Unknown at time of writing	10	City of Nelsonville	ATH-CR33/SR178	2" Mill and Fill Resurfacing Project	\$91,728	PROMOTE & SUPPORT SAFETY IMPROVEMENTS

Carry Forward Projects

The following table summarizes the projects that have been carried forward from the previous RTIP cycle into the current RTIP cycle's project list. *The City of Athens is the only project listed below that does not carry forward.

PID	ODOT District	Project Sponsor	Contact Name	Project Name	Project Description	Construction Contract/Engineering Award Funding	STBG SFY 2022	Carryover	CC/CE Funding Source	GOAL
115332	10	Village of Racine	Mayor Scott Hill	MEG Street Walk/Ride Ph. 4-5-8	Construction of sidewalk and curbs in the Village of Racine. TAP funded project.	\$500,000	\$82,080	\$82,080	TAP	PROMOTE & SUPPORT SAFETY IMPROVEMENTS
11668	10	City of Athens	Assistant City Engineer Jessica Adine	ATH Uptown Area Improvement Ph 1	Safety project that includes pavement marking updates, signal improvements, lighting improvements, sidewalk improvements and accessibility improvements in the City of Athens. Work will take place on State Street and Washington Street. Funded through the TAP and Safety Programs.	\$1,005,000	\$91,727	\$0	TAP +Federal Safety	ADVANCE MOBILITY AND ACCESSIBILITY
111209	10	Meigs County Commissioners	Director Meigs County Economic Development Perry Varnadoe	MEG Pomeroy Path Phase 4	Continued extension of a shared use path connecting the Villages of Middleport to the Pomeroy River Walk. Along SR 833 0.33-0.64. Total length is 0.34 miles.	\$787,000	\$91,727	\$67,144	TAP	ADVANCE MOBILITY AND ACCESSIBILITY
Unknown at time of writing	10	City of Logan	Mayor Greg Fraunfelter	HOC-CR505/SR93	2" Mill and Fill Resurfacing Project	\$678,262	\$50,000	\$50,000	Small City	PROMOTE & SUPPORT SAFETY IMPROVEMENTS
Unknown at time of writing	10	City of Nelsonville	City Manager Scott Frank	ATH-CR33/SR178	2" Mill and Fill Resurfacing Project	\$2,000,000	\$91,728	\$91,728	Small City	PROMOTE & SUPPORT SAFETY IMPROVEMENTS

CHAPTER 8 PROJECTS

This chapter provides an overview of the project listings in the SFY 2024 - 2027 RTIP. The project lists are described below in three separate sections: Individual, Grouped and Illustrative (unfunded) Projects.

Glossary of Terms, Acronyms and Abbreviations

The following terms, acronyms and/or abbreviations are used throughout the project listings to describe various characteristics of the projects, including location, type, funding, phase, etc.

Table A - Definitions

Term	Description
PID No.	The Project Identification Number assigned to a project by ODOT.
Project Name	The official project title assigned by ODOT.
Length Location and Termini	Contains the name of the city, township, or village in which the project begins. Termini are described in terms of prominent intersecting streets or county lines.
Type of Work	A brief description of the type of work to be performed.
SFY	State Fiscal Year (e.g. SFY 2022 begins on July 1, 2021).
Total Cost (000's)	Total cost of all project phases in current dollars and rounded off to the nearest thousands.
Project Sponsor	The unit of government or agency that initiated the project, charged with implementation responsibility and assigned local share.
Phase	ENV - Preliminary Engineering/Environmental DD - Detailed Design RW - Right-of-Way CO - Construction OTH - Other SP - Planning SR - Research TR - Transit

Section 1: Individual Project Lists

This section provides the project lists of the individual highway and transit projects scheduled for some phase of implementation during the SFY 2024 - 2027 RTIP period. These projects have been planned and selected in accordance with the ODOT project selection process of the associated program.

All of the projects detailed in this section are consistent with the Buckeye Hills Regional Council long-range transportation plan, 2020-2045 Long Range Transportation Plan for Buckeye Hills Regional Council, Regional Transportation Planning Organization.

Long Range Transportation Goals
#1 Maintain and Preserve the Region's Transportation System
#2 Strengthen the Region's Economic Vitality
#3 Promote and Support Safety Improvements
#4 Advance Mobility and Accessibility

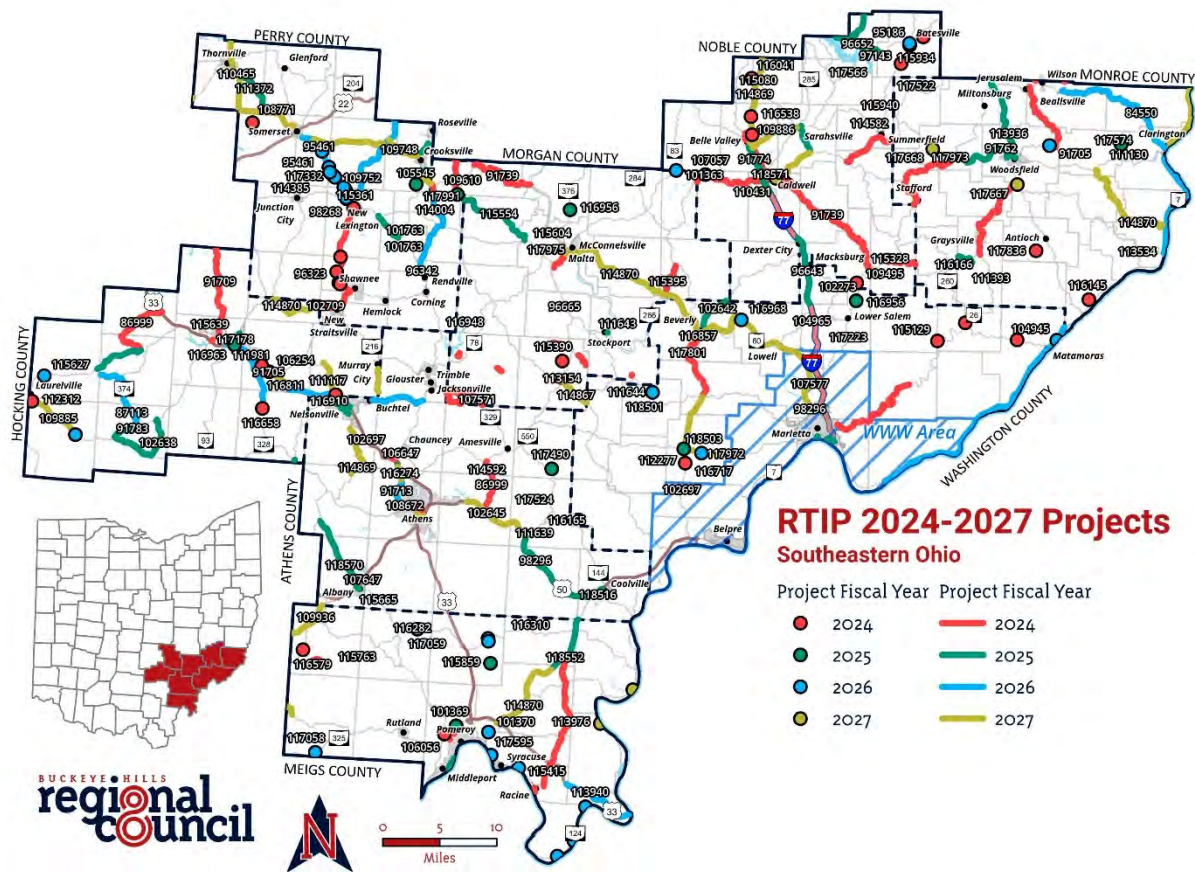
The Long Range Transportation Plan may be found at buckeyehills.org/lrtp-public-comments

