



# **TRANSPORTATION IMPROVEMENT PROGRAM (TIP) SFY 2024-2027**

**April 2023**


**Erie Regional Planning Commission  
2900 Columbus Avenue  
Sandusky, OH 44870  
419-627-7792**

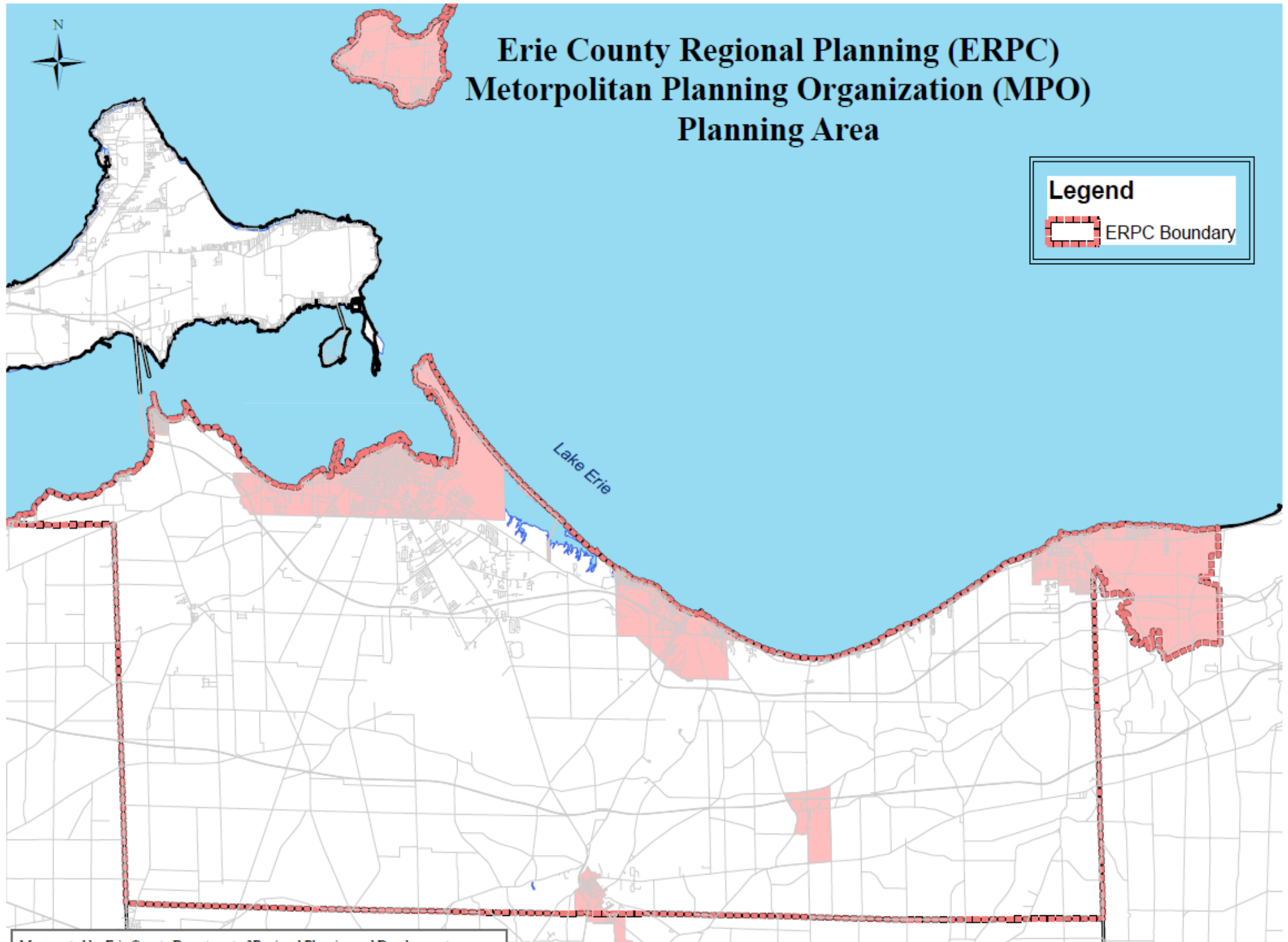
## **TABLE OF CONTENTS**

Map of MPO Region .....	1
Introduction .....	2
Transportation Plan .....	4
Funding Programs .....	5
Project Prioritization .....	9
Project Selection Process .....	9
Public Involvement Policy .....	10
Fiscal Analysis .....	10
Operation and Maintenance .....	11
Public Transportation .....	12
Performance Measures .....	13
List of Program Accomplishments and Project Status .....	22
List of Highway Improvements .....	28
Financial Analysis Tables .....	50
Appendix A - Public Involvement Policy .....	58
Appendix B - Environmental Justice Identification .....	102
Appendix C – Project Evaluation Forms .....	124
Appendix D – Public Review of the TIP FY2024-2027 .....	135
Appendix E – Air Quality Conformity Analysis and Resolution .....	148

# Erie County Regional Planning (ERPC) Metropolitan Planning Organization (MPO) Planning Area

## Legend

 ERPC Boundary



Map created by Erie County Department of Regional Planning and Development.  
This map is to be used for illustrative purposes only. Refer to original documents  
for accuracy. Erie County is not responsible for any errors or omissions contained herein.  
Map Created: December 2022

Sources: Ohio Department of Transportation, Erie County Auditors, ESRI

## INTRODUCTION

Coordinating the Transportation Improvement Program (TIP) represents one of the Erie Regional Planning Commission's (ERPC) major responsibilities as the Metropolitan Planning Organization (MPO) for the Sandusky Urbanized Area. The TIP functions as the formal listing of the federal and state funded transportation improvement projects that will be implemented within the planning area during the next four years. The formal TIP listing serves as a prerequisite to expending U.S. Department of Transportation federal surface transportation funding on the transportation system improvements within the county.

Federal regulations call for the TIP to cover a four year period and to be updated at least every four years. This TIP covers Fiscal Years 2024-2027 and is a prioritized listing of a bikeway/ pedestrian walkway, bridge, highway and public transit projects utilizing federal funding. The TIP is developed from short range and long range planning processes which identify location and type of improvements needed across the MPO region. The four-year TIP has primarily two elements, an Annual Element, which are projects programmed for the first year, and a multi-year element, which are projects that have been identified for future years. The Ohio Department of Transportation (ODOT) and the MPOs have established a two year update cycle of their TIPs to meet federal requirements.

Regulations also require specific project information be listed in the TIP. Items included in this TIP project listing include project identification number, project description, type of work, location, length, phase and total project costs, air quality status, amount of federal funds and project sponsor. TIP project sponsors include the local political subdivisions, the county engineer, and the local Ohio Department of Transportation (ODOT) District office. Sponsors initiate projects and apply for funding. As defined by the federal requirements, projects listed in the TIP must be consistent with the Transportation Plan. In 2020 the ERPC staff completed the 2045 Long Range Transportation Plan. The Plan was adopted by the Policy Committee in July 2020. The Long Range Plan recommends location and type of improvements to meet future traffic demands. Both the current TIP and subsequent updates will continue to demonstrate consistency with the adopted ERPC Long Range Transportation Plan.

Federal planning regulations also require the TIP document to list any projects from the previous TIP SFY 2021-2024, that were delayed or cancelled; and to identify the criteria and process used for prioritizing projects from the Transportation Plan for inclusion in the current TIP. Project selection depends on the types of projects and source of funding. Major New Capacity projects are selected by ODOT through the Transportation Review Advisory Council (TRAC). TRAC is a nine member committee ranking proposed projects based on specific criteria. ODOT also has other criteria for safety and local bridge projects. These projects are funded through the appropriate ODOT office in Columbus.



## INTRODUCTION (CONTINUED)

Each ODOT District Office has a budget for bridge and roadway projects and submits a Work Program to determine on how these funds are spent. Bridge, capacity, pavement, and safety management systems help the district determine the type and priority of projects. The district then submits a program of projects to fit available funding and satisfy other criteria. The County Engineers Association has an allocation of Surface Transportation Block Grant (STBG) funds for projects on the county highway system. It funds projects submitted by the individual county engineers and also manages the county bridge program. The Sandusky Transit System is allocated federal transit funds to fund operating and capital projects. The STS was changed back to a rural program due to the results of the 2010 Census. Other FTA funds are available on a competitive basis.

The ERPC MPO Policy Committee selects all other projects for funding. Applications are submitted to the ERPC office and projects are ranked by the Project Selection Committee based on MPO defined criteria. The ranked projects are presented to the various MPO Committees for their comment and recommendations to the Policy Committee who makes the final selection of projects for funding.

All projects, whether sponsored by a local jurisdiction, the county engineer, state agency, or public transit operator, must be programmed in the TIP to be eligible to receive federal transportation monies. Because of this provision, the ERPC MPO Policy Committee has considerable control on the use of federal transportation funds in the MPO region as their role is to review and accept all projects listed in the TIP which are consistent with the ERPC 2045 Long Range Transportation Plan.

Additionally, in order to demonstrate that this TIP is financially constrained, all projects and their related costs are listed during the program years. A comprehensive, cooperative and continuing (3-C) process was followed and data was provided by all major planning partners, particularly ODOT and the transit provider. The costs must be reasonably within the estimated federal and state funds that are available. Lastly, contained in this TIP is the Public Involvement Policy as adopted by the MPO Policy Board ensuring civil rights and Environmental Justice. There are ample opportunities for public review and comment on this TIP.

A set of Appendices is also included in this document to ensure that the TIP conforms to the federal requirements as mentioned above. They include:

- A. Public Involvement Policy
- B. Environmental Justice Identification
- C. Project Evaluation Forms
- D. Public Review of the Draft FY 2024-2027 TIP
- E. Resolution Approving the FY 2024-2027 TIP

### TRANSPORTATION PLAN

Federal statute requires every urbanized area with a population of 50,000 or more including all contiguous urban areas with a population density of 1,000 or more per square mile have a Metropolitan Planning Organization (MPO). The 2000 U.S. Census revealed that the densely populated area around the cities of Huron and Sandusky met the Urbanized Area definition. Hence, the City of Sandusky region was designated as an “urbanized area.” However, the 2010 Census results indicated that the urbanized area population fell just beneath the 50,000 population threshold. However, after the 2010 results, the decision to continue to uphold ERPC’s MPO designation was made on both state and local levels and continues today.

The Long-Range Transportation Plan (25 year future plan) is a strategy of capital improvement programming developed to guide the investment of public funds in transportation facilities. The Plan provides the blueprint from which the area's short range Transportation Improvement Program (TIP) is developed. The TIP identifies the highway, transit, bikeway and pedestrian projects scheduled to be constructed over a four-year time frame. The long-range plan is updated every five years and may be amended due to available federal, state and local funding.

ERPC’s 2045 Long Range Transportation Plan was developed and adopted in July 2020 under the federal transportation legislation Fixing America’s Surface Transportation Act (FAST Act). The ambition of the Long-Range Transportation Plan is the development of an intermodal transportation system, one that is efficient, fiscally sound, environmentally friendly, and which provides the regional infrastructure to better compete in the global economy.

Work on ERPC’s Long Range Plan began in May 2019 and was completed in June 2020 and recognized the (10) Federal Planning Factors as defined in the FAST Act. Metropolitan and statewide planning processes must consider transportation projects and strategies that will:

- 1.) Support the economic vitality of the United States, the States and metropolitan areas, especially by enabling global competitiveness, productivity and efficiency;
- 2) Increase safety of the transportation system for motorized and non-motorized users;
- 3.) Increase security of the transportation system for motorized and non-motorized users;
- 4) increase the accessibility and mobility options available to people and freight;
- 5) protect and enhance the environment, promote energy conservation, and improve quality of life with consistency between transportation improvements and State and local planned growth and economic development patterns;
- 6) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7) promote efficient system management and operation;
- 8) Emphasize the preservation of the existing transportation system;
- 9) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation;
- 10) Enhance travel and tourism

## TRANSPORTATION IMPROVEMENT PROGRAM FY2024-2027

The plan was officially adopted by the ERPC MPO's Policy Committee on July 23, 2020. The Plan's due date for its 5-year update is July 23, 2025.

### **FUNDING PROGRAMS**

The Transportation Improvement Program (TIP) represents one of the Erie Regional Planning Commission's (ERPC) major responsibilities as the MPO for the Sandusky Urbanized Area. The TIP provides a four-year prioritized listing of all bikeway/pedestrian walkway, bridge, highway, and public transit projects utilizing federal funding within the MPO region.

In Ohio, MPO TIPs also record 100% state or locally funded projects. The TIP includes those projects sponsored by the Ohio Department of Transportation, County Engineer, local governments, and operators of public transit service which have been reviewed and accepted by the MPO's Policy Board. All projects listed in the TIP are to be compatible with the Long Range Transportation Plan. Identification of projects, funding, and schedules to successfully implement the Transportation Plan are done as a collaborative effort by the MPO, the state, and local transit operators through a comprehensive, cooperative, and continuing planning process.

A majority of the funds listed in the TIP are controlled by ODOT and allocated through ODOT's project selection process for the particular fund type. The ODOT controlled sources used in the ERPC MPO TIP are listed below:

- Bridge Replacement/Bridge Rehabilitation
- Highway Safety Improvement Program
- National Highway Performance Program
- National Highway System
- Safe Routes To Schools
- Surface Transportation Program
- State Transportation Funds
- Transportation Alternative Program
- Carbon Reduction Program

Although the majority of projects listed in the highway section of the TIP are financed through ODOT managed funding sources, a portion of the funds are annually allocated to each Ohio MPO. ERPC receives three types of funding. These funds are Surface Transportation Block Grant (STBG) funds, Transportation Alternative (TA) funds, and Carbon Reduction Program (CRP) funds. The funds are used for financing MPO area local government sponsored transportation improvement projects. The ERPC MPO Policy Committee is responsible for managing and directing the development of a multiyear program of local government sponsored STP, TA, and CRP projects within available annual budget amounts. Descriptions of both federal funding programs can be found below.

### **Surface Transportation Block Grant Program**

The Surface Transportation Block Grant Program (STBG) was initially established with the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and continued in the most recent bill, Bipartisan Infrastructure Law (BIL). The Ohio Department of Transportation sub-allocates a portion of the STBG funding to the MPO.

### Surface Transportation Block Grant Program (cont'd.)

The typical funding breakdown of an MPO approved project is that the sponsoring agency is responsible for 20% of the project cost, and the remaining 80% is federal funding. This funding can be used on a wide variety of projects such as highway projects, transit projects, commuter rail, carpool projects, bikeways, and pedestrian walkways.

### Transportation Alternative Program:

Per BIL, eligible activities for TA funds include projects relating to “on road” and “off” road bicycling facilities, safe routes for non-drivers, abandoned corridor railroad trails, turnabouts, overlooks, viewing areas, community improvement activities, and environmental mitigation. The TA program is intended to encourage transportation related activities that go beyond the customary cultural or environmental mitigation required when developing a transportation improvement project. Eligible TA activities are defined by federal legislation include the following:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including inventory, control, or removal of outdoor advertising; historic preservation and rehabilitation of historic transportation facilities; vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- The recreational trails program under section 206 of title 23.
- The safe routes to school program under section 211
- Activities in furtherance of a vulnerable road user assessment described in section 148
- Any other projects or activities described in section 101(a)(29) or section 213, as such sections were in effect on the day before the date of enactment of the FAST Act

## TRANSPORTATION IMPROVEMENT PROGRAM FY2024-2027

### Carbon Reduction Program:

The Carbon Reduction Program is a new program authorized under the BIL. The program funds are sub-allocated by ODOT to the MPO. Funding is provided for projects designed to reduce transportation emissions, defined as carbon dioxide emissions from on-road highway sources. Eligible CRP activities are defined by federal legislation and include the following:

- a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- a public transportation project eligible under 23 U.S.C. 142;
- a transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation;
- a project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
- deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;
- a project to replace street lighting and traffic control devices with energy-efficient alternatives;
- development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d);
- a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- efforts to reduce the environmental and community impacts of freight movement;
- a project that supports deployment of alternative fuel vehicles, including—
- a project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)]
- a project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and
- any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. (Note: FHWA will issue guidance on how the Secretary will make such certifications.) [§ 11403; 23 U.S.C. 133(b) and 175(c)(2)]

### FUNDING PROGRAMS FOR PUBLIC TRANSPORTATION

As previously mentioned, the 2010 Census revealed that the Sandusky Urbanized Area fell just below the 50,000 population threshold. This population decrease affects the type of funding the area's transit system, Sandusky Transit System (STS) is allocated. The funds are allocated to STS as a result of the Census and are rural transit funds.



### **FUNDING PROGRAMS FOR PUBLIC TRANSPORTATION (cont'd.)**

The funds are applied for yearly through ODOT and are not received by the MPO but instead are directly granted to STS. Eligible costs include capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guide way systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. Also included in the TIP are funds for the ODOT Specialized Transportation Program (FTA Section 5310 Program). A description of the program is found below.

#### **Specialized Transportation Program (STP)**

The Federal Transit Administration (FTA) provides Federal funds for the purchase of equipment to support transportation services for the elderly and people with disabilities where existing transportation is unavailable, inappropriate, or insufficient. Federal funds provide 80% of the cost of capital items; the remaining 20% must be provided from a local, nonfederal source. ODOT writes the specifications and actually purchases the vehicles with costs reimbursed by FTA and the recipient. Private nonprofit corporations, public bodies certified by the state as lead agencies in a coordination effort, or public bodies which certify that no private non-profit corporations exist within their jurisdiction for the provision of elderly and disabled transportation may apply. Funds are available each Federal Fiscal Year and are distributed through a competitive application process. There are two types of applicants - those from urbanized areas and those from non-urbanized areas. While ODOT administers the program for the entire state, Metropolitan Planning Organizations (MPOs) are eligible to administer the program or partner with the State. ODOT has established the eligibility requirements to be used for all applicants and applications are typically due to ODOT in the fall of the year.

#### **Coordinated Human Services Public Transportation Plan**

Federal transportation law requires the Elderly Individuals and Individuals with Disabilities and New Freedom federal programs be derived from a Coordinated Human Service Public Transportation Plan (Coordinated Plan). The goals of the plan are to better coordinate services among regional agencies to reduce costs, help eliminate duplication of services, and provide services to those currently underserved or not being served. In 2017, staff worked with the Coordinated Transportation Plan Steering Committee to develop the 2018 Coordinated Human Service Public Transportation Plan Update for the MPO planning area. The plan utilized a new template developed by ODOT and was passed by the MPO board in July of 2017. The plan is reviewed annually by the steering committee, with a full update that was completed in 2022.



## **PROJECT PRIORITIZATION**

The 2024-2027 project lists recorded in this TIP represent a prioritized listing of the region's federally financed transportation improvement projects. Priorities from ERPC's SFY 2021-2024 TIP have been carried forward in the SFY 2024-2027 TIP. ODOT, the County Engineers and local governments in the MPO region submit projects to ERPC for MPO funding. Projects submitted are evaluated on MPO defined criteria (see Appendix C for scoring sheets). Note that the project scoring sheets are regularly reviewed by the project selection committee. Scoring sheets for STP were last updated in 2019 and TA scoring sheets were revised in 2020. The project selection process is outlined in the section below.

## **TIP PROJECT SELECTION PROCESS**

The final selection of projects to utilize MPO apportioned STP and TA funds, is the ultimate responsibility of the Policy Committee. As part of the selection process, however, the Policy Committee has assigned specific duties to the Technical Advisory Committee (TAC) and Project Selection Committee. The following outlines the duties of the TAC and Project Selection Committees and their roles in the Project Selection Process.

## **DUTIES OF THE PROJECT SELECTION COMMITTEE**

The Project Selection Committee members are comprised of individuals of varying backgrounds. The Policy Board appointed each member of the Project Selection Committee and assigned the following duties:

1. Conduct preliminary review of proposed projects.
2. Review project applications and apply project criteria to ranking system.
3. Provide to the TAC a listing of project funding rankings/recommendations.

## **DUTIES OF THE TECHNICAL ADVISORY COMMITTEE**

1. Review project schedules, project costs, and funding programs and provide recommendations to the Policy Committee.
2. Provide recommendations to the Policy Committee for the purpose of adding, deleting or altering TIP projects. In developing its recommendation, the TAC considers the results of ranking completed by the Project Selection Committee.
3. Review and consider recommendations from Project Selection Committee of project ranking sheets

### **STEPS OF THE PROJECT SELECTION PROCESS**

1. Project sponsors complete a project application and forward it with any additional supporting documentation to the ERPC staff.
2. The Project Selection Committee is called to meet to review all project applications, apply evaluation criteria, and develop a listing of project funding recommendations that will be presented to the TAC.
3. The TAC will review the Project Selection Committee comments and results and develop its recommendation to the Policy Committee.
4. The TAC recommendations are presented to the Citizens Advisory Committee for public review and comment.
5. The TAC recommendations and CAC comments are presented to the Policy Committee.

The Policy Committee will select projects to be listed in the TIP. All committees have reviewed SFY 2024-2027 TIP projects for consistency with the ERPC 2045 Long Range Transportation Plan.

### **PUBLIC INVOLVEMENT POLICY**

ERPC held an in-person public meeting on March 27, 2023. The in-person all day open house was located in the ERPC conference room at 2900 Columbus Avenue and ran from 9:00 a.m. until 4:00 p.m. Physical handouts of the draft TIP, projects, appendices were made available to attendees. Additionally, visual aids included presentations and interactive maps highlighting the projects listed in the TIP.

Other on-line public involvement activities included email notices, website notices, flyers, letters, and newspaper advertisements. As such, the public was able to review and comment on the TIP on-line, and received timely responses from staff. An emphasis on implementing visualization techniques was integrated with public involvement activities. Mapping including using land and aerial photographs for display of project locations were completed. The TIP was made available for a 30 day public review period. During the review period, copies of the document are electronically available on the ERPC website. Staff also reached out to other state and local agencies that are responsible for planned growth, economic development, environmental protection, airport operations, public transit, and freight movements. Copies of the ERPC News Releases, ERPC Public Meeting Invitation, ERPC Local Newspaper Advertisements, consultation list for other state and local agency stakeholders; and comments received are included in Appendix D. ERPC also completed a 2019 update to its Public Involvement Policy, which is included in Appendix A of this document.

### **FISCAL ANALYSIS**

Through a comprehensive, cooperative and continuing planning process that involves ODOT, ERPC and the area transit provider, fiscal constraint is demonstrated by comparing project costs against project funding estimates. Project cost estimates in the TIP were developed by individual project sponsors and are updated using ODOT cost inflation factors which account for year of expenditure dollars.

## **FISCAL ANALYSIS (cont'd.)**

That is, the year in which a project is programmed in the TIP reflects the cost of that project for a particular year. For ODOT controlled funds, the fiscal analysis for these projects are recorded in the fiscal analysis chapter of the 2024-2027 Statewide Transportation Improvement Program. Fiscal constraint for the MPO sub-allocated STP, TA, and CRP funding are recorded in this TIP.

A total TIP Financial Analysis table has been prepared showing the total costs for all projects funded with a source of federal funding that are located within the ERPC MPO region. This table was prepared by ODOT for the MPO. The additional table lists the ERPC MPO's STBG, TA, and CRP budgets and the amount of those funds that will be utilized for MPO projects by funding source and year. While the total program demonstrates fiscal constraint, the minor fiscal short-falls in the respective years' STBG, TA, CRP programs will be mitigated with loans/repayments with another MPO or between ERPC STBG & TA budgetary categories, consistent with ODOT standard program management practice. Projection of funds for STP, TA, and CRP funding were provided by ODOT.

