

**Buckeye Hills Regional Council**  
**Regional Transportation Improvement Program**  
**(RTIP)**



**State Fiscal Years 2026-2029**

**Completed [03/07/2025]**

**Adopted [06/06/2025]**

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**Buckeye Hills Regional Council  
Regional Transportation Improvement Program (RTIP)  
SFY 2026-2029**

**CHAPTER 1  
INTRODUCTION**

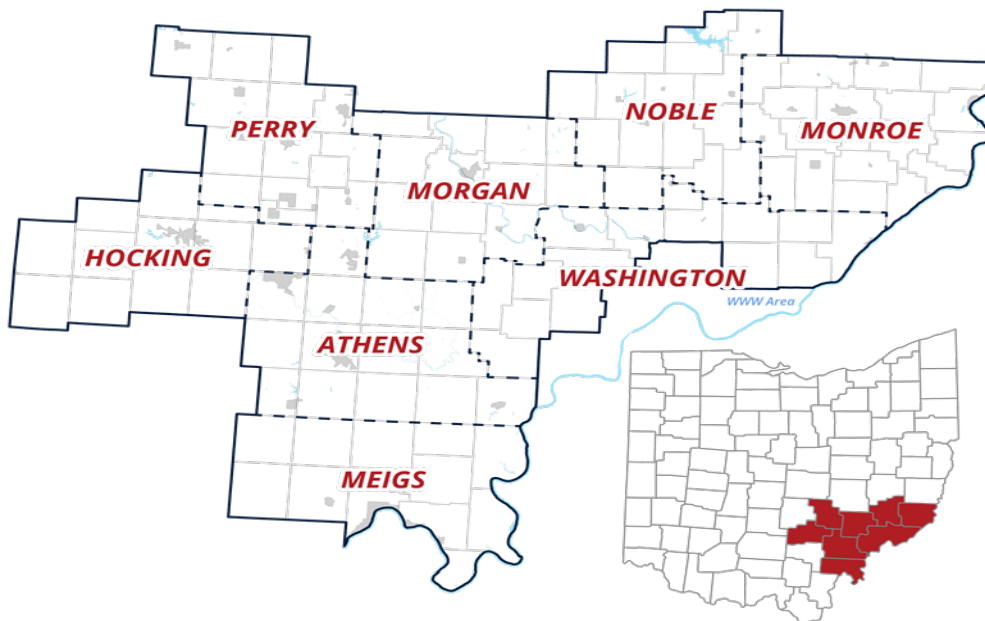
**Introduction to Buckeye Hills Regional Council**

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 21<sup>st</sup> 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:

1. A multimodal, long-range transportation plan (LRTP) for the region
2. An annual unified planning work program (UPWP)
3. 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 Buckeye Hills Regional Council RTPO 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 Committee, 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 Buckeye Hills Regional Council RTPO Long Range Transportation Plan in 2023. 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 long-range transportation plan's goals, objectives, and/or strategies establish Buckeye Hills Regional Council's overall approach to prioritizing transportation projects and investments. These goals and their descriptions are included below in Table 1.

**Table 1 - Transportation Plan Goals  
BHRC RTPO Goals**

<b>Goals</b>	<b>Objective</b>	<b>Strategies</b>
<b>1   Public Participation and Stakeholder Engagement</b>	Interagency Coordination	Work closely with other agencies, including transportation departments, law enforcement, public health agencies, and advocacy organizations, to coordinate efforts and leverage resources to improve safety
	Community Engagement	Engage with local communities, stakeholders, and advocacy groups to understand their safety concerns and priorities and involve them in the planning and implementation of safety initiatives
<b>2   Enhancing Safety</b>	Infrastructure Improvements	Ensure that roads safely accommodate all users, including pedestrians, cyclists, and public transit riders.
	Active Transportation	Educate the community about the benefits of walking and cycling, as well as safe practices for pedestrians and cyclists.
		Work with schools and communities to create safe routes for children to walk or bike to school, including crossing guards, traffic safety education, and infrastructure improvements.
	Projects and Studies	Engage in projects and studies that enhance transportation safety within our region.
	Crash Reporting and Performance Measures	Collect comprehensive data on traffic crashes, including location, causes, and contributing factors, to identify high-risk areas and prioritize safety improvements.
Periodically monitor safety performance indicators, such as crash rates, to understand areas of opportunity within our region.		
<b>3   Improving Connectivity</b>	Infrastructure Improvement	Enhance infrastructure to support growth, improve accessibility, and boost resilience.
	Technology Integration	Leverage technology to enhance efficiency, improve services, and drive innovation across regional operations.
	Policy Implementation	Advocate for transportation policies and legislation that enhance safety and increase accommodation for all users.
	Broadband Integration	Expand broadband access to bridge the digital divide, support economic growth, and improve quality of life.

<b>4   Enhance Mobility and Access</b>	Promote Accessibility	Improve access to transportation services for underserved areas and populations through targeted investments and outreach efforts.
<b>5   Promoting Sustainability</b>	Integrate Sustainability into Planning Processes	Ensure that sustainability principles are integrated into all planning processes, including the long-range transportation plan (LRTP), transportation improvement program (TIP), comprehensive transportation and infrastructure plans, and economic development strategies.
	Promote Active Transportation	Educate the public and invest in infrastructure for walking and cycling, such as sidewalks, bike lanes, and multi-use paths, to encourage active transportation in rural areas.
	Transit Growth and Development	Explore innovative transit solutions, such as demand-responsive services and ridesharing programs, improve access to public transit and educate the public on availability of current programs to help meet the unique needs of rural communities.
<b>7   Supporting Economic Development</b>	Regional Support	Identify transportation investments that support economic development objectives, such as improving access to industrial parks, ports, and other key employment centers.
		Foster partnerships between transportation agencies, economic development organizations, and private sector stakeholders to leverage resources and expertise.

**Glossary of Terms and Acronyms**

<b>RTIP Abbreviations and Descriptions</b>	
<b>Abbreviation</b>	<b>Description</b>
Map No.	Number identifying projects on a map
ODOT	Ohio Department of Transportation
BHRC	Buckeye Hills Regional Council
STIP	Statewide Transportation Improvement Program
RTPO	Rural Transportation Organization
PID NO.	Ubique number assigned by ODOT

Co-RTE-Section	The official project title assigned by ODOT consists 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.SY	Federal Fiscal Year, State Fiscal Year
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

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

## CHAPTER 2

### PERFORMANCE BASED PLANNING AND PROGRAMMING

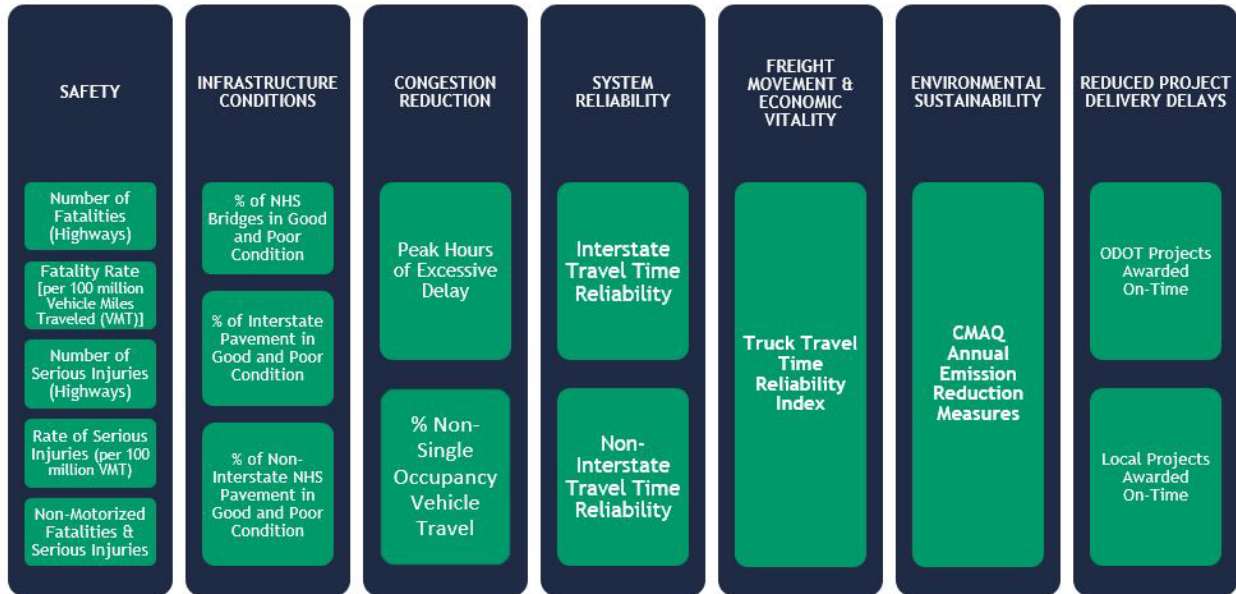
#### Introduction to Transportation Performance Management

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.

#### 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 that regional transportation projects are selected to address transportation performance measures effectively.

**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. BHRC has elected to adopt statewide performance targets

Performance Measure	2023 Performance	2023 Target	Target Met?	2025 Target
<b>Fatalities</b>	1,228	< 1,173	No	< 1,180
<b>Fatality Rate</b>	1.12	< 1.04	No	< 1.08
<b>Serious Injuries</b>	7,791	< 7,649	No	< 7,482
<b>Serious Injury Rate</b>	6.77	< 6.77	No	< 6.51
<b>Non-Motorized Fatalities &amp; Serious Injuries</b>	842.4	< 824	No	< 809

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 RTPO transportation system:

### STIP Projects Improving Safety<sup>1</sup>

Total Safety Projects	Total Safety \$ (Millions)	Projects with HSIP \$	HSIP \$ (Millions)
31	\$36.5 M	10	\$6.3 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.

NHS Pavement Performance Measures	2019 Base line	2-year Target	4-year Target
Percentage of Interstate Pavements in Good Condition	50.8%	N/A	50%
Percentage of Interstate Pavements in Poor Condition	0.1%	N/A	1%
Percentage of Non-Interstate NHS Pavements in Good Condition	41.3%	35%	35%
Percentage of Non-Interstate NHS Pavements in Poor Condition	0.8%	3%	3%

NHS Bridge Performance Measures	2019 Base line	2-year Target	4-year Target
Percentage of NHS Bridges in Good Condition	54.1%	50%	50%
Percentage of NHS Bridges in Poor Condition	3.0%	5%	5%

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:

#### STIP Projects Improving Pavements<sup>1</sup>

Road Type	Number of Projects	Lane Miles Improved	Construction \$ (Millions)
Interstate	1	31	\$8.5 M
Non-Interstate NHS	6	144	\$49.1 M

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

#### STIP Projects Improving NHS Bridges<sup>1</sup>

Number of Projects	Bridges Improved	Construction \$ (Millions)
2	3	\$1.9 M

<sup>1</sup> Projects that have construction contract funds assigned to treaded bridges on the NHS system.

### 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 Reliability<sup>1</sup>**

Road Type	Number of Projects	Construction \$ (Millions) <sup>2</sup>
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.