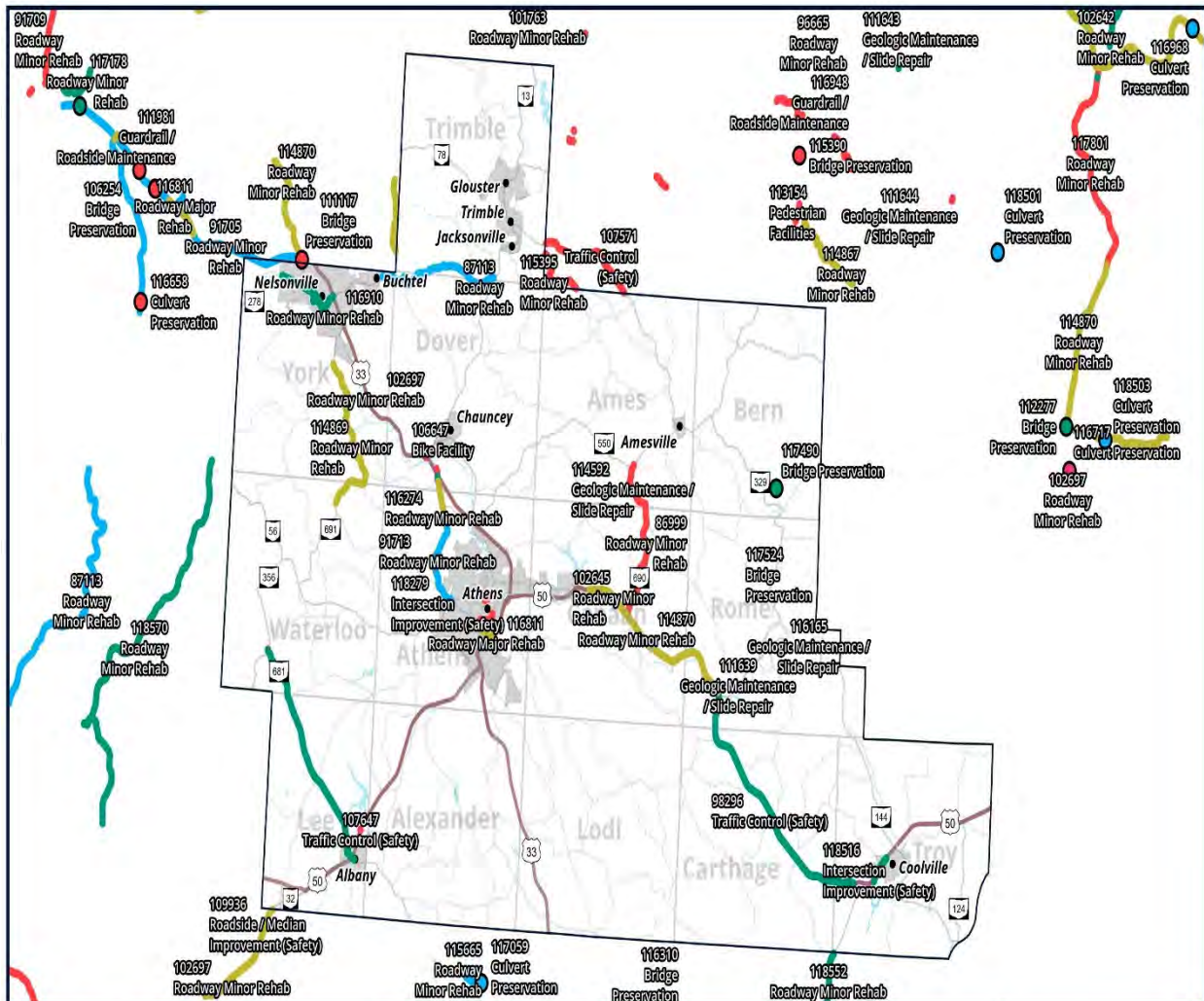
The following lists include all of the individual highway and transit projects programmed for funding during the SFY 2024 - 2027 RTIP cycle.

FY23-26 EFLHD Final by State TIP													
Project	Program Fiscal Year	State	County	Park, Refuge, Forest or Other Partner/Agency	Description	Type of Work	Primary Fund Source	Total Programmed Funds Amount	Funds from Title	Delivered by	Status	Congressional District	FLMA Region
OH FLAP 33 Germantown Road Improvements/Noble Co.	2024	OH	Noble	Wayne National Forest	Germantown Road Improvements/Noble Co.	3R	FLAP-EFL	\$256,500	Title 23	state	Planned	OH-06	FS-09-East
OH FLAP 41 County Road 29 chip Seal	2025	OH	Athens	Wayne National Forest	County Road 29 chip Seal	3R	FLAP-EFL	\$236,000	Title 23	local	Planned	OH-15	FS-09-East
PH FLAP 39 Grant Moore Road Resurfacing	2026	OH	Noble	Huntington District	Grant Moore Road Resurfacing	3R	FLAP-EFL	\$200,000	Title 23	state	Planned	OH-06	USACE-MV

Project Maps

The following maps illustrate the locations of the projects





RTIP 2024-2027 Projects

ATHENS

Project Fiscal Year Project Fiscal Year

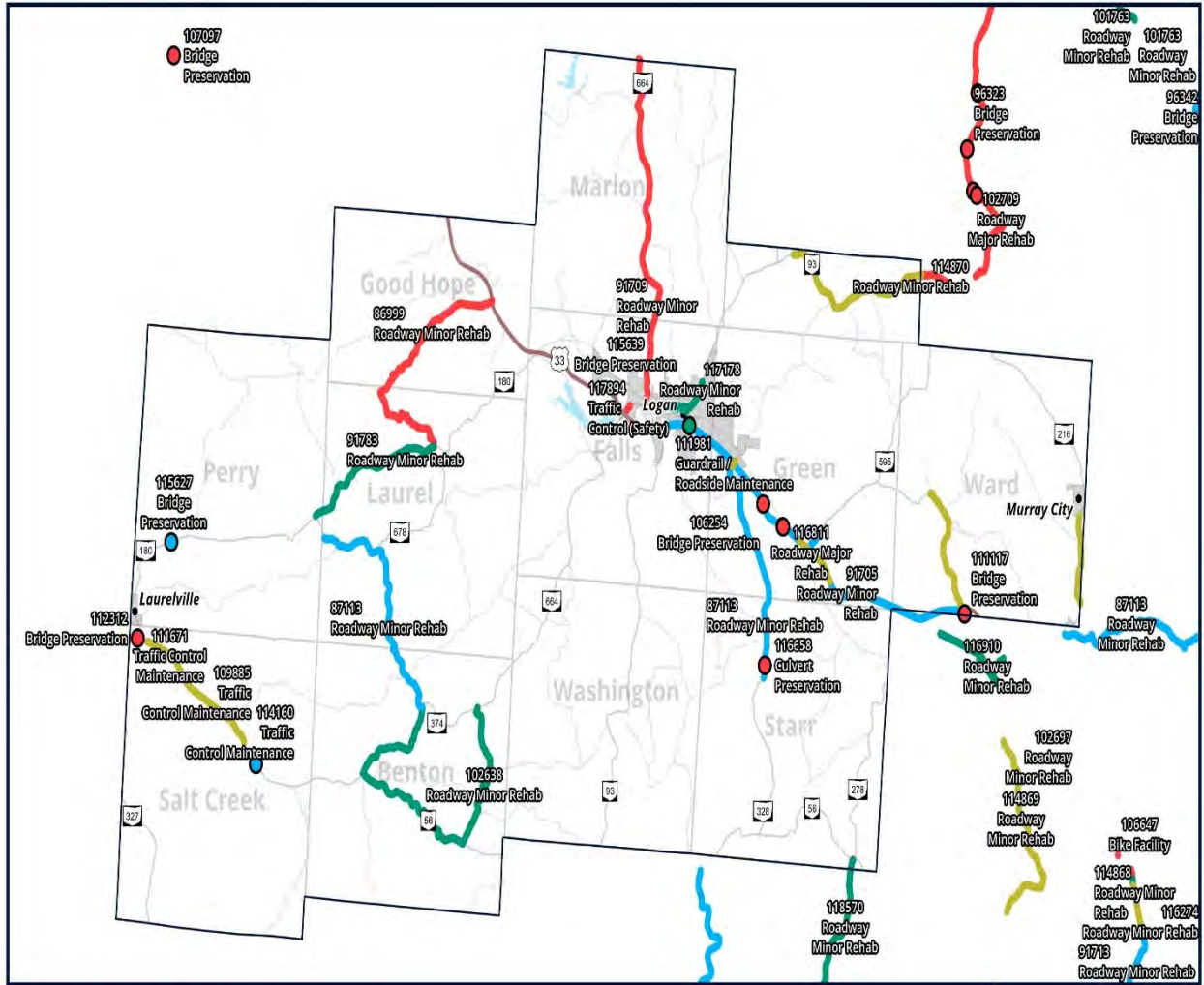
- 2024 — 2024
- 2025 — 2025
- 2026 — 2026
- 2027 — 2027