## **OPERATION AND MAINTENANCE**

The ERPC embraces the philosophy that priority should be given to adequately operate and maintain the existing system over new construction in the use of federal funds. The philosophy of system preservation is also highlighted in the Ohio Department of Transportation's Access Ohio 2045 as well as the BIL. 99.4% of the total project costs listed in this TIP (\$214,486,109.56) focus on system preservation versus new construction. Additionally, local jurisdictions have developed their own methodologies for maintenance and operations by employing paving programs, chip and seal, pothole filling, and joint sealing on their roads as well. The estimate of yearly funds expended by the locals is approximately \$7 million on operation and maintenance across the MPO region.

## **AIR QUALITY**

Erie County, Ohio is an air quality attainment area (never designated as non-attainment status). As such, Erie County is not subject to US EPA's transportation conformity requirements. However, the City of Vermilion portion of Lorain County, included in this MPO area, is part of the 8-county Cleveland/Akron air quality area. Conformity analysis for this portion of the MPO is included in the conformity process for the Cleveland and Akron area MPOs and included in Appendix E of this document.

Additionally, a Memorandum of Understanding (MOU) among the Northeast Ohio Area wide Coordinating Agency (NOACA) the Akron Metropolitan Area Transportation Study (AMATS), the Erie Regional Planning Commission (ERPC), the Ohio Environmental Protection Agency (Ohio EPA), the Ohio Department of Transportation (ODOT), the Federal Highway Administration

(FHWA), the Federal Transit Authority (FTA), and the United States Environmental Protection Agency (U.S. EPA) details the interagency consultation, resolution of conflict, public consultation criteria and procedures required by the federal transportation conformity regulation Title 40 of the Code of Federal Regulations (CFR) Section 93.105, and the enforcement and enforceability provisions set forth in 40 CFR 93.122(a)(4)(ii) and 93.125c.

### **PUBLIC TRANSPORTATION**

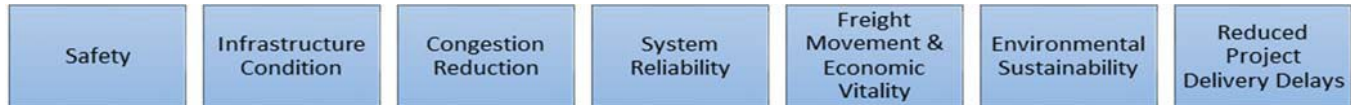
The TIP also includes capital and operation funding for transit services provided by Sandusky Transit System (STS) under the statewide rural transit program. ODOT lists rural transit projects as statewide line items under Section 5311. Federal allocations granted for transit are directly received by STS. The existing public transportation service is provided through a contract with a private company, MV Transportation, Inc. The Sandusky Transit System (STS) is a demand responsive, curb-to curb, advance reservation, shared ride transportation service that is provided within the MPO region. The Sandusky Transit System is open to the general public including persons with disabilities. In addition, STS vehicles are wheelchair accessible. There are no restrictions on the purpose or number of trips, which may be taken on a time-and-space available basis. Riders are required to share the vehicle with other riders who are traveling at the same time in the same direction. The STS Service is funded in part by the Ohio Department of Transportation, and the Federal Transit Administration, and local agency support.

The MPO assists ODOT Transit with the administration of the Specialized 5310 Transportation Program. The program provides 80% funding for vans and light transit buses for transporting elderly and disabled persons in the region. Past recipients include Serving Our Seniors, a Sandusky Non-Profit Organization; The Lucy Idol Center, a Vermilion Non-Profit Organization; and the Erie County Board of MM/RD.

It should be noted the Job Access and Reverse Commute (JARC) program that was established in 2007 by federal legislation has expired and replaced by the Urbanized Area Formula Grants Program also known as 5307. The program still addresses the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. Many new entry-level jobs are located in suburban areas, and low-income individuals have difficulty accessing these jobs from their inner city, urban, or rural neighborhoods. Also, many employment related-trips are complex and involve multiple destinations including reaching child-care facilities or other services. The Sandusky Transit System has received funding through the 5307 program to operate the Sandusky-Perkins Area Ride Connection (SPARC). The SPARC is composed of 4 separate routes that travel through Sandusky and Perkins Township to various employers along the routes and it has met with great success. All routes were recently redesigned to save money through better system efficiency.

## **PERFORMANCE MEASURES**

BIL places emphasis on incorporating performance management into transportation planning and programming processes. National performance goals have been established for 7 key areas. Projects on Ohio's STIP and the ERPC MPO TIP address transportation needs in one or more of these key areas, which are:



In order to assess system performance in these key areas, national performance measures have been developed. A performance measure is based upon a metric and utilized to evaluate progress towards goals, objectives, strategies, and achievement of established performance targets. An established performance target defines a specific level of performance that is desired to be achieved within a given time frame. States are required to establish their own statewide performance targets and MPO's are required to either set their own regional performance targets or adopt the established statewide targets.

Over the past few years, ODOT, Ohio's MPOs, RTPOs, and transit agencies worked together to determine and establish targets that support the national performance areas. ERPC plans to continue working with ODOT and its partners in developing targets.

### **Safety Performance Management Measures (PM 1)**

Federal Rule 23 CFR 490 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. Through consultation with the Ohio MPOs and RTPOs, Ohio adopted statewide targets based on a 2 percent annual reduction for calendar year 2023 across all five measures (number of fatalities, number of serious injuries, fatality rate per 100 million vehicle miles traveled (MVMT), serious injury rate per 100 MVMT, and number of non-motorized fatalities and non-motorized serious injuries); the numeric safety targets are as shown below.

Number of Fatalities < 1,173  
 Number of Serious Injuries < 7,649  
 Fatality Rate per 100 MVMT\* < 1.04  
 Serious Injury Rate per 100 MVMT\* < 6.77  
 Number of Non-Motorized Fatalities & Non-Motorized Serious Injuries < 824

In November 2022, The ERPC MPO Policy Committee adopted a resolution supporting ODOT's safety performance management targets for the five performance measures outlined in the BIL. Ohio's targets infer a 2 percent annual reduction goal for each of the five safety performance measures.

To aid in meeting those targets in the ERPC MPO Region, ERPC continues to plan, program, and fund projects that have a positive impact in achieving the targets outlined in the State's Highway Safety Improvement Program (HSIP).



## PERFORMANCE MEASURES (cont'd.)

Analysis of the ERPC MPO SFY 2024-2027 TIP shows an estimated \$21.3 million or 12 safety-related projects are programmed to aid in meeting the safety targets. Safety-related projects make up 10% of total TIP project costs and 14% of the total number of TIP projects.

In addition to supporting safety-related projects through TIP programming, ERPC MPO has programmatic regional safety initiatives that support the State in reaching its established targets. Each year the MPO prepares crash summary and spot safety improvement program reports for its region. Staff also works on a continual basis with the Ohio Department of Transportation's District 3 Safety Review Team in the review, analysis, and development of countermeasures for priority safety locations as identified in the State's Highway Safety Improvement Program (HSIP). Staff also assists its local jurisdictions with Safe Routes to School Travel Plan development as well as supporting bicycle and pedestrian safety through education. In addition to the MPO's Safety and Bicycle and Pedestrian subcommittees, ERPC is a member of other various regional safety committees, such as the Erie County Safe Communities and Erie County Partners for Prevention groups.

### **Bridge and Pavement Performance Management Measures (PM 2)**

Federal Rule 23 CFR 490 requires States to establish targets for four pavement and two bridge performance measures to evaluate conditions on the State's National Highway System (NHS). 2-year and 4-year targets for both measures are required with only 4-year targets required for Interstate pavements.

In early 2022, Ohio adopted statewide targets as shown below:

<b>Pavement</b>	<b>ODOT 2 Yr. Target</b>	<b>ODOT 4 Yr. Target</b>
Percentage of Interstate Pavements in Good Condition	>55%	>55%
Percentage of Interstate Pavements in Poor Condition	<1%	<1%
Percentage of Non-Interstate NHS Pavements in Good Condition	>40%	>40%
Percentage of Non-Interstate NHS in Poor condition	<2%	<2%
<b>Bridge</b>	<b>ODOT 2 Yr. Target</b>	<b>ODOT 4 Yr. Target</b>
Percentage of NHS Bridges by deck area in Good condition	>55%	>55%
Percentage of NHS Bridges by deck area in Poor Condition	<3%	<3%

The targets above reflect ODOT's review of eight years of HPMS submitted NHS pavement data and 10 years of bridge condition data. Highways and bridges are both rated as good, fair, or poor. Statewide targets are only required for the poor and good conditions.



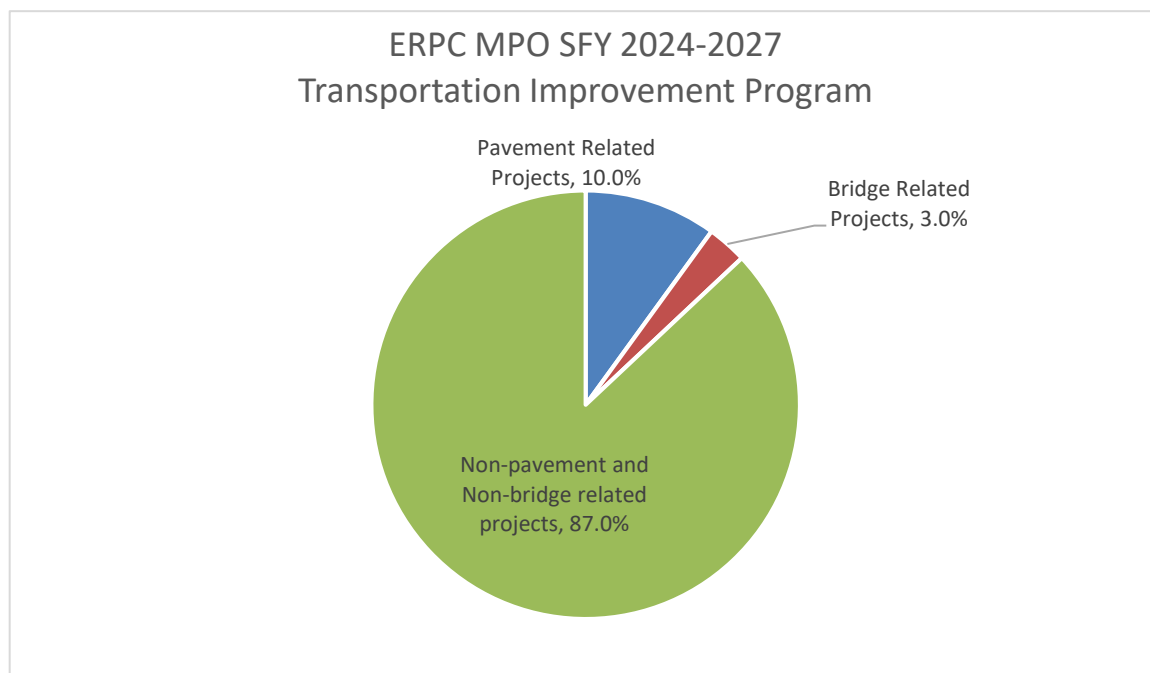
## PERFORMANCE MEASURES (cont'd.)

ODOT's review confirms that a high percentage of Ohio's NHS and Interstate pavements and bridges are in good condition with low percentages of poor conditions. ODOT's Pavement and Bridge Management Systems predict these patterns to continue.

At their June 2022 meeting, the ERPC MPO Policy Committee adopted a resolution supporting ODOT's performance management targets for the four pavement and two bridge performance measures outlined in the BIL. To aid in meeting those targets in the ERPC MPO Region, ERPC continues to plan, program, and fund projects that have a positive impact in achieving the state's established targets.

Analysis of the ERPC MPO SFY 2024-2027 TIP shows an estimated \$67 million or 10 pavement and bridge related projects programmed to aid in meeting the PM 2 targets. Pavement and bridge related improvement projects make up 31% of total TIP project costs and 12% of the total number of TIP projects.

In addition to supporting pavement and bridge related improvement projects through TIP programming, ERPC MPO has programmatic regional initiatives that also support the State in reaching its established targets. The ERPC embraces the philosophy that priority should be given to adequately operate and maintain the existing system over new construction in the use of federal funds. ERPC uses transportation project selection criteria to accentuate projects that will improve identified deficiencies in the current system for pavement and bridge conditions. Additionally, local jurisdictions have developed methodologies for maintenance and operations for their roads and have employed paving programs, chip and seal, pothole filling, joint sealing, and pavement condition rating systems in which the ERPC is supportive of.



## PERFORMANCE MEASURES (cont'd.)

### Travel Time Reliability and Freight Movement Performance Measures (PM 3)

Federal rules 23 CFR 490.507 and 23 CFR 490.607 establish National Highway System travel time reliability and Interstate System freight reliability measures. For both personal travel time reliability and freight travel time reliability measures, ODOT is required to establish 2-year and 4-year targets within a four year performance period. The two measures and targets are listed below:

Travel Time Reliability	ODOT 2 Yr. Target	ODOT 4 Yr. Target
Interstate Travel Time Reliability	> 85% of system	> 85% of system
Non-Interstate NHS Travel Time Reliability	>80% of system	> 80% of system
Freight Movement	ODOT 2 Yr. Target	ODOT 4 Yr. Target
Level of Truck Travel Time Reliability (LOTTR)	LOTTR<1.5	LOTTR<1.5

Level of Truck Travel Time Reliability (LOTTR) is the ratio generated by dividing the 95th percentile travel time by the normal time (50th percentile) for each Interstate segment. The LOTTR Index is established by multiplying each segment's largest reliability ratio of five reporting periods by its length then dividing the sum of all length-weighted segments by the total length of Interstate. The data to assess travel time reliability and establish targets is sourced from FHWA's National Performance Management Research Data Set (NPMRDS).

For purposes of ERPC MPO target setting for the travel time reliability and freight movement performance measures, the ODOT 2-year and 4-year established targets were presented to Erie County Regional Planning Policy Committee at their June 2022 meeting. After consideration, the Policy Committee decided to approve supporting the state's established targets and to assist the state in achieving those targets through planning, programming, and funding projects in the ERPC MPO region that improve travel time reliability and freight movement. Projects considered to improve travel time reliability include for example, bridge expansions, intersection expansions, interchange expansions, new roadways, addition of through lanes, and rail grade separations. Currently, no travel time reliability and freight movement related projects are programmed in the ERPC MPO SFY 2024-2027 TIP.

## PERFORMANCE MEASURES (cont'd.)

Beyond TIP programming to assist the state with reaching established targets, ERPC supports PM 3 initiatives through other program activities. ERPC MPO supports improvements for travel time reliabilities for both passenger and commercial vehicles through supporting access management, examining signal coordination and retiming of corridors (especially SR 4 and US 250), advocating for funding for maintenance and improvements made to Ohio Turnpike interchanges and adjacent roadways within the ERPC region, and continuing to support projects found in the Long Range Transportation Improvement Plan that enhance the movement of people and goods in the region.

ERPC also staff works with ODOT's Central Office on travel demand modeling and use of real time vehicle probe data to evaluate travel times across the region. ERPC frequently utilizes the model to evaluate delay at signalized intersections; census data is also utilized, such as reported travel to work times to assist in long and short range planning. ERPC is also in the process of updating its freight plan which is evaluating freight generation and commodity flows across the MPO region. The plan update is expected to be completed in calendar year 2023.

### ***Total CMAQ Emission Reduction Performance Measures***

Federal rule 23 CFR 490.807 establishes Total CMAQ Emission Reduction performance measures for Ohio's US EPA designated air quality nonattainment and maintenance areas. There are three mobile source pollutants Ohio is required to set performance targets for: Volatile Organic Compounds (VOCs), Nitrous Oxide (NO<sub>x</sub>), and Particulate Matter at 2.5 Micrometers in Diameter (PM<sub>2.5</sub>). For all three measures, ODOT is required to set both 2-year and 4-year targets within a four year performance period. The measures and targets are listed as follows:

CMAQ On-Road Mobile Source Emissions	2016-2021 (5 yr. average)	ODOT 2 Yr. Target	ODOT 4 Yr. Target
Volatile Organic Compounds Total Emission Reduction	5 yr avg - 70.82 kg/day	>60 kg/day	>60 kg/day
Nitrous Oxide Total Emission Reduction	5 yr avg - 271.96 kg/day	>250 kg/day	>250 kg/day
Particulate Matter at 2.5 Micrometers Total Emission Reduction	5 yr avg - 34.51 kg/day	>30 kg/day	>30 kg/day

The targets reflect ODOT's estimate of the emission reductions anticipated from future CMAQ projects in the 21 affected Ohio counties. The targets are based on review of the 2016-2021 project emissions data recorded in the Federal Highway Administration's CMAQ Public Access Database and were averaged to form a trend analysis.

### **PERFORMANCE MEASURES (cont'd.)**

For purposes of ERPC MPO target setting for the CMAQ Emission Reduction Performance Measures, the above current emissions data along with the ODOT 2-year and 4-year established targets were presented to Erie County Regional Planning Policy Committee at their June 2022 meeting. The committee chose to support the state's 2-year and 4-year targets for the Total CMAQ Emission Reduction performance measures. Although the ERPC MPO does not receive CMAQ funding allocations, ERPC does support projects that improve air quality through its short and long range transportation planning processes. Analysis of the ERPC MPO SFY 2024-2027 TIP shows an estimated \$1,500,000 or 5 projects that are non-single vehicle occupancy vehicle (SOV) projects. Various other projects are included in this TIP that have been demonstrated to have positive impacts on air quality such as bicycle and pedestrian facilities and roundabouts; all of which help support the state in meeting its established targets.

Beyond TIP programming, ERPC also considers a project's air quality improvement potential in its project selection process as air quality improvement criteria is included on the MPO's project scoring sheets. ERPC lends its support to various area agencies that initiate air quality improvement efforts and is very involved in promoting active transportation across the MPO region. A regional bicycle and pedestrian plan update was completed in 2019 and recommendations from that plan were incorporated into the MPO's long range transportation plan. Additionally, past efforts have included completing a sidewalk inventory report that recorded sidewalk locations, widths, conditions, serviceability, and photos and assisting local jurisdictions with safe routes to school initiatives and travel plan development. Finally, staff also looks for opportunities to include non-motorized travel improvements into proposed projects within the MPO region on a regular basis.

### **Transit Performance Management Measures**

In 2012, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) mandated the Federal Transit Administration (FTA) develop a rule to establish a strategic and systematic process of operating, maintaining and improving public transportation capital assets effectively through their entire life cycle. As a result, the Transit Asset Management (TAM) rule was developed (49 U.S.C. 5326) and was reauthorized in the Bipartisan Infrastructure Law (BIL).

Federal Rule 49 U.S.C. 5326 requires all sub-recipients of Federal financial assistance that own, operate, or manage capital assets used for providing public transportation to incorporate the TAM rule defines "state of good repair", requires grantees to develop a TAM plan, establishes performance measures, establishes annual reporting requirements to the National Transit Database (NTD), and requires the FTA to provide technical assistance.

The state of Ohio serves as the administrator and recipient of the FTA Section 5310 and 5311 funding for all its rural and small urban transit providers and social service agencies that provide public transit. In the Erie County Metropolitan Planning Organization (ERPC) planning area, there is one designated rural transit provider, the Sandusky Transit System (STS) that is a recipient of ODOT allocated FTA Section 5311 funds. Additionally, there are various social service agencies in the ERPC region that are recipients of the ODOT allocated FTA Section 5310 funding which is utilized to assist with meeting the transportation needs of older adults and people with disabilities.

## PERFORMANCE MEASURES (cont'd.)

Per TAM rules, rural transit providers receiving FTA 5311 funding and those 5310 agencies providing “open-door” service are eligible to take part in a TAM Group Plan as Tier II agencies. As such, The Ohio Department of Transportation’s Office of Transit has sponsored a Group TAM Plan in which the Sandusky Transit System and those 5310 recipient social service agencies in the ERPC MPO area are included under.

The TAM Group Plan outlines the methods by which ODOT and their sub-recipients will maintain in compliance with the data collection, evaluation and submission of transit asset data. As required by federal rule, the Plan also includes ODOT’s established performance targets and base line measures for revenue vehicles, equipment, and facilities (see below).

### 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%

Note: Each year ODOT evaluates at least 25% of the facilities it has capital responsibility for; 23% were evaluated in 2022.

### EQUIPMENT

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%

Note: Includes service vehicles and equipment not attached or part of a facility that has replacement value greater than \$50,000

## PERFORMANCE MEASURES (cont'd.)

### ROLLING STOCK REVENUE VEHICLES

Asset Class (NTD)	Asset Class (ODOT)	Performance Target	Performance Measure
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)	40% older than 14 years	38%
Van	Accessible Vans (AV); (BSV); Converted Vans (CV); Modified Mini Van (MMV); (MV-1); Mini Vans (SMV)	35% older than 8 years	34%
Automobile	Automobile (AO)	50% older than 8 years	43%
Cut-away Bus	LTL/LTN, LTV, LTV-FS, LTV-HC, LTV-N, LTV-S	20% older than 10 years	18%

The ERPC MPO Policy Board met on September 27, 2018 and approved supporting the state targets. ODOT updated its Transit Asset Management plan in September 2022, which included the performance targets above. ERPC had the opportunity to review and comment on the updated TAM plan prior to their approval. To aid the state in meeting the established targets, ERPC will continue to plan, program, and fund projects that have a positive impact in achieving determined targets.

Although the ERPC MPO is not a direct recipient of any FTA funding, collaboration with those FTA funded recipients in the MPO region occurs in ERPC's short and long range transportation planning processes. Also, the Sandusky Transit System is a member of the MPO's Technical Advisory and Policy Committees. ERPC supports transit related projects through its Transportation Improvement Program's programming. Since 2003, a total of 6 transit specific MPO TIP amendments have been approved by the ERPC Policy Committee totaling \$1,238,201 in federal funding. This amount includes \$848,579 of American Recovery and Reinvestment Act (ARRA) funding that was awarded to the Sandusky Transit System in 2009 for the purchase of 14 replacement vehicles, above ground fueling tanks, computer and communication call center upgrades, and bus shelters. An analysis of the current ERPC MPO SFY 2024-2027 TIP shows an estimated \$16,301,101 in transit funding is currently programmed.



### **PERFORMANCE MEASURES (cont'd.)**

In addition to supporting transit-related projects through TIP programming, ERPC MPO has programmatic regional transit related initiatives that will support the yet to be established targets. In 2012, the MPO staff worked with its public transit providers, social service agencies, and community stakeholders, to develop a Coordinated Human Service Public Transportation Plan. The goals of the plan are to better coordinate services among regional agencies to reduce costs, help eliminate duplication of services, and provide services to those currently underserved or not being served. Staff completed an update of the plan in 2017. The most current plan update was overseen by the region's mobility coordinator from the Great Lakes Community Action Partnership. Staff participated as a stakeholder in the development of the plan update that was finalized in the summer of 2022.

Staff also serve as a member on a county-wide Transit Technical Advisory Committee. The Committee meets as needed and discusses how best to enhance public transit services across the region. Additionally, MPO staff has assisted ODOT with its 5310 Specialized Transportation Program by guiding interested applicants through the online application process, review of regional applications, and conducting inspections on vehicles purchased through the 5310 grant program. Lastly, staff performs transit related GIS analysis and mapping for its short and long range planning programs and makes these services available to its public transit providers.

The above listed activities demonstrate ERPC's commitment to support public transit initiatives and ERPC will continue to support public transit and its providers through its planning and programming processes.

### **PROGRAM ACCOMPLISHMENTS**

The program has developed since its 2000 Census Sandusky Urbanized Area designation. The committees associated with the MPO have worked diligently to help continue develop the MPO's TIP and participate in development of the 2045 Long Range Transportation Plan which was approved in July 2020 and will be updated in July 2025. The SFY 2022 Annual Listing of Obligated Funds, completed per the requirements of the BIL, begins on page 23 and projects completed and delayed, during the SFY 2021-2024 TIP are listed on p. 25.