Projects that reduce the total number of vehicles on Ohio’s roadways and those which improve traffic flow/reduce vehicle idling also contribute to the reduction in these mobile source pollutants. The tables below show projects and investments in the Buckeye Hills Regional Council region that will assist with Non-Single Occupancy Vehicle (Non-SOV) travel and will reduce Peak Hour Excessive Delay (PHED).

**STIP Projects Improving Non-SOV Travel<sup>1</sup>**

Total Non-SOV Projects	Total Non-SOV \$ (Millions)	Non-SOV Projects with CMAQ \$	Non-SOV CMAQ \$ (Millions)
10	\$10.5 M	0	\$. M

**1a** Projects that contain an FTA Transfer or

**1b** Projects that contains 'Rideshare' in the project name or

**1c** Projects that have a primary project purpose related to one of the following (Bike Facility, Enhanced Crossing, Pedestrian Facilities, Shared Use Path)

**STIP Projects Improving Peak Hour Excessive Delay<sup>1</sup>**

Total PHED Projects	Total PHED \$ (Millions)	PHED Projects with CMAQ \$	PHED CMAQ \$ (Millions)
0	\$. M	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) and contain committed construction contract funding 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, Traffic Management Engineering - HOV) and contain committed construction contract funding.

## Transit Asset Management (TAM):

ODOT has set the following *state* 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 table below shows total transit investments and projects planned for the Buckeye Hills Regional Council region in the RTIP period:*

## Buckeye Hills Regional Council ODOT Transit Projects 2026-2029

PID	Project Name	Grantee Primary MPO	Grantee Primary County	Grantee Agency (Transit Agency)	State Fiscal Year	Total PID Cost
117736	5311 Facilities OH-2023-019	Buckeye Hills	Perry	Perry County Transit 006	2026	\$ 14,858,138.00
118230	Super Gr 2026-5310 Admn/OTAP	Rural	Statewide	Ohio Department of Transportation	2026	\$ 225,101.75
118232	Super Gr 2026-5311 Admn/RTAP	Rural	Statewide	Ohio Department of Transportation	2026	\$ 2,216,362.24
118236	Super Gr 2027-5310 Admn/OTAP	Rural	Statewide	Ohio Department of Transportation	2027	\$ 231,854.82
118238	Super Gr 2027-5311 Admn/RTAP	Rural	Statewide	Ohio Department of Transportation	2027	\$ 2,275,353.10
118257	5311 OH-2026-X01 Award	Buckeye Hills	Athens	Agencies in Buckeye Hills Region (Planning)	2026	\$ 82,687,511.22
118259	5311 OH-2027-X01 Award	Buckeye Hills	Athens	Agencies in Buckeye Hills Region (Planning)	2027	\$ 73,081,933.94
118271	5339 OH-2026-XXX Award	Buckeye Hills	Athens	Agencies in Buckeye Hills Region (Planning)	2026	\$ 5,000,000.00
118276	5339 OH-2027-XXX Award	Buckeye Hills	Athens	Agencies in Buckeye Hills Region (Planning)	2027	\$ 5,000,000.00
118283	5310 - SFY2026 ODOT Administered	Buckeye Hills	Athens	Agencies in Buckeye Hills Region (Planning)	2026	\$ 11,821,765.99
118284	5310 - SFY2027 ODOT Administered	Buckeye Hills	Athens	Agencies in Buckeye Hills Region (Planning)	2027	\$ 12,055,387.61
118284	5310 - SFY2027 ODOT Administered	Buckeye Hills	Athens	Agencies in Buckeye Hills Region (Planning)	2027	\$ 12,055,387.61
122575	Super Gr 2028 5310/5311 - Admin	Rural	Statewide	Ohio Department of Transportation	2028	\$ 2,324,924.13
122592	Super Gr 2029 5310/5311 - Admin	Rural	Statewide	Ohio Department of Transportation	2029	\$ 2,394,671.87
123194	S2026 GRF OTP2	Rural	Statewide	Ohio Department of Transportation	2026	\$ 4,900,000.00
123195	S2026 UTP Planning	Rural	Statewide	Ohio Department of Transportation	2026	\$ 9,001,648.00
123196	S2026 Flex OTP2 Planning	Rural	Statewide	Ohio Department of Transportation	2026	\$ 33,000,000.00
123289	5311 OH-2028-X01 Award	Buckeye Hills	Athens	Agencies in Buckeye Hills Region (Planning)	2028	\$ 73,931,933.94
123291	5311 OH-2029-X01 Award	Buckeye Hills	Athens	Agencies in Buckeye Hills Region (Planning)	2028	\$ 73,931,933.94
123296	5310 - SFY2028 ODOT Administered	Buckeye Hills	Athens	Agencies in Buckeye Hills Region (Planning)	2028	\$ 4,811,654.99

**Buckeye Hills Regional Transit Safety Performance (by Transit):**

1. Total # of Safety Events
2. Safety Event Rate per Vehicle Revenue Miles
3. Total # of Fatalities
4. Fatality Rate per Vehicle Revenue Miles
5. Total # of Injuries
6. Injury Rate per Vehicle Revenue Miles
7. System Reliability

*Athens County Public Transit (2023):*

Total # of Safety Events = 6

Safety Event Rate per Vehicle Revenue Miles =  $362,975 / 6 = 1$  event per 60,495.8 Miles

Total # of Fatalities = 0

Fatality Rate per Vehicle Revenue Miles = 0 deaths per vehicle revenue miles

Total # of Injuries = 3

Injury Rate per Vehicle Revenue Miles =  $362,975$  total miles / 3 injuries = 1 injury per 120,991 vehicle revenue miles

System Reliability = 0 trip denials for fixed route and 231 trip denials for demand response.

*Washington County Community Action Bus Line (2023):*

Total # of Safety Events = 9

Safety Event Rate per Vehicle Revenue Miles =  $285,344$  (estimate) / 9 = 1 event per 31,704.9 Miles

Total # of Fatalities = 0

Fatality Rate per Vehicle Revenue Miles = 0

Total # of Injuries = 0

Injury Rate per Vehicle Revenue Miles = 0

System Reliability = Not Shared

*Logan Public Transit (2023):*

Total # of Safety Events = 0

Safety Event Rate per Vehicle Revenue Miles = 0

Total # of Fatalities = 0

Fatality Rate per Vehicle Revenue Miles = 0

Total # of Injuries = 0

Injury Rate per Vehicle Revenue Miles = 0

System Reliability = Not Shared

The transit agencies within Noble, Morgan, Monroe, Meigs, and Perry either declined, does not track, or did not respond to our request for regional transit safety performance data. For further inquiries regarding specific data, please contact the agencies in the respective counties or the ODOT Transit/Mobility Division.

## 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 making a determination 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<sub>x</sub>), 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.

According to the US EPA's "Green Book", there are no counties within the Buckeye Hills Regional Council region designated as "non-attainment" or "maintenance" areas for one of the criteria pollutants. Therefore, an air quality conformity analysis is not required.

## CHAPTER 4

### DEMOGRAPHIC ANALYSIS

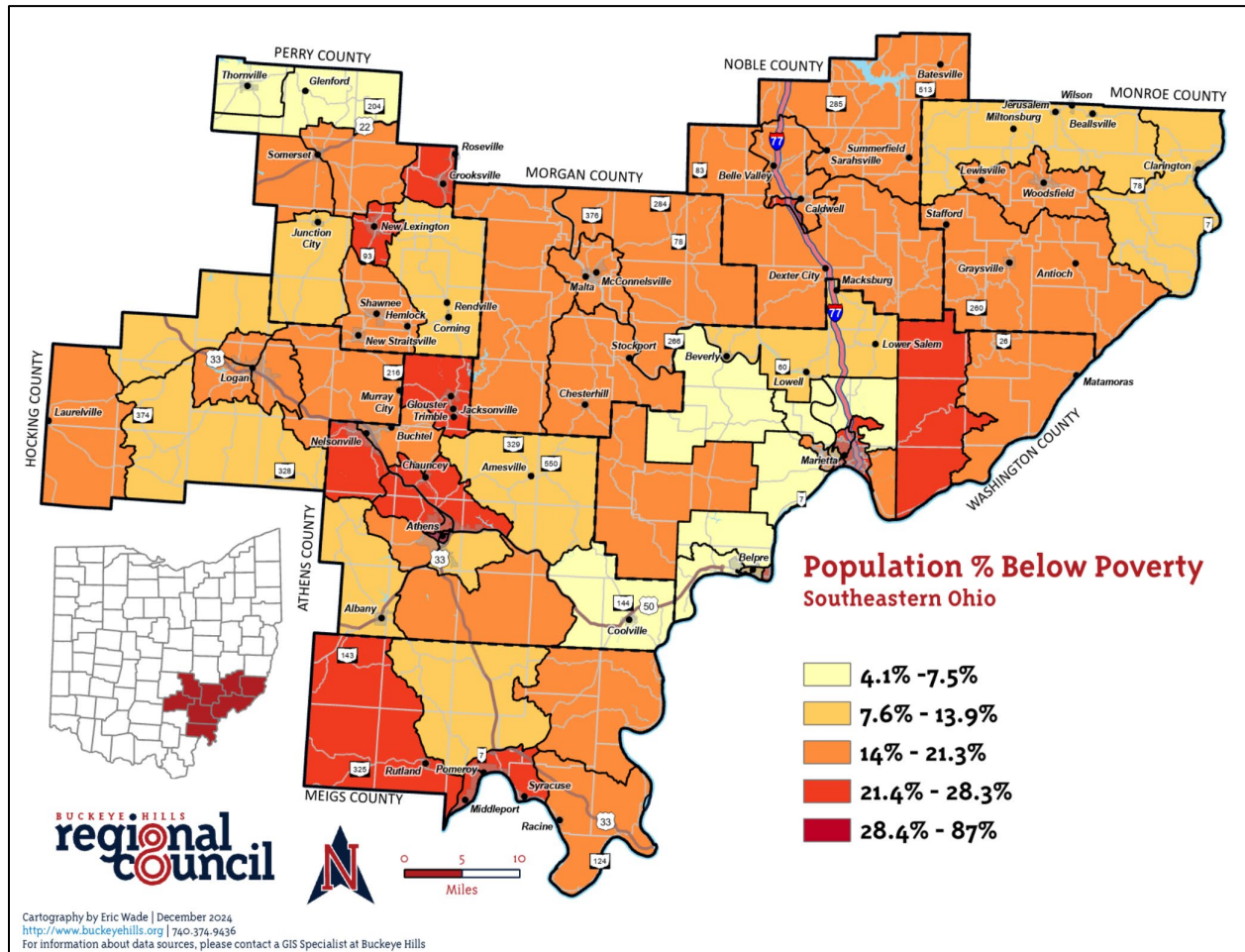
*Total Population in the Buckeye Hills Region:*