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 For information about data sources, please contact the Planning Department at Buckeye Hills



RTIP 2024-2027 Projects

HOCKING

Project Fiscal Year Project Fiscal Year

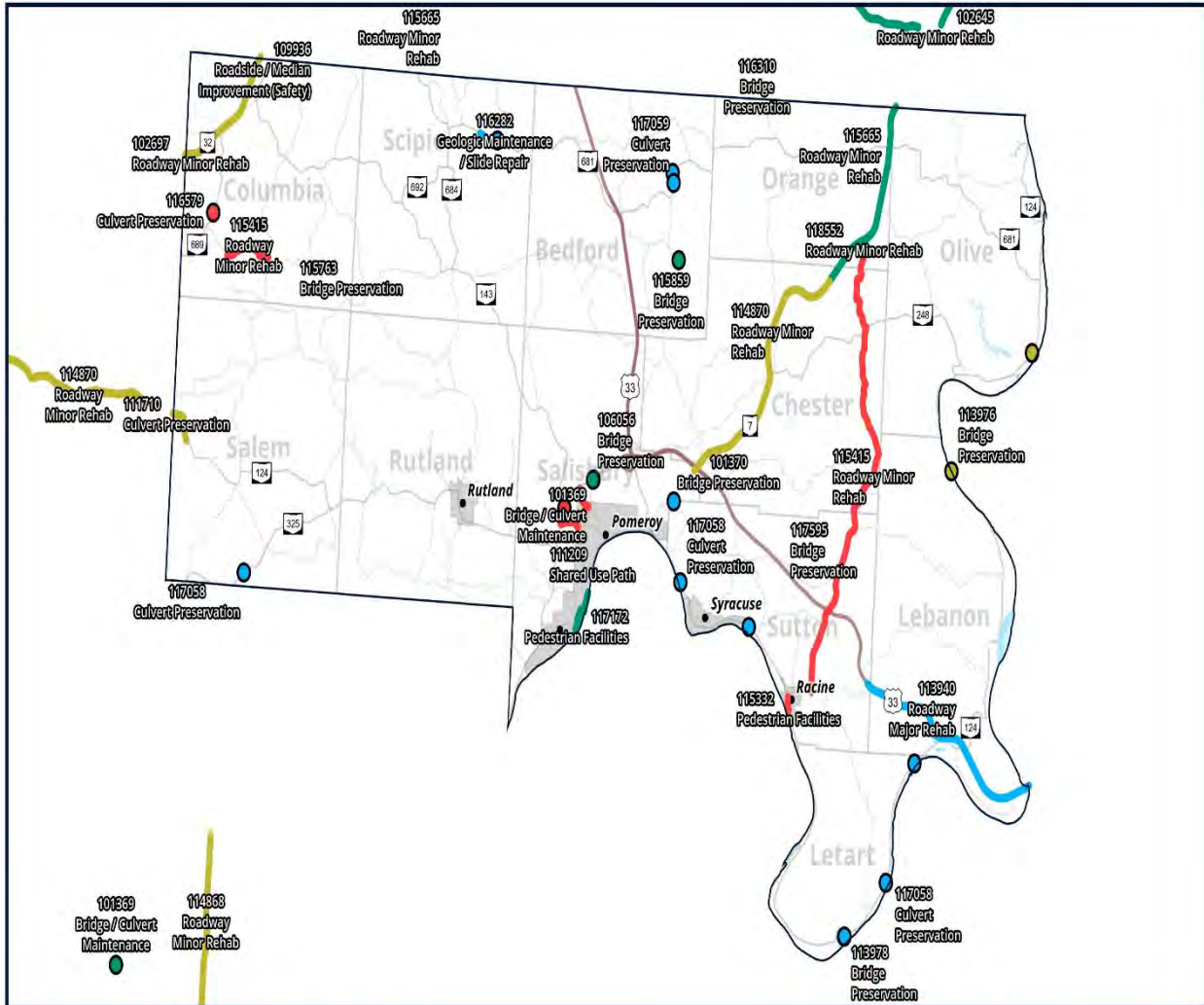
- 2024 — 2024
- 2025 — 2025
- 2026 — 2026
- 2027 — 2027



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RTIP 2024-2027 Projects

MEIGS

Project Fiscal Year Project Fiscal Year

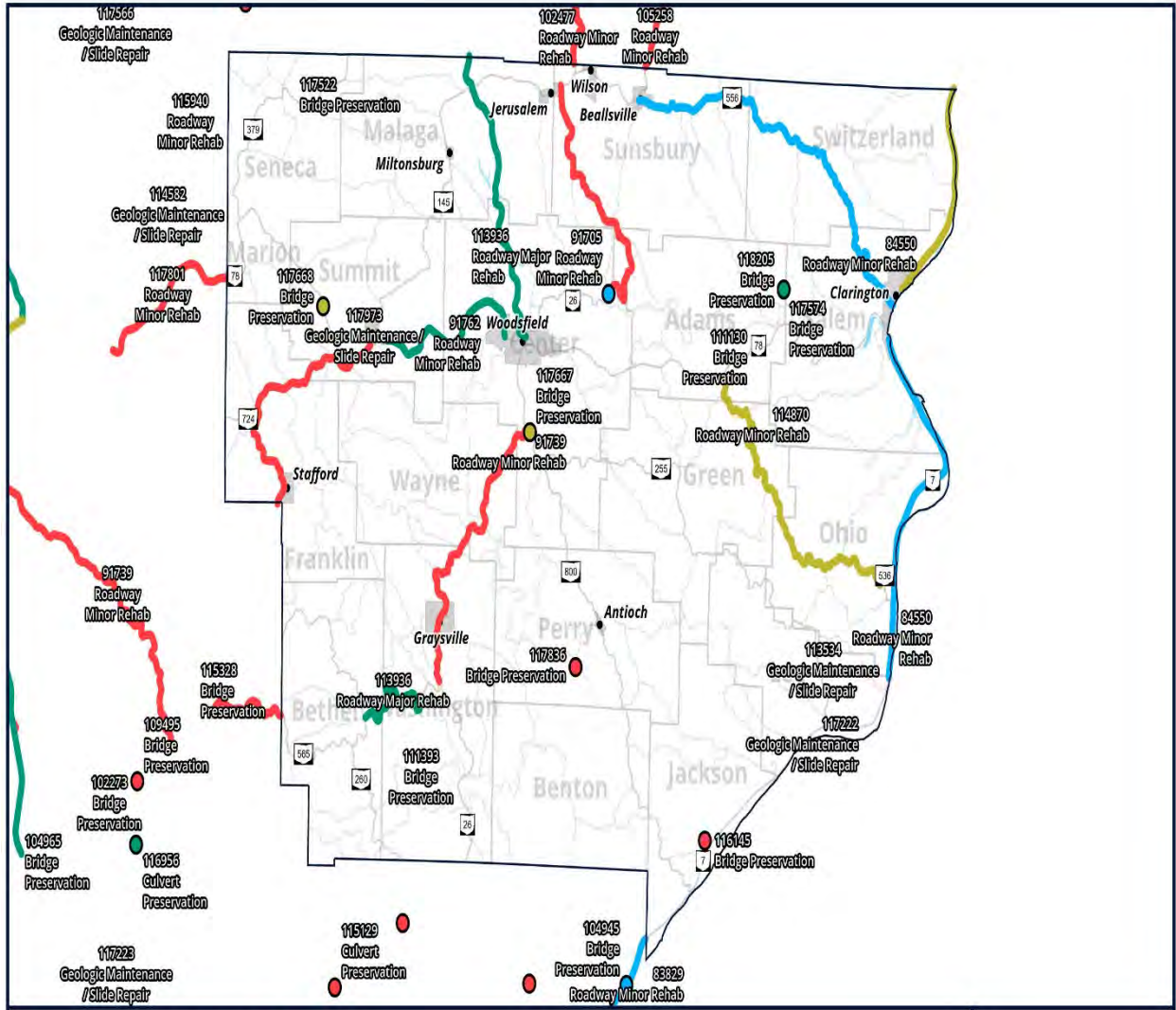
- 2024 — 2024
- 2025 — 2025
- 2026 — 2026
- 2027 — 2027