**ERPC MPO**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**PROGRAM ACCOMPLISHMENTS AND PROJECT STATUS**

## ERPC MPO SFY 2021 Annual Listing of Obligated Funds

PID #	County	Project Name (ie CRS)	Closed Status	Primary Work Category	STIP Fiscal Group	SFY 2021 Funds Obligated	Funding Requested in TIP	Funds Remaining
88407	ERI	ERI US 0250 00.00	Central Office Closed	Roadway Improvement (Safety)	National Highway Performance Program (NHPP), National Highway System (NHS)	<b>-\$181,928.77</b>	\$24,697,595.74	\$0.00
90932	LOR	D03 SRTS Vermilion Inf.		Pedestrian Facilities	Safe Routes to School	\$140,872.39	\$971,358.60	\$432,422.60
92889	ERI	ERI US 0006 06.41		Roadway Minor Rehab	Surface Transportation Block Grant (STBG) Program Areas with Over 5k to 200k	\$1,460,767.48	\$2,562,629.00	\$0.06
93095	ERI	ERI US 0006 28.84 BI (2018/2020)		Asset Inventory / Inspection	National Highway Performance Program (NHPP)	\$38,576.80	\$95,623.00	\$0.00
93660	ERI	ERI CR 0010 07.99 (Bogart Rd)	Central Office Closed	Roadway Minor Rehab	STP Areas with Population 5k and Under	<b>-\$84,803.79</b>	\$4,367,591.36	\$0.00
94393	ERI	ERI SR 0113 06.84		Roadway Minor Rehab	National Highway Performance Program (NHPP), Highway Safety Improvement Program	\$2,822,468.00	\$6,453,558.00	\$3,335,685.80
97447	ERI	ERI CR 0010 05.00 Roundabout	Central Office Closed	Intersection Improvement (Safety)	Highway Safety Improvement Program	<b>-\$6,599.70</b>	\$958,716.94	\$0.00
100081	D03	D03 BH FY2021 (B)		Bridge Preservation	National Highway Performance Program (NHPP)	\$204,368.00	\$335,460.00	\$131,092.00
100421	ERI	ERI US 0006 17.49 Phase 1		Intersection Improvement (Safety)	National Highway Performance Program (NHPP), STBG Program Areas with Population Over 5k-200k	\$758,591.20	\$2,857,129.70	\$0.00
101445	ERI	ERI SR 0060 08.98		Roadway Minor Rehab	National Highway Performance Program (NHPP)	\$692,674.00	\$1,183,946.60	\$0.00
101449	D03	D03 CULVERT FY2021		Culvert Preservation	National Highway Performance Program (NHPP)	\$313,029.00	\$574,940.00	\$0.00
103737	ERI	D03 SRTS City of Sandusky inf	Project Owner Closed	Pedestrian Facilities	Safe Routes to School	\$197,733.50	\$241,191.93	\$0.00
103770	ERI	ERI Vermilion Rd NS	Central Office Closed	Railroad Crossing Protection	Railway-Highway - Protective Devices	<b>-\$1,428.74</b>	\$168,867.00	\$0.00
105033	ERI	ERI CR 0505 00.00 (Meigs St)		Roadway Minor Rehab	STBG Program - Areas with Population Over 5k to 200k	\$44,562.39	\$1,725,941.76	\$1,520,803.37
105034	ERI	D03 SRTS Perkins Township Inf		Pedestrian Facilities	Transportation Alternatives - Areas with Population Over 5k to 200k, Highway Safety Improvement Program	\$245,405.00	\$976,945.70	\$731,540.70
105587	ERI	ERI Deck Overlay	Project Owner Closed	Bridge Preservation	National Highway Performance Program (NHPP)	\$37,852.54	\$614,440.00	\$0.00
105803	ERI	ERI US 006 Corridor Study	Central Office Closed	Statewide / Regional Planning	State Planning and Research, Highway Planning	\$434.02	\$250,000.00	\$0.00
106342	ERI	ERI - D03 SRTS - Edison Inf		Pedestrian Facilities	Highway Safety Improvement Program, Safe Routes to School	\$405,619.00	\$497,057.00	\$91,438.00
108035	ERI	ERI US 0006 18.02		Bridge Preservation	National Highway Performance Program (NHPP)	\$238,000.00	\$3,530,350.00	\$3,292,350.00
108979	ERI	D03 SRTS Perkins Twp Non-Inf.	Project Owner Closed	Safety Related Studies	Safe Routes to School	\$9,455.00	\$9,455.00	\$0.00
109523	ERI	ERI SR 0004 10.68 Hayes Ave		Intersection Improvement (Safety)	Highway Safety Improvement Program	\$107,231.00	\$1,116,148.24	\$1,008,917.24
109649	ERI	ERI CR 0058 00.00		Roadway Improvement (Safety)	Highway Safety Improvement Program	\$0.00	\$372,087.50	\$304,458.75
110250	LOR	LOR Henrietta Twp Sign Grant	Central Office Closed	Traffic Control (Safety)	Highway Safety Improvement Program	\$0.00	\$15,364.00	\$0.00
110322	ERI	ERI CR 0504 00.49 (Monroe St)		Roadway Minor Rehab	STBG Program - Areas with Population Over 5k to 200k	\$8,823.20	\$1,105,857.07	\$1,097,034.07

## ERPC MPO SFY 2021 Annual Listing of Obligated Funds

PID #	County	Project Name (ie CRS)	Closed Status	Primary Work Category	STIP Fiscal Group	SFY 2021 Funds Obligated	Funding Requested in TIP	Funds Remaining
110337	ERI	ERI CR 0007 03.07 (Strub Rd)		Roadway Minor Rehab	Transportation Alternatives - Areas with Population Over 5k to 200k, National Highway Performance Program, STBG Program Areas with Population Over 5k to 200k	\$879,554.52	\$1,206,122.89	\$273,898.54
110381	LOR	LOR CR 0824 00.99 (Sunnyside Rd)		Roadway Minor Rehab	STBG Program - Areas with Population Over 5k to 200k	\$0.00	\$776,022.25	\$776,022.25
110605	ERI	ERI Vermilion TWP Sign Grant	Central Office Closed	Traffic Control (Safety)	Highway Safety Improvement Program	-\$1,042.57	\$8,731.00	\$0.00
110898	ERI	ERI SR 0004 04.85		Intersection Improvement (Safety)	Highway Safety Improvement Program	\$106,353.20	\$2,673,360.97	\$2,294,320.97
113951	ERI	ERI SR 0002 08.07		Traffic Control (Safety)	Highway Safety Improvement Program	\$100,000.00	\$100,000.00	\$0.00
114056	ERI	ERI US 0006 09.07		Intersection Improvement (Safety)	Highway Safety Improvement Program	\$0.00	\$4,653,605.00	\$4,640,424.00

Total Obligated in SFY 2021 \$8,336,568.67

## ERPC MPO SFY 2022 Annual Listing of Obligated Funds

PID	Project Name (in CRs)	Description	Type	Status	Closed Status	Primary Work Category	FHWA Program Code	Change in federal funds	Change in advanced construction funds	Total Project Cost	Total Funding Remaining
90932	D03 SRTS Vermilion Inf.	Install sidewalks, signage, crosswalks and pavement markings	Local Let	Awarded		Pedestrian Facilities	TA	\$0.00	<del>-\$430,492.93</del>		
							SRTS	\$432,422.60	\$0.00	\$960,367.00	\$41,591.58
94393	ERI SR 0113 06.84	Resurfacing ERI-113-6.84 (SR 601) to 11.51 (begin SR61 overlap) ERI-061-1.74 (Begin Overlay with SR 113) to 4.77 (Village of Berlin Corp Limit) ERI-113-12.79 (End Overlay with SR 61) to 13.40 (Intersection with Bellamy Rd) Bike Lane on widened Shoulder SLM 07	ODOT Let	Awarded		Roadway Minor Rehab	STBG	\$334,028.06	\$0.00		
							STBG	<del>-\$318,838.67</del>	\$0.00		
							HSIP	\$30,178.43	\$0.00		
							STBG	\$14,561.94	\$0.00		
							STBG	<del>-\$40,410.80</del>	\$0.00		
							HSIP	<del>-\$12,125.28</del>	\$0.00	\$6,453,558.00	\$335,006.47
98575	LOR US 0006 00.00	Resurfacing - Urban Paving City of Vermilion	ODOT Let	Awarded		Roadway Minor Rehab	NHPP	\$0.00	\$1,610,472.00	\$2,611,642.00	\$251,499.95
100081	D03 BH FY2021 (B)	Bridge Repairs	ODOT Let	Awarded		Bridge Preservation	NHPP	\$15,673.60	\$0.00		
							STBG	<del>-\$15,946.38</del>	\$0.00		
							STBG	\$5,000.00	\$0.00	\$342,886.00	\$0.00
100421	ERI US 0006 17.49 Phase 1	Intersection Modification at US and Berlin Road and includes urban paving	Local Let	Awarded		Intersection Improvement (Safety)	NHPP	\$3,210.00	\$0.00	\$2,861,142.20	\$2,095,838.50
100432	LOR CR 0070 08.74 (Vermilion Rd)	Resurfacing, Phase 2 of 2	Local Let	Awarded	Central Office Closed	Roadway Minor Rehab	STBG	<del>-\$14,871.50</del>	\$0.00	\$1,008,579.36	\$0.00
101252	HUR SR 0269 05.49	Resurfacing - Urban Paving City of Bellevue	ODOT Let	Awarded	Central Office Closed	Roadway Minor Rehab	Highway Infrastructure - Rail	<del>-\$45,378.56</del>	\$0.00	\$1,105,808.00	\$0.00
101445	ERI SR 0060 08.98	Resurfacing-Urban Paving City of Vermilion ERI 0060 08.98 (ENTER VERMILION) to 09.86 (END AT US 06R) ERI 0005 27.80 (ENTER VERMILION) to 29.54 (ENTER LOR CO AT 00000)	ODOT Let	Awarded		Roadway Minor Rehab	NHPP	\$43,599.98	\$0.00		
							STBG	\$22,587.24	\$0.00		
							NHPP	\$19,878.40	\$0.00		
							STBG	\$18,920.80	\$0.00	\$1,187,906.60	\$108,015.95
101449	D03 CULVERT FY2021	WAY SR 0095 05.49-Installation of a concrete culvert invert ERI US 0250 08.99-Installation of a concrete culvert invert and installation of joint seals. RIC IR 0071 03.19-Repair of a concrete culvert pipe that had a pile punched through it.	ODOT Let	Awarded	Project Owner Closed	Culvert Preservation	NHPP	\$2,734.76	\$0.00		
							STBG	\$17,871.91	\$0.00	\$54,749,440.00	\$0.00
105033	ERI CR 0505 00.00 (Meigs St)	Reconstruction of concrete roadway, replace multi use path	Local Let	Awarded		Roadway Minor Rehab	STBG	\$0.00	\$849,615.48	\$2,222,126.80	\$1,199,026.96
105034	D03 SRTS Perkins Town-Highway Infrastructure - Rail Inf	Sidewalk Installation	Local Let	Awarded		Pedestrian Facilities	TA	\$0.00	\$465,960.00		
							HSIP	\$20,250.00	\$0.00	\$929,689.94	\$162,089.39
105446	ERI/LOR MICRO FY2023	Microsurfacing ERI SR 60/ LOR 57/ LOR SR301	ODOT Let	Awarded		Pavement Maintenance	HSIP	\$0.00	\$188,100.00	\$2,669,486.00	\$255,759.56
105591	ERI US 0006 28.84 BI FY 2022/24	Bridge Inspection of ERI US 0006 28.84 - CY 2022 & 2024 Fracture Critical	Non-Let	Non-Let		Asset Inventory / Inspection	NHPP	\$0.00	\$47,397.60	\$59,247.00	\$25,257.00
106342	ERI - D03 SRTS - Edison Inf	Safe Routes to Schools Project at Edison High School in the Village of Milan consisting of constructing sidewalk between school and southern sub-divisions; improve crosswalk safety, install ped heads and signage.	ODOT Let	Awarded		Pedestrian Facilities	TA	\$10,318.48	\$0.00		
								\$14,200.00	\$0.00	\$497,057.00	\$64,208.59
108979	D03 SRTS Perkins Twp Non-Inf.	Safe Routes to Schools 2019 Non-Inf. Crossing guard safety equipment, increased enforcement, pedestrian and bicycle education materials, and floor mat for Safety Town	Non-Let	Non-Let	Central Office Closed	Safety Related Studies	TA	<del>-\$1,991.40</del>	\$0.00	\$9,455.00	\$0.00
109163	ERI SR 0113 05.85 GSM	The existing slope is approximately 20 ft. high and the embankment along the road is falling. There are numerous cracks that are starting to appear in the shoulder and the toe of the slope is starting to bulge in several areas. The failure is being contributed to both poor embankment material along with drainage over the side of the slope.	ODOT Let	Awarded		Geologic Maintenance / Slide Repair	STBG	\$0.00	\$638,000.00		
								\$580,584.00	\$0.00		
								\$0.00	<del>-\$638,000.00</del>	\$892,130.00	\$232,372.85
109523	ERI SR 0004 10.66 Hayes Ave	Various Intersection and traffic signal improvements on Hayes Avenue (SR 4) from Perkins Avenue to Columbus Avenue in Sandusky	Local Let	Not Filed		Intersection Improvement (Safety)	HSIP	\$0.00	\$99,274.40		
								\$99,274.40	<del>-\$99,274.40</del>	\$1,171,971.48	\$876,168.71
109649	ERI CR 0058 00.00	Realign CR 58 (Hartland Center Road) to provide a 55 mph designed roadway.	Local Let	Awarded		Roadway Improvement (Safety)	HSIP	\$304,458.75	\$0.00		
								\$0.00	<del>-\$304,458.75</del>		
								\$28,541.25	\$0.00	\$106,278.08	\$226,721.92
110337	ERI CR 0007 03.07 (Strub Rd)	Asphalt concrete planing and resurfacing of Strub Rd (CR 7) and adding a west bound turn lane from US 250 onto Strub Road and add ADA compliant sidewalk.	Local Let	Awarded	Project Owner Closed	Roadway Minor Rehab	STBG	\$0.00	<del>-\$297,338.16</del>		
							STBG	\$297,338.16	\$0.00		
							TA	\$0.00	<del>-\$160,229.24</del>		
							SRTS	\$160,229.24	\$0.00	\$1,207,099.95	\$0.00
110361	LOR CR 0624 00.99 (Sunnyside Rd)	The project will consist of pavement repair and resurfacing of the existing asphalt roadway, Sunny Side Road, from 350' north of Jerusalem Road to 800' north of the Norfolk/Southern grade crossing in the City of Vermilion.	Local Let	Awarded	Project Owner Closed	Roadway Minor Rehab	STBG	\$620,817.80	\$0.00		
								\$0.00	<del>-\$620,817.80</del>	\$1,032,007.60	\$0.00
110670	ERPC Regional Safety Plan	Project will result in development of county safety plan for the ERPC region	Non-Let	Non-Let	Central Office Closed	Safety Related Studies	HSIP	<del>-\$8,757.49</del>	\$0.00	\$69,867.00	\$0.00
110898	ERI SR 0004 04.65	Convert Two way stop controlled intersection into a single-lane roundabout at ERI-4-4.65 / SR 99 / Skadden. (Safety App 201905D03-03)	ODOT Let	Not Filed		Intersection Improvement (Safety)	HSIP	\$111,700.00	\$0.00		
								\$0.00	<del>-\$56,700.00</del>	\$3,727,851.37	\$2,777,556.00
113951	ERI SR 0002 08.07	Purchase and install Safety Corridor and Distracted Driving Corridor signs on SR 2 between SR 4 and SR 60	Non-Let	Non-Let	Central Office Closed	Traffic Control (Safety)	HSIP	<del>-\$28,479.67</del>	\$0.00	\$100,000.00	\$0.00
113957	ERI CR 0500 01.37 W Monroe	Resurfacing Project	Local Let	Not Filed		Roadway Minor Rehab	STBG	\$0.00	\$25,000.00	\$836,305.97	\$811,305.97

## ERPC MPO SFY 2022 Annual Listing of Obligated Funds

PID	Project Name (ie CRS)	Description	Type	Status	Closed Status	Primary Work Category	FHWA Program Code	Change in federal funds	Change in advanced construction funds	Total Project Cost	Total Funding Remaining
113959	ERI CR 0005 02.85 E. Perkins	Resurfacing Project	Local Let	Not Filed		Roadway Minor Rehab	STBG	\$0.00	\$48,000.00	\$561,275.00	\$513,275.00
114056	ERI US 0006 09.07	Install a roundabout at Cedar Point Drive, turn lanes at Sycamore Line and replace the signal at Remington Ave in Sandusky. Also remove several signals	Local Let	Not Filed		Intersection Improvement (Safety)	HSIP	\$952,875.00	\$0.00	\$6,066,704.43	\$5,577,453.48
								\$0.00	-\$952,875.00		
115886	ERI-CR110-2.83 Safety Study	Safety study in Perkins Township at the intersection of Campbell and Strub Rd.	Non-Let	Non-Let		Safety Related Studies	HSIP	\$0.00	\$16,711.00	\$16,711.00	\$0.00
								\$16,711.00	\$0.00		
								\$0.00	-\$16,711.00		
115918	ERPC Summary and Screening 2021	Crash summary report and priority location screening for ERPC	Non-Let	Non-Let		Safety Related Studies	HSIP	\$0.00	\$15,655.99	\$31,951.00	\$0.00
								\$15,655.99	\$0.00		
								\$0.00	-\$15,655.99		



## PROJECTS FROM ERPC MPO SFY 2021 – 2024 TIP CANCELLED, DELAYED, COMPLETED

PID NUMBER	CO-RTE- SECTION	LOCATION TERMIN	TYPE OF WORK	FY 2021-2024 PE, RW, CONSTRUCTION	FY 2021-2024 PE, RW, CONSTRUCTION	REASON
107223	ERI US 0006 16.27 Phase 2	US 6 from SR 2 Gore to Center St.	Roadway Rehabilitation, Intersection Improvements	2022 CONSTRUCTION	2025 CONSTRUCTION	Delayed to SFY 2025 to accommodate intersection improvements design

**ERPC MPO  
TRANSPORTATION IMPROVEMENT PROGRAM  
HIGHWAY IMPROVEMENTS  
FY 2024-2027**

## Highway Project Listing Key

Term	Description
PID No.	The Project Identification Number assigned to a project by ODOT.
STIP Type	Project is in STIP by Group or Individual
Project Name	The official project title assigned by ODOT.
Project 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.
Project Description	A brief description of the type of work to be performed.
Primary Work Category	Indicates the primary purpose of the project.
Air Quality Indicator	Indicates whether project is subject to air quality conformity determination.
Sponsoring Agency	The unit of government or agency that initiated the project, charged with implementation responsibility and assigned local share.
SFY	State Fiscal Year (e.g. SFY 2022 begins on July 1, 2021).
Phase	ENV - Preliminary Engineering/Environmental DD - Detailed Design RW - Right-of-Way CO - Construction OTH - Other SP - Planning SR - Research TR - Transit
Adjusted Total Amount	Indicates the total amount funded for each phase by a fund type.
STIP Fund Type	Indicates funding source.
Phase Cost	Shows the entire cost of the project phase.
Total Project Cost	Total cost of all project phases in current dollars.

## 2024-2027 STIP Draft 4 Highway Project Data

PID	STIP Type (Group/ Individual)	Project Name	Project Termini	Project Description	Primary Work Category	Air Quality Indicator	Sponsoring Agency	State Fiscal Year	Phase	Adjusted Total Amount	STIP Fund Type	Phase Cost	Total Project Cost
77438	Group	ERI SR 0002 15.89	ERI 2 15.89-20.02	Minor RehabERI 2 15.89-20.02	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 78,964.00	Labor	\$ 4,752,705.00	\$ 4,851,410.00
77438	Group	ERI SR 0002 15.89	ERI 2 15.89-20.02	Minor RehabERI 2 15.89-20.02	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 19,741.00	Labor	\$ 4,752,705.00	\$ 4,851,410.00
77438	Group	ERI SR 0002 15.89	ERI 2 15.89-20.02	Minor RehabERI 2 15.89-20.02	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 60,000.00	Preservation	\$ 4,752,705.00	\$ 4,851,410.00
77438	Group	ERI SR 0002 15.89	ERI 2 15.89-20.02	Minor RehabERI 2 15.89-20.02	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 15,000.00	State	\$ 4,752,705.00	\$ 4,851,410.00
77438	Group	ERI SR 0002 15.89	ERI 2 15.89-20.02	Minor RehabERI 2 15.89-20.02	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 3,663,200.00	Preservation	\$ 4,752,705.00	\$ 4,851,410.00
77438	Group	ERI SR 0002 15.89	ERI 2 15.89-20.02	Minor RehabERI 2 15.89-20.02	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 915,800.00	State	\$ 4,752,705.00	\$ 4,851,410.00
92016	Group	ERI SR 0002 19.04	ERI-002-19.11 L/R	ERI-SR 0002-19.04 L & R : Piers 1 thru 10 on the Left and Right Bridges have steel piles with mastic coating that needs repair. Patch and seal the bridge decks. Reseal the bridge parapets, abutments, and wingwalls. Remove trees along the bridge as needed to aid in bridge inspections. Repair concrete beam spill locations.	Bridge Preservation	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 554,400.00	Labor	\$ 13,013,000.00	\$ 16,594,000.00
92016	Group	ERI SR 0002 19.04	ERI-002-19.11 L/R	ERI-SR 0002-19.04 L & R : Piers 1 thru 10 on the Left and Right Bridges have steel piles with mastic coating that needs repair. Patch and seal the bridge decks. Reseal the bridge parapets, abutments, and wingwalls. Remove trees along the bridge as needed to aid in bridge inspections. Repair concrete beam spill locations.	Bridge Preservation	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 138,600.00	Labor	\$ 13,013,000.00	\$ 16,594,000.00
92016	Group	ERI SR 0002 19.04	ERI-002-19.11 L/R	ERI-SR 0002-19.04 L & R : Piers 1 thru 10 on the Left and Right Bridges have steel piles with mastic coating that needs repair. Patch and seal the bridge decks. Reseal the bridge parapets, abutments, and wingwalls. Remove trees along the bridge as needed to aid in bridge inspections. Repair concrete beam spill locations.	Bridge Preservation	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 9,856,000.00	Major Programs	\$ 13,013,000.00	\$ 16,594,000.00
92016	Group	ERI SR 0002 19.04	ERI-002-19.11 L/R	ERI-SR 0002-19.04 L & R : Piers 1 thru 10 on the Left and Right Bridges have steel piles with mastic coating that needs repair. Patch and seal the bridge decks. Reseal the bridge parapets, abutments, and wingwalls. Remove trees along the bridge as needed to aid in bridge inspections. Repair concrete beam spill locations.	Bridge Preservation	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 2,464,000.00	State	\$ 13,013,000.00	\$ 16,594,000.00
92016	Group	ERI SR 0002 19.04	ERI-002-19.11 L/R	ERI-SR 0002-19.04 L & R : Piers 1 thru 10 on the Left and Right Bridges have steel piles with mastic coating that needs repair. Patch and seal the bridge decks. Reseal the bridge parapets, abutments, and wingwalls. Remove trees along the bridge as needed to aid in bridge inspections. Repair concrete beam spill locations.	Bridge Preservation	Exempt	ODOT SPONSORING AGENCY	2025	DD	\$ 137,280.00	Labor	\$ 403,600.00	\$ 16,594,000.00
92016	Group	ERI SR 0002 19.04	ERI-002-19.11 L/R	ERI-SR 0002-19.04 L & R : Piers 1 thru 10 on the Left and Right Bridges have steel piles with mastic coating that needs repair. Patch and seal the bridge decks. Reseal the bridge parapets, abutments, and wingwalls. Remove trees along the bridge as needed to aid in bridge inspections. Repair concrete beam spill locations.	Bridge Preservation	Exempt	ODOT SPONSORING AGENCY	2025	DD	\$ 34,320.00	Labor	\$ 403,600.00	\$ 16,594,000.00