	Athens County	Hocking County	Meigs County	Monroe County	Morgan County	Noble County	Perry County	Washington County	Buckeye Hills Region Total(s)	Regional %
Under 18 years	9,100	5,753	4,458	2,749	2,881	2,668	8,274	11,208	47,091	19%
18 to 24 years	17,843	2,080	1,532	974	1,009	754	2,423	4,812	31,427	13%
25 to 34 years	6,507	3,132	2,329	1,376	1,435	1,577	4,479	6,837	27,672	11%
35 to 44 years	6,504	3,589	2,661	1,496	1,645	1,416	4,190	6,657	28,158	11%
45 to 54 years	6,432	3,245	2,884	1,694	1,723	1,067	4,462	6,810	28,317	11%
55 to 64 years	6,913	4,076	3,223	2,000	2,135	2,693	4,928	8,676	34,644	14%
65 years and over	9,407	5,665	4,680	3,112	3,023	4,041	6,795	13,577	50,300	20%
<b>Total</b>	<b>62,706</b>	<b>27,540</b>	<b>21,767</b>	<b>13,401</b>	<b>13,851</b>	<b>14,216</b>	<b>35,551</b>	<b>58,577</b>	<b>247,609</b>	

*Total Population by Demographic(s) in the Buckeye Hills Region:*

	Athens County	Hocking County	Meigs County	Monroe County	Morgan County	Noble County	Perry County	Washington County	Buckeye Hills Region Total(s)	Regional %
American Indian and Alaska Native	247	50	50	12	20	34	100	126	639	0.3%
Asian	1,223	71	23	21	24	23	67	312	1,764	1%
Black or African American	2,894	140	153	19	405	757	90	605	5,063	2%
Hispanic or Latino	1,450	232	172	67	127	173	252	717	3,190	1%
Native Hawaiian and Other Pacific Islander	2	-	-	3	4	-	-	11	20	0.008%
White	54,513	26,595	21,250	12,945	12,568	12,886	33,710	55,950	230,417	92%
Some Other Race	630	90	90	30	71	83	113	315	1,422	1%
Two or more Races	-	1,104	644	355	710	332	1,328	2,452	6,925	3%
<b>Total</b>	<b>62,431</b>	<b>28,050</b>	<b>22,210</b>	<b>13,385</b>	<b>13,802</b>	<b>14,115</b>	<b>35,408</b>	<b>59,771</b>	<b>249,172</b>	

*Total Population % Below Poverty by Census Tract in the Buckeye Hills Region:*



In southeast Ohio, eight counties are set to experience a series of transportation projects aimed at improving infrastructure, access, and mobility. Demographic analysis has been conducted to assess the impacts of these developments on local communities. While the area is predominantly rural, certain socioeconomic factors, such as lower income levels and limited access to resources, classify these communities as disadvantaged.

After reviewing data and the future project(s) analysis indicates that, overall, the transportation projects are expected to have mostly positive effects on our population. Key benefits include improved connectivity to essential services, enhanced job access, and increased safety on rural roads. These improvements are anticipated to foster economic development by connecting local businesses with larger regional markets, promoting tourism, and facilitating access to education and healthcare.

Overall, the transportation initiatives are poised to bring long-term positive changes, particularly in providing better access to opportunities and services for the region’s historically disadvantaged residents. By taking proactive steps to minimize any negative impacts, the projects can contribute to economic growth in southeast Ohio.

**Impact Table:**

<b><i>Impact Area</i></b>	<b><i>Outcome</i></b>	<b><i>Details</i></b>	<b><i>Action Steps</i></b>
<b><i>Economic Development</i></b>	Positive	Improved connectivity boosts local business, tourism, and access to regional markets.	Support local business growth and workforce development.
<b><i>Job Access</i></b>	Positive	Easier access to jobs in nearby cities and towns.	Implement workforce initiatives to match transportation improvements.
<b><i>Healthcare Access</i></b>	Positive	Shorter travel times to medical facilities.	Ensure health services are prepared for increased traffic.
<b><i>Safety</i></b>	Positive	Road safety improvements reduce accidents.	Promote traffic safety awareness.
<b><i>Environmental Impact</i></b>	Neutral/Positive	Minimal environmental disruption, with focus on sustainability.	Follow sustainable construction practices.
<b><i>Disruption</i></b>	Neutral	Short-term impacts from construction on agriculture and commutes.	Minimize disruptions with phased schedules and proper notification.

## 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:

#### **Policy Statement**

**Buckeye Hills Regional Council**, operating demand response transit provider, as a recipient of Federal Transit Administration (FTA) grant dollars either directly from FTA or through the Ohio Department of Transportation (ODOT), will comply with the Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d), the U.S. Department of Transportation implementing regulations, FTA Circular 4702.1B, and ODOT Public Transportation requirements as specified in Master Grant Agreement, and State Management Plan. **Buckeye Hills Regional Council** operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act.

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](mailto: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 <https://buckeyehills.org/about/compliance/> for additional information and any related forms and procedures.

Throughout the SFY 2026-2029 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:

1. All meeting notices are printed in the local newspapers and, on social media platforms including Facebook and LinkedIn, during the BHRC board meetings notification of upcoming meetings are discussed and written notices are included in their package, email notifications are sent to internal staff and external contacts including RTPO Committee members and ODOT District offices 5 and 10.
2. The meeting locations and in a central location, convenient times parking is available, and transit will drop off and pick up at the location.

The SFY 2026-2029 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 2026-2029 RTIP planning process:

A list of outreach measures and physical accommodations to ensure meaningful access of those protected by ADA requirement included:

1. Holding meetings at ADA-compliant facilities
2. Accommodations will be made to ensure that individuals with a communicative disability can participate in meetings

Buckeye Hills Regional Council carefully considered the needs of all of our region's residents throughout the SFY 2026-2029 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 the Public Participation Plan 2024 BHRC Public Participation Plan, the agency's official public participation plan. This document details the Buckeye Hills Regional Council's public involvement process for all of its principle duties, including the development of the RTIP document. The 2024 BHRC Public Participation Plan may be accessed at the following link: <https://buckeyehills.org/wp-content/uploads/2024/07/2024-BHRC-Public-Participation-Plan-Final-July-24-2024.pdf>.

#### Public Comment Period

The draft RTIP document is developed and presented to the public for a 30-day public comment period, public comment period. The following is a summary of the SFY 2026-2029 RTIP public comment period:

All notices requesting public comment will be published at least ten (10) calendar days prior to the meeting date or end of the comment period. Additionally, all notices will include dates, times, and locations of meetings. If no meeting is required, the addresses and other information where documents will be available for review or comments will be provided.

During the comment period, documents will be available at the Buckeye Hills Regional Council office, located at 1400 Pike Street, Marietta, Ohio 45750 and electronic copies will be located on the Buckeye Hills website ([buckeyehills.org](http://buckeyehills.org)). Comments may be submitted by electronic, U.S., or voice mail. All comments should be addressed to the Planning Director.

The Buckeye Hills website offers an easily identifiable place for public comment on BHRC items relating to transportation. When the public is invited to comment on the planning process, BHRC will use the website as a tool to allow for comments and collection of input.

The meeting listed below will be held in March and April to review the RTIP document. ODOT district staff will be invited to attend. Meetings are open to the public:

- Virtual meeting March 13, 2025, 9-9:45 am
- RTPO TAC meeting at 1400 Pike Street Marietta Oh 45750 March 13, 2025 @ 10am, hybrid
- General Policy Council meeting at 1400 Pike Street Marietta OH 45750 April 4, 2025 @ 10am, In-person

# CHAPTER 7

## PREVIOUS RTIP ACCOMPLISHMENTS

Buckeye Hills RTPO has had many accomplishments in the previous RTIP cycle such as mobility management expansion into three counties (Morgan, Noble, and Washington) and regionally. The agency recently hired a regional transportation manager to assist regional mobility and active transportation projects within the eight-county footprint. The mobility team actively engages in stakeholder meetings, fosters/creates local partnerships, and has expanded overall impact.

The planning division was also created in the past 24 months which encapsulates the RTPO into a multi-functional planning-oriented department with various transportation and other project related activities. The Buckeye Hills RTPO is currently working on a Resilience Improvement Plan (RIP), multiple Hazard Mitigation projects/grant applications, and successfully administered over 2 million dollars in STBG funds from the previous RTIP cycle.

The department has successfully completed all of its short-term goals listed in the previous RTIP:

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

The RTPO also has some long-term goals listed in the previous RTIP that are near completion or have been completed at some capacity:

1. Establish a fully regional coordinated transit plan, and increase operations
2. Focus on multi-use trail connections across the region

### Completed Projects

*The following table illustrates the projects completed during the SFY 2022-2025 RTIP cycle:*

PID	ODOT District	Project Sponsor	Project Name	Project Description	STBG Fund(s) Allocated	GOAL
113154	10	Village of Chesterhill	MRG Chesterhill Streetscape Ph 1	Replacement of sidewalks on Marion Street in the Village of Chesterhill. Work includes the construction of ADA compliant curb ramps, light fixtures and other enhancements.	\$50,000	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.	\$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
116910	10	City of Nelsonville	ATH-CR33/SR178	2" Mill and Fill Resurfacing Project	\$91,728	PROMOTE & SUPPORT SAFETY IMPROVEMENTS
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
117178	10	City of Logan	HOC-CR505/SR93	2" Mill and Fill Resurfacing Project	\$50,000	PROMOTE & SUPPORT SAFETY IMPROVEMENTS
117172	10	Village of Middleport	MEG-Middleport Streetscape Ph 1	MEG-Middleport Streetscape Phase I	\$50,000	ADVANCE MOBILITY AND ACCESSIBILITY

### 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:*

PID	ODOT District	Project Sponsor	Contact Name	Project Name	Project Description	STBG Fund(s) Allocated	GOAL
119764	5	Village of Thornville	Mayor Amanda Lackey	PER TR 358 0.00 (THORN TWP)	Construction of multi-use trail along Twp Rd 358.	\$75,000	ADVANCE MOBILITY AND ACCESSIBILITY
120192	10	Village of Beverly	Mayor James Ullman	WAS Beverly Sidewalk FY2026	Sidewalk replacement and ADA compliance updates: Center St. (priority 1), 4th Street (priority 2), 3rd Street (priority 3).	\$50,000	PROMOTE & SUPPORT SAFETY IMPROVEMENTS

122000	5	Village of Somerset	Mayor Eric Emmert	PER SR 13/US 22 27.62/06.16	Pedestrian Safety Improvement in the Village of Somerset / Perry County.	\$50,000	PROMOTE & SUPPORT SAFETY IMPROVEMENTS
119817	10	Village of Amesville	Mayor Gary Gooseman	ATH SR 329 13.64	Pedestrian safety project. Includes sidewalk, curb extensions, curb ramps and pavement markings. ATH 328 13.64/ATH 550 10.78.	\$38,428	PROMOTE & SUPPORT SAFETY IMPROVEMENTS
119739	5	Village of New Lexington	Mayor Trent Thompson	PER SR 13/37/345 VAR	Construction of pedestrian facilities along SR 13, 37 & 345 in Village of New Lexington.	\$43,834	ADVANCE MOBILITY AND ACCESSIBILITY
117322	10	City of Nelsonville	City Manager Scott Frank	ATH Nelsonville MobilityCorridor	Upgrade of sidewalks, curbs, curb ramps and crosswalks. Includes the installation of bus stop shelters in the City of Nelsonville. Locations include Fayette Street, Jefferson Street, Watkins Street and Chestnut Street.	\$50,000	PROMOTE & SUPPORT SAFETY IMPROVEMENTS
120193	10	Village of Caldwell	Noble County Engineer Todd Coss	CEVSD Campus Connectivity	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.	\$357,359	PROMOTE & SUPPORT SAFETY IMPROVEMENTS
116910	10	City of Nelsonville	Mike Betts	Canal Street and Burr Oak Blvd Resurfacing	The project includes improvements along County Roads 33 (CR-33) and 178 (CR-178) to address safety concerns, enhance accessibility, and rehabilitate aging infrastructure.	\$200,000	PROMOTE & SUPPORT SAFETY IMPROVEMENTS
119860	10	City of Woodsfield	Monroe County Engineer Amy Zwick	MOE_Woodsfield SR 78 Multi-Use Path	The project proposed scope includes engineering, design and construction of a multi-use pathway to connect multiple housing developments/residential area to the retail and business area on the	\$200,000	PROMOTE & SUPPORT SAFETY IMPROVEMENTS