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RTIP 2024-2027 Projects

MONROE

Project Fiscal Year Project Fiscal Year

- 2024 — 2024
- 2025 — 2025
- 2026 — 2026
- 2027 — 2027

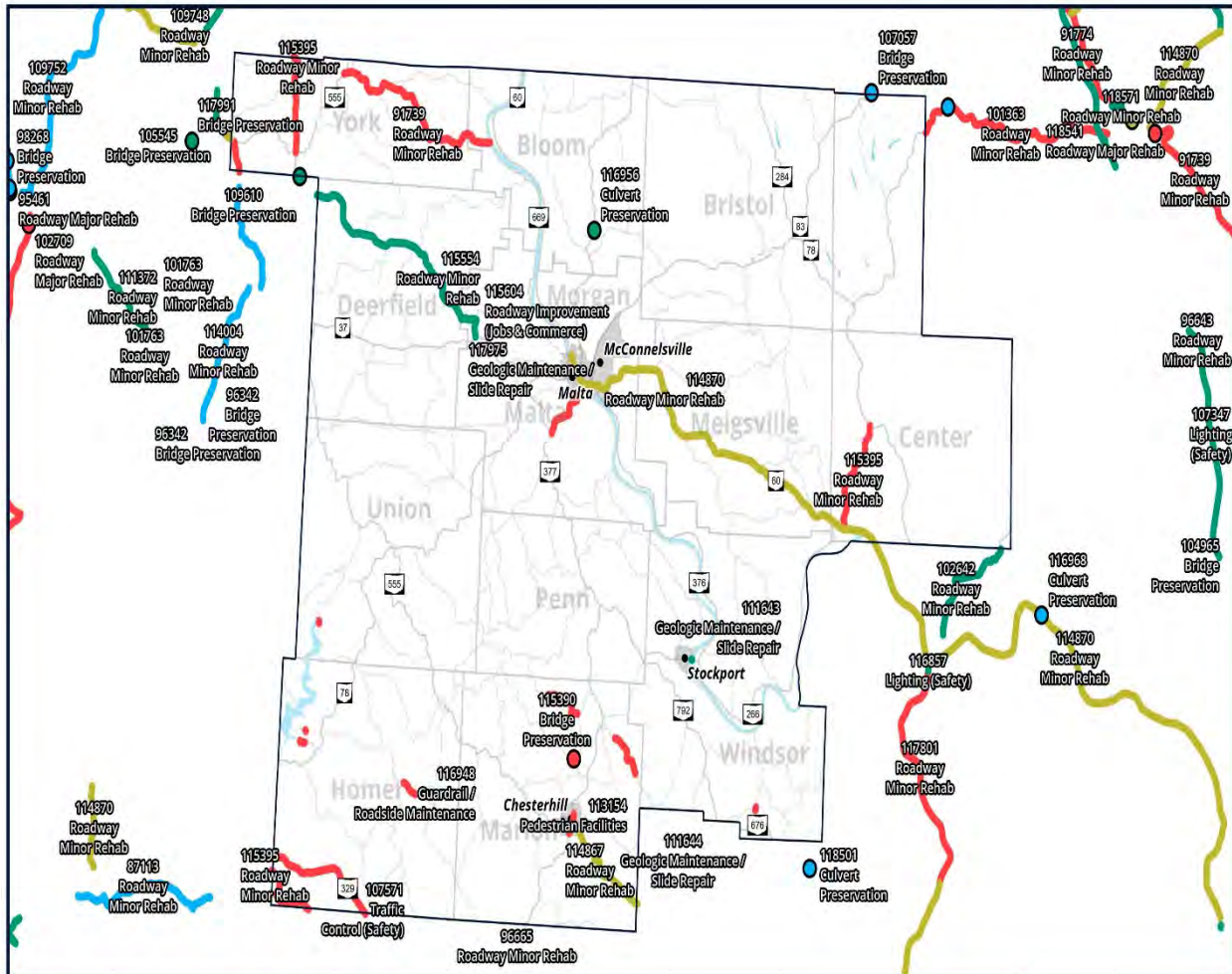


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RTIP 2024-2027 Projects

MORGAN

Project Fiscal Year Project Fiscal Year

- 2024 — 2024
- 2025 — 2025
- 2026 — 2026
- 2027 — 2027

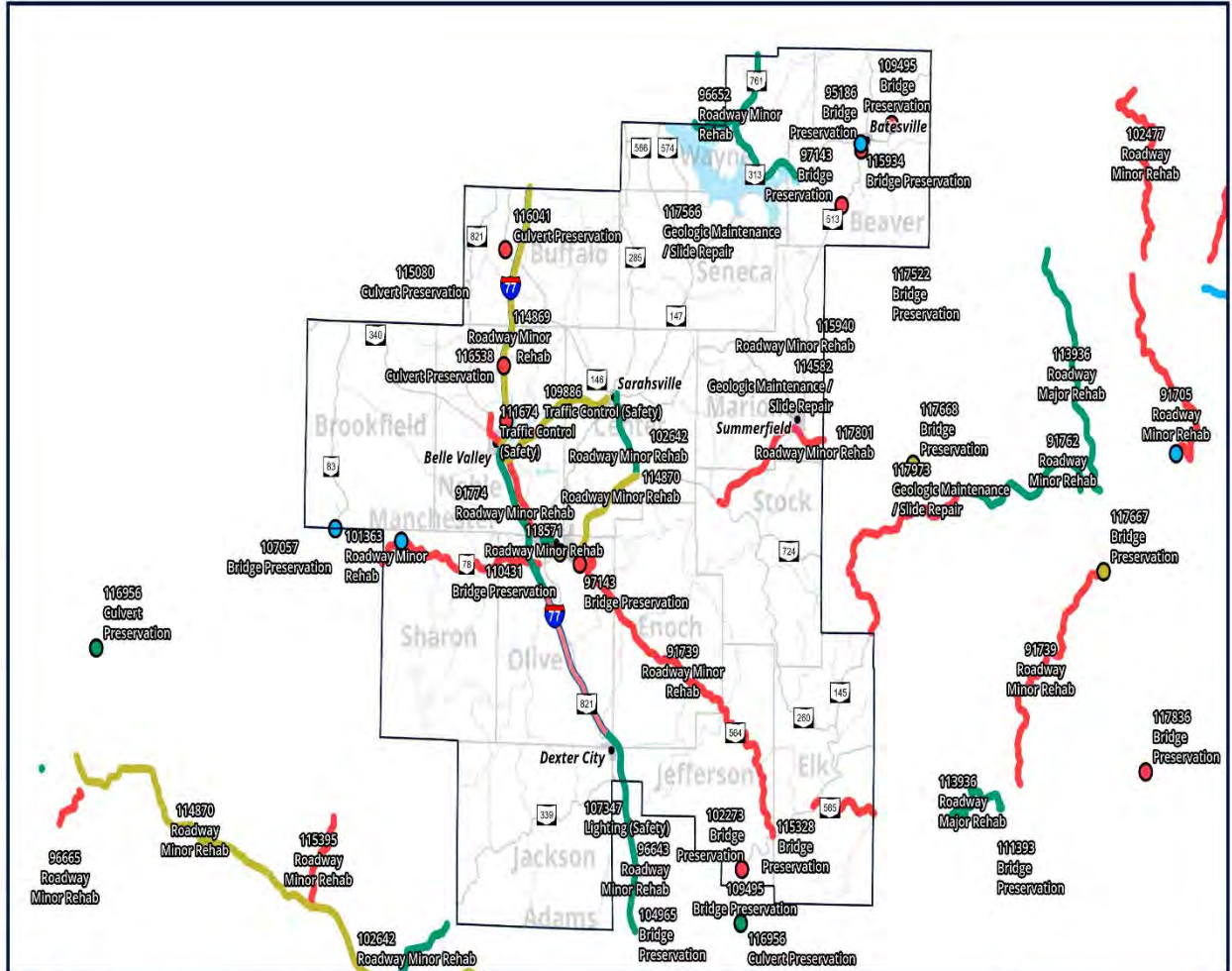


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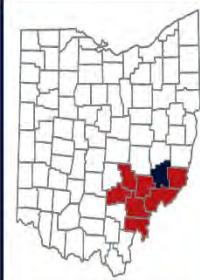
RTIP 2024-2027 Projects