## 2024-2027 STIP Draft 4 Highway Project Data

PID	STIP Type (Group/ Individual)	Project Name	Project Termini	Project Description	Primary Work Category	Air Quality Indicator	Sponsoring Agency	State Fiscal Year	Phase	Adjusted Total Amount	STIP Fund Type	Phase Cost	Total Project Cost
92016	Group	ERI SR 0002 19.04	ERI-002-19.11 L/R	ERI-SR 0002-19.04 L & R : Piers 1 thru 10 on the Left and Right Bridges have steel piles with mastic coating that needs repair. Patch and seal the bridge decks. Reseal the bridge parapets, abutments, and wingwalls. Remove trees along the bridge as needed to aid in bridge inspections. Repair concrete beam spall locations.	Bridge Preservation	Exempt	ODOT SPONSORING AGENCY	2025	DD	\$ 185,600.00	Major Programs	\$ 403,600.00	\$ 16,594,000.00
92016	Group	ERI SR 0002 19.04	ERI-002-19.11 L/R	ERI-SR 0002-19.04 L & R : Piers 1 thru 10 on the Left and Right Bridges have steel piles with mastic coating that needs repair. Patch and seal the bridge decks. Reseal the bridge parapets, abutments, and wingwalls. Remove trees along the bridge as needed to aid in bridge inspections. Repair concrete beam spall locations.	Bridge Preservation	Exempt	ODOT SPONSORING AGENCY	2025	DD	\$ 46,400.00	State	\$ 403,600.00	\$ 16,594,000.00
98525	Group	D03 SYSSIGN FY2024(B)	Various Routes in Erie, Richland, Lorain, and Wayne County	District Wide Systematic Sign ReplacementWAY US 0030 9.18 -25.88 (Stark Co.)WAY SR 0172 from 00.00 (SR 0030) to 00.57 (Stark Co.)WAY US 0250 11.96-14.61ERI SR 0002 17.85 (SR 0013) -29.75 (SR 0060)-Portions of signagERIC IR 0071 09.25 Northbound Overhead signageLOR 0090 12.46 Westbound Overhead signage	Traffic Control (Safety)	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 34,000.00	Labor	\$ 374,000.00	\$ 474,000.00
98525	Group	D03 SYSSIGN FY2024(B)	Various Routes in Erie, Richland, Lorain, and Wayne County	District Wide Systematic Sign ReplacementWAY US 0030 9.18 -25.88 (Stark Co.)WAY SR 0172 from 00.00 (SR 0030) to 00.57 (Stark Co.)WAY US 0250 11.96-14.61ERI SR 0002 17.85 (SR 0013) -29.75 (SR 0060)-Portions of signagERIC IR 0071 09.25 Northbound Overhead signageLOR 0090 12.46 Westbound Overhead signage	Traffic Control (Safety)	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 340,000.00	Preservation	\$ 374,000.00	\$ 474,000.00
103704	Group	ERI US 0006 03.64	ERI-6-3.64-5.61 / ERI-250-0.00-0.48	Resurfacing-Urban Paving City of SanduskyERI-006-03.64 (Sandusky WCL (JNT. LINE)) - 05.61 (0.11 mi. west of Venice Rd Connector)ERI-250-00.00 (Concrete Repairs)(Sycamore Line/Cleveland Rd.) to 00.48(Butler St.) removed from PID# 92889	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 31,132.00	Labor	\$ 1,472,801.00	\$ 1,488,630.00
103704	Group	ERI US 0006 03.64	ERI-6-3.64-5.61 / ERI-250-0.00-0.48	Resurfacing-Urban Paving City of SanduskyERI-006-03.64 (Sandusky WCL (JNT. LINE)) - 05.61 (0.11 mi. west of Venice Rd Connector)ERI-250-00.00 (Concrete Repairs)(Sycamore Line/Cleveland Rd.) to 00.48(Butler St.) removed from PID# 92889	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 7,783.00	Labor	\$ 1,472,801.00	\$ 1,488,630.00
103704	Group	ERI US 0006 03.64	ERI-6-3.64-5.61 / ERI-250-0.00-0.48	Resurfacing-Urban Paving City of SanduskyERI-006-03.64 (Sandusky WCL (JNT. LINE)) - 05.61 (0.11 mi. west of Venice Rd Connector)ERI-250-00.00 (Concrete Repairs)(Sycamore Line/Cleveland Rd.) to 00.48(Butler St.) removed from PID# 92889	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 21,000.00	Labor	\$ 1,472,801.00	\$ 1,488,630.00
103704	Group	ERI US 0006 03.64	ERI-6-3.64-5.61 / ERI-250-0.00-0.48	Resurfacing-Urban Paving City of SanduskyERI-006-03.64 (Sandusky WCL (JNT. LINE)) - 05.61 (0.11 mi. west of Venice Rd Connector)ERI-250-00.00 (Concrete Repairs)(Sycamore Line/Cleveland Rd.) to 00.48(Butler St.) removed from PID# 92889	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 21,000.00	Labor	\$ 1,472,801.00	\$ 1,488,630.00
103704	Group	ERI US 0006 03.64	ERI-6-3.64-5.61 / ERI-250-0.00-0.48	Resurfacing-Urban Paving City of SanduskyERI-006-03.64 (Sandusky WCL (JNT. LINE)) - 05.61 (0.11 mi. west of Venice Rd Connector)ERI-250-00.00 (Concrete Repairs)(Sycamore Line/Cleveland Rd.) to 00.48(Butler St.) removed from PID# 92889	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 11,936.00	Labor	\$ 1,472,801.00	\$ 1,488,630.00
103704	Group	ERI US 0006 03.64	ERI-6-3.64-5.61 / ERI-250-0.00-0.48	Resurfacing-Urban Paving City of SanduskyERI-006-03.64 (Sandusky WCL (JNT. LINE)) - 05.61 (0.11 mi. west of Venice Rd Connector)ERI-250-00.00 (Concrete Repairs)(Sycamore Line/Cleveland Rd.) to 00.48(Butler St.) removed from PID# 92889	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 2,800.00	Labor	\$ 1,472,801.00	\$ 1,488,630.00



## 2024-2027 STIP Draft 4 Highway Project Data

PID	STIP Type (Group/ Individual)	Project Name	Project Termini	Project Description	Primary Work Category	Air Quality Indicator	Sponsoring Agency	State Fiscal Year	Phase	Adjusted Total Amount	STIP Fund Type	Phase Cost	Total Project Cost
103704	Group	ERI US 0006 03.64	ERI-6-3.64-5.61 / ERI-250-0.00-0.48	Resurfacing-Urban Paving City of SanduskyERI-006-03.64 (Sandusky WCL (JNT. LINE)) - 05.61 (0.11 mi. west of Venice Rd Connector)ERI-250-00.00 (Concrete Repairs)(Sycamore Line/Cleveland Rd.) to 00.48(Butler St.) removed from PID# 92889	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 700.00	Labor	\$ 1,472,801.00	\$ 1,488,630.00
103704	Group	ERI US 0006 03.64	ERI-6-3.64-5.61 / ERI-250-0.00-0.48	Resurfacing-Urban Paving City of SanduskyERI-006-03.64 (Sandusky WCL (JNT. LINE)) - 05.61 (0.11 mi. west of Venice Rd Connector)ERI-250-00.00 (Concrete Repairs)(Sycamore Line/Cleveland Rd.) to 00.48(Butler St.) removed from PID# 92889	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 170,515.00	Local	\$ 1,472,801.00	\$ 1,488,630.00
103704	Group	ERI US 0006 03.64	ERI-6-3.64-5.61 / ERI-250-0.00-0.48	Resurfacing-Urban Paving City of SanduskyERI-006-03.64 (Sandusky WCL (JNT. LINE)) - 05.61 (0.11 mi. west of Venice Rd Connector)ERI-250-00.00 (Concrete Repairs)(Sycamore Line/Cleveland Rd.) to 00.48(Butler St.) removed from PID# 92889	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 444,748.00	Preservation	\$ 1,472,801.00	\$ 1,488,630.00
103704	Group	ERI US 0006 03.64	ERI-6-3.64-5.61 / ERI-250-0.00-0.48	Resurfacing-Urban Paving City of SanduskyERI-006-03.64 (Sandusky WCL (JNT. LINE)) - 05.61 (0.11 mi. west of Venice Rd Connector)ERI-250-00.00 (Concrete Repairs)(Sycamore Line/Cleveland Rd.) to 00.48(Butler St.) removed from PID# 92889	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 111,187.00	Local	\$ 1,472,801.00	\$ 1,488,630.00
103704	Group	ERI US 0006 03.64	ERI-6-3.64-5.61 / ERI-250-0.00-0.48	Resurfacing-Urban Paving City of SanduskyERI-006-03.64 (Sandusky WCL (JNT. LINE)) - 05.61 (0.11 mi. west of Venice Rd Connector)ERI-250-00.00 (Concrete Repairs)(Sycamore Line/Cleveland Rd.) to 00.48(Butler St.) removed from PID# 92889	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 300,000.00	Preservation	\$ 1,472,801.00	\$ 1,488,630.00
103704	Group	ERI US 0006 03.64	ERI-6-3.64-5.61 / ERI-250-0.00-0.48	Resurfacing-Urban Paving City of SanduskyERI-006-03.64 (Sandusky WCL (JNT. LINE)) - 05.61 (0.11 mi. west of Venice Rd Connector)ERI-250-00.00 (Concrete Repairs)(Sycamore Line/Cleveland Rd.) to 00.48(Butler St.) removed from PID# 92889	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 300,000.00	Local	\$ 1,472,801.00	\$ 1,488,630.00
103704	Group	ERI US 0006 03.64	ERI-6-3.64-5.61 / ERI-250-0.00-0.48	Resurfacing-Urban Paving City of SanduskyERI-006-03.64 (Sandusky WCL (JNT. LINE)) - 05.61 (0.11 mi. west of Venice Rd Connector)ERI-250-00.00 (Concrete Repairs)(Sycamore Line/Cleveland Rd.) to 00.48(Butler St.) removed from PID# 92889	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 40,000.00	Preservation	\$ 1,472,801.00	\$ 1,488,630.00
103704	Group	ERI US 0006 03.64	ERI-6-3.64-5.61 / ERI-250-0.00-0.48	Resurfacing-Urban Paving City of SanduskyERI-006-03.64 (Sandusky WCL (JNT. LINE)) - 05.61 (0.11 mi. west of Venice Rd Connector)ERI-250-00.00 (Concrete Repairs)(Sycamore Line/Cleveland Rd.) to 00.48(Butler St.) removed from PID# 92889	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 10,000.00	State	\$ 1,472,801.00	\$ 1,488,630.00
105591	Group	ERI US 0006 28.84 BI FY 2022/24	Bridge inspection of ERI US 0006 28.84 - CY 2022 & CY 2024	Bridge inspection of ERI US 0006 28.84 - CY 2022 & 2024 Fracture Critical	Asset Inventory / Inspection	Exempt	ODOT SPONSORING AGENCY	2024	OTH	\$ 20,205.60	Preservation	\$ 59,247.00	\$ 59,247.00
105591	Group	ERI US 0006 28.84 BI FY 2022/24	Bridge inspection of ERI US 0006 28.84 - CY 2022 & CY 2024	Bridge inspection of ERI US 0006 28.84 - CY 2022 & 2024 Fracture Critical	Asset Inventory / Inspection	Exempt	ODOT SPONSORING AGENCY	2024	OTH	\$ 5,051.40	State	\$ 59,247.00	\$ 59,247.00
107223	Individual	ERI US 0006 16.27 Phase 2	US 6, from SR 2 Gore (16.27) to Center St (17.49)	Restore pavement condition; Remove unwarranted signal at Center Street, revise intersection geometry at Center Street; upgrade walks/curb ramps to ADA standards, possible lane re-assignment to accommodate bicycles.Resurfacing-Urban Paving City of Huron ER I 6 16.27 (SR2 Gore) -17.49	Roadway Minor Rehab	Exempt	Huron, City of	2025	CO	\$ 11,000.00	Local	\$ 1,800,886.13	\$ 1,800,886.13
107223	Individual	ERI US 0006 16.27 Phase 2	US 6, from SR 2 Gore (16.27) to Center St (17.49)	Restore pavement condition; Remove unwarranted signal at Center Street, revise intersection geometry at Center Street; upgrade walks/curb ramps to ADA standards, possible lane re-assignment to accommodate bicycles.Resurfacing-Urban Paving City of Huron ER I 6 16.27 (SR2 Gore) -17.49	Roadway Minor Rehab	Exempt	Huron, City of	2025	CO	\$ 86,800.00	Local	\$ 1,800,886.13	\$ 1,800,886.13

## 2024-2027 STIP Draft 4 Highway Project Data

PID	STIP Type (Group/ Individual)	Project Name	Project Termini	Project Description	Primary Work Category	Air Quality Indicator	Sponsoring Agency	State Fiscal Year	Phase	Adjusted Total Amount	STIP Fund Type	Phase Cost	Total Project Cost
107223	Individual	ERI US 0006 16.27 Phase 2	US 6, from SR 2 Gore (16.27) to Center St (17.49)	Restore pavement condition; Remove unwarranted signal at Center Street, revise intersection geometry at Center Street; upgrade walks/curb ramps to ADA standards, possible lane re-assignment to accommodate bicycles.Resurfacing-Urban Paving City of Huron ER I 6 16.27 (SR2 Gore) -17.49	Roadway Minor Rehab	Exempt	Huron, City of	2025	CO	\$ 66,000.00	Local	\$ 1,800,886.13	\$ 1,800,886.13
107223	Individual	ERI US 0006 16.27 Phase 2	US 6, from SR 2 Gore (16.27) to Center St (17.49)	Restore pavement condition; Remove unwarranted signal at Center Street, revise intersection geometry at Center Street; upgrade walks/curb ramps to ADA standards, possible lane re-assignment to accommodate bicycles.Resurfacing-Urban Paving City of Huron ER I 6 16.27 (SR2 Gore) -17.49	Roadway Minor Rehab	Exempt	Huron, City of	2025	CO	\$ 230,618.51	Local	\$ 1,800,886.13	\$ 1,800,886.13
107223	Individual	ERI US 0006 16.27 Phase 2	US 6, from SR 2 Gore (16.27) to Center St (17.49)	Restore pavement condition; Remove unwarranted signal at Center Street, revise intersection geometry at Center Street; upgrade walks/curb ramps to ADA standards, possible lane re-assignment to accommodate bicycles.Resurfacing-Urban Paving City of Huron ER I 6 16.27 (SR2 Gore) -17.49	Roadway Minor Rehab	Exempt	Huron, City of	2025	CO	\$ 108,150.00	Local	\$ 1,800,886.13	\$ 1,800,886.13
107223	Individual	ERI US 0006 16.27 Phase 2	US 6, from SR 2 Gore (16.27) to Center St (17.49)	Restore pavement condition; Remove unwarranted signal at Center Street, revise intersection geometry at Center Street; upgrade walks/curb ramps to ADA standards, possible lane re-assignment to accommodate bicycles.Resurfacing-Urban Paving City of Huron ER I 6 16.27 (SR2 Gore) -17.49	Roadway Minor Rehab	Exempt	Huron, City of	2025	CO	\$ 35,817.62	Local	\$ 1,800,886.13	\$ 1,800,886.13
107223	Individual	ERI US 0006 16.27 Phase 2	US 6, from SR 2 Gore (16.27) to Center St (17.49)	Restore pavement condition; Remove unwarranted signal at Center Street, revise intersection geometry at Center Street; upgrade walks/curb ramps to ADA standards, possible lane re-assignment to accommodate bicycles.Resurfacing-Urban Paving City of Huron ER I 6 16.27 (SR2 Gore) -17.49	Roadway Minor Rehab	Exempt	Huron, City of	2025	CO	\$ 500,000.00	MPO STBG	\$ 1,800,886.13	\$ 1,800,886.13
107223	Individual	ERI US 0006 16.27 Phase 2	US 6, from SR 2 Gore (16.27) to Center St (17.49)	Restore pavement condition; Remove unwarranted signal at Center Street, revise intersection geometry at Center Street; upgrade walks/curb ramps to ADA standards, possible lane re-assignment to accommodate bicycles.Resurfacing-Urban Paving City of Huron ER I 6 16.27 (SR2 Gore) -17.49	Roadway Minor Rehab	Exempt	Huron, City of	2025	CO	\$ 125,000.00	Local	\$ 1,800,886.13	\$ 1,800,886.13
107223	Individual	ERI US 0006 16.27 Phase 2	US 6, from SR 2 Gore (16.27) to Center St (17.49)	Restore pavement condition; Remove unwarranted signal at Center Street, revise intersection geometry at Center Street; upgrade walks/curb ramps to ADA standards, possible lane re-assignment to accommodate bicycles.Resurfacing-Urban Paving City of Huron ER I 6 16.27 (SR2 Gore) -17.49	Roadway Minor Rehab	Exempt	Huron, City of	2025	CO	\$ 510,000.00	Preservation	\$ 1,800,886.13	\$ 1,800,886.13
107223	Individual	ERI US 0006 16.27 Phase 2	US 6, from SR 2 Gore (16.27) to Center St (17.49)	Restore pavement condition; Remove unwarranted signal at Center Street, revise intersection geometry at Center Street; upgrade walks/curb ramps to ADA standards, possible lane re-assignment to accommodate bicycles.Resurfacing-Urban Paving City of Huron ER I 6 16.27 (SR2 Gore) -17.49	Roadway Minor Rehab	Exempt	Huron, City of	2025	CO	\$ 127,500.00	Local	\$ 1,800,886.13	\$ 1,800,886.13
107999	Group	D03 GR FY2024	Various Guardrail locations throughout district 03	Various guardrail maintenance work throughout district 03.Verify quantities based on previous years' quantities.	Guardrail / Roadside Maintenance	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 65,000.00	Labor	\$ 1,021,000.00	\$ 1,053,500.00
107999	Group	D03 GR FY2024	Various Guardrail locations throughout district 03	Various guardrail maintenance work throughout district 03.Verify quantities based on previous years' quantities.	Guardrail / Roadside Maintenance	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 956,000.00	State	\$ 1,021,000.00	\$ 1,053,500.00

## 2024-2027 STIP Draft 4 Highway Project Data

PID	STIP Type (Group/ Individual)	Project Name	Project Termini	Project Description	Primary Work Category	Air Quality Indicator	Sponsoring Agency	State Fiscal Year	Phase	Adjusted Total Amount	STIP Fund Type	Phase Cost	Total Project Cost
108009	Group	D03 LG FY2024(A)	MED IR 0071 16.34 & 23.58, ERI SR 0002 20.47 & 21.79, HUR SR 0060 00.57, CRA SR 0602 13.79, RIC SR 0603 20.99, LOR SR 0082 07.54	Lighting Upgrades: MED IR 0071 16.34 & 23.58Lighting Upgrades: ERI SR 0002 20.47 & 21.79School Flasher Upgrades: HUR SR 0060 00.57, CRA SR 0602 13.79, RIC SR 0603 20.99Traffic Signal Maintenance: LOR SR 0082 07.54	Traffic Control Maintenance	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 10,000.00	Labor	\$ 110,000.00	\$ 115,000.00
108009	Group	D03 LG FY2024(A)	MED IR 0071 16.34 & 23.58, ERI SR 0002 20.47 & 21.79, HUR SR 0060 00.57, CRA SR 0602 13.79, RIC SR 0603 20.99, LOR SR 0082 07.54	Lighting Upgrades: MED IR 0071 16.34 & 23.58Lighting Upgrades: ERI SR 0002 20.47 & 21.79School Flasher Upgrades: HUR SR 0060 00.57, CRA SR 0602 13.79, RIC SR 0603 20.99Traffic Signal Maintenance: LOR SR 0082 07.54	Traffic Control Maintenance	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 100,000.00	State	\$ 110,000.00	\$ 115,000.00
108017	Group	D03 PR FY2024	Various Locations throughout District 03	Tree stump removal/Pruning for various locations throughout district 03.	Vegetative Maintenance	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 65,000.00	Labor	\$ 165,000.00	\$ 197,500.00
108017	Group	D03 PR FY2024	Various Locations throughout District 03	Tree stump removal/Pruning for various locations throughout district 03.	Vegetative Maintenance	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 100,000.00	State	\$ 165,000.00	\$ 197,500.00
108029	Group	D03 SYSSIGN FY2024	Various Routes in District 3	District Wide Systematic Sign ReplacementASD-US-0042-00.00 (Richland Co.) to 19.41 (Wayne Co.)ASD-US-0250 00.00 (Huron Co.) to 25.18 (Wayne Co.)LOR-SR-0002-0.97-03.50MED-US-0042-01.90-07.12MED US-0224 06.30-15.97	Traffic Control (Safety)	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 60,000.00	Labor	\$ 660,000.00	\$ 810,000.00
108029	Group	D03 SYSSIGN FY2024	Various Routes in District 3	District Wide Systematic Sign ReplacementASD-US-0042-00.00 (Richland Co.) to 19.41 (Wayne Co.)ASD-US-0250 00.00 (Huron Co.) to 25.18 (Wayne Co.)LOR-SR-0002-0.97-03.50MED-US-0042-01.90-07.12MED US-0224 06.30-15.97	Traffic Control (Safety)	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 600,000.00	Preservation	\$ 660,000.00	\$ 810,000.00
108030	Group	D03 PR FY2024 (B)	Various Locations throughout District Three	Tree Pruning necessary for future construction contracts. Prevailing wage one year contract.	Vegetative Maintenance	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 18,000.00	Labor	\$ 198,000.00	\$ 208,000.00
108030	Group	D03 PR FY2024 (B)	Various Locations throughout District Three	Tree Pruning necessary for future construction contracts. Prevailing wage one year contract.	Vegetative Maintenance	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 180,000.00	State	\$ 198,000.00	\$ 208,000.00
108032	Group	D03 RPM FY2024	Various routes and sections throughout District 3	Raised Pavement MarkingsVarious routes and sections throughout District 3	Traffic Control Maintenance	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 25,000.00	Labor	\$ 275,000.00	\$ 292,500.00
108032	Group	D03 RPM FY2024	Various routes and sections throughout District 3	Raised Pavement MarkingsVarious routes and sections throughout District 3	Traffic Control Maintenance	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 250,000.00	State	\$ 275,000.00	\$ 292,500.00
108033	Group	D03 PM FY2024	Various Routes and Sections throughout District 3	Pavement MarkingVarious Routes and Sections throughout District 3	Traffic Control (Safety)	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 210,000.00	Labor	\$ 3,460,000.00	\$ 3,579,000.00
108033	Group	D03 PM FY2024	Various Routes and Sections throughout District 3	Pavement MarkingVarious Routes and Sections throughout District 3	Traffic Control (Safety)	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 3,250,000.00	State	\$ 3,460,000.00	\$ 3,579,000.00
109998	Group	D03 GR FY2025	Various Guardrail locations throughout district 03	Various guardrail maintenance work throughout district 03.	Guardrail / Roadside Maintenance	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 65,000.00	Labor	\$ 915,000.00	\$ 936,451.00
109998	Group	D03 GR FY2025	Various Guardrail locations throughout district 03	Various guardrail maintenance work throughout district 03.	Guardrail / Roadside Maintenance	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 850,000.00	State	\$ 915,000.00	\$ 936,451.00
110003	Group	D03 LG TSG RM FY2025	Various routes and sections throughout District Three	Traffic Signal and Highway Lighting Maintenance - 2 year contract	Traffic Control Maintenance	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 19,000.00	Labor	\$ 209,000.00	\$ 256,500.00
110003	Group	D03 LG TSG RM FY2025	Various routes and sections throughout District Three	Traffic Signal and Highway Lighting Maintenance - 2 year contract	Traffic Control Maintenance	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 190,000.00	State	\$ 209,000.00	\$ 256,500.00
110005	Group	D03 PR FY2026 (B)	Various Locations throughout District Three	Tree Pruning necessary for future construction contracts. Prevailing wage one year contract.	Vegetative Maintenance	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 20,000.00	Labor	\$ 170,000.00	\$ 170,000.00