					North side of State Route 78.		
122502	10	Buckeye Hills Regional Council	Eric Wade	Hocking County ATP Master Plan	This project is designed to develop a master plan for hocking county that focuses on active transportation and related infrastructure capacity and build out. It will focus on local and regional connectivity.	\$150,000	ADVANCE MOBILITY AND ACCESSIBILITY
123165	10	Village of Racine	Mayor Scott Hill	Active Transportation Sidewalk EXT	This project will build out the sidewalk infrastructure and planning in the Village of Racine.	\$200,000	ADVANCE MOBILITY AND ACCESSIBILITY
122174	10	Village of Coolville	Mayor Neil Cowen	Coolville Culvert Pipe Replacement Project	This project will assist the village of Coolville in replacing various faulty piping within their infrastructure.	\$200,000	PROMOTE & SUPPORT SAFETY IMPROVEMENTS
122173	10	Village of Murray City	Village Admin Ron Cook	Murray City Resurfacing Project	This project will resurface multiple miles of road within the village limits of Murray City.	\$200,000	PROMOTE & SUPPORT SAFETY IMPROVEMENTS
122093	5	Village of Crooksville	Lacey Tumblin	Industrial Drive Sidewalk Improvements	This project will build out the sidewalk infrastructure and planning in the Village of Crooksville.	\$200,000	ADVANCE MOBILITY AND ACCESSIBILITY

## CHAPTER 8 PROJECTS

This chapter provides an overview of the project listings in the SFY2026-2029 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 2 - Definitions**

Term	Description
PID No.	The Project Identification Number is 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)	The total cost of all project phases is in current dollars and rounded off to the nearest thousands.
Project Sponsor	The unit of government or agency that initiated the project is charged with implementation responsibility and assigned a 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 2026-2029 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's long-range transportation plan, Buckeye Hills Regional Council Long Range Transportation Plan.

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 this [link](#).

The following table includes all of the individual highway and transit projects programmed for funding during the SFY 2026-2029 RTIP cycle.

PID	STIP Type (Group/Individual)	Project Name	MPOs/RTP Os/Large Cities	Primary Locale	Project Termini	Project Description	Primary Work Category	State Fiscal Year	Phase	Phase Cost	Total Cost
121463	Individual	HOC US 33 0.00	Buckeye Hills	Hocking	Begin	Address safety and access management concerns for 9 intersections along HOC US 33 0.00-4.75, HOC 374 25.00-25.154, HOC 180*IC 0.09-0.166, HOC 180 16.49-16.54.	Intersection Improvement (Safety)	2026	D D	\$ 695,454.55	\$ 8,000,000.00
121463	Individual	HOC US 33 0.00	Buckeye Hills	Hocking	Begin	Address safety and access management concerns for 9 intersections along HOC US 33 0.00-4.75, HOC 374 25.00-25.154, HOC 180*IC 0.09-0.166, HOC	Intersection Improvement (Safety)	2026	D D	\$ 695,454.55	\$ 8,000,000.00

						180 16.49-16.54.					
121 463	Individual	HOC US 33 0.00	Buckeye Hills	Hocking	Begin	Address safety and access management concerns for 9 intersections along HOC US 33 0.00-4.75. HOC 374 25.00-25.154, HOC 180*IC 0.09-0.166. HOC 180 16.49-16.54.	Intersection Improvement (Safety)	2026	R W	\$ 350,000. 00	\$ 8,000,000 .00
121 463	Individual	HOC US 33 0.00	Buckeye Hills	Hocking	Begin	Address safety and access management concerns for 9 intersections along HOC US 33 0.00-4.75. HOC 374 25.00-25.154, HOC 180*IC 0.09-0.166. HOC 180 16.49-16.54.	Intersection Improvement (Safety)	2026	R W	\$ 350,000. 00	\$ 8,000,000 .00
121 463	Individual	HOC US 33 0.00	Buckeye Hills	Hocking	Begin	Address safety and access management concerns for 9 intersections along HOC US 33 0.00-4.75. HOC 374 25.00-25.154, HOC 180*IC 0.09-0.166. HOC 180 16.49-16.54.	Intersection Improvement (Safety)	2026	R W	\$ 350,000. 00	\$ 8,000,000 .00
121 463	Individual	HOC US 33 0.00	Buckeye Hills	Hocking	Begin	Address safety and access management concerns for 9 intersections along HOC US 33 0.00-4.75. HOC 374 25.00-25.154, HOC 180*IC 0.09-0.166. HOC 180 16.49-16.54.	Intersection Improvement (Safety)	2026	R W	\$ 350,000. 00	\$ 8,000,000 .00

						374 25.00-25.154, HOC 180*IC 0.09-0.166. HOC 180 16.49-16.54.					
123 339	Individual	WAS CR 42 Resurfacing FY2027	WWW; Buckeye Hills	Washing ton	Begin at SR 375.	Two-lane resurfacing project on WAS CR 42.	Roadwa y Minor Rehab	2027	CO	\$ 1,983,210.00	\$ 1,983,210.00
123 339	Individual	WAS CR 42 Resurfacing FY2027	WWW; Buckeye Hills	Washing ton	Begin at SR 375.	Two-lane resurfacing project on WAS CR 42.	Roadwa y Minor Rehab	2027	CO	\$ 1,983,210.00	\$ 1,983,210.00
123 339	Individual	WAS CR 42 Resurfacing FY2027	WWW; Buckeye Hills	Washing ton	Begin at SR 375.	Two-lane resurfacing project on WAS CR 42.	Roadwa y Minor Rehab	2027	CO	\$ 1,983,210.00	\$ 1,983,210.00
123 339	Individual	WAS CR 42 Resurfacing FY2027	WWW; Buckeye Hills	Washing ton	Begin at SR 375.	Two-lane resurfacing project on WAS CR 42.	Roadwa y Minor Rehab	2027	CO	\$ 1,983,210.00	\$ 1,983,210.00
123 339	Individual	WAS CR 42 Resurfacing FY2027	WWW; Buckeye Hills	Washing ton	Begin at SR 375.	Two-lane resurfacing project on WAS CR 42.	Roadwa y Minor Rehab	2027	CO	\$ 1,983,210.00	\$ 1,983,210.00
123 340	Individual	WAS CR 344 Resurfacing FY2028	WWW; Buckeye Hills	Washing ton	Begin at Marietta corp limit.	Two-lane resurfacing project on WAS CR 344.	Roadwa y Minor Rehab	2028	CO	\$ 579,758.00	\$ 579,758.00
123 340	Individual	WAS CR 344 Resurfacing FY2028	WWW; Buckeye Hills	Washing ton	Begin at Marietta corp limit.	Two-lane resurfacing project on WAS CR 344.	Roadwa y Minor Rehab	2028	CO	\$ 579,758.00	\$ 579,758.00
123 340	Individual	WAS CR 344 Resurfacing FY2028	WWW; Buckeye Hills	Washing ton	Begin at Marietta corp limit.	Two-lane resurfacing project on WAS CR 344.	Roadwa y Minor Rehab	2028	CO	\$ 579,758.00	\$ 579,758.00

## 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:

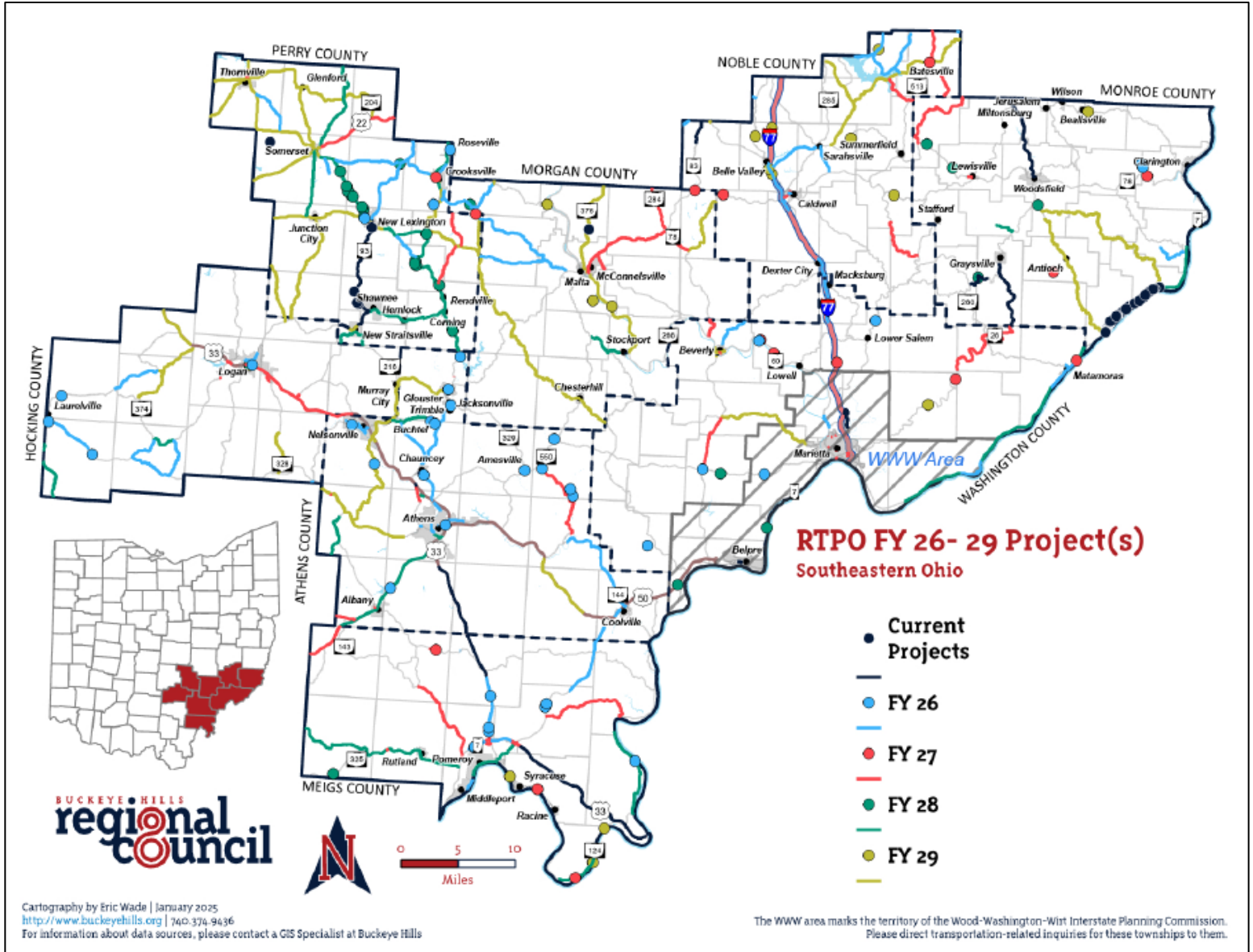
1. Non-controversial in nature
2. Have an air quality status of "Exempt"
3. Have a negligible environmental impact
4. Will not add capacity to the existing system
5. Have a total project cost below \$30 million