NOBLE

Project Fiscal Year	Project Fiscal Year
● 2024	— 2024
● 2025	— 2025
● 2026	— 2026
● 2027	— 2027

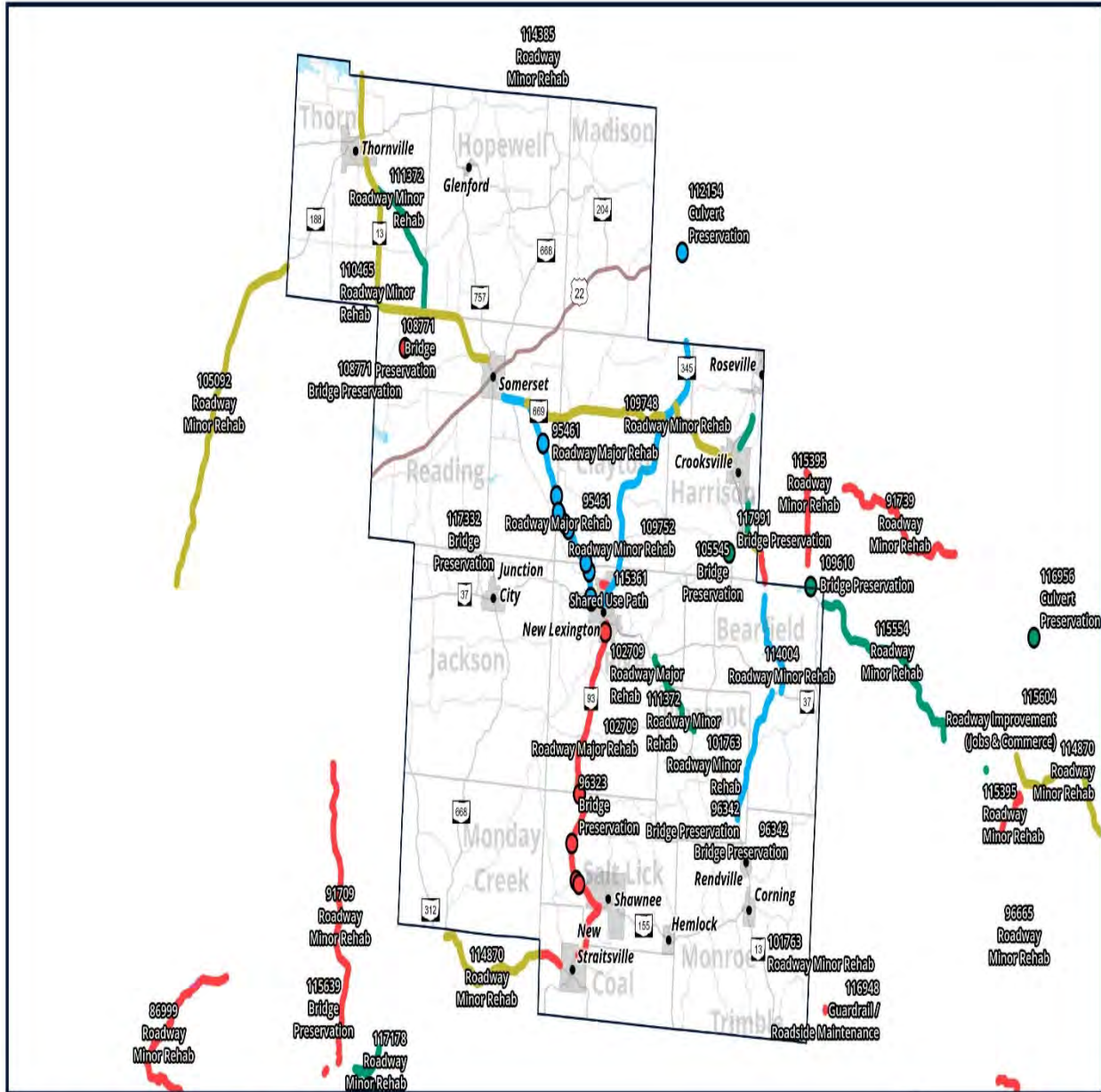


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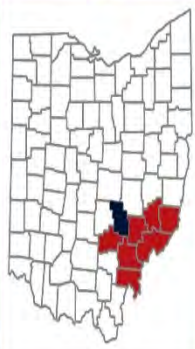
For information about data sources, please contact the Planning Department at Buckeye Hills



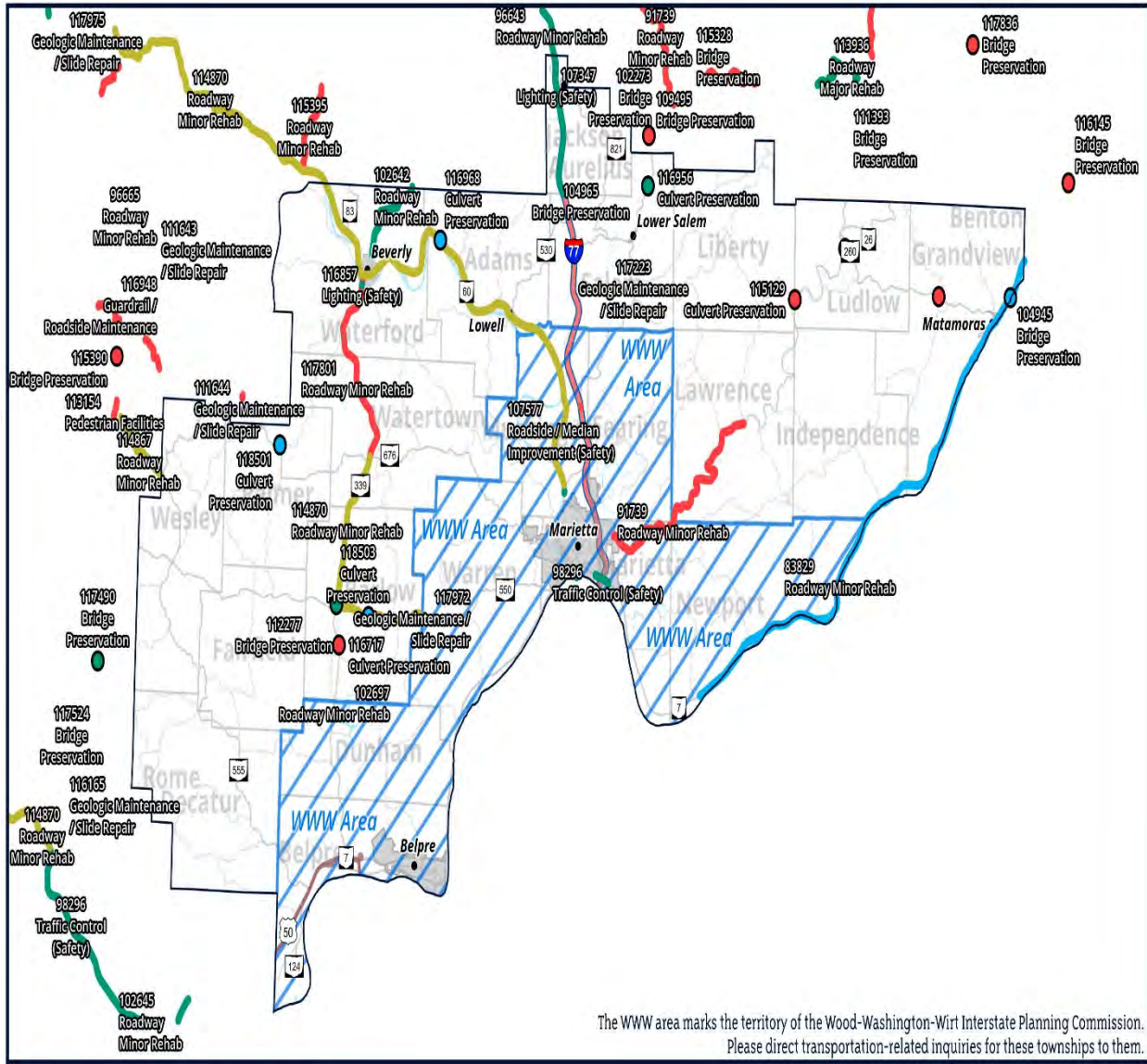
RTIP 2024-2027 Projects

PERRY

Project Fiscal Year	Project Fiscal Year
● 2024	— 2024
● 2025	— 2025
● 2026	— 2026
● 2027	— 2027



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 For information about data sources, please contact the Planning Department at Buckeye Hills



RTIP 2024-2027 Projects

WASHINGTON

Project Fiscal Year Project Fiscal Year

- 2024 — 2024
- 2025 — 2025
- 2026 — 2026
- 2027 — 2027



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Section 2: Grouped Projects

Grouped projects (formerly known as Statewide Line Items or SLIs) reflect categories of projects that are not considered to be of appropriate scale for individual identification in the RTIP or STIP. Instead, these projects are grouped into categories by function, work type, and/or geographic area. Projects utilizing these groupings must be:

- Non-controversial in nature
- Have an air quality status of “Exempt”
- Have a negligible environmental impact
- Will not add capacity to the existing system
- Have a total project cost below \$30 million

The following tables present the SFY 2024 - 2027 Highway and Transit grouped project summaries for the Buckeye Hills Regional Council region.