## 2024-2027 STIP Draft 4 Highway Project Data

PID	STIP Type (Group/ Individual)	Project Name	Project Termini	Project Description	Primary Work Category	Air Quality Indicator	Sponsoring Agency	State Fiscal Year	Phase	Adjusted Total Amount	STIP Fund Type	Phase Cost	Total Project Cost
110005	Group	D03 PR FY2026 (B)	Various Locations throughout District Three	Tree Pruning necessary for future construction contracts. Prevailing wage one year contract.	Vegetative Maintenance	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 150,000.00	State	\$ 170,000.00	\$ 170,000.00
110007	Group	D03 PR FY2025	Various Locations throughout District Three	Tree stump removal/Pruning for various locations throughout district 03.	Vegetative Maintenance	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 65,000.00	Labor	\$ 215,000.00	\$ 234,500.00
110007	Group	D03 PR FY2025	Various Locations throughout District Three	Tree stump removal/Pruning for various locations throughout district 03.	Vegetative Maintenance	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 150,000.00	State	\$ 215,000.00	\$ 234,500.00
110009	Group	D03 CRSEAL FY2025	Various routes and sections throughout District 3	Crack Seal Various routes and sections throughout District 3	Pavement Maintenance	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 16,000.00	Labor	\$ 416,000.00	\$ 428,000.00
110009	Group	D03 CRSEAL FY2025	Various routes and sections throughout District 3	Crack Seal Various routes and sections throughout District 3	Pavement Maintenance	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 400,000.00	State	\$ 416,000.00	\$ 428,000.00
110010	Group	D03 PM FY2025	Various Routes and Sections throughout District 3	Pavement MarkingVarious Routes and Sections throughout District 3	Traffic Control (Safety)	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 210,000.00	Labor	\$ 3,460,000.00	\$ 3,607,000.00
110010	Group	D03 PM FY2025	Various Routes and Sections throughout District 3	Pavement MarkingVarious Routes and Sections throughout District 3	Traffic Control (Safety)	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 3,250,000.00	State	\$ 3,460,000.00	\$ 3,607,000.00
110012	Group	D03 RPM FY2025	Various routes and sections throughout District 3	Raised Pavement MarkingsVarious routes and sections throughout District 3	Traffic Control Maintenance	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 25,000.00	Labor	\$ 275,000.00	\$ 283,077.00
110012	Group	D03 RPM FY2025	Various routes and sections throughout District 3	Raised Pavement MarkingsVarious routes and sections throughout District 3	Traffic Control Maintenance	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 250,000.00	State	\$ 275,000.00	\$ 283,077.00
110136	Group	D03 MICRO FY2025	Various routes and sections throughout District 3	Mircosurfacing	Pavement Maintenance	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 30,000.00	Labor	\$ 894,500.00	\$ 970,220.00
110136	Group	D03 MICRO FY2025	Various routes and sections throughout District 3	Mircosurfacing	Pavement Maintenance	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 691,600.00	Preservation	\$ 894,500.00	\$ 970,220.00
110136	Group	D03 MICRO FY2025	Various routes and sections throughout District 3	Mircosurfacing	Pavement Maintenance	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 172,900.00	State	\$ 894,500.00	\$ 970,220.00
110138	Group	D03 SMOOTH FY2025	Various routes and sections throughout District 3	Fine Graded Polymer AC Overlay (Smoothseal)	Pavement Maintenance	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 42,500.00	Labor	\$ 1,314,800.00	\$ 1,407,800.00
110138	Group	D03 SMOOTH FY2025	Various routes and sections throughout District 3	Fine Graded Polymer AC Overlay (Smoothseal)	Pavement Maintenance	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 1,017,840.00	Preservation	\$ 1,314,800.00	\$ 1,407,800.00
110138	Group	D03 SMOOTH FY2025	Various routes and sections throughout District 3	Fine Graded Polymer AC Overlay (Smoothseal)	Pavement Maintenance	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 254,460.00	State	\$ 1,314,800.00	\$ 1,407,800.00
110140	Group	D03 OVERLAY FY2025	Various routes and sections throughout District 3	AC Overlay with Repairs. Bridge rehabilitation.	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 25,274.70	Labor	\$ 21,086,326.38	\$ 21,252,726.38
110140	Group	D03 OVERLAY FY2025	Various routes and sections throughout District 3	AC Overlay with Repairs. Bridge rehabilitation.	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 6,318.68	Labor	\$ 21,086,326.38	\$ 21,252,726.38
110140	Group	D03 OVERLAY FY2025	Various routes and sections throughout District 3	AC Overlay with Repairs. Bridge rehabilitation.	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 740,000.00	Labor	\$ 21,086,326.38	\$ 21,252,726.38
110140	Group	D03 OVERLAY FY2025	Various routes and sections throughout District 3	AC Overlay with Repairs. Bridge rehabilitation.	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 185,000.00	Labor	\$ 21,086,326.38	\$ 21,252,726.38
110140	Group	D03 OVERLAY FY2025	Various routes and sections throughout District 3	AC Overlay with Repairs. Bridge rehabilitation.	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 15,623,520.00	Preservation	\$ 21,086,326.38	\$ 21,252,726.38

## 2024-2027 STIP Draft 4 Highway Project Data

PID	STIP Type (Group/ Individual)	Project Name	Project Termini	Project Description	Primary Work Category	Air Quality Indicator	Sponsoring Agency	State Fiscal Year	Phase	Adjusted Total Amount	STIP Fund Type	Phase Cost	Total Project Cost
110140	Group	D03 OVERLAY FY2025	Various routes and sections throughout District 3	AC Overlay with Repairs. Bridge rehabilitation.	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 3,905,880.00	State	\$ 21,086,326.38	\$ 21,252,726.38
110140	Group	D03 OVERLAY FY2025	Various routes and sections throughout District 3	AC Overlay with Repairs. Bridge rehabilitation.	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 480,266.40	Preservation	\$ 21,086,326.38	\$ 21,252,726.38
110140	Group	D03 OVERLAY FY2025	Various routes and sections throughout District 3	AC Overlay with Repairs. Bridge rehabilitation.	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 120,066.60	State	\$ 21,086,326.38	\$ 21,252,726.38
112637	Group	D03 OVERLAY FY2026	Various routes and sections throughout District 3	AC Overlay with/without Repairs	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 38,360.00	Labor	\$ 22,023,650.00	\$ 22,023,650.00
112637	Group	D03 OVERLAY FY2026	Various routes and sections throughout District 3	AC Overlay with/without Repairs	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 9,590.00	Labor	\$ 22,023,650.00	\$ 22,023,650.00
112637	Group	D03 OVERLAY FY2026	Various routes and sections throughout District 3	AC Overlay with/without Repairs	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 1,249,360.00	Labor	\$ 22,023,650.00	\$ 22,023,650.00
112637	Group	D03 OVERLAY FY2026	Various routes and sections throughout District 3	AC Overlay with/without Repairs	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 312,340.00	Labor	\$ 22,023,650.00	\$ 22,023,650.00
112637	Group	D03 OVERLAY FY2026	Various routes and sections throughout District 3	AC Overlay with/without Repairs	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 800,000.00	Preservation	\$ 22,023,650.00	\$ 22,023,650.00
112637	Group	D03 OVERLAY FY2026	Various routes and sections throughout District 3	AC Overlay with/without Repairs	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 200,000.00	State	\$ 22,023,650.00	\$ 22,023,650.00
112637	Group	D03 OVERLAY FY2026	Various routes and sections throughout District 3	AC Overlay with/without Repairs	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 15,531,200.00	Preservation	\$ 22,023,650.00	\$ 22,023,650.00
112637	Group	D03 OVERLAY FY2026	Various routes and sections throughout District 3	AC Overlay with/without Repairs	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 3,882,800.00	State	\$ 22,023,650.00	\$ 22,023,650.00
112698	Group	D03 PM FY2026	Various Routes and Sections throughout District 3	Pavement MarkingVarious Routes and Sections throughout District 3	Traffic Control (Safety)	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 210,000.00	Labor	\$ 3,460,000.00	\$ 3,460,000.00
112698	Group	D03 PM FY2026	Various Routes and Sections throughout District 3	Pavement MarkingVarious Routes and Sections throughout District 3	Traffic Control (Safety)	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 3,250,000.00	State	\$ 3,460,000.00	\$ 3,460,000.00
112699	Group	D03 RPM FY2026	Various routes and sections throughout District 3	Raised Pavement MarkingsVarious routes and sections throughout District 3	Traffic Control Maintenance	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 25,000.00	Labor	\$ 275,000.00	\$ 275,000.00
112699	Group	D03 RPM FY2026	Various routes and sections throughout District 3	Raised Pavement MarkingsVarious routes and sections throughout District 3	Traffic Control Maintenance	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 250,000.00	State	\$ 275,000.00	\$ 275,000.00
112750	Group	D03 CRSEAL FY2026	Various routes and sections throughout District 3	Crack Seal Various routes and sections throughout District 3	Pavement Maintenance	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 40,000.00	Labor	\$ 440,000.00	\$ 440,000.00
112750	Group	D03 CRSEAL FY2026	Various routes and sections throughout District 3	Crack Seal Various routes and sections throughout District 3	Pavement Maintenance	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 400,000.00	State	\$ 440,000.00	\$ 440,000.00
112761	Group	ERI US 0006 28.84 BI FY 2026/28	Bridge inspection of ERI US 0006 28.84 - CY 2026 & CY 2028	Bridge inspection of ERI US 0006 28.84 - CY 2026 & 2028 Fracture Critical	Asset Inventory / Inspection	Exempt	ODOT SPONSORING AGENCY	2026	OTH	\$ 56,000.00	Preservation	\$ 135,000.00	\$ 135,000.00
112761	Group	ERI US 0006 28.84 BI FY 2026/28	Bridge inspection of ERI US 0006 28.84 - CY 2026 & CY 2028	Bridge inspection of ERI US 0006 28.84 - CY 2026 & 2028 Fracture Critical	Asset Inventory / Inspection	Exempt	ODOT SPONSORING AGENCY	2026	OTH	\$ 14,000.00	State	\$ 135,000.00	\$ 135,000.00
113282	Group	ERI/HUR SR 0113/0013 20.18/04.13	ERI SR 0113 20.18, HUR SR 0013 04.13	Culvert ReplacementERI SR 0113 20.18HUR SR 0013 04.13	Culvert Preservation	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 30,000.00	Labor	\$ 412,500.00	\$ 694,418.91



## 2024-2027 STIP Draft 4 Highway Project Data

PID	STIP Type (Group/ Individual)	Project Name	Project Termini	Project Description	Primary Work Category	Air Quality Indicator	Sponsoring Agency	State Fiscal Year	Phase	Adjusted Total Amount	STIP Fund Type	Phase Cost	Total Project Cost
113282	Group	ERI/HUR SR 0113/0013 20.18/04.13	ERI SR 0113 20.18, HUR SR 0013 04.13	Culvert ReplacementERI SR 0113 20.18HUR SR 0013 04.13	Culvert Preservation	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 7,500.00	Labor	\$ 412,500.00	\$ 694,418.91
113282	Group	ERI/HUR SR 0113/0013 20.18/04.13	ERI SR 0113 20.18, HUR SR 0013 04.13	Culvert ReplacementERI SR 0113 20.18HUR SR 0013 04.13	Culvert Preservation	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 300,000.00	Preservation	\$ 412,500.00	\$ 694,418.91
113282	Group	ERI/HUR SR 0113/0013 20.18/04.13	ERI SR 0113 20.18, HUR SR 0013 04.13	Culvert ReplacementERI SR 0113 20.18HUR SR 0013 04.13	Culvert Preservation	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 75,000.00	State	\$ 412,500.00	\$ 694,418.91
113957	Individual	ERI CR 0500 01.37 W Monroe	Broadway St to Camp St	Resurfacing project	Roadway Minor Rehab	Exempt	Sandusky, City of	2025	CO	\$ 15,000.00	MPO STBG	\$ 1,676,113.64	\$ 1,826,613.64
113957	Individual	ERI CR 0500 01.37 W Monroe	Broadway St to Camp St	Resurfacing project	Roadway Minor Rehab	Exempt	Sandusky, City of	2025	CO	\$ 3,750.00	Local	\$ 1,676,113.64	\$ 1,826,613.64
113957	Individual	ERI CR 0500 01.37 W Monroe	Broadway St to Camp St	Resurfacing project	Roadway Minor Rehab	Exempt	Sandusky, City of	2025	CO	\$ 68,065.00	Local	\$ 1,676,113.64	\$ 1,826,613.64
113957	Individual	ERI CR 0500 01.37 W Monroe	Broadway St to Camp St	Resurfacing project	Roadway Minor Rehab	Exempt	Sandusky, City of	2025	CO	\$ 275,822.97	MPO STBG	\$ 1,676,113.64	\$ 1,826,613.64
113957	Individual	ERI CR 0500 01.37 W Monroe	Broadway St to Camp St	Resurfacing project	Roadway Minor Rehab	Exempt	Sandusky, City of	2025	CO	\$ 68,955.74	Local	\$ 1,676,113.64	\$ 1,826,613.64
113957	Individual	ERI CR 0500 01.37 W Monroe	Broadway St to Camp St	Resurfacing project	Roadway Minor Rehab	Exempt	Sandusky, City of	2025	CO	\$ 1,244,519.93	Local	\$ 1,676,113.64	\$ 1,826,613.64
113958	Individual	ERI CR 0503 00.81 E Water St	Water St from Franklin to Meigs	Resurfacing	Roadway Minor Rehab	Exempt	Sandusky, City of	2024	CO	\$ 100,000.00	Local	\$ 986,594.80	\$ 986,594.80
113958	Individual	ERI CR 0503 00.81 E Water St	Water St from Franklin to Meigs	Resurfacing	Roadway Minor Rehab	Exempt	Sandusky, City of	2024	CO	\$ 293,498.55	Local	\$ 986,594.80	\$ 986,594.80
113958	Individual	ERI CR 0503 00.81 E Water St	Water St from Franklin to Meigs	Resurfacing	Roadway Minor Rehab	Exempt	Sandusky, City of	2024	CO	\$ 474,477.00	MPO STBG	\$ 986,594.80	\$ 986,594.80
113958	Individual	ERI CR 0503 00.81 E Water St	Water St from Franklin to Meigs	Resurfacing	Roadway Minor Rehab	Exempt	Sandusky, City of	2024	CO	\$ 118,619.25	Local	\$ 986,594.80	\$ 986,594.80
113959	Individual	ERI CR 0005 02.85 E. Perkins	E. Perkins from Milan to Remington	Resurfacing project	Roadway Minor Rehab	Exempt	Erie County Regional Planning Commission	2025	CO	\$ 50,000.00	Local	\$ 451,275.00	\$ 609,396.00
113959	Individual	ERI CR 0005 02.85 E. Perkins	E. Perkins from Milan to Remington	Resurfacing project	Roadway Minor Rehab	Exempt	Erie County Regional Planning Commission	2025	CO	\$ 6,160.00	Local	\$ 451,275.00	\$ 609,396.00
113959	Individual	ERI CR 0005 02.85 E. Perkins	E. Perkins from Milan to Remington	Resurfacing project	Roadway Minor Rehab	Exempt	Erie County Regional Planning Commission	2025	CO	\$ 316,092.00	MPO STBG	\$ 451,275.00	\$ 609,396.00
113959	Individual	ERI CR 0005 02.85 E. Perkins	E. Perkins from Milan to Remington	Resurfacing project	Roadway Minor Rehab	Exempt	Erie County Regional Planning Commission	2025	CO	\$ 79,023.00	Local	\$ 451,275.00	\$ 609,396.00
113961	Individual	LOR CR 0624 01.97 Sunnyside Rd	Sunnyside Road from 800' north of NS RR to 200' north of Shady Lake Dr	Project rehabilitation.	Roadway Minor Rehab	Non-Exempt (Analyzed)	Erie County Regional Planning Commission	2025	CO	\$ 689,367.00	MPO STBG	\$ 861,708.75	\$ 861,708.75
113961	Individual	LOR CR 0624 01.97 Sunnyside Rd	Sunnyside Road from 800' north of NS RR to 200' north of Shady Lake Dr	Project rehabilitation.	Roadway Minor Rehab	Non-Exempt (Analyzed)	Erie County Regional Planning Commission	2025	CO	\$ 172,341.75	Local	\$ 861,708.75	\$ 861,708.75
114056	Group	ERI US 0006 09.07	US 6 from SLM 9.07 to 10.55.	Install a roundabout at Cedar Point Drive, turn lanes at Sycamore Line and replace the signal at Remington Avenue in Sandusky. Also remove several signals.	Intersection Improvement (Safety)	Exempt	Sandusky, City of	2024	CO	\$ 50,000.00	Local	\$ 4,350,985.87	\$ 6,596,804.87
114056	Group	ERI US 0006 09.07	US 6 from SLM 9.07 to 10.55.	Install a roundabout at Cedar Point Drive, turn lanes at Sycamore Line and replace the signal at Remington Avenue in Sandusky. Also remove several signals.	Intersection Improvement (Safety)	Exempt	Sandusky, City of	2024	CO	\$ 572,052.08	Local	\$ 4,350,985.87	\$ 6,596,804.87

## 2024-2027 STIP Draft 4 Highway Project Data

PID	STIP Type (Group/ Individual)	Project Name	Project Termini	Project Description	Primary Work Category	Air Quality Indicator	Sponsoring Agency	State Fiscal Year	Phase	Adjusted Total Amount	STIP Fund Type	Phase Cost	Total Project Cost
114056	Group	ERI US 0006 09.07	US 6 from SLM 9.07 to 10.55.	Install a roundabout at Cedar Point Drive, turn lanes at Sycamore Line and replace the signal at Remington Avenue in Sandusky. Also remove several signals.	Intersection Improvement (Safety)	Exempt	Sandusky, City of	2024	CO	\$ 487,380.41	Safety	\$ 4,350,985.87	\$ 6,596,804.87
114056	Group	ERI US 0006 09.07	US 6 from SLM 9.07 to 10.55.	Install a roundabout at Cedar Point Drive, turn lanes at Sycamore Line and replace the signal at Remington Avenue in Sandusky. Also remove several signals.	Intersection Improvement (Safety)	Exempt	Sandusky, City of	2024	CO	\$ 54,153.38	Local	\$ 4,350,985.87	\$ 6,596,804.87
114056	Group	ERI US 0006 09.07	US 6 from SLM 9.07 to 10.55.	Install a roundabout at Cedar Point Drive, turn lanes at Sycamore Line and replace the signal at Remington Avenue in Sandusky. Also remove several signals.	Intersection Improvement (Safety)	Exempt	Sandusky, City of	2024	CO	\$ 2,508,660.00	Safety	\$ 4,350,985.87	\$ 6,596,804.87
114056	Group	ERI US 0006 09.07	US 6 from SLM 9.07 to 10.55.	Install a roundabout at Cedar Point Drive, turn lanes at Sycamore Line and replace the signal at Remington Avenue in Sandusky. Also remove several signals.	Intersection Improvement (Safety)	Exempt	Sandusky, City of	2024	CO	\$ 139,370.00	Local	\$ 4,350,985.87	\$ 6,596,804.87
114056	Group	ERI US 0006 09.07	US 6 from SLM 9.07 to 10.55.	Install a roundabout at Cedar Point Drive, turn lanes at Sycamore Line and replace the signal at Remington Avenue in Sandusky. Also remove several signals.	Intersection Improvement (Safety)	Exempt	Sandusky, City of	2024	CO	\$ 139,370.00	State	\$ 4,350,985.87	\$ 6,596,804.87
114298	Group	ERI-CR PM-FY2025	Various roads in Erie County	Update existing pavement markings on various county roads within Erie County.	Traffic Control (Safety)	Exempt	ERIE COUNTY ENGINEER	2025	CO	\$ 5,800.00	Local Programs	\$ 150,000.00	\$ 150,000.00
114298	Group	ERI-CR PM-FY2025	Various roads in Erie County	Update existing pavement markings on various county roads within Erie County.	Traffic Control (Safety)	Exempt	ERIE COUNTY ENGINEER	2025	CO	\$ 144,200.00	Local Programs	\$ 150,000.00	\$ 150,000.00
114684	Group	D03 MICRO FY2027	Various routes and sections throughout District 3	FY27-Microsurfacing	Pavement Maintenance	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 1,242,320.00	Preservation	\$ 1,552,900.00	\$ 1,552,900.00
114684	Group	D03 MICRO FY2027	Various routes and sections throughout District 3	FY27-Microsurfacing	Pavement Maintenance	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 310,580.00	State	\$ 1,552,900.00	\$ 1,552,900.00
114685	Group	D03 SMOOTH FY2027	Various routes and sections throughout District 3	FY27-Fine Graded Polymer AC Overlay (Smoothseal)	Pavement Maintenance	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 5,177,680.00	Preservation	\$ 6,472,100.00	\$ 6,472,100.00
114685	Group	D03 SMOOTH FY2027	Various routes and sections throughout District 3	FY27-Fine Graded Polymer AC Overlay (Smoothseal)	Pavement Maintenance	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 1,294,420.00	State	\$ 6,472,100.00	\$ 6,472,100.00
114686	Group	D03 OVERLAY FY2027	Various Locations	FY27-AC Overlay with/without Repairs	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 1,484,966.00	Labor	\$ 20,781,766.00	\$ 20,781,766.00
114686	Group	D03 OVERLAY FY2027	Various Locations	FY27-AC Overlay with/without Repairs	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 35,000.00	Labor	\$ 20,781,766.00	\$ 20,781,766.00
114686	Group	D03 OVERLAY FY2027	Various Locations	FY27-AC Overlay with/without Repairs	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 14,609,440.00	Preservation	\$ 20,781,766.00	\$ 20,781,766.00
114686	Group	D03 OVERLAY FY2027	Various Locations	FY27-AC Overlay with/without Repairs	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 3,652,360.00	State	\$ 20,781,766.00	\$ 20,781,766.00
114686	Group	D03 OVERLAY FY2027	Various Locations	FY27-AC Overlay with/without Repairs	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 800,000.00	Preservation	\$ 20,781,766.00	\$ 20,781,766.00
114686	Group	D03 OVERLAY FY2027	Various Locations	FY27-AC Overlay with/without Repairs	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 200,000.00	State	\$ 20,781,766.00	\$ 20,781,766.00