*The following table(s) includes all of the grouped highway projects programmed for funding during the SFY 2026-2029 RTIP cycle:*

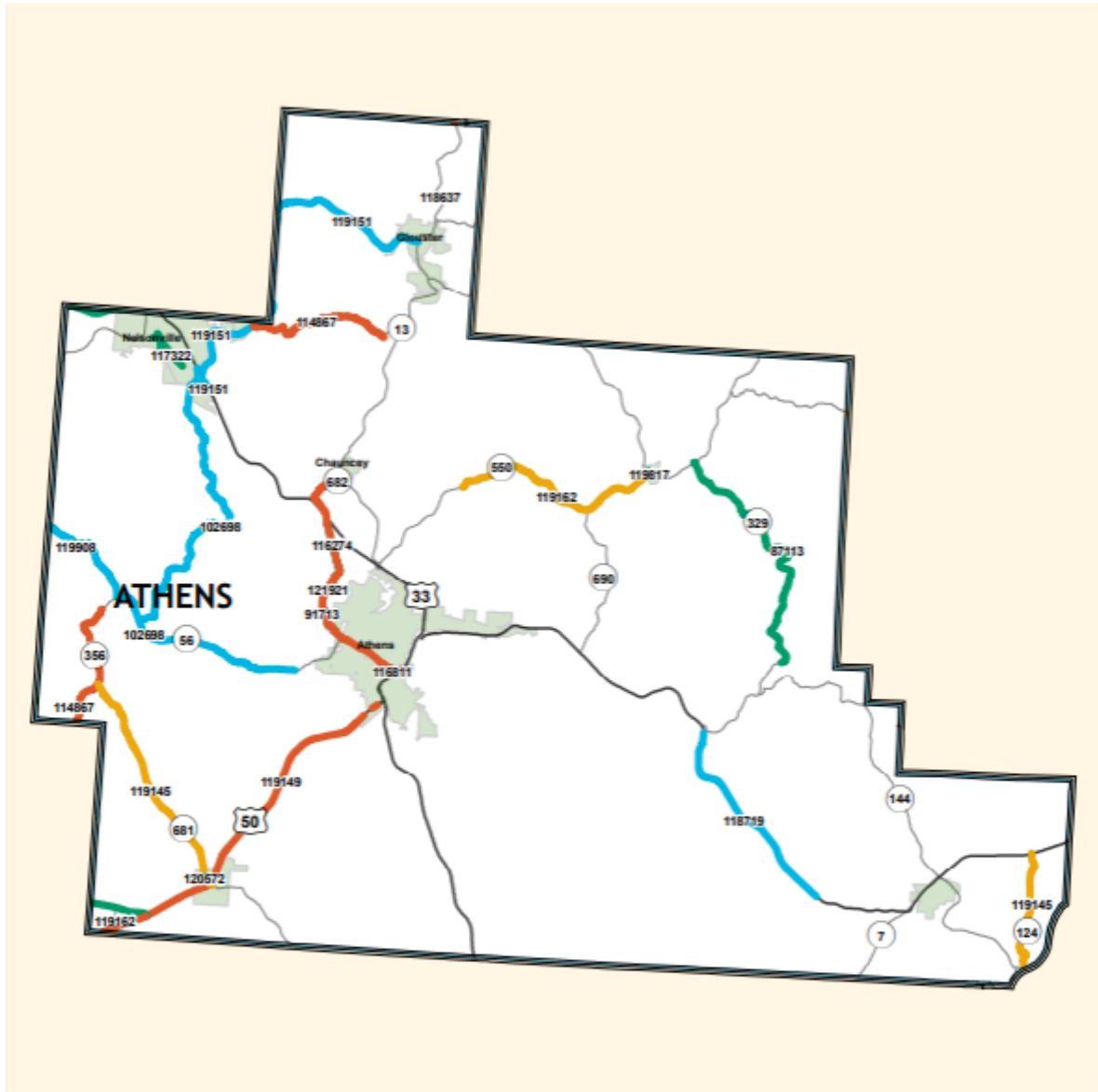
<b>Sum of Highway STIP Work Category Estimates for Buckeye Hills Region</b>					
<b>Buckeye Hills</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2026-2029 Total</b>
BH10	Estimate	Estimate	Estimate	Estimate	Estimate
<b>Work Category Group</b>					
Expansion	\$ -	\$ -	\$ -	\$ -	\$ -
Facilities / Properties	\$ -	\$ 1,696,800	\$ -	\$ -	\$ 1,696,800
Jobs & Commerce	\$ -	\$ -	\$ -	\$ -	\$ -
Maintenance	\$ 19,435,950	\$ 6,792,410	\$ 3,472,000	\$ 2,307,500	\$ 32,007,860
Operations	\$ -	\$ -	\$ -	\$ -	\$ -
Other Modes	\$ -	\$ -	\$ -	\$ -	\$ -
Pedestrian / Bicycle	\$ 3,244,853	\$ 9,263,997	\$ 825,000	\$ -	\$ 13,333,850
Preservation	\$ 57,462,772	\$ 65,986,778	\$ 118,189,933	\$ 18,401,773	\$ 260,041,255
Rail	\$ -	\$ -	\$ -	\$ -	\$ -
Safety	\$ 13,206,711	\$ 6,064,800	\$ 7,831,947	\$ 6,548,000	\$ 33,651,458
Studies / Tasks	\$ -	\$ -	\$ 400,000	\$ 80,000	\$ 480,000
Transit	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 93,350,286</b>	<b>\$ 89,804,785</b>	<b>\$ 130,718,880</b>	<b>\$ 27,337,273</b>	<b>\$ 341,211,223</b>

## Project Maps

The following map(s) illustrate the locations of the projects from the tables above:



# 2026 - 2029 Construction Projects ATHENS County



Legend		STIP Period Work Locations			
	Interstate		2026		2026
	State Route		2027		2027
	US Route		2028		2028
	City		2029		2029
	County				

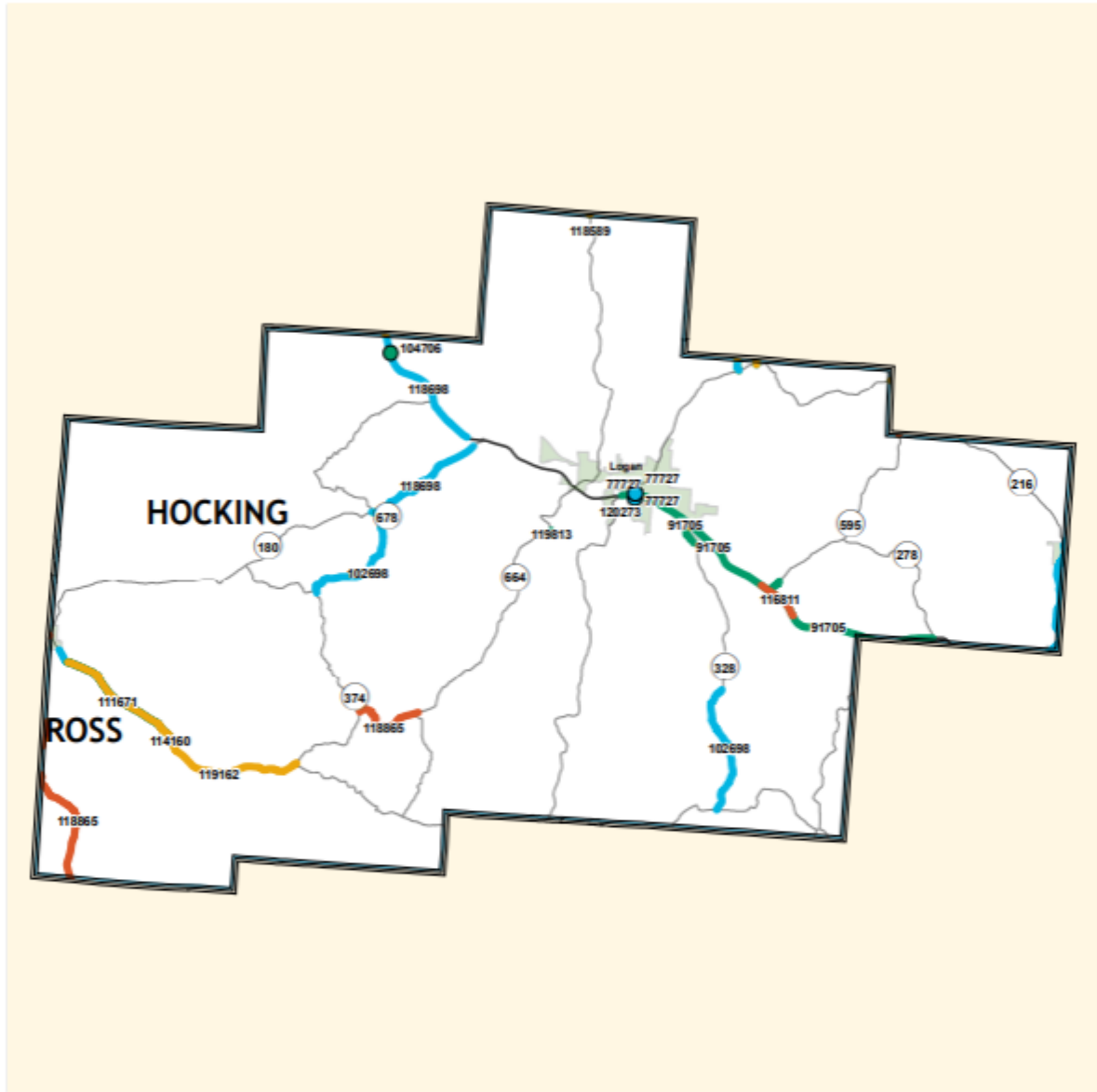


Date: 7/23/2024



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# 2026 - 2029 Construction Projects HOCKING County



Interstate	<b>STIP Period Work Locations</b>	
State Route	2026	2026
US Route	2027	2027
City	2028	2028
County	2029	2029