Table A: Highway Grouped Project Summary

Highway STIP SLI Group Budgets

November 2022

Costs in \$Millions

	2024	2025	2026	2027	Total
	Budgets	Budgets	Budgets	Budgets	Budgets
STIP Group					
<i>(Programs Related to Group)</i>					
Discretionary / Earmark (40) <i>(Appalachian Development, Discretionary, Earmark)</i>	\$1.0	\$1.0	\$1.0	\$1.0	\$4.0
Emergency (41) <i>(Emergency)</i>	\$38.1	\$10.5	\$10.5	\$10.5	\$69.6
FLAP (42) <i>(Federal Lands Access Program)</i>	\$2.6	\$.7	\$.7	\$.7	\$4.8
Local Programs (43) <i>(County Surface Transportation Block Grant, County Engineers Association of Ohio Highway Safety Improvement Program, County Bridge, County Bridge Partnership Program, Municipal Bridge, Local High Cost Bridge, Small Cities, Transportation Alternatives, Transportation Alternatives Maintenance, Safe Route to School)</i>	\$128.7	\$132.6	\$130.1	\$90.2	\$481.6
Major Programs (44) <i>(Minor project activities funded by Major Programs)</i>	\$111.8	\$124.2	\$120.4	\$123.2	\$479.6
MPO Capital (45) <i>(Metropolitan Planning Organizations Surface Transportation Block Grant, Congestion Mitigation and Air Quality, Transportation Alternatives)</i>	\$4.8	\$4.9	\$5.0	\$4.0	\$18.7

National Highway Freight (46) <i>(National Highway Freight)</i>	\$19.4	\$9.9	\$9.9	\$9.9	\$49.2
Other (47) <i>(Project Impact Advisory Council, Noisewalls, Geologic Site Management, Statewide Miscellaneous, Diesel Emissions Reduction Grant, Disadvantaged Business Enterprise, On-the-Job Training/Supportive Services Programs, Carbon Reduction Program, National Electric Vehicle Infrastructure (NEVI) Program, Protect Program)</i>	\$118.1	\$81.4	\$80.7	\$44.7	\$324.9
Preservation (48) <i>(District Preservation)</i>	\$395.5	\$543.3	\$530.9	\$532.9	\$2002.6
Rail (49) <i>(Railroad Crossing Safety, Freight Rail Development)</i>	\$5.8	\$14.8	\$14.8	\$14.8	\$50.2
Rec Trails (50) <i>(Recreational Trails Program)</i>	\$1.7	\$1.7	\$1.7	\$1.7	\$6.7
Safety (51) <i>(Highway Safety Improvement Program)</i>	\$104.1	\$121.2	\$99.3	\$82.0	\$406.6
State (52) <i>(Americans with Disabilities Act Facilities, District Maintenance, Emergency Damage Repair, Intelligent Traffic Systems, Jobs and Commerce, Local Oil and Shale, Parks, Rest Areas, Statewide Miscellaneous, Transportation Improvement Districts, Unmanned Aerial, Unrestricted State Revenue, State Road Improvements)</i>	\$817.0	\$560.8	\$552.3	\$556.9	\$2487.0
RTPO Capital (53) <i>(Regional Transportation Planning Organizational Capital Program)</i>	\$5.5	\$2.7	\$2.7	\$2.7	\$13.7
Total Grouped Projects	\$1754.1	\$1609.7	\$1560.0	\$1475.3	\$6399.0

Table B: Transit Grouped Project Summary

Figure 9.7: 2024-2027 Transit STIP SLI Group Budget Table

January 2023 Costs in \$Millions	2024 Estimates	2025 Estimates	2026 Estimates	2027 Estimates	Total Estimates
STIP SLI Groups (Reference No.) <i>(Programs Related to Group)</i>					
5310 Small Urban/ Rural <i>(Specialized Programs for Rural and Small Urban Regions)</i>	\$12.2	\$5.9	\$6.1	\$6.2	\$30.4
5310 <i>(Specialized Programs for Rural and Small Urban Regions)</i>	\$6.0	\$3.5	\$3.6	\$3.7	\$16.8
5311 <i>(Rural Transit Program, Appalachian Development, Intercity Bus, Rural Transit Assistance)</i>	\$101.1	\$36.9	\$37.8	\$38.6	\$214.4
5339 <i>(Bus and Bus Facilities for Rural)</i>	\$13.2	\$4.0	\$4.0	\$4.0	\$25.2
State (9999) <i>(General Revenue Match)</i>	\$36.5	\$36.5	\$36.5	\$36.5	\$146.0
Total Grouped Projects	\$169.0	\$86.8	\$88.0	\$88.9	\$432.8

Section 3: Illustrative (Unfunded) Projects

The illustrated (unfunded) projects portion of the RTIP includes all projects that are not currently programmed for funding through any local, state, or federal funding source, but which Buckeye Hills Regional Council considers of significant importance for the region. While the following projects are not scheduled for implementation during the SFY 2024- 2027 RTIP cycle, they *could* be amended into the RTIP should additional funding become available.

Include paragraph indicating that the projects are listed in order of regional priority, and detail any categories used (i.e. by mode or project type)