## 2024-2027 STIP Draft 4 Highway Project Data

PID	STIP Type (Group/ Individual)	Project Name	Project Termini	Project Description	Primary Work Category	Air Quality Indicator	Sponsoring Agency	State Fiscal Year	Phase	Adjusted Total Amount	STIP Fund Type	Phase Cost	Total Project Cost
114981	Group	D03 CRSEAL FY2027	Various routes and sections throughout District 3	Crack Seal Various routes and sections throughout District 3	Pavement Maintenance	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 32,000.00	Labor	\$ 440,000.00	\$ 452,500.00
114981	Group	D03 CRSEAL FY2027	Various routes and sections throughout District 3	Crack Seal Various routes and sections throughout District 3	Pavement Maintenance	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 8,000.00	Labor	\$ 440,000.00	\$ 452,500.00
114981	Group	D03 CRSEAL FY2027	Various routes and sections throughout District 3	Crack Seal Various routes and sections throughout District 3	Pavement Maintenance	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 320,000.00	Preservation	\$ 440,000.00	\$ 452,500.00
114981	Group	D03 CRSEAL FY2027	Various routes and sections throughout District 3	Crack Seal Various routes and sections throughout District 3	Pavement Maintenance	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 80,000.00	State	\$ 440,000.00	\$ 452,500.00
114983	Group	D03 PM FY2027	Various Routes and Sections throughout District 3	Pavement MarkingVarious Routes and Sections throughout District 3	Traffic Control (Safety)	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 325,000.00	Labor	\$ 3,575,000.00	\$ 3,729,000.00
114983	Group	D03 PM FY2027	Various Routes and Sections throughout District 3	Pavement MarkingVarious Routes and Sections throughout District 3	Traffic Control (Safety)	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 3,250,000.00	State	\$ 3,575,000.00	\$ 3,729,000.00
114984	Group	D03 RPM FY2027	Various routes and sections throughout District 3	Raised Pavement MarkingsVarious routes and sections throughout District 3	Traffic Control Maintenance	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 27,500.00	Labor	\$ 302,500.00	\$ 316,251.00
114984	Group	D03 RPM FY2027	Various routes and sections throughout District 3	Raised Pavement MarkingsVarious routes and sections throughout District 3	Traffic Control Maintenance	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 275,000.00	State	\$ 302,500.00	\$ 316,251.00
114986	Group	D03 PR FY2026	Various Locations throughout District Three	Tree stump removal/Pruning for various locations throughout district 03.	Vegetative Maintenance	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 15,000.00	Labor	\$ 165,000.00	\$ 172,500.00
114986	Group	D03 PR FY2026	Various Locations throughout District Three	Tree stump removal/Pruning for various locations throughout district 03.	Vegetative Maintenance	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 150,000.00	State	\$ 165,000.00	\$ 172,500.00
114987	Group	D03 PR FY2027	Various Locations throughout District Three	Tree stump removal/Pruning for various locations throughout district 03.	Vegetative Maintenance	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 150,000.00	State	\$ 150,000.00	\$ 157,500.00
114988	Group	D03 GR FY2026	Various Guardrail locations throughout district 03	Various guardrail maintenance work throughout district 03.	Guardrail / Roadside Maintenance	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 65,000.00	Labor	\$ 915,000.00	\$ 934,500.00
114988	Group	D03 GR FY2026	Various Guardrail locations throughout district 03	Various guardrail maintenance work throughout district 03.	Guardrail / Roadside Maintenance	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 850,000.00	State	\$ 915,000.00	\$ 934,500.00
114989	Group	D03 GR FY2027	Various Guardrail locations throughout district 03	Various guardrail maintenance work throughout district 03.	Guardrail / Roadside Maintenance	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 65,000.00	Labor	\$ 915,000.00	\$ 934,500.00
114989	Group	D03 GR FY2027	Various Guardrail locations throughout district 03	Various guardrail maintenance work throughout district 03.	Guardrail / Roadside Maintenance	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 850,000.00	State	\$ 915,000.00	\$ 934,500.00
114998	Group	D03 LG TSG RM FY2027	Various routes and sections throughout District Three	Traffic Signal and Highway Lighting Maintenance - 2 year contract	Traffic Control Maintenance	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 20,000.00	Labor	\$ 220,000.00	\$ 270,000.00
114998	Group	D03 LG TSG RM FY2027	Various routes and sections throughout District Three	Traffic Signal and Highway Lighting Maintenance - 2 year contract	Traffic Control Maintenance	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 200,000.00	State	\$ 220,000.00	\$ 270,000.00
115000	Group	ERI / HUR TSG FY2026	ERI 250 & SR 13; SR 113S, HUR 61 & SR 601	Traffic Signal Upgrades	Traffic Control (Safety)	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 42,000.00	Labor	\$ 652,500.00	\$ 697,500.00
115000	Group	ERI / HUR TSG FY2026	ERI 250 & SR 13; SR 113S, HUR 61 & SR 601	Traffic Signal Upgrades	Traffic Control (Safety)	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 10,500.00	Labor	\$ 652,500.00	\$ 697,500.00
115000	Group	ERI / HUR TSG FY2026	ERI 250 & SR 13; SR 113S, HUR 61 & SR 601	Traffic Signal Upgrades	Traffic Control (Safety)	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 480,000.00	Preservation	\$ 652,500.00	\$ 697,500.00

## 2024-2027 STIP Draft 4 Highway Project Data

PID	STIP Type (Group/ Individual)	Project Name	Project Termini	Project Description	Primary Work Category	Air Quality Indicator	Sponsoring Agency	State Fiscal Year	Phase	Adjusted Total Amount	STIP Fund Type	Phase Cost	Total Project Cost
115000	Group	ERI / HUR TSG FY2026	ERI 250 & SR 13; SR 1135, HUR 61 & SR 601	Traffic Signal Upgrades	Traffic Control (Safety)	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 120,000.00	State	\$ 652,500.00	\$ 697,500.00
115168	Group	ERI SR 0002 00.00	ERI SR 02 01.770 to 07.720	AC Overlay with Repairs ERI SR 02 00.00	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 18,457.00	Labor	\$ 8,931,725.00	\$ 8,931,725.00
115168	Group	ERI SR 0002 00.00	ERI SR 02 01.770 to 07.720	AC Overlay with Repairs ERI SR 02 00.00	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 538,901.00	Labor	\$ 8,931,725.00	\$ 8,931,725.00
115168	Group	ERI SR 0002 00.00	ERI SR 02 01.770 to 07.720	AC Overlay with Repairs ERI SR 02 00.00	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 263,667.00	State	\$ 8,931,725.00	\$ 8,931,725.00
115168	Group	ERI SR 0002 00.00	ERI SR 02 01.770 to 07.720	AC Overlay with Repairs ERI SR 02 00.00	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 6,488,560.00	Preservation	\$ 8,931,725.00	\$ 8,931,725.00
115168	Group	ERI SR 0002 00.00	ERI SR 02 01.770 to 07.720	AC Overlay with Repairs ERI SR 02 00.00	Roadway Minor Rehab	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 1,622,140.00	State	\$ 8,931,725.00	\$ 8,931,725.00
115610	Group	D03 MOW FY2024 (C)	1 YEAR Mowing contract Erie-Huron-Lorain Counties	1 YEAR Mowing contract 3 Mowings & 1 mowback per year includes ramps and rest areas.ERI-SR-0002-01.810 - 15.739 (US 0006) ERI-SR-0002-15.892 (US 0006) - 30.492 (Lorain County Line)ERI-US-0006 16.01(SR 0002) - 16.16 (SR 0002) HUR-US-0020-00.97 (SR 0113) - 06.83 (Monroeville Corp. Limit)HUR-US-0020-08.56 (Monroeville Corp. Limit) - 16.23 (Cleveland Road)LOR-SR-0002-00.00 (Erie County Line) - 11.144 (IR 0090)LOR-IR 0090-10.740 (SR 0002) - 23.331 (Cuyahoga County Line) LOR-SR-0010-00.00 (US 0020) - 02.459 (Cu yahoga County Line)LOR-SR-0057-12.283 (Begin 4 lane section) - 12.967 (US 0020)LOR-US-0020-08.580 (Begin 4 lane section)- 16.902 (Chestnut Ridge Road)	Vegetative Maintenance	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 28,700.00	Labor	\$ 348,700.00	\$ 369,200.00
115610	Group	D03 MOW FY2024 (C)	1 YEAR Mowing contract Erie-Huron-Lorain Counties	1 YEAR Mowing contract 3 Mowings & 1 mowback per year includes ramps and rest areas.ERI-SR-0002-01.810 - 15.739 (US 0006) ERI-SR-0002-15.892 (US 0006) - 30.492 (Lorain County Line)ERI-US-0006 16.01(SR 0002) - 16.16 (SR 0002) HUR-US-0020-00.97 (SR 0113) - 06.83 (Monroeville Corp. Limit)HUR-US-0020-08.56 (Monroeville Corp. Limit) - 16.23 (Cleveland Road)LOR-SR-0002-00.00 (Erie County Line) - 11.144 (IR 0090)LOR-IR 0090-10.740 (SR 0002) - 23.331 (Cuyahoga County Line) LOR-SR-0010-00.00 (US 0020) - 02.459 (Cu yahoga County Line)LOR-SR-0057-12.283 (Begin 4 lane section) - 12.967 (US 0020)LOR-US-0020-08.580 (Begin 4 lane section)- 16.902 (Chestnut Ridge Road)	Vegetative Maintenance	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 320,000.00	State	\$ 348,700.00	\$ 369,200.00
115623	Group	D03 MOW FY2025 (C)	1 YEAR Mowing contract Erie-Huron-Lorain Counties	1 YEAR Mowing contract 3 Mowings & 1 mowback per year ERI-002-01.81 - 15.42 ERI-002-17.39 - 30.49 HUR-020-00.97 - 06.83 HUR-020-08.56 - 16.23 LOR-002-00.00 - 11.14 LOR-090-10.74 - 23.33 LOR-010-00.00 - 02.35 LOR-057-12.24 - 12.93 LOR-020-08.58 - 17.53	Vegetative Maintenance	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 28,700.00	Labor	\$ 348,700.00	\$ 369,200.00
115623	Group	D03 MOW FY2025 (C)	1 YEAR Mowing contract Erie-Huron-Lorain Counties	1 YEAR Mowing contract 3 Mowings & 1 mowback per year ERI-002-01.81 - 15.42 ERI-002-17.39 - 30.49 HUR-020-00.97 - 06.83 HUR-020-08.56 - 16.23 LOR-002-00.00 - 11.14 LOR-090-10.74 - 23.33 LOR-010-00.00 - 02.35 LOR-057-12.24 - 12.93 LOR-020-08.58 - 17.53	Vegetative Maintenance	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 320,000.00	State	\$ 348,700.00	\$ 369,200.00

## 2024-2027 STIP Draft 4 Highway Project Data

PID	STIP Type (Group/ Individual)	Project Name	Project Termini	Project Description	Primary Work Category	Air Quality Indicator	Sponsoring Agency	State Fiscal Year	Phase	Adjusted Total Amount	STIP Fund Type	Phase Cost	Total Project Cost
115626	Group	D03 MOW FY2026 (C)	1 YEAR Mowing contract Erie-Huron-Lorain Counties	1 YEAR Mowing contract 3 Mowings & 1 mowback per year ERI-002-01.81 - 15.42 ERI-002-17.39 - 30.49 HUR-020-00.97 - 06.83 HUR-020-08.56 - 16.23 LOR-002-00.00 - 11.14 LOR-090-10.74 - 23.33 LOR-010-00.00 - 02.35 LOR-057-12.24 - 12.93 LOR-020-08.58 - 17.53	Vegetative Maintenance	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 28,700.00	Labor	\$ 348,700.00	\$ 369,200.00
115626	Group	D03 MOW FY2026 (C)	1 YEAR Mowing contract Erie-Huron-Lorain Counties	1 YEAR Mowing contract 3 Mowings & 1 mowback per year ERI-002-01.81 - 15.42 ERI-002-17.39 - 30.49 HUR-020-00.97 - 06.83 HUR-020-08.56 - 16.23 LOR-002-00.00 - 11.14 LOR-090-10.74 - 23.33 LOR-010-00.00 - 02.35 LOR-057-12.24 - 12.93 LOR-020-08.58 - 17.53	Vegetative Maintenance	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 320,000.00	State	\$ 348,700.00	\$ 369,200.00
115725	Group	ERI CR 13 13.35	Mason Road over the Huron River.	Rehabilitation of bridge. Work to include: removal and replacement of guardrail, approach slabs, concrete deck, railing, and backwalls.	Bridge / Culvert Maintenance	Exempt	ERIE COUNTY ENGINEER	2027	CO	\$ 168,800.00	Local Programs	\$ 3,225,000.00	\$ 3,225,000.00
115725	Group	ERI CR 13 13.35	Mason Road over the Huron River.	Rehabilitation of bridge. Work to include: removal and replacement of guardrail, approach slabs, concrete deck, railing, and backwalls.	Bridge / Culvert Maintenance	Exempt	ERIE COUNTY ENGINEER	2027	CO	\$ 42,200.00	Local	\$ 3,225,000.00	\$ 3,225,000.00
115725	Group	ERI CR 13 13.35	Mason Road over the Huron River.	Rehabilitation of bridge. Work to include: removal and replacement of guardrail, approach slabs, concrete deck, railing, and backwalls.	Bridge / Culvert Maintenance	Exempt	ERIE COUNTY ENGINEER	2027	CO	\$ 1,144,336.00	Local Programs	\$ 3,225,000.00	\$ 3,225,000.00
115725	Group	ERI CR 13 13.35	Mason Road over the Huron River.	Rehabilitation of bridge. Work to include: removal and replacement of guardrail, approach slabs, concrete deck, railing, and backwalls.	Bridge / Culvert Maintenance	Exempt	ERIE COUNTY ENGINEER	2027	CO	\$ 286,084.00	Local	\$ 3,225,000.00	\$ 3,225,000.00
115725	Group	ERI CR 13 13.35	Mason Road over the Huron River.	Rehabilitation of bridge. Work to include: removal and replacement of guardrail, approach slabs, concrete deck, railing, and backwalls.	Bridge / Culvert Maintenance	Exempt	ERIE COUNTY ENGINEER	2027	CO	\$ 1,504,401.00	Local Programs	\$ 3,225,000.00	\$ 3,225,000.00
115725	Group	ERI CR 13 13.35	Mason Road over the Huron River.	Rehabilitation of bridge. Work to include: removal and replacement of guardrail, approach slabs, concrete deck, railing, and backwalls.	Bridge / Culvert Maintenance	Exempt	ERIE COUNTY ENGINEER	2027	CO	\$ 79,179.00	Local	\$ 3,225,000.00	\$ 3,225,000.00
115827	Individual	ERI Vermilion SRTS FY2025	Pineview Dr from Sanford to Beechview Dr.	Sidewalk installation in existing gaps to provide safe routes to school.	Pedestrian Facilities	Exempt	Vermilion, City of	2025	CO	\$ 41,000.00	Local	\$ 442,005.27	\$ 442,005.27
115827	Individual	ERI Vermilion SRTS FY2025	Pineview Dr from Sanford to Beechview Dr.	Sidewalk installation in existing gaps to provide safe routes to school.	Pedestrian Facilities	Exempt	Vermilion, City of	2025	CO	\$ 1,005.27	Local	\$ 442,005.27	\$ 442,005.27
115827	Individual	ERI Vermilion SRTS FY2025	Pineview Dr from Sanford to Beechview Dr.	Sidewalk installation in existing gaps to provide safe routes to school.	Pedestrian Facilities	Exempt	Vermilion, City of	2025	CO	\$ 320,000.00	MPO TA	\$ 442,005.27	\$ 442,005.27
115827	Individual	ERI Vermilion SRTS FY2025	Pineview Dr from Sanford to Beechview Dr.	Sidewalk installation in existing gaps to provide safe routes to school.	Pedestrian Facilities	Exempt	Vermilion, City of	2025	CO	\$ 80,000.00	Local	\$ 442,005.27	\$ 442,005.27
116007	Group	D03 PR FY2025 (B)	Various Locations throughout District Three	Tree Pruning necessary for future construction contracts. Prevailing wage one year contract.	Vegetative Maintenance	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 10,500.00	Labor	\$ 160,500.00	\$ 170,500.00
116007	Group	D03 PR FY2025 (B)	Various Locations throughout District Three	Tree Pruning necessary for future construction contracts. Prevailing wage one year contract.	Vegetative Maintenance	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 150,000.00	State	\$ 160,500.00	\$ 170,500.00
116009	Group	D03 PR FY2027 (B)	Various Locations throughout District Three	Tree Pruning necessary for future construction contracts. Prevailing wage one year contract.	Vegetative Maintenance	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 10,500.00	Labor	\$ 160,500.00	\$ 170,500.00



## 2024-2027 STIP Draft 4 Highway Project Data

PID	STIP Type (Group/ Individual)	Project Name	Project Termini	Project Description	Primary Work Category	Air Quality Indicator	Sponsoring Agency	State Fiscal Year	Phase	Adjusted Total Amount	STIP Fund Type	Phase Cost	Total Project Cost
116009	Group	D03 PR FY2027 (B)	Various Locations throughout District Three	Tree Pruning necessary for future construction contracts. Prevailing wage one year contract.	Vegetative Maintenance	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 150,000.00	State	\$ 160,500.00	\$ 170,500.00
116570	Individual	ERI US 0006 Connectivity Corrid.	ERI US 06 10.02 to 15.64 / ERI CR122 2.13 to 2.55	ERI US 6 Connectivity Corridor including Sandusky Bay PathwaySandusky Bay Pathway (City of Sandusky) from Cedar Point Drive to Sports Force ParkMulti-use path along US 6 from Sports Force Park to Rye Beach Rd then south on Rye Beach Rd to University DrRou ndabout at US 6 & Perkins AveRoundabout at US 6 & Camp RdRoundabout at US 6 & Rye Beach RdRoundabout at US 6 & SR 2 WB RampRoundabout at US 6 & SR 2 EB RampWiden US 6 from Camp Rd to Rye Beach Rd to install a two-way left turn lane (TWLTL)Planning Study C completed under PID 105803	Intersection Improvement (Safety)	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 20,000.00	Labor	\$ 27,484,000.00	\$ 35,303,066.00
116570	Individual	ERI US 0006 Connectivity Corrid.	ERI US 06 10.02 to 15.64 / ERI CR122 2.13 to 2.55	ERI US 6 Connectivity Corridor including Sandusky Bay PathwaySandusky Bay Pathway (City of Sandusky) from Cedar Point Drive to Sports Force ParkMulti-use path along US 6 from Sports Force Park to Rye Beach Rd then south on Rye Beach Rd to University DrRou ndabout at US 6 & Perkins AveRoundabout at US 6 & Camp RdRoundabout at US 6 & Rye Beach RdRoundabout at US 6 & SR 2 WB RampRoundabout at US 6 & SR 2 EB RampWiden US 6 from Camp Rd to Rye Beach Rd to install a two-way left turn lane (TWLTL)Planning Study C completed under PID 105803	Intersection Improvement (Safety)	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 52,500.00	Labor	\$ 27,484,000.00	\$ 35,303,066.00
116570	Individual	ERI US 0006 Connectivity Corrid.	ERI US 06 10.02 to 15.64 / ERI CR122 2.13 to 2.55	ERI US 6 Connectivity Corridor including Sandusky Bay PathwaySandusky Bay Pathway (City of Sandusky) from Cedar Point Drive to Sports Force ParkMulti-use path along US 6 from Sports Force Park to Rye Beach Rd then south on Rye Beach Rd to University DrRou ndabout at US 6 & Perkins AveRoundabout at US 6 & Camp RdRoundabout at US 6 & Rye Beach RdRoundabout at US 6 & SR 2 WB RampRoundabout at US 6 & SR 2 EB RampWiden US 6 from Camp Rd to Rye Beach Rd to install a two-way left turn lane (TWLTL)Planning Study C completed under PID 105803	Intersection Improvement (Safety)	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 1,711,500.00	Labor	\$ 27,484,000.00	\$ 35,303,066.00
116570	Individual	ERI US 0006 Connectivity Corrid.	ERI US 06 10.02 to 15.64 / ERI CR122 2.13 to 2.55	ERI US 6 Connectivity Corridor including Sandusky Bay PathwaySandusky Bay Pathway (City of Sandusky) from Cedar Point Drive to Sports Force ParkMulti-use path along US 6 from Sports Force Park to Rye Beach Rd then south on Rye Beach Rd to University DrRou ndabout at US 6 & Perkins AveRoundabout at US 6 & Camp RdRoundabout at US 6 & Rye Beach RdRoundabout at US 6 & SR 2 WB RampRoundabout at US 6 & SR 2 EB RampWiden US 6 from Camp Rd to Rye Beach Rd to install a two-way left turn lane (TWLTL)Planning Study C completed under PID 105803	Intersection Improvement (Safety)	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 750,000.00	Local	\$ 27,484,000.00	\$ 35,303,066.00

## 2024-2027 STIP Draft 4 Highway Project Data

PID	STIP Type (Group/ Individual)	Project Name	Project Termini	Project Description	Primary Work Category	Air Quality Indicator	Sponsoring Agency	State Fiscal Year	Phase	Adjusted Total Amount	STIP Fund Type	Phase Cost	Total Project Cost
116570	Individual	ERI US 0006 Connectivity Corrid.	ERI US 06 10.02 to 15.64 / ERI CR122 2.13 to 2.55	ERI US 6 Connectivity Corridor including Sandusky Bay PathwaySandusky Bay Pathway (City of Sandusky) from Cedar Point Drive to Sports Force ParkMulti-use path along US 6 from Sports Force Park to Rye Beach Rd then south on Rye Beach Rd to University DrRou ndabout at US 6 & Perkins AveRoundabout at US 6 & Camp RdRoundabout at US 6 & Rye Beach RdRoundabout at US 6 & SR 2 WB RampRoundabout at US 6 & SR 2 EB RampWiden US 6 from Camp Rd to Rye Beach Rd to install a two-way left turn lane (TWLTL)Planning Study C ompleted under PID 105803	Intersection Improvement (Safety)	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 500,000.00	MPO STBG	\$ 27,484,000.00	\$ 35,303,066.00
116570	Individual	ERI US 0006 Connectivity Corrid.	ERI US 06 10.02 to 15.64 / ERI CR122 2.13 to 2.55	ERI US 6 Connectivity Corridor including Sandusky Bay PathwaySandusky Bay Pathway (City of Sandusky) from Cedar Point Drive to Sports Force ParkMulti-use path along US 6 from Sports Force Park to Rye Beach Rd then south on Rye Beach Rd to University DrRou ndabout at US 6 & Perkins AveRoundabout at US 6 & Camp RdRoundabout at US 6 & Rye Beach RdRoundabout at US 6 & SR 2 WB RampRoundabout at US 6 & SR 2 EB RampWiden US 6 from Camp Rd to Rye Beach Rd to install a two-way left turn lane (TWLTL)Planning Study C ompleted under PID 105803	Intersection Improvement (Safety)	Exempt	ODOT SPONSORING AGENCY	2026	CO	\$ 24,450,000.00	Discretionary / Earmark	\$ 27,484,000.00	\$ 35,303,066.00
116570	Individual	ERI US 0006 Connectivity Corrid.	ERI US 06 10.02 to 15.64 / ERI CR122 2.13 to 2.55	ERI US 6 Connectivity Corridor including Sandusky Bay PathwaySandusky Bay Pathway (City of Sandusky) from Cedar Point Drive to Sports Force ParkMulti-use path along US 6 from Sports Force Park to Rye Beach Rd then south on Rye Beach Rd to University DrRou ndabout at US 6 & Perkins AveRoundabout at US 6 & Camp RdRoundabout at US 6 & Rye Beach RdRoundabout at US 6 & SR 2 WB RampRoundabout at US 6 & SR 2 EB RampWiden US 6 from Camp Rd to Rye Beach Rd to install a two-way left turn lane (TWLTL)Planning Study C ompleted under PID 105803	Intersection Improvement (Safety)	Exempt	ODOT SPONSORING AGENCY	2024	DD	\$ 499,500.00	Safety	\$ 555,000.00	\$ 35,303,066.00
116570	Individual	ERI US 0006 Connectivity Corrid.	ERI US 06 10.02 to 15.64 / ERI CR122 2.13 to 2.55	ERI US 6 Connectivity Corridor including Sandusky Bay PathwaySandusky Bay Pathway (City of Sandusky) from Cedar Point Drive to Sports Force ParkMulti-use path along US 6 from Sports Force Park to Rye Beach Rd then south on Rye Beach Rd to University DrRou ndabout at US 6 & Perkins AveRoundabout at US 6 & Camp RdRoundabout at US 6 & Rye Beach RdRoundabout at US 6 & SR 2 WB RampRoundabout at US 6 & SR 2 EB RampWiden US 6 from Camp Rd to Rye Beach Rd to install a two-way left turn lane (TWLTL)Planning Study C ompleted under PID 105803	Intersection Improvement (Safety)	Exempt	ODOT SPONSORING AGENCY	2024	DD	\$ 55,500.00	State	\$ 555,000.00	\$ 35,303,066.00
116570	Individual	ERI US 0006 Connectivity Corrid.	ERI US 06 10.02 to 15.64 / ERI CR122 2.13 to 2.55	ERI US 6 Connectivity Corridor including Sandusky Bay PathwaySandusky Bay Pathway (City of Sandusky) from Cedar Point Drive to Sports Force ParkMulti-use path along US 6 from Sports Force Park to Rye Beach Rd then south on Rye Beach Rd to University DrRou ndabout at US 6 & Perkins AveRoundabout at US 6 & Camp RdRoundabout at US 6 & Rye Beach RdRoundabout at US 6 & SR 2 WB RampRoundabout at US 6 & SR 2 EB RampWiden US 6 from Camp Rd to Rye Beach Rd to install a two-way left turn lane (TWLTL)Planning Study C ompleted under PID 105803	Intersection Improvement (Safety)	Exempt	ODOT SPONSORING AGENCY	2024	RW	\$ 2,934,096.30	Safety	\$ 3,260,107.00	\$ 35,303,066.00