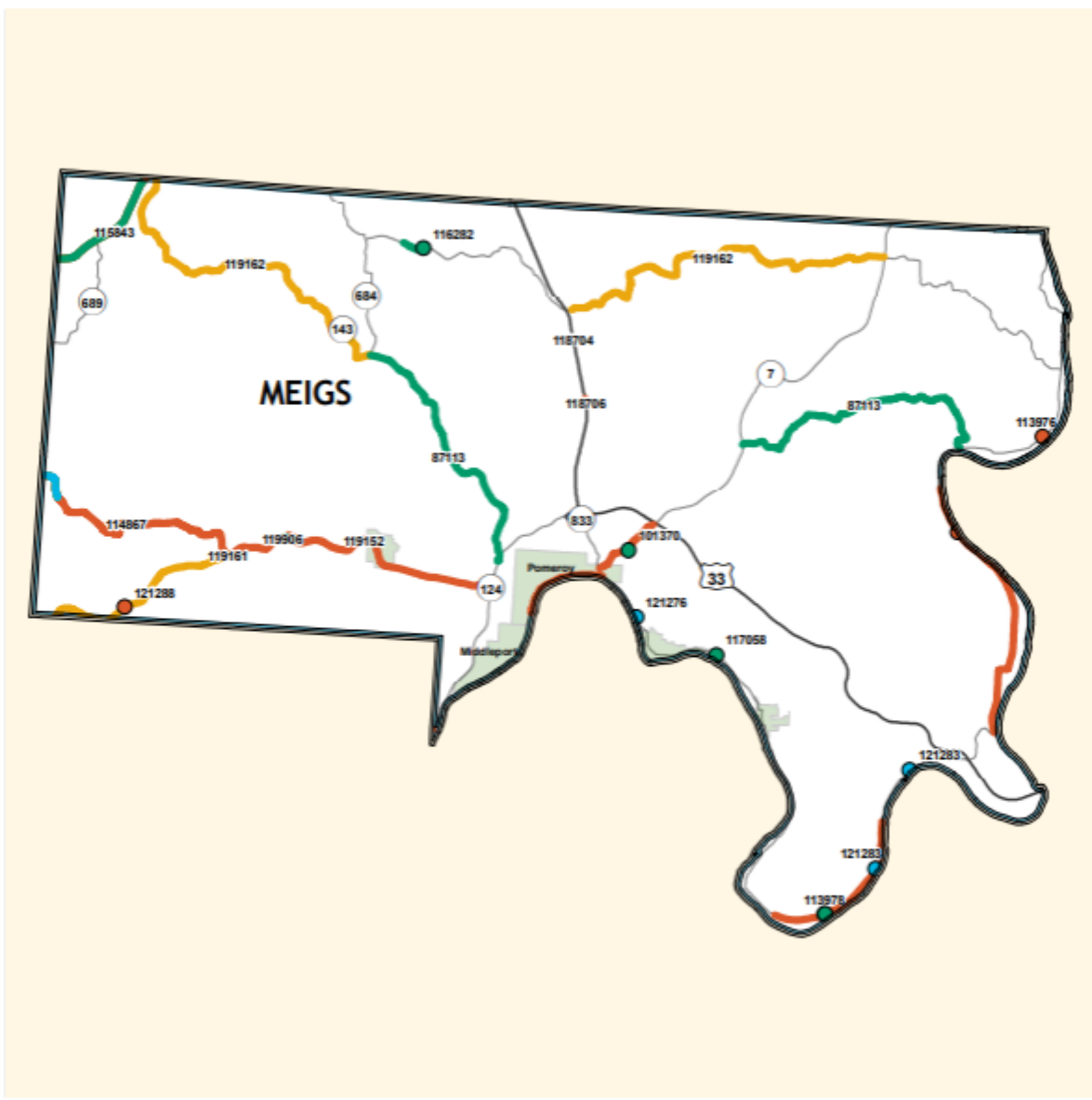


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# 2026 - 2029 Construction Projects MEIGS County



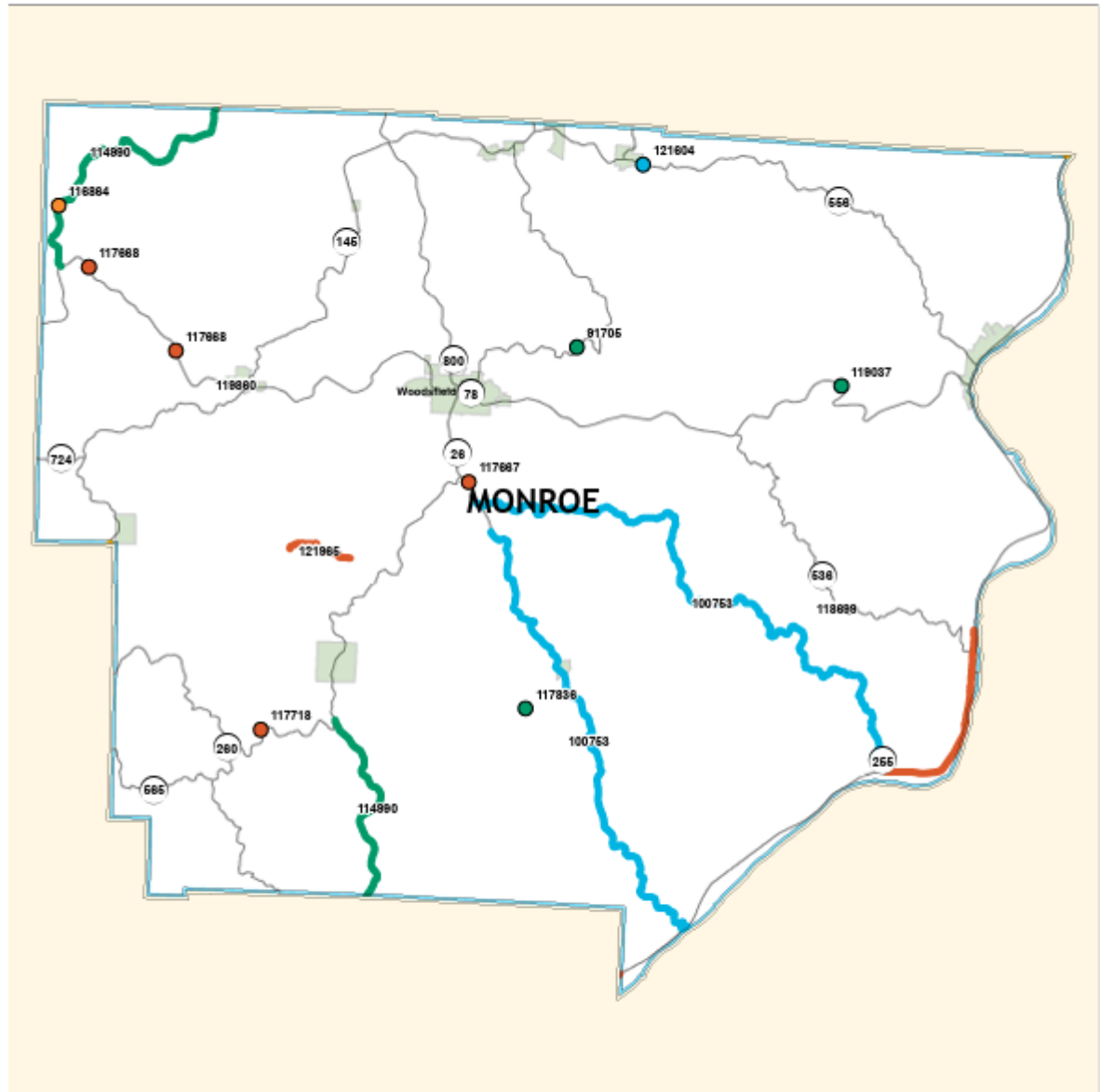
Interstate	<b>STIP Period Work Locations</b>	
State Route	2026	2026
US Route	2027	2027
City	2028	2028
County	2029	2029

**Date: 7/23/2024**

0 1.5 3 6 9  
Miles

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# 2026 - 2029 Construction Projects MONROE County



Interstate	<b>STIP Period Work Locations</b>	2026	2026
State Route	2027	2027	
US Route	2028	2028	
City	2029	2029	
County			



Date: 7/23/2024



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# 2026 - 2029 Construction Projects MORGAN County



Interstate	<b>STIP Period Work Locations</b>	2026	2026
State Route	2027	2027	
US Route	2028	2028	
City	2029	2029	
County			

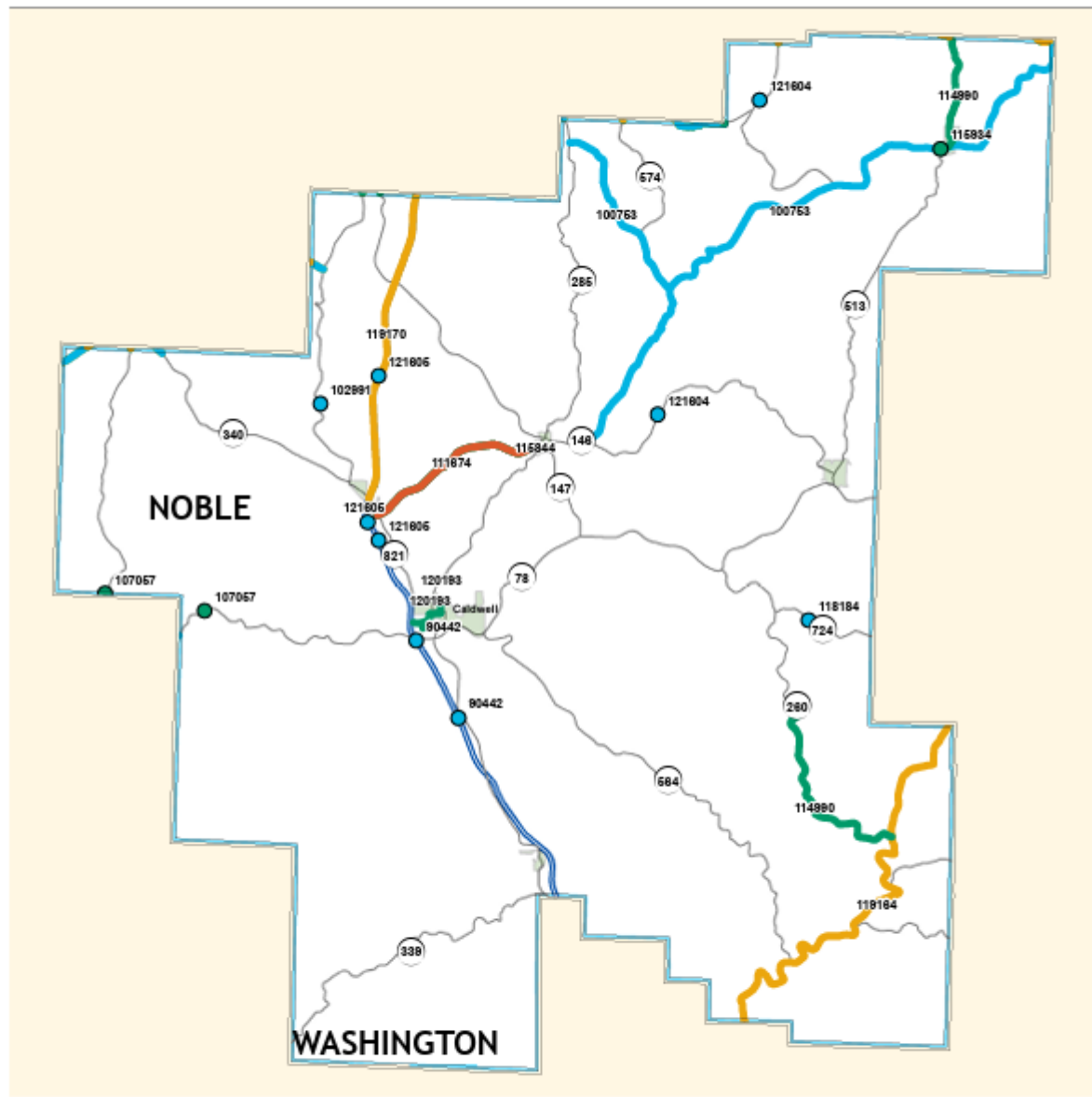


Date: 7/23/2024



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# 2026 - 2029 Construction Projects NOBLE County