Table A - Unfunded RTP0 Projects

Project Name	Project Description	Project Location	Project Type	Project Cost	Projected Funding Source
Caldwell East of I-77 Business Park Access Roads	Access roads for new commerce park in Olive Township with six commercial sites and construction of a 10,000 square-foot commercial speculative building. Number of Linear Feet: 3200 LF Total in project	SR 564 & SR 78 in Olive Township in Noble County	Access Road Construction	596351.0	ARC, ODOT TID, 629
C-27-0072 Bridge Replacement	Bridge Replacement project, new concrete gravity abutments with pre-cast concrete box beams with concrete composite deck on existing alignment. Existing structure to be completely removed, all work to be performed within the existing right of way. Environmental permitting would be minimal as the new abutments would be founded behind the existing abutments. No additional right of way required.	0.72 mile marker on County Road 27 in Barlow Township	Bridge Replacement	368698	MVGT
T-32-0262 Bridge Replacement	Bridge Replacement project, new capped pile abutments with single span steel beams with concrete composite deck on existing alignment. Existing structure to be completely removed, all work to be performed within the existing right of way. Environmental permitting would be minimal as the new abutments would be founded behind the existing abutments, utilizing driven piling. No additional right of way required.	2.62 Mile marker on Township Road 32 in Adams Township	Bridge Replacement	407915	MVGT
C-16-0324 Bridge Replacement	Bridge Replacement project, new capped pile abutments with single span steel beams with concrete composite deck on existing alignment. Existing structure to be completely removed, all work to be performed within the existing right of way. Environmental permitting would be minimal as the new abutments would be founded behind the existing abutments, utilizing driven piling. No additional right of way required.	3.24 mile marker on County Road 16 in Fearing Township	Bridge Replacement	559629	MVGT
C-20-0562 Bridge Replacement	Bridge replacement project, new capped pile abutments with pre-cast box beams with concrete composite deck on existing alignment. Existing structure to be completely removed, all work to be performed within the existing right of way. Environmental permitting would be minimal as the new abutments would be founded behind the existing abutments, utilizing driven piling. No additional right of way required.	5.62 mile marker on C-20 in Newport Township	Bridge Replacement	379533	MVGT
TR1004-2.27 Bridge Replacement	Replacement of the existing truss bridge on TR1004-2.27, with a single span structure, including abutments and approach work.	Perry Township Road 1004, Monroe County	Bridge Replacement	790000	Federal Land Access Program, Local funds
Scotch Hill Road Bridge	Replace concrete bridge.	Scotch Hill Rd, Village of Shawnee, Perry County	Bridge Replacement	450154.8	ODOT, ARC
West Main Street Bridge	Replace concrete slab bridge.	W Main St, Village of Shawnee, Perry County	Bridge Replacement	377963	RTP0, ODOT, ARC
TR199-2.57 & TR199-2.38 Bridge Replacements	Replace two concrete low water crossing bridges on Switzerland Township Road 199. TR199-2.57 bridge has been closed since 2019, when the structure failed completely. TR199-2.38 bridge has been load-posted at 4 tons maximum since 2017, when it was added to the County bridge inventory.	Switzerland Township Road 199, Cats Run Road, Monroe County	Bridge Replacements	750000	Unknown
Village of Lewisville approximately 700 feet of curbs	Replace curbs that are at or below road level and are deteriorated beyond repair.	Various locations on 30r4 different streets including SR145	Concrete curb replacement various locations	250000	grants
Rome township road dust control improvements	Extend dust control on township roads that receive heavy traffic to alleviate hazardous conditions through winter months	Lightner road, Haga ridge road, Featherstone road and other various locations throughout rome township athens county ohio	Double layers chip seal on graded and prepped existing road surface	100000	Rome township ARPA funds if approved to be used for road resurfacing
Multi-use trail .75 miles in the village of Beverly	A new multi-use trail will be created in Beverly with the trailhead situated at Lock #4 in the village, continuing south through the Fort Frye Local School District property and ending at the south end of the District's property. This trail will be approximately .75 mile long. Most of the trail will be created on land along the river, some of it will be on village streets.	Beverly, Ohio	multi-use trail	375000	grants and donations
Township Road 358 Thorn Township, Perry County, 9/10 of a mile resurface	Build a walking/biking multi-use trail to connect Thornville, Thornport to Buckeye Lake. This trail would be 9/10 of a mile and would need resurfacing, draining installed and a foot bridge.	Thorn Township, Perry County, Ohio	Multi-use trail development	250000	Undetermined at this time
Hocking Valley Scenic Trail	Multi-phase non-motorized alternative transportation and recreation path anticipated to be completed in 3 phases. The first phase connects Well Road south of Logan through the Village of Haydenville. The final trail, when complete, will connect to existing trails in Fairfield County and Athens County, creating an off-road bicycle and pedestrian trail that stretches over 80 miles across southeastern Ohio.	Well Road to Village of Haydenville, Hocking County	non-motorized alternative transportation route	450154.8	Capital Budget, ODNR, ODOT TAP
Hocking Valley Scenic Trail Ph 1 - 2.7 miles recreation path	The Hocking Valley Scenic Trail is a proposed 18-mile multi-use trail to connect Logan to Nelsonville. Phase 1 is adjacent to the Hocking Valley Scenic Railway from Well Road to SR 595/Hocking Drive. At Well Road, these is the option to utilize the existing roadway ROW in different directions. In Haydenville, bicycle lanes have been added to Hocking Drive to the Athens County line. Future phases will take the trail from Hocking Drive/SR 595 to Nelsonville to connect to the Hocking-Adena Bicycle Trail, and from Well Road into the City of Logan with designated paths and trails. Capital Budget Funds of \$250,000 have already been award for the design of the project. Fund raising and additional contributions will come from private donors and the Hocking Valley Scenic Trail Committee that was formed for the purpose of supporting and maintaining this project.	Logan & Haydenville, Hocking County	Non-Motorized Commuter & Recreational Trail	2000000	Capital Budget, TAP, Fundraising

City of Nelsonville Canal St & Burr Oak Blvd Resurfacing	<p>The project includes removal of 2" of existing pavement via item 254 pavement planning, application of item 407 tack coat, and 2" of item 441 surface course. Traffic control will be in accordance with item 614 and pavement striping will be replaced per item 642.</p> <p>As projects have been completed, sidewalks, curbs, and curb ramps have been updated to ADA compliance. This project will address those areas along the CR33 and CR178 that have not previously been made ADA compliant with new curbs and curb ramps.</p> <p>Logical Project Termini CR-33: Begin at the round-a-bout near the north-west city limit at log point 1.94 and travel south-east along the corridor for approximately 2.9 miles to log point 4.88 at the intersection of CR33 and SR691.</p> <p>Logical Project Termini CR-178: Begin at log point 0.00 at the intersection of CR33 and CR178 and travel north-east for approximately 0.57 miles to the US33 overpass at log point 0.565.</p>	Canal St & Burr Oak Blvd, City of Nelsonville, Ohio 45764	Paving/Resurfacing	2985896.6	2,000,000.00 FY 2025 ODOT Small City Grant Awarded
Morgan County Outdoor Recreation Complex	The school is donating the old football stadium (athletic field) for county park district use. Planning funds for design are needed to consider options for renovating the community pool to include an upper floor indoor walking trail, adding access to a small stream on the property for outdoor education and recreation and possible tourism/informational center.	McConnelsville - off of 8th street	Recreation and Education	75000	ARC
SR60 Center Turn Lane	The addition of a center turn lane for in front of Miba Bearings, Miba Sinter, Mahle, etc. to allow for safer traffic flow in a busy, industrial/commercial area of the county.	SR60 north approximately one mile north of McConnelsville	road improvement	1600000	ODOT TID, District 10, ARC
Monroe CR22 Reconstruction - 3 miles Cement Stabilization & Paving	Cement Stabilization and paving of the entire length of CR22 - 3.02 miles - to repair the failing base and provide a safe traveling surface.	County Road 22, Bares Run Road, Monroe County	Road Reconstruction	900000	Local Roads Oil & Shale Program, Ohio Public Works Infrastructure Program
Monroe CR96 Road Reconstruction - 1.0 mile	Following multiple FEMA slip repairs, any failed culverts will be replaced, the ditch cleaned and graded, then the roadway cement stabilized and a chip seal surface applied.	County Road 96, Baptist Ridge Road, Monroe County	Road Reconstruction	300000	Local funds/force account, Oil & Gas operator contributions, FEMA
Monroe CR9A Road Rehabilitation - 2.74 miles	Cement Stabilization of poor base areas, then asphalt paving of entire length of CR9A - 2.74 miles.	County Road 9A, Six Points Road, Monroe County	Road Reconstruction	650000	Local Roads Oil & Shale Program, Ohio Public Works Infrastructure Program
Middleport Streetscape Improvements -- Phase 1	Sidewalk replacements from and including No. Second business district down So. 2nd, So. 3rd and So. 4th to Blakeslee Center	Village of Middleport	Sidewalk Improvements	1060200	ODOT TAP
Carroll Street Corridor sidewalk or multi-use trail 7/10 of a mile	Build a sidewalk or multi-use trail from Broadway to Panther Drive on the west side of Carroll Street. This is the largest shopping district in Perry County. It has the most traffic flow of any destination in the county.	Carroll Street, New Lexington, Ohio, Perry County	Sidewalk or multi-use trail less than a mile long on the west side of the street.	750000	ODOT Safety Grant
Village of Thornville, Oh Streets	Paving of several streets within the Village of Thornville.	Village of Thornville, OH Perry County	Street Paving	450000	Transportation funding
Hocking County Fixed routes to Metro Employment	As Columbus and other central/southern Ohio employers continue to hunt for employees, southern Ohio is positioned to provide assistance in supplying qualified individuals. Many in Hocking County can't reach the employment opportunities due to a lack of transportation. Flexible fixed routes to employment centers would help alleviate the issue.	Hocking County	Transit	1	Cost and funding is unknown until routes are identified.
Operating/maintenan ce/mobility management for Hocking County/Logan Public Transit/HAPCAP	Each year transit agencies are awarded funds through Federal Programs. We use funds from the 5311, 5339 and 5310 Federal Grant Programs, in addition we receive some State GRF funds. At the point that these funds start to flow through RTPOs instead of direct funding, we want the RTPOs to be aware of local needs and work with the regional transit agencies. Each transit program operates differently and the RTPOs need the knowledge to understand local needs/goals and operations.	Hocking County	Transit	1	Federal, State, Local
Hocking County Fixed routes to State Parks	There is a need for fixed routes to the many State Parks in Hocking County. The Federal Government provides grants to allow transit access to Federal Parks, however the State of Ohio has never embraced this concept. In Hocking County there is a major issue with traffic congestion on the roads to the State Parks and once there, parking is a significant problem. Hocking County Tourism made one attempt with a commercial transit provider, but costs were prohibitive. Fixed routes to the parks would limit some of the problem and Logan Transit would be able provide the service with State and local support.	Hocking County	Transit Fixed Route	1	Unknown at the present time.
Albany / Lake Snowden Sewer Project	Albany Extended Water Treatment / Sewage - Lake Snowden	Albany Ohio, Lake Snowden, St Rt 50/St Rt 681 Athens, County	Water treatment / Sewer	2000000	Proposed future Grant