## 2024-2027 STIP Draft 4 Highway Project Data

PID	STIP Type (Group/ Individual)	Project Name	Project Termini	Project Description	Primary Work Category	Air Quality Indicator	Sponsoring Agency	State Fiscal Year	Phase	Adjusted Total Amount	STIP Fund Type	Phase Cost	Total Project Cost
116570	Individual	ERI US 0006 Connectivity Corrid.	ERI US 06 10.02 to 15.64 / ERI CR122 2.13 to 2.55	ERI US 6 Connectivity Corridor including Sandusky Bay PathwaySandusky Bay Pathway (City of Sandusky) from Cedar Point Drive to Sports Force ParkMulti-use path along US 6 from Sports Force Park to Rye Beach Rd then south on Rye Beach Rd to University DrRou ndabout at US 6 & Perkins AveRoundabout at US 6 & Camp RdRoundabout at US 6 & Rye Beach RdRoundabout at US 6 & SR 2 WB RampRoundabout at US 6 & SR 2 EB RampWiden US 6 from Camp Rd to Rye Beach Rd to install a two-way left turn lane (TWLTL)Planning Study C ompleted under PID 105803	Intersection Improvement (Safety)	Exempt	ODOT SPONSORING AGENCY	2024	RW	\$ 326,010.70	State	\$ 3,260,107.00	\$ 35,303,066.00
116795	Group	D03 MOW FY2027 (C)	1 YEAR Mowing contract Erie-Huron- Lorain Counties	1 YEAR Mowing contract 3 Mowings & 1 mowback per year ERI-002-01.81 - 15.42 ERI-002-17.39 - 30.49 HUR- 020-00.97 - 06.83 HUR-020-08.56 - 16.23 LOR-002-00.00 - 11.14 LOR-090-10.74 - 23.33 LOR-010-00.00 - 02.35 LOR- 057-12.24 - 12.93 LOR-020-08.58 - 17.53	Vegetative Maintenance	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 22,400.00	Labor	\$ 342,400.00	\$ 362,900.00
116795	Group	D03 MOW FY2027 (C)	1 YEAR Mowing contract Erie-Huron- Lorain Counties	1 YEAR Mowing contract 3 Mowings & 1 mowback per year ERI-002-01.81 - 15.42 ERI-002-17.39 - 30.49 HUR- 020-00.97 - 06.83 HUR-020-08.56 - 16.23 LOR-002-00.00 - 11.14 LOR-090-10.74 - 23.33 LOR-010-00.00 - 02.35 LOR- 057-12.24 - 12.93 LOR-020-08.58 - 17.53	Vegetative Maintenance	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 320,000.00	State	\$ 342,400.00	\$ 362,900.00
117240	Group	ERI US 0006 18.88 Sidewalk	Gateway Boulevard to Heron Drive	Extend sidewalk from Gateway Blvd to Huron Drive. Also included are the upgrade and installation of pedestrian traffic control measures including crossings.	Pedestrian Facilities	Exempt	Huron, City of	2025	CO	\$ 57,000.00	Local	\$ 810,728.00	\$ 810,728.00
117240	Group	ERI US 0006 18.88 Sidewalk	Gateway Boulevard to Heron Drive	Extend sidewalk from Gateway Blvd to Huron Drive. Also included are the upgrade and installation of pedestrian traffic control measures including crossings.	Pedestrian Facilities	Exempt	Huron, City of	2025	CO	\$ 633,315.00	Local	\$ 810,728.00	\$ 810,728.00
117240	Group	ERI US 0006 18.88 Sidewalk	Gateway Boulevard to Heron Drive	Extend sidewalk from Gateway Blvd to Huron Drive. Also included are the upgrade and installation of pedestrian traffic control measures including crossings.	Pedestrian Facilities	Exempt	Huron, City of	2025	CO	\$ 120,413.00	NA	\$ 810,728.00	\$ 810,728.00
117271	Group	ERI Sandusky Meadowood Sidewalk	Various stretches between Oldgate Road, Heritage Drive, Fallen Timber Drive, and Foxborough Circle	Installation of sidewalks in missing stretches of walk in Meadowood subdivision.	Pedestrian Facilities	Exempt	Sandusky, City of	2024	CO	\$ 14,000.00	Local	\$ 176,253.00	\$ 176,253.00
117271	Group	ERI Sandusky Meadowood Sidewalk	Various stretches between Oldgate Road, Heritage Drive, Fallen Timber Drive, and Foxborough Circle	Installation of sidewalks in missing stretches of walk in Meadowood subdivision.	Pedestrian Facilities	Exempt	Sandusky, City of	2024	CO	\$ 41,840.00	Local	\$ 176,253.00	\$ 176,253.00
117271	Group	ERI Sandusky Meadowood Sidewalk	Various stretches between Oldgate Road, Heritage Drive, Fallen Timber Drive, and Foxborough Circle	Installation of sidewalks in missing stretches of walk in Meadowood subdivision.	Pedestrian Facilities	Exempt	Sandusky, City of	2024	CO	\$ 120,413.00	NA	\$ 176,253.00	\$ 176,253.00
117621	Group	ERI SR 0004 00.45 GSM	ERI SR 0004 00.51	Notified by Erie County recently about a slip that is occurring on SR 4 in the northwest corner of the embankment leading to the Norfolk Southern Yard overpass due to excavation along the toe of the slope. Project includes construction of steel plate pile s installed behind the existing guardrail to correct and prevent roadway slippage due to embankment failure. The paved shoulder and curb and gutter will be restored in the slip area.	Geologic Maintenance / Slide Repair	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 50,400.00	Labor	\$ 963,000.00	\$ 963,000.00

## 2024-2027 STIP Draft 4 Highway Project Data

PID	STIP Type (Group/ Individual)	Project Name	Project Termini	Project Description	Primary Work Category	Air Quality Indicator	Sponsoring Agency	State Fiscal Year	Phase	Adjusted Total Amount	STIP Fund Type	Phase Cost	Total Project Cost
117621	Group	ERI SR 0004 00.45 GSM	ERI SR 0004 00.51	Notified by Erie County recently about a slip that is occurring on SR 4 in the northwest corner of the embankment leading to the Norfolk Southern Yard overpass due to excavation along the toe of the slope. Project includes construction of steel plate pile s installed behind the existing guardrail to correct and prevent roadway slippage due to embankment failure. The paved shoulder and curb and gutter will be restored in the slip area.	Geologic Maintenance / Slide Repair	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 12,600.00	Labor	\$ 963,000.00	\$ 963,000.00
117621	Group	ERI SR 0004 00.45 GSM	ERI SR 0004 00.51	Notified by Erie County recently about a slip that is occurring on SR 4 in the northwest corner of the embankment leading to the Norfolk Southern Yard overpass due to excavation along the toe of the slope. Project includes construction of steel plate pile s installed behind the existing guardrail to correct and prevent roadway slippage due to embankment failure. The paved shoulder and curb and gutter will be restored in the slip area.	Geologic Maintenance / Slide Repair	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 720,000.00	Preservation	\$ 963,000.00	\$ 963,000.00
117621	Group	ERI SR 0004 00.45 GSM	ERI SR 0004 00.51	Notified by Erie County recently about a slip that is occurring on SR 4 in the northwest corner of the embankment leading to the Norfolk Southern Yard overpass due to excavation along the toe of the slope. Project includes construction of steel plate pile s installed behind the existing guardrail to correct and prevent roadway slippage due to embankment failure. The paved shoulder and curb and gutter will be restored in the slip area.	Geologic Maintenance / Slide Repair	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 180,000.00	State	\$ 963,000.00	\$ 963,000.00
117957	Group	D03 GES FY2023-2025 Env Svcs	N/A	D3 Contract for various environmental services for SFY 2023-2025	Environmental Services	Exempt	ODOT SPONSORING AGENCY	2024	ENV	\$ 200,000.00	State	\$ 500,000.00	\$ 500,000.00
117957	Group	D03 GES FY2023-2025 Env Svcs	N/A	D3 Contract for various environmental services for SFY 2023-2025	Environmental Services	Exempt	ODOT SPONSORING AGENCY	2025	ENV	\$ 100,000.00	State	\$ 500,000.00	\$ 500,000.00
118353	Group	ERI SR 0269 03.67	ERI-269-3.67 at Portland Rd	Convert two-way stop-controlled intersection into single-lane roundabout at SR-269 and Portland Rd (CR-32) in Erie County.	Intersection Improvement (Safety)	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 216,720.00	Labor	\$ 3,312,720.00	\$ 4,312,720.00
118353	Group	ERI SR 0269 03.67	ERI-269-3.67 at Portland Rd	Convert two-way stop-controlled intersection into single-lane roundabout at SR-269 and Portland Rd (CR-32) in Erie County.	Intersection Improvement (Safety)	Exempt	ODOT SPONSORING AGENCY	2027	CO	\$ 3,096,000.00	Safety	\$ 3,312,720.00	\$ 4,312,720.00
118353	Group	ERI SR 0269 03.67	ERI-269-3.67 at Portland Rd	Convert two-way stop-controlled intersection into single-lane roundabout at SR-269 and Portland Rd (CR-32) in Erie County.	Intersection Improvement (Safety)	Exempt	ODOT SPONSORING AGENCY	2025	DD	\$ 100,000.00	Safety	\$ 100,000.00	\$ 4,312,720.00
118353	Group	ERI SR 0269 03.67	ERI-269-3.67 at Portland Rd	Convert two-way stop-controlled intersection into single-lane roundabout at SR-269 and Portland Rd (CR-32) in Erie County.	Intersection Improvement (Safety)	Exempt	ODOT SPONSORING AGENCY	2024	ENV	\$ 650,000.00	Safety	\$ 650,000.00	\$ 4,312,720.00
118353	Group	ERI SR 0269 03.67	ERI-269-3.67 at Portland Rd	Convert two-way stop-controlled intersection into single-lane roundabout at SR-269 and Portland Rd (CR-32) in Erie County.	Intersection Improvement (Safety)	Exempt	ODOT SPONSORING AGENCY	2026	RW	\$ 100,000.00	Safety	\$ 250,000.00	\$ 4,312,720.00
118353	Group	ERI SR 0269 03.67	ERI-269-3.67 at Portland Rd	Convert two-way stop-controlled intersection into single-lane roundabout at SR-269 and Portland Rd (CR-32) in Erie County.	Intersection Improvement (Safety)	Exempt	ODOT SPONSORING AGENCY	2026	RW	\$ 50,000.00	Safety	\$ 250,000.00	\$ 4,312,720.00
118353	Group	ERI SR 0269 03.67	ERI-269-3.67 at Portland Rd	Convert two-way stop-controlled intersection into single-lane roundabout at SR-269 and Portland Rd (CR-32) in Erie County.	Intersection Improvement (Safety)	Exempt	ODOT SPONSORING AGENCY	2026	RW	\$ 100,000.00	Safety	\$ 250,000.00	\$ 4,312,720.00
118478	Individual	ERI CR 0110 1.97 Campbell	Campbell Street from Bogart to Bell.	Resurfacing and installation of new sidewalks. Also included is a traffic signal modification.	Roadway Minor Rehab	Exempt	ERIE COUNTY ENGINEER	2026	CO	\$ 56,000.00	MPO STBG	\$ 1,060,000.00	\$ 1,175,000.00

## 2024-2027 STIP Draft 4 Highway Project Data

PID	STIP Type (Group/ Individual)	Project Name	Project Termini	Project Description	Primary Work Category	Air Quality Indicator	Sponsoring Agency	State Fiscal Year	Phase	Adjusted Total Amount	STIP Fund Type	Phase Cost	Total Project Cost
118478	Individual	ERI CR 0110 1.97 Campbell	Campbell Street from Bogart to Bell.	Resurfacing and installation of new sidewalks. Also included is a traffic signal modification.	Roadway Minor Rehab	Exempt	ERIE COUNTY ENGINEER	2026	CO	\$ 14,000.00	Local	\$ 1,060,000.00	\$ 1,175,000.00
118478	Individual	ERI CR 0110 1.97 Campbell	Campbell Street from Bogart to Bell.	Resurfacing and installation of new sidewalks. Also included is a traffic signal modification.	Roadway Minor Rehab	Exempt	ERIE COUNTY ENGINEER	2026	CO	\$ 792,000.00	MPO STBG	\$ 1,060,000.00	\$ 1,175,000.00
118478	Individual	ERI CR 0110 1.97 Campbell	Campbell Street from Bogart to Bell.	Resurfacing and installation of new sidewalks. Also included is a traffic signal modification.	Roadway Minor Rehab	Exempt	ERIE COUNTY ENGINEER	2026	CO	\$ 198,000.00	Local	\$ 1,060,000.00	\$ 1,175,000.00
118478	Individual	ERI CR 0110 1.97 Campbell	Campbell Street from Bogart to Bell.	Resurfacing and installation of new sidewalks. Also included is a traffic signal modification.	Roadway Minor Rehab	Exempt	ERIE COUNTY ENGINEER	2025	RW	\$ 8,000.00	MPO STBG	\$ 100,000.00	\$ 1,175,000.00
118478	Individual	ERI CR 0110 1.97 Campbell	Campbell Street from Bogart to Bell.	Resurfacing and installation of new sidewalks. Also included is a traffic signal modification.	Roadway Minor Rehab	Exempt	ERIE COUNTY ENGINEER	2025	RW	\$ 2,000.00	Local	\$ 100,000.00	\$ 1,175,000.00
118478	Individual	ERI CR 0110 1.97 Campbell	Campbell Street from Bogart to Bell.	Resurfacing and installation of new sidewalks. Also included is a traffic signal modification.	Roadway Minor Rehab	Exempt	ERIE COUNTY ENGINEER	2025	RW	\$ 72,000.00	MPO STBG	\$ 100,000.00	\$ 1,175,000.00
118478	Individual	ERI CR 0110 1.97 Campbell	Campbell Street from Bogart to Bell.	Resurfacing and installation of new sidewalks. Also included is a traffic signal modification.	Roadway Minor Rehab	Exempt	ERIE COUNTY ENGINEER	2025	RW	\$ 18,000.00	Local	\$ 100,000.00	\$ 1,175,000.00
118505	Individual	ERI MR 0746 01.62 W Monroe	Camp St to Decatur St	Rehabilitation project to include resurfacing, partial and full depth repairs, new storm sewer, and limited curb and sidewalk replacement.	Pavement Maintenance	Exempt	Sandusky, City of	2026	CO	\$ 34,000.00	Local	\$ 923,416.25	\$ 1,054,955.00
118505	Individual	ERI MR 0746 01.62 W Monroe	Camp St to Decatur St	Rehabilitation project to include resurfacing, partial and full depth repairs, new storm sewer, and limited curb and sidewalk replacement.	Pavement Maintenance	Exempt	Sandusky, City of	2026	CO	\$ 45,777.00	MPO STBG	\$ 923,416.25	\$ 1,054,955.00
118505	Individual	ERI MR 0746 01.62 W Monroe	Camp St to Decatur St	Rehabilitation project to include resurfacing, partial and full depth repairs, new storm sewer, and limited curb and sidewalk replacement.	Pavement Maintenance	Exempt	Sandusky, City of	2026	CO	\$ 11,444.25	Local	\$ 923,416.25	\$ 1,054,955.00
118505	Individual	ERI MR 0746 01.62 W Monroe	Camp St to Decatur St	Rehabilitation project to include resurfacing, partial and full depth repairs, new storm sewer, and limited curb and sidewalk replacement.	Pavement Maintenance	Exempt	Sandusky, City of	2026	CO	\$ 312,000.00	Local	\$ 923,416.25	\$ 1,054,955.00
118505	Individual	ERI MR 0746 01.62 W Monroe	Camp St to Decatur St	Rehabilitation project to include resurfacing, partial and full depth repairs, new storm sewer, and limited curb and sidewalk replacement.	Pavement Maintenance	Exempt	Sandusky, City of	2026	CO	\$ 416,156.00	MPO STBG	\$ 923,416.25	\$ 1,054,955.00
118505	Individual	ERI MR 0746 01.62 W Monroe	Camp St to Decatur St	Rehabilitation project to include resurfacing, partial and full depth repairs, new storm sewer, and limited curb and sidewalk replacement.	Pavement Maintenance	Exempt	Sandusky, City of	2026	CO	\$ 104,039.00	Local	\$ 923,416.25	\$ 1,054,955.00
118505	Individual	ERI MR 0746 01.62 W Monroe	Camp St to Decatur St	Rehabilitation project to include resurfacing, partial and full depth repairs, new storm sewer, and limited curb and sidewalk replacement.	Pavement Maintenance	Exempt	Sandusky, City of	2025	DD	\$ 83,231.00	MPO STBG	\$ 104,038.75	\$ 1,054,955.00
118505	Individual	ERI MR 0746 01.62 W Monroe	Camp St to Decatur St	Rehabilitation project to include resurfacing, partial and full depth repairs, new storm sewer, and limited curb and sidewalk replacement.	Pavement Maintenance	Exempt	Sandusky, City of	2025	DD	\$ 20,807.75	Local	\$ 104,038.75	\$ 1,054,955.00
118505	Individual	ERI MR 0746 01.62 W Monroe	Camp St to Decatur St	Rehabilitation project to include resurfacing, partial and full depth repairs, new storm sewer, and limited curb and sidewalk replacement.	Pavement Maintenance	Exempt	Sandusky, City of	2025	ENV	\$ 22,000.00	MPO STBG	\$ 27,500.00	\$ 1,054,955.00
118505	Individual	ERI MR 0746 01.62 W Monroe	Camp St to Decatur St	Rehabilitation project to include resurfacing, partial and full depth repairs, new storm sewer, and limited curb and sidewalk replacement.	Pavement Maintenance	Exempt	Sandusky, City of	2025	ENV	\$ 5,500.00	Local	\$ 27,500.00	\$ 1,054,955.00
118507	Individual	ERI-Huron Main St	Main St, termini TBD	Various infrastructure corrections, including pavement, drainage, curb, and sidewalk.	Pavement Maintenance	Exempt	Huron, City of	2026	CO	\$ 36,000.00	Local	\$ 484,468.75	\$ 486,031.25
118507	Individual	ERI-Huron Main St	Main St, termini TBD	Various infrastructure corrections, including pavement, drainage, curb, and sidewalk.	Pavement Maintenance	Exempt	Huron, City of	2026	CO	\$ 358,775.00	MPO STBG	\$ 484,468.75	\$ 486,031.25
118507	Individual	ERI-Huron Main St	Main St, termini TBD	Various infrastructure corrections, including pavement, drainage, curb, and sidewalk.	Pavement Maintenance	Exempt	Huron, City of	2026	CO	\$ 89,693.75	Local	\$ 484,468.75	\$ 486,031.25
118507	Individual	ERI-Huron Main St	Main St, termini TBD	Various infrastructure corrections, including pavement, drainage, curb, and sidewalk.	Pavement Maintenance	Exempt	Huron, City of	2025	RW	\$ 1,250.00	MPO STBG	\$ 1,562.50	\$ 486,031.25
118507	Individual	ERI-Huron Main St	Main St, termini TBD	Various infrastructure corrections, including pavement, drainage, curb, and sidewalk.	Pavement Maintenance	Exempt	Huron, City of	2025	RW	\$ 312.50	Local	\$ 1,562.50	\$ 486,031.25
118514	Individual	LOR - Sunnyside Rd 3	Termini to come with scope	Phase 3 of Sunnyside Road. More info with scope.	Pavement Maintenance	Exempt	Vermilion, City of	2026	CO	\$ 93,681.00	MPO STBG	\$ 1,288,113.75	\$ 1,288,113.75
118514	Individual	LOR - Sunnyside Rd 3	Termini to come with scope	Phase 3 of Sunnyside Road. More info with scope.	Pavement Maintenance	Exempt	Vermilion, City of	2026	CO	\$ 23,420.25	Local	\$ 1,288,113.75	\$ 1,288,113.75
118514	Individual	LOR - Sunnyside Rd 3	Termini to come with scope	Phase 3 of Sunnyside Road. More info with scope.	Pavement Maintenance	Exempt	Vermilion, City of	2026	CO	\$ 936,810.00	MPO STBG	\$ 1,288,113.75	\$ 1,288,113.75
118514	Individual	LOR - Sunnyside Rd 3	Termini to come with scope	Phase 3 of Sunnyside Road. More info with scope.	Pavement Maintenance	Exempt	Vermilion, City of	2026	CO	\$ 234,202.50	Local	\$ 1,288,113.75	\$ 1,288,113.75