- |             |                                   |      |      |
|-------------|-----------------------------------|------|------|
| Interstate  | <b>STIP Period Work Locations</b> | 2026 | 2027 |
| State Route | 2026                              | 2028 | 2029 |
| US Route    | 2027                              | 2028 |      |
| City        | 2028                              |      |      |
| County      | 2029                              |      |      |



Date: 7/23/2024



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# 2026 - 2029 Construction Projects PERRY County



- |             |                                   |      |      |
|-------------|-----------------------------------|------|------|
| Interstate  | <b>STIP Period Work Locations</b> | 2026 | 2026 |
| State Route | 2027                              | 2027 |      |
| US Route    | 2028                              | 2028 |      |
| City        | 2029                              | 2029 |      |
| County      |                                   |      |      |

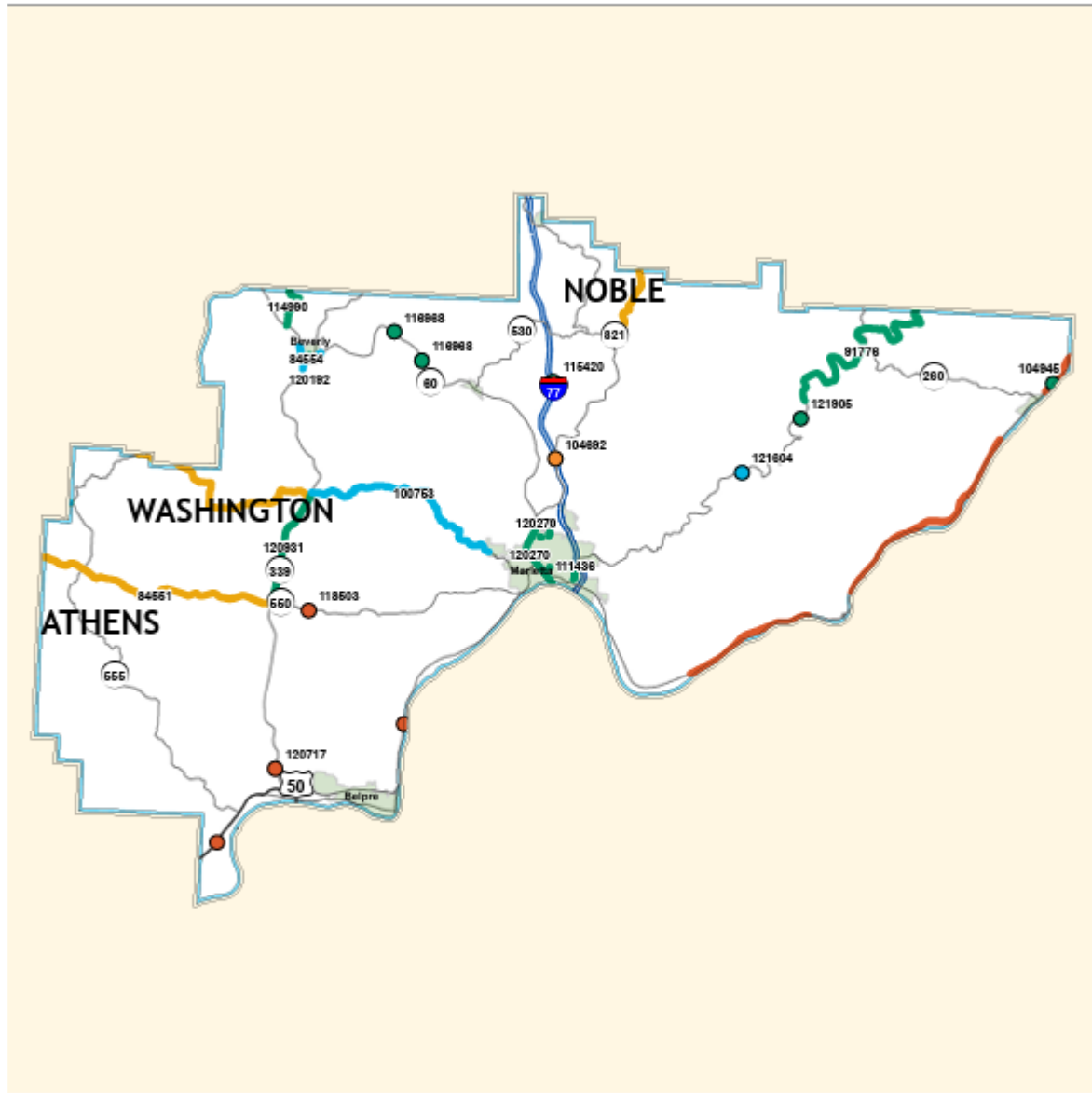


Date: 7/23/2024



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# 2026 - 2029 Construction Projects WASHINGTON County



- |             |                                   |      |
|-------------|-----------------------------------|------|
| Interstate  | <b>STIP Period Work Locations</b> |      |
| State Route | 2026                              | 2026 |
| US Route    | 2027                              | 2027 |
| City        | 2028                              | 2028 |
| County      | 2029                              | 2029 |



Date: 7/23/2024



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Management

### 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 2026-2029 RTIP cycle, they *could* be amended into the RTIP should additional funding become available.

The projects listed in the following table are considered of equal regional significance on the priority list of the BHRC RTPO.

#### Unfunded RTPO Projects

Unique_ID	PID	County	Project Name	Termini	Description
Buckeye Hills_06		Noble	Caldwell East of I-77 Business Park Access Roads	SR 564 & SR 78 in Olive Township in Noble County.	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.
Buckeye Hills_07		Washington	C-27-0072 Bridge Replacement	0.72-mile marker on County Road 27 in Barlow Township.	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.
Buckeye Hills_08		Washington	T-32-0262 Bridge Replacement	2.62-mile marker on Township Road 32 in Adams Township.	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.
Buckeye Hills_09		Washington	C-16-0324 Bridge Replacement	3.24-mile marker on County Road 16 in Fearing Township.	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.
Buckeye Hills_10		Washington	C-20-0562 Bridge Replacement	5.62-mile marker on C-20 in Newport Township	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.

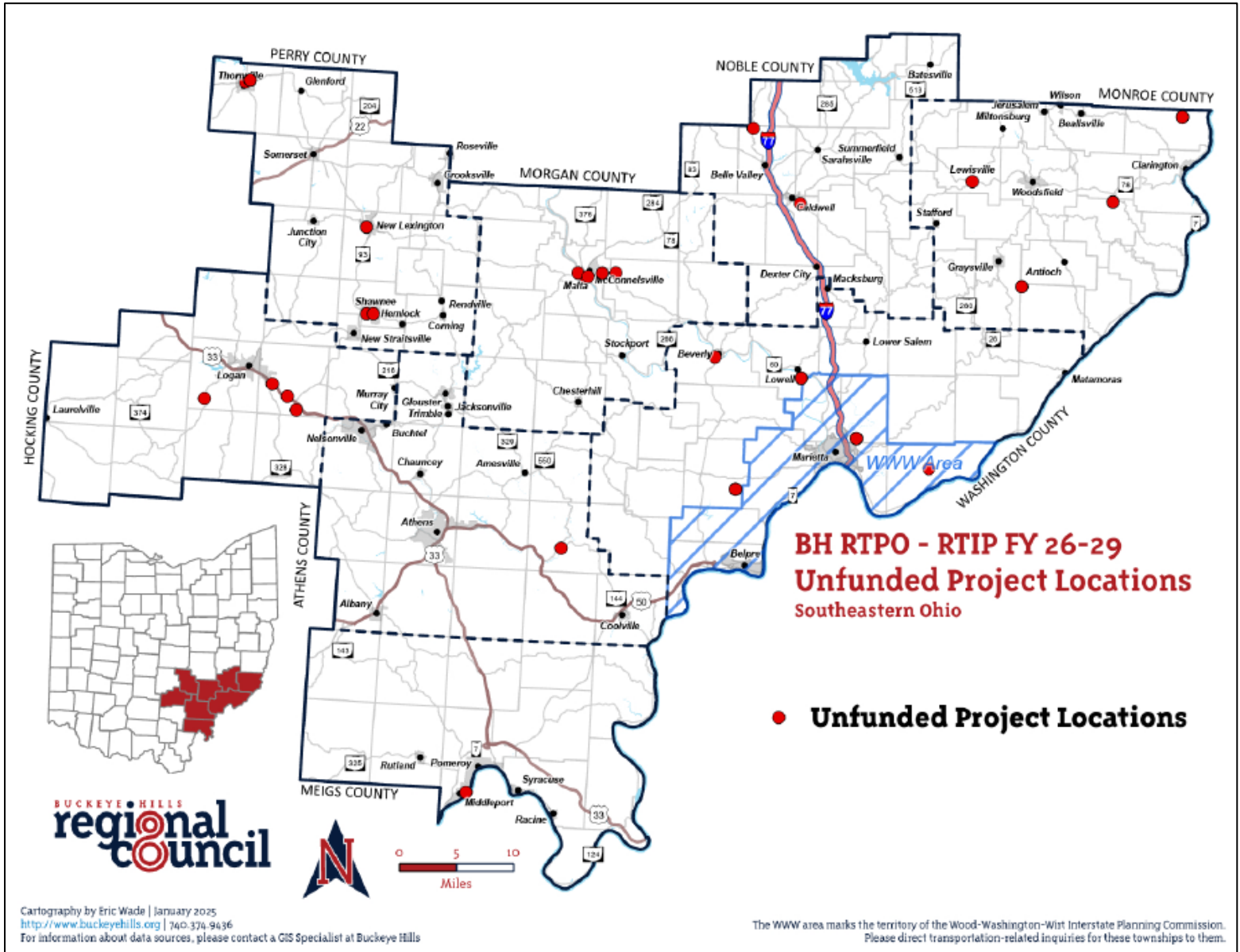
Buckeye Hills_11		Monroe	TR1004-2.27 Bridge Replacement	Perry Township Road 1004, Monroe County	Replacement of the existing truss bridge on TR1004-2.27, with a single span structure, including abutments and approach work.
Buckeye Hills_12		Perry	Scotch Hill Road Bridge	Scotch Hill Rd, Village of Shawnee, Perry County   SFN 6460102	Replace Concrete Bridge
Buckeye Hills_13		Perry	West Main Street Bridge	W Main St, Village of Shawnee, Perry County	Replace concrete slab bridge
Buckeye Hills_14		Monroe	TR199-2.57 Bridge and TR199-2.38 Bridge	Switzerland Township Road 199, Cats Run Road, Monroe County	Replace two concrete low water crossing bridges on Switzerland Township Road 199. TR199-2.57 bridge has been closed since 2019, when the structure fails completely. TR199-2.38 bridge has been load-posted at 4 tons maximum since 2017, when it was added to the county bridge inventory
Buckeye Hills_15		Monroe	Village of Lewisville	Various locations on 3 of 4 different streets including SR 145   Main Street, Shenandoah Trail, and Back Street	Replace curbs that are at or below road level and are deteriorated beyond repair
Buckeye Hills_16		Athens	Rome Township Road dust control improvements	SR 144, and SR 329 / within the ROME TOWNSHIP	Extend dust control on township roads that receive heavy traffic to alleviate hazardous conditions through winter months. i.e., soil stabilization, polymer emulsions, or mechanical solutions
Buckeye Hills_17		Washington	Multi-use trail .75 miles in the Village of Beverly	Beverly, Ohio	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.
Buckeye Hills_18		Perry	Township Road 358 Thorn Township, Perry County,	Along Township HWY 358 from E Columbus Street to Township HWY 1070 on the left side of CR 13   Thornville,	Build a walking/biking multi-use trail to connect Thornville to Thornport to Buckeye Lake. This trial would be 9/10 of a mile and would need paved, drainage installed and a foot bridge.