<p>Gateway to Opportunity</p>	<p>Our goal is to provide access to driver's education for the most economically disadvantaged students in Ohio. This program will promote workforce development, economic development and promote well being for students in Appalachia. Driver's licenses will support apprenticeships and internships for jobs and give them access to post secondary education opportunities. This program will eliminate barriers to jobs, extracurricular activities, community involvement, and healthcare. With no access to public transportation and extremely limited access to driver's education programs (4 counties have NO training programs), the barriers for students are enormous to get the needed training to be successful in life.</p>	<p>8 Counties in Appalachia including Coshocton, Hocking, Monroe, Morgan, Muskingum, Noble, Perry, and Washington; there are 15 school districts within these 8 counties including Belpre, Caldwell, Crooksville, Fort Frye, Frontier, Logan Hocking, Marietta, Morgan, Noble Local, River View, Switzerland of Ohio, Warren, Washington County Career Center, Wolf Creek, and Zanesville City Schools</p>	<p>Driver's Education Program (including vehicles, staffing, training, certifications, driving instruction, etc.)</p>	<p>1100000</p>	<p>We received a grant from Honda for \$100,000 and In kind matches from districts will include vehicle insurance, maintenance, fuel, school coordinators.</p>
<p>CEVSDC Campus Connectivity</p>	<p>This project has multiple scope items associated with varying stretches within the project area including sidewalk replacement and new sidewalk, drainage improvements, ADA compliant crosswalks, advanced warning signs, curb ramps, and pedestrian lighting. This project aims to improve safety, connectivity, and community health and wellness. The proposed project will close a sidewalk gap and area of deficient narrow sidewalk with known wheelchair mobility issues at high ADT volume (~4142) road CR56 from the grade school to the village, replace and modernize 1660 linear ft of 5ft wide sidewalk along CR56 and 4ft wide sidewalk in the Village of Caldwell connecting the grade school and High School. A Caldwell Exempted Village School District purchased property is designated and being designed for CEVSD sports complex which is also located in between the schools in the Village of Caldwell at the junction of CR56 and Main Street with poor student access connectivity. The district is scheduled to start site prep at the beginning of November 2022. Connectivity will be vastly improved by adding 1,150 linear feet of new sidewalk and incidental drainage improvements to CR58 from junction of CR56 to connect underserved apartment buildings and residential developments that currently become too icy to walk from during winter due to drainage issues. Located on the crest of a sharp turn, the junction of CR56 and CR58 will have advanced warning pedestrian crosswalk signage and a painted crosswalk added to both sides of the junction point and also 270 feet of new sidewalk on CR56 to connect CR58 sidewalk to the county fairgrounds entrance. (Primarily requesting engineering costs from RTPO to facilitate any TAP, SRTS, ACG moneys received for construction)</p>	<p>noble county (cr 56 and cr 58) and village of caldwell (main street)</p>	<p>safety, pedestrian and alternative transportation</p>	<p>2597650.54</p>	<p>SRTS?, TAP?, ACG? (loi and applications being submitted)</p>

Chapter 9

FISCAL CONSTRAINT ANALYSIS

For a project to be included in the RTIP and STIP per federal regulations, reasonable fiscal constraint must be maintained. Fiscal constraint is maintained by keeping estimated transportation improvements within identified budgets. As Buckeye Hills Regional Council currently receive sub-allocated funding, the Ohio STIP addresses fiscal constraint for the Buckeye Hills Regional Council program.

The table below provides an overview of the planned expenditures in the Buckeye Hills Regional Council region for the SFY 2024 - 2027 RTIP/STIP period.

Highway TIP Fiscal Constraint for Buckeye Hills Region													
Buckeye Hills	2023	2024	2024	2024	2025	2025	2025	2026	2026	2026	2027	2027	2027
SH10	Carry Forward	Budget	Estimate	Balance	Budget	Estimate	Balance	Budget	Estimate	Balance	Budget	Estimate	Balance
RTPO STBG	\$ 474,407	\$ 407,262	\$ -	\$ 881,669	\$ 407,262	\$ -	\$ 1,288,931	\$ 407,262	\$ -	\$ 1,696,193	\$ 407,262	\$ -	\$ 2,103,455

1: Budgets represent apportionment amounts and assume no inflation.

Chapter 10

RTPO POLICY BOARD RESOLUTION OF APPROVAL

Following the completion of the public involvement process, the Buckeye Hills Regional Council Executive Committee approved the SFY 2024- 2027 Regional Transportation Improvement Program through Resolution 2024 02-01. A copy of the signed resolution is located on the following pages.

RTPO POLICY BOARD RESOLUTION OF APPROVAL

Following the completion of the public involvement process, the Buckeye Hills Regional Council Executive Committee approved the SFY 2024- 2027 Regional Transportation Improvement Program through Resolution 2023/05-03. A copy of the signed resolution is located below.

RESOLUTION TO ADOPT THE SFY 2024 – 2027 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Resolution #2023/05-03

WHEREAS, Buckeye Hills Regional Council is designated as the Regional Transportation Planning Organization (RTPO) by the Governor for Athens, Hocking, Meigs, Morgan, Monroe, Noble, Perry and Washington Counties in southeast Ohio; and

WHEREAS, the Buckeye Hills Regional Council Executive Committee serves as the policy and decision-making body through which local governments conduct the Buckeye Hills Regional Council RTPO transportation planning process; and

WHEREAS, federal and state directives provide for RTPOs to develop a Regional Transportation Improvement Program (RTIP), in cooperation with state and local officials; regional and local transit operators; port officials; grant recipients under sections of Title 49, U.S.C., and other affected transportation and regional planning and implementing agencies; and

WHEREAS the Buckeye Hills Regional Council RTPO SFY 2024 – 2027 RTIP records the transportation improvement projects, their scopes of work, funding sources, and funding amounts that will be implemented in the Buckeye Hills Regional Council RTPO transportation program over the next four years; and

WHEREAS, the projects recorded in the Buckeye Hills Regional Council RTPO SFY SFY 2024 – 2027 RTIP are consistent with the Buckeye Hills Regional Council RTPO, RTPO Transportation Plan; and

WHEREAS, the Buckeye Hills Regional Council RTPO SFY 2024 – 2027 RTIP is fiscally constrained; and

WHEREAS, the Buckeye Hills Regional Council RTPO SFY 2024– 2027 RTIP was developed and reviewed consistent with Buckeye Hills Regional Council RTPO Public Participation Plan, has been reviewed and accepted by the Technical Advisory Committee and has been coordinated with and local community officials;

NOW THEREFORE BE IT RESOLVED:

1. This Committee adopts the Buckeye Hills Regional Council RTPO SFY 2024 – 2027 Regional Transportation Improvement Program.
2. This Committee approves submission of the Buckeye Hills Regional Council RTPO SFY 2024 – 2027 RTIP to the Ohio Department of Transportation, for consideration of inclusion in the Ohio 2024 – 2027 Statewide Transportation Improvement Program.
3. The Rural Consultation Procedures will be followed to address all changes to the Buckeye Hills Regional Council RTPO SFY 2024 – 2027 RTIP.

BY ACTION OF THE Buckeye Hills Regional Council Executive Committee

Passed on this fifth day of May 2023.

Lenny Eliason, President

Ron Moore, Vice President