			9/10 of a mile pave and construct	OH to Thornport, OH.	
Buckeye Hills_19		Hocking	Hocking Valley Scenic Trial - Phase One	(Start 39°31'14"N 82°22'36"W) From the SR 328 roundabout and paths between the Hocking River and US Rt. 33. to Well Road	Multi-phase non-motorized alternative transportation and recreation path anticipated to be completed in 3 phases. First phase connects SR 328 to Well Road. The final trail, when complete, will connect to existing trails in Fairfield County and Athens County, creating an off-road bicycle and pedestrian trail.
Buckeye Hills_20		Hocking	Hocking Valley Scenic Trial-Phase Two - 2.7 miles recreation path	(Start 39°30'55"N 82°22'03"W) Well Road to Patton Street to S Haydenville Rd. (Between the river and railroad tracks)	The Hocking Valley Scenic Trial is a proposed 18-mile multi-use trail to connect Logan to Nelsonville. Phase Two is adjacent to the Hocking Valley Scenic Railway from Well Road to Haydenville Road. At Well Road, there is the option to utilize the existing roadway ROW in different directions.
Buckeye Hills_22		Morgan	Morgan County Outdoor Recreation Complex	Off of 8th Street, McConnelsville, Ohio	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/possible tourism.
Buckeye Hills_23		Morgan	SR 60 Center Turn Lane	SR60 North approximately one mile north of McConnelsville	The addition of a center turn lane in front of Miba Bearings, Miba Sinter, Mahle, etc. to allow for safer traffic flow in a busy, industrial/commercial area of the county.
Buckeye Hills_24		Monroe	Monroe CR9A Road Rehabilitation - 2.74 miles	County Road 9A, Six Points Road, Monroe County	Cement stabilization of poor base areas, then asphalt paving of entire length of CR9A - 2.74 miles.
Buckeye Hills_27		Meigs	Middleport Streetscape Improvements -- Phase 1	Village of Middleport - N 2nd Ave, S 2nd Ave, S 3rd Ave, and S 4th Ave	Sidewalk replacements from and including (N 2nd Ave from Hudson Street to Mill Street), (S 2nd Ave from Mill Street to Custer Street), (S 3rd Ave from Mulberry Ave to Mill Street), and (S 4th Ave., from Mill Street to the Blakeslee Center).
Buckeye Hills_28		Perry	Carroll Street Corridor sidewalk or multi-use	Carroll Street, New Lexington, Ohio	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.

		trail 7/10 of a mile`		
Buckeye Hills_29	Perry	Village of Thornville, Oh Streets	Village of Thornville, OH - S Church Street (from Clum Drive to E Columbus Street)   S Main Street (From Thornberry Drive to Columbus Street)   N West Street (from N Main Street to Lakeview Drive)   Lakeview Drive	Paving of several streets within the Village of Thornville
Buckeye Hills_30	Hocking	Hocking County Fixed routes to Metro Employment	Hocking County	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.
Buckeye Hills_31	Hocking	Operating/maintenance/mobility management for Hocking County/Logan Public Transit/HAP CAP	Hocking County	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 RTPO's instead of direct funding, we want the RTPOs to be aware of local needs and work with the regional transit agencies.
Buckeye Hills_32	Hocking	Hocking County Fixed routes to state parks	Hocking County - all federal aid routes connected 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.
Buckeye Hills_35	Morgan	Roundabout at State Route 60 & State Route 376 Intersection	Intersection of Main St. & 10th St. in McConnelsville, Ohio.	This project will install a single lane round about at the Intersection of Main St and 10th St.
Buckeye Hills_36	Morgan	Renovation of the Old Iron Bridge over the Muskingum River	Connects the villages of McConnelsville and Malta Ohio by CR 203. - SFN 5835712	The project would encompass a complete refurbishment of the structure restoring its original historic character and continued function at its current light vehicle rating. Any maintenance, repair, and improvements are to be performed while preserving as much of the existing structure as practicable.

Buckeye Hills_37	Morgan	Pavement overlay on the Morgan County Airport runway	Morgan County Airport	This project would repair the pavement overlay at the Morgan County Airport
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Map of Unfunded Project Location(s):



## 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 reasonably anticipated budgets. The Ohio STIP addresses fiscal constraints 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 2026-2029 RTIP/STIP period based on our current and expected STBG allocations for transportation-related RTPO projects:

Buckeye Hills Regional Council	2026	2027	2028	2029
Budgeted (STBG Funds)	\$766,179	\$766,179	\$766,179	\$766,179
Estimate	(\$766,179)	(\$766,179)	(\$766,179)	(\$766,179)
Balance	\$0	\$0	\$0	\$0
Total	\$766,179	\$1,532,358	\$2,298,537	\$3,064,716

# Chapter 10

## RTPO POLICY BOARD RESOLUTION OF APPROVAL

Following the completion of the public involvement process, the Executive Committee approved the SFY 2026-2029 Regional Transportation Improvement Program through Resolution #2025/06-03 A copy of the signed resolution is located below.



**RESOLUTION OF THE BUCKEYE HILLS REGIONAL COUNCIL TO ADOPT THE SFY 2026-2029 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)**

Resolution #2025/06-03

**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, Ohio; and

**WHEREAS**, the Executive Committee serves as the policy and decision-making body through which local governments conduct the Buckeye Hills Regional Council 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 SFY 2026-2029 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 transportation program over the next four years; and

**WHEREAS**, the projects recorded in the Buckeye Hills Regional Council SFY 2026-2029 RTIP are consistent with the Buckeye Hills Regional Council Regional Transportation Improvement Plan (RTIP) and

**WHEREAS**, the Buckeye Hills Regional Council SFY 2026-2029 RTIP is fiscally constrained; and

**WHEREAS**, the Buckeye Hills Regional Council SFY 2026-2029 RTIP was developed and reviewed consistent with Buckeye Hills Regional Council Public Participation Plan, has been reviewed and accepted by the Technical Advisory Committee;

**NOW THEREFORE BE IT RESOLVED**, this committee adopts the BHRC SFY 2026-2029 RTIP, approves the submission of the BHRC SFY 2026-2029 RTIP to ODOT for consideration of inclusion in the Ohio 2026-2029 Statewide Transportation Improvement Program, and the Rural Consultation Procedures will be followed to address all changes to the BHRC SFY 2026-2029 RTIP.

Passed on this 6th day of June 2025.

  
James Booth, President

  
Ron Moore, Vice President

**Serving Athens, Hocking, Meigs, Monroe, Morgan, Noble, Perry and Washington Counties in Southeast Ohio**  
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[buckeyehills.org](http://buckeyehills.org)

# Appendix A

## Title VI/ADA Policy Document

### TITLE VI OF THE CIVIL RIGHTS ACT

Title VI of the Civil Rights Act of 1964 protects individuals from discrimination on the basis of their race, color, or national origin by government agencies and programs that receive federal financial assistance.

“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.”

There are many forms of illegal discrimination based on race, color, or national origin that can limit the opportunity of minorities to gain equal access to services and programs.

For example, in operating a federally assisted program, a recipient cannot, on the basis of race, color, or national origin, either directly or through contractual means:

- Deny program services, aids, or benefits;
- Provide a different service, aid, or benefit, or provide them in a manner different than they are provided to others;
- Segregate or separately treat individuals in any matter related to the receipt of any services, aid, or benefit.

All aspects of the Civil Rights Act will be observed and enforced during the completion of RTPO activities undertaken by Buckeye Hills, its staff, and any parties contractually obligated to Buckeye Hills during the project period.

Buckeye Hills Regional Council (BHRC) fully complies with Title VI of the Civil Rights Act of 1964 and related statutes, executive orders, and regulations in all programs and activities. BHRC operates without regard to race, color, national origin, income, gender, age, and disability. Any person who believes him/herself or any specific class of persons, to be subjected to discrimination prohibited by Title VI may by him/herself or by representative file a written complaint with the BHRC Title VI Coordinator. A complaint must be filed no later than 180 days after the date of the alleged discrimination. Please contact the Title VI Coordinator via phone at 740-374-9436 for more information. The BHRC meetings are conducted in accessible locations and materials can be provided in accessible formats and in languages other than English. If you would like accessibility or language accommodation, please contact the Title VI Coordinator at 740-374-9436. If you wish to attend a BHRC function and require special accommodation, please give BHRC one week's notice in advance. Buckeye Hills Title VI plan document can be found on the Buckeye Hills website at [buckeyehills.org/transportation](http://buckeyehills.org/transportation).

## **ADA COMPLIANCE**

The Americans with Disabilities Act (ADA) of 1990 is a civil rights statute which prohibits discrimination against people with disabilities in all aspects of life. The ADA requires federally assisted programs to be accessible to people with disabilities of all types. All RTPO public meetings conducted by Buckeye Hills will be held at locations with accessible facilities to accommodate people with mobility limitations. Special accommodation will be made to ensure that individuals with communicative disabilities can participate in meetings. Buckeye Hills asks that requests for special communications accommodations are made one week prior to the scheduled meeting time to allow for any necessary arrangements to be made.

All aspects of the Americans with Disabilities Act will be observed and enforced during the completion of RTPO activities undertaken by Buckeye Hills, its staff, and any parties contractually obligated to Buckeye Hills during the project period.

## Appendix B

### Public Participation Plan Document

#### OUR APPROACH TO PUBLIC ENGAGEMENT

The following linked document outlines the goals for public engagement as shaped by BHRC RTPO philosophy and legal mandates.

Each goal is divided into three sections:

“What will we do?” describes recommended strategies and action to be taken.

“What will we measure?” explains metrics used in evaluating our success.

“What is success?” defines the trends or metrics that are consistent with a robust community engagement process.

The Public Participation Plan Document can be found online at: [buckeyehills.org](https://buckeyehills.org/wp-content/uploads/2024/07/2024-BHRC-Public-Participation-Plan-Final-July-24-2024.pdf) or chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://buckeyehills.org/wp-content/uploads/2024/07/2024-BHRC-Public-Participation-Plan-Final-July-24-2024.pdf.