## 2024-2027 STIP Draft 4 Highway Project Data

PID	STIP Type (Group/ Individual)	Project Name	Project Termini	Project Description	Primary Work Category	Air Quality Indicator	Sponsoring Agency	State Fiscal Year	Phase	Adjusted Total Amount	STIP Fund Type	Phase Cost	Total Project Cost
118585	Group	ERI-Sandusky Bay Pathway	Cedar Point Drive to western end of proposed Hemminger Boardwalk.	Construction of 10' wide path along US 6, connecting existing Sandusky Bay Pathway at Cedar Point Drive to western end of proposed Hemminger Boardwalk.	Shared Use Path	Exempt	Sandusky, City of	2025	CO	\$ 600,000.00	Local	\$ 6,617,719.00	\$ 6,617,719.00
118585	Group	ERI-Sandusky Bay Pathway	Cedar Point Drive to western end of proposed Hemminger Boardwalk.	Construction of 10' wide path along US 6, connecting existing Sandusky Bay Pathway at Cedar Point Drive to western end of proposed Hemminger Boardwalk.	Shared Use Path	Exempt	Sandusky, City of	2025	CO	\$ 600,000.00	Local	\$ 6,617,719.00	\$ 6,617,719.00
118585	Group	ERI-Sandusky Bay Pathway	Cedar Point Drive to western end of proposed Hemminger Boardwalk.	Construction of 10' wide path along US 6, connecting existing Sandusky Bay Pathway at Cedar Point Drive to western end of proposed Hemminger Boardwalk.	Shared Use Path	Exempt	Sandusky, City of	2025	CO	\$ 5,417,719.00	Discretionary / Earmark	\$ 6,617,719.00	\$ 6,617,719.00
118636	Group	ERI SR 0060 07.88	ERI SR 2 And SR 60 Interchange	Erie County. Replace existing poor condition guardrail along SR 60 under SR 2 with concrete median barrier. This would include removing existing Type A guardrail end treatments. Also, replace existing traffic islands on SR 60 between Holiday Drive and Kne isel Road with pavement and channelizing lines.	Roadside / Median Improvement (Safety)	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 28,000.00	Labor	\$ 428,000.00	\$ 428,000.00
118636	Group	ERI SR 0060 07.88	ERI SR 2 And SR 60 Interchange	Erie County. Replace existing poor condition guardrail along SR 60 under SR 2 with concrete median barrier. This would include removing existing Type A guardrail end treatments. Also, replace existing traffic islands on SR 60 between Holiday Drive and Kne isel Road with pavement and channelizing lines.	Roadside / Median Improvement (Safety)	Exempt	ODOT SPONSORING AGENCY	2024	CO	\$ 400,000.00	State	\$ 428,000.00	\$ 428,000.00
118861	Group	ERI SR 0002 21.23	ERI SR 2 21.23	ERI SR 0002 21.23 -Partial culvert replacement and lining.	Culvert Preservation	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 60,000.00	Labor	\$ 660,000.00	\$ 660,000.00
118861	Group	ERI SR 0002 21.23	ERI SR 2 21.23	ERI SR 0002 21.23 -Partial culvert replacement and lining.	Culvert Preservation	Exempt	ODOT SPONSORING AGENCY	2025	CO	\$ 600,000.00	State	\$ 660,000.00	\$ 660,000.00

## 2024-2027 STIP Draft 4 Transit Project Data as of March 6, 2023

PID	Project Name	Grantee Agency (Transit Agency)	ALI	ALI Description	Scope	Scope Description	Quantity	Air Quality Indicator	Description	State Fiscal Year	SUM Total Amount (with TDC)	Fund Type (F, S, B, O)	Total Project Cost	STIP Fund Type
112310	5311 OH-2020-005	City of Sandusky	11.7A.00	Other Capital Items (Bus - Preventive Maintenance)	600-00	Other Program Costs	1	Exempt	Section 5311 OH-2020-005 Federal AwardPlanning PID for STIP was 1125	2023	\$ 362,267.00	Federal	\$ 124,550,030.00	5311
112310	5311 OH-2020-005	City of Sandusky	11.7A.00	Other Capital Items (Bus - Preventive Maintenance)	600-00	Other Program Costs	1	Exempt	Section 5311 OH-2020-005 Federal AwardPlanning PID for STIP was 1125	2023	\$ 50,000.00	General Revenue	\$ 124,550,030.00	State
112310	5311 OH-2020-005	City of Sandusky	11.7A.00	Other Capital Items (Bus - Preventive Maintenance)	600-00	Other Program Costs	1	Exempt	Section 5311 OH-2020-005 Federal AwardPlanning PID for STIP was 1125	2023	\$ 40,567.00	Local Match	\$ 124,550,030.00	Local
112310	5311 OH-2020-005	City of Sandusky	30.09.01	Operating Assistance up to 50% Federal Share	600-00	Other Program Costs	1	Exempt	Section 5311 OH-2020-005 Federal AwardPlanning PID for STIP was 1125	2023	\$ 350,000.00	Federal	\$ 124,550,030.00	5311
112310	5311 OH-2020-005	City of Sandusky	30.09.01	Operating Assistance up to 50% Federal Share	600-00	Other Program Costs	1	Exempt	Section 5311 OH-2020-005 Federal AwardPlanning PID for STIP was 1125	2023	\$ 350,000.00	Local Match	\$ 124,550,030.00	Local
112310	5311 OH-2020-005	City of Sandusky	11.7A.00	Other Capital Items (Bus - Preventive Maintenance)	600-00	Other Program Costs	1	Exempt	Section 5311 OH-2020-005 Federal AwardPlanning PID for STIP was 1125	2023	\$ 100,000.00	Federal	\$ 124,550,030.00	5311
112310	5311 OH-2020-005	City of Sandusky	11.7A.00	Other Capital Items (Bus - Preventive Maintenance)	600-00	Other Program Costs	1	Exempt	Section 5311 OH-2020-005 Federal AwardPlanning PID for STIP was 1125	2023	\$ 25,000.00	Local Match	\$ 124,550,030.00	Local
112518	2023-5310-ODOT Administered	Neighborhood Alliance	11.13.15	Buy Expansion - Vans	641-00	5310 Projects		Exempt	Federal Award Identification Number (FAIN): ----OH-2019-038-00Grant Name:-----CY 2020 Section 5310 GrantTransit Database Name: -----5310-038-2020PID:-----	2023	\$ 52,689.00	Federal	\$ 7,303,811.00	5310 Small Urban/Rural (ODOT)
112518	2023-5310-ODOT Administered	Neighborhood Alliance	11.13.15	Buy Expansion - Vans	641-00	5310 Projects		Exempt	Federal Award Identification Number (FAIN): ----OH-2019-038-00Grant Name:-----CY 2020 Section 5310 GrantTransit Database Name: -----5310-038-2020PID:-----	2023	\$ 13,173.00	Local Match	\$ 7,303,811.00	Local
112518	2023-5310-ODOT Administered	Neighborhood Alliance	30.09.01	Operating Assistance up to 50% Federal Share	641-00	5310 Projects		Exempt	Federal Award Identification Number (FAIN): ----OH-2019-038-00Grant Name:-----CY 2020 Section 5310 GrantTransit Database Name: -----5310-038-2020PID:-----	2023	\$ 25,000.00	Federal	\$ 7,303,811.00	5310 Small Urban/Rural (ODOT)
112518	2023-5310-ODOT Administered	Neighborhood Alliance	30.09.01	Operating Assistance up to 50% Federal Share	641-00	5310 Projects		Exempt	Federal Award Identification Number (FAIN): ----OH-2019-038-00Grant Name:-----CY 2020 Section 5310 GrantTransit Database Name: -----5310-038-2020PID:-----	2023	\$ 25,000.00	Local Match	\$ 7,303,811.00	Local
112518	2023-5310-ODOT Administered	Neighborhood Alliance	11.7A.00	Other Capital Items (Bus - Preventive Maintenance)	641-00	5310 Projects		Exempt	Federal Award Identification Number (FAIN): ----OH-2019-038-00Grant Name:-----CY 2020 Section 5310 GrantTransit Database Name: -----5310-038-2020PID:-----	2023	\$ 10,000.00	Federal	\$ 7,303,811.00	5310 Small Urban/Rural (ODOT)
112518	2023-5310-ODOT Administered	Neighborhood Alliance	11.7A.00	Other Capital Items (Bus - Preventive Maintenance)	641-00	5310 Projects		Exempt	Federal Award Identification Number (FAIN): ----OH-2019-038-00Grant Name:-----CY 2020 Section 5310 GrantTransit Database Name: -----5310-038-2020PID:-----	2023	\$ 2,500.00	Local Match	\$ 7,303,811.00	Local
112524	CY2024-5310-ODOT Administered	Agencies in ERPC Region	11.12.15	Buy Replacements - Vans	111-00	Bus Rolling Stock		Exempt	Federal Award Identification Number (FAIN): ----OH-2019-038-00Grant Name:-----CY 2020 Section 5310 GrantTransit Database Name: -----5310-038-2020PID:-----	2024	\$ 34,127.23	Federal	\$ 11,259,407.17	5310 Small Urban/Rural (ODOT)
112524	CY2024-5310-ODOT Administered	Agencies in ERPC Region	11.12.15	Buy Replacements - Vans	111-00	Bus Rolling Stock		Exempt	Federal Award Identification Number (FAIN): ----OH-2019-038-00Grant Name:-----CY 2020 Section 5310 GrantTransit Database Name: -----5310-038-2020PID:-----	2024	\$ 8,531.81	Local Match	\$ 11,259,407.17	Local
112531	5311 - OH-2023-X01 Award	City of Sandusky	30.09.01	Operating Assistance up to 50% Federal Share	600-00	Other Program Costs		Exempt	Section 5311 - 2023 Planning estimate	2023	\$ 1,050,000.00	Federal	\$ 52,553,934.00	5311
112531	5311 - OH-2023-X01 Award	City of Sandusky	30.09.01	Operating Assistance up to 50% Federal Share	600-00	Other Program Costs		Exempt	Section 5311 - 2023 Planning estimate	2023	\$ 1,050,000.00	Local Match	\$ 52,553,934.00	Local
112531	5311 - OH-2023-X01 Award	City of Sandusky	11.7A.00	Other Capital Items (Bus - Preventive Maintenance)	600-00	Other Program Costs		Exempt	Section 5311 - 2023 Planning estimate	2023	\$ 300,000.00	Federal	\$ 52,553,934.00	5311
112531	5311 - OH-2023-X01 Award	City of Sandusky	11.7A.00	Other Capital Items (Bus - Preventive Maintenance)	600-00	Other Program Costs		Exempt	Section 5311 - 2023 Planning estimate	2023	\$ 75,000.00	Local Match	\$ 52,553,934.00	Local
112533	5311 - OH-2024-X01 Award	Agencies in ERPC Region	30.09.01	Operating Assistance up to 50% Federal Share	600-00	Other Program Costs		Exempt	Section 5311 - 2024 Planning estimate	2024	\$ 2,132,555.50	Federal	\$ 68,269,458.52	5311
112533	5311 - OH-2024-X01 Award	Agencies in ERPC Region	30.09.01	Operating Assistance up to 50% Federal Share	600-00	Other Program Costs		Exempt	Section 5311 - 2024 Planning estimate	2024	\$ 2,132,555.50	Local Match	\$ 68,269,458.52	Local
112537	5339 OH-2024-XXX Award	Agencies in ERPC Region	11.12.15	Buy Replacements - Vans	111-00	Bus Rolling Stock		Exempt	Section 5339 CY2024 Award	2024	\$ 145,396.11	Federal	\$ 5,000,000.00	5339 (ODOT)
112537	5339 OH-2024-XXX Award	Agencies in ERPC Region	11.12.15	Buy Replacements - Vans	111-00	Bus Rolling Stock		Exempt	Section 5339 CY2024 Award	2024	\$ 36,349.03	Local Match	\$ 5,000,000.00	Local
114755	CY2021 5310 Urban Traditional	Wesleyan Village LLC	11.7A.00	Other Capital Items (Bus - Preventive Maintenance)	641-00	5310 Projects		Exempt	PID for 2021 5310 Grant. This PID represents FY2018 small urban projects using lapsing funds. These projects were originally under PID 113666 and were included as an amendment to 038. They are now in this new PID as they will be included in the new CY2021	2023	\$ 34,352.00	Federal	\$ 586,746.00	5310 Small Urban/Rural (ODOT)
114755	CY2021 5310 Urban Traditional	Wesleyan Village LLC	11.7A.00	Other Capital Items (Bus - Preventive Maintenance)	641-00	5310 Projects		Exempt	PID for 2021 5310 Grant. This PID represents FY2018 small urban projects using lapsing funds. These projects were originally under PID 113666 and were included as an amendment to 038. They are now in this new PID as they will be included in the new CY2021	2023	\$ 8,588.00	Local Match	\$ 586,746.00	Local
117699	SFY2023 OTP2 State GRF Project	City of Sandusky	11.52.02	Acquisition - AC Power / Lighting Sys	115-00	Bus Electrification / Power Dist.		Exempt	SFY 2023 Ohio Transportation Partnership Program: State only projects are \$9.4M for urban and rural projects. The \$33M in federal flex fund transfers are programmed in various PIDs for each urban transit agency receiving federal flex funds of CMAQ and ST	2023	\$ 18,000.00	General Revenue	\$ 4,388,491.00	State
118253	5311 - OH-2025-X01 Award	Agencies in ERPC Region	30.09.01	Operating Assistance up to 50% Federal Share	600-00	Other Program Costs		Exempt	Section 5311 - 2025 Planning estimate	2025	\$ 2,185,290.45	Federal	\$ 69,957,661.24	5311
118253	5311 - OH-2025-X01 Award	Agencies in ERPC Region	30.09.01	Operating Assistance up to 50% Federal Share	600-00	Other Program Costs		Exempt	Section 5311 - 2025 Planning estimate	2025	\$ 2,185,290.45	Local Match	\$ 69,957,661.24	Local
118257	5311 - OH-2026-X01 Award	Agencies in ERPC Region	30.09.01	Operating Assistance up to 50% Federal Share	600-00	Other Program Costs		Exempt	Section 5311 - 2026 Planning estimate	2026	\$ 2,239,326.34	Federal	\$ 71,687,511.22	5311
118257	5311 - OH-2026-X01 Award	Agencies in ERPC Region	30.09.01	Operating Assistance up to 50% Federal Share	600-00	Other Program Costs		Exempt	Section 5311 - 2026 Planning estimate	2026	\$ 2,239,326.34	Local Match	\$ 71,687,511.22	Local
118259	5311 - OH-2027-X01 Award	Agencies in ERPC Region	30.09.01	Operating Assistance up to 50% Federal Share	600-00	Other Program Costs		Exempt	Section 5311 - 2027 Planning estimate	2027	\$ 2,282,884.38	Federal	\$ 73,081,933.94	5311
118259	5311 - OH-2027-X01 Award	Agencies in ERPC Region	30.09.01	Operating Assistance up to 50% Federal Share	600-00	Other Program Costs		Exempt	Section 5311 - 2027 Planning estimate	2027	\$ 2,282,884.38	Local Match	\$ 73,081,933.94	Local
118265	5339 OH-2025-XXX Award	Agencies in ERPC Region	11.12.15	Buy Replacements - Vans	111-00	Bus Rolling Stock		Exempt	Section 5339 CY2025 Award	2025	\$ 145,396.11	Federal	\$ 5,000,000.00	5339 (ODOT)
118265	5339 OH-2025-XXX Award	Agencies in ERPC Region	11.12.15	Buy Replacements - Vans	111-00	Bus Rolling Stock		Exempt	Section 5339 CY2025 Award	2025	\$ 36,349.03	Local Match	\$ 5,000,000.00	Local

2024-2027 STIP Draft 4 Transit Project Data as of March 6, 2023

PID	Project Name	Grantee Agency (Transit Agency)	ALI	ALI Description	Scope	Scope Description	Quantity	Air Quality Indicator	Description	State Fiscal Year	SUM Total Amount (with TDC)	Fund Type (F, S, B, O)	Total Project Cost	STIP Fund Type
118271	5339 OH-2026-XXX Award	Agencies in ERPC Region	11.12.15	Buy Replacements - Vans	111-00	Bus Rolling Stock		Exempt	Section 5339 CY2026 Award	2026	\$ 145,396.11	Federal	\$ 5,000,000.00	5339 (ODOT)
118271	5339 OH-2026-XXX Award	Agencies in ERPC Region	11.12.15	Buy Replacements - Vans	111-00	Bus Rolling Stock		Exempt	Section 5339 CY2026 Award	2026	\$ 36,349.03	Local Match	\$ 5,000,000.00	Local
118276	5339 OH-2027-XXX Award	Agencies in ERPC Region	11.12.15	Buy Replacements - Vans	111-00	Bus Rolling Stock		Exempt	Section 5339 CY2027 Award	2027	\$ 145,396.11	Federal	\$ 5,000,000.00	5339 (ODOT)
118276	5339 OH-2027-XXX Award	Agencies in ERPC Region	11.12.15	Buy Replacements - Vans	111-00	Bus Rolling Stock		Exempt	Section 5339 CY2027 Award	2027	\$ 36,349.03	Local Match	\$ 5,000,000.00	Local
118281	CY2025-5310-ODOT Administere	Agencies in ERPC Region	11.12.15	Buy Replacements - Vans	111-00	Bus Rolling Stock		Exempt	SFY 2025 ODOT Large Urban 5310 Allocations (FFY 2025) are all included in this PID. These projects included are for STIP/TIP planning purpose and this PID is designed to be transitioned into actuals.	2025	\$ 34,980.42	Federal	\$ 11,534,762.42	5310 Small Urban/Rural (ODOT)
118281	CY2025-5310-ODOT Administere	Agencies in ERPC Region	11.12.15	Buy Replacements - Vans	111-00	Bus Rolling Stock		Exempt	SFY 2025 ODOT Large Urban 5310 Allocations (FFY 2025) are all included in this PID. These projects included are for STIP/TIP planning purpose and this PID is designed to be transitioned into actuals.	2025	\$ 8,745.10	Local Match	\$ 11,534,762.42	Local
118283	CY2026-5310-ODOT Administere	Agencies in ERPC Region	11.12.15	Buy Replacements - Vans	111-00	Bus Rolling Stock		Exempt	SFY 2026 ODOT Large Urban 5310 Allocations (FFY 2026) are all included in this PID. These projects included are for STIP/TIP planning purpose and this PID is designed to be transitioned into actuals.	2026	\$ 35,854.92	Federal	\$ 11,821,765.99	5310 Small Urban/Rural (ODOT)
118283	CY2026-5310-ODOT Administere	Agencies in ERPC Region	11.12.15	Buy Replacements - Vans	111-00	Bus Rolling Stock		Exempt	SFY 2026 ODOT Large Urban 5310 Allocations (FFY 2026) are all included in this PID. These projects included are for STIP/TIP planning purpose and this PID is designed to be transitioned into actuals.	2026	\$ 8,963.73	Local Match	\$ 11,821,765.99	Local
118284	CY2027-5310-ODOT Administere	Agencies in ERPC Region	11.12.15	Buy Replacements - Vans	111-00	Bus Rolling Stock		Exempt	SFY 2027 ODOT Large Urban 5310 Allocations (FFY 2027) are all included in this PID. These projects included are for STIP/TIP planning purpose and this PID is designed to be transitioned into actuals.	2027	\$ 36,572.02	Federal	\$ 12,055,387.61	5310 Small Urban/Rural (ODOT)
118284	CY2027-5310-ODOT Administere	Agencies in ERPC Region	11.12.15	Buy Replacements - Vans	111-00	Bus Rolling Stock		Exempt	SFY 2027 ODOT Large Urban 5310 Allocations (FFY 2027) are all included in this PID. These projects included are for STIP/TIP planning purpose and this PID is designed to be transitioned into actuals.	2027	\$ 9,143.01	Local Match	\$ 12,055,387.61	Local

**ERPC MPO**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**FINANCIAL ANALYSIS**  
**FY 2024 - 2027**

## Highway TIP Fiscal Constraint for ERPC Region

ERPC	2023	2024	2024	2024	2025	2025	2025	2026	2026	2026	2027	2027	2027
SA03	Carry Forward	Budget	Estimate	Balance	Budget	Estimate	Balance	Budget	Estimate	Balance	Budget	Estimate	Balance
MPO Total	\$ 846,862	\$ 1,354,705	\$ 474,477	\$ 1,727,090	\$ 1,381,801	\$ 2,302,763	\$ 806,128	\$ 1,409,439	\$ 3,199,199	\$ (983,632)	\$ 1,409,439	\$ -	\$ 425,807
MPO STBG	\$ 594,404	\$ 1,207,796	\$ 474,477	\$ 1,327,723	\$ 1,231,953	\$ 1,982,763	\$ 576,913	\$ 1,256,594	\$ 3,199,199	\$ (1,365,692)	\$ 1,256,594	\$ -	\$ (109,098)
MPO CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MPO TA	\$ 201,578	\$ 120,779	\$ -	\$ 322,357	\$ 123,195	\$ 320,000	\$ 125,552	\$ 125,659	\$ -	\$ 251,211	\$ 125,659	\$ -	\$ 376,870
MPO CRP	\$ 50,879	\$ 26,130	\$ -	\$ 77,009	\$ 26,653	\$ -	\$ 103,662	\$ 27,186	\$ -	\$ 130,848	\$ 27,186	\$ -	\$ 158,034
MPO CRRSAA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

1: Budgets represent apportionment amounts and assume no inflation.

Note: While total program demonstrates fiscal constraint, the minor fiscal shortfalls in the respective years' STBG programs will be mitigated with loans/repayments with another MPO or between ERPC STBG & TA budgetary categories, consistent with ODOT standard program management practice. Additionally, the MPO will solicit for SFY 2026 TA and CRP projects during CY 2023.

## Sum of Highway STIP Estimates for ERPC Region

ERPC	2024	2025	2026	2027
SA03	Estimate	Estimate	Estimate	Estimate
<b>Federal Funds by Program</b>				
Garvee Debt Service	\$ -	\$ -	\$ -	\$ -
Discretionary / Earmark	\$ -	\$ 5,417,719	\$ 24,450,000	\$ -
Emergency	\$ -	\$ -	\$ -	\$ -
FLAP	\$ -	\$ -	\$ -	\$ -
Garvee / SIB	\$ -	\$ -	\$ -	\$ -
Local Programs	\$ -	\$ 150,000	\$ -	\$ 2,817,537
Major Programs	\$ -	\$ 185,600	\$ -	\$ 9,856,000
MPO STBG	\$ 474,477	\$ 1,982,763	\$ 3,199,199	\$ -
MPO CMAQ	\$ -	\$ -	\$ -	\$ -
MPO CRP	\$ -	\$ -	\$ -	\$ -
MPO TA	\$ -	\$ 320,000	\$ -	\$ -
MPO **CRRSAA	\$ -	\$ -	\$ -	\$ -
RTPO STBG	\$ -	\$ -	\$ -	\$ -
National Highway Freight	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -
Preservation	\$ 1,744,954	\$ 29,554,986	\$ 16,867,200	\$ 22,149,440
Rail	\$ -	\$ -	\$ -	\$ -
Rec Trails	\$ -	\$ -	\$ -	\$ -
Safety	\$ 7,079,637	\$ 100,000	\$ 250,000	\$ 3,096,000
<b>Total Federal</b>	<b>\$ 9,299,067</b>	<b>\$ 37,711,068</b>	<b>\$ 44,766,399</b>	<b>\$ 37,918,977</b>
<b>Other Funds</b>				
State	\$ 6,291,932	\$ 13,831,314	\$ 9,586,800	\$ 13,196,360
Local	\$ 1,965,235	\$ 4,542,642	\$ 1,806,800	\$ 407,463
Labor	\$ 640,051	\$ 2,456,456	\$ 3,849,850	\$ 2,940,086
<b>Total Other</b>	<b>\$ 8,897,218</b>	<b>\$ 20,830,412</b>	<b>\$ 15,243,450</b>	<b>\$ 16,543,909</b>
<b>Total</b>	<b>\$ 18,196,286</b>	<b>\$ 58,541,480</b>	<b>\$ 60,009,849</b>	<b>\$ 54,462,886</b>

\* 2024 budget includes anticipated 2023 carry forward. Federal budgets are apportionment amounts assuming no inflation.

\*\* Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)

Erie Regional Planning Commission



# Figure 8.3: Highway STIP Fiscal Constraint

March 2023

Amount in Millions

	2024	2024	2024	2025	2025	2025	2026	2026	2026	2027	2027	2027
	Budget*	Estimate	Balance	Budget	Estimate	Balance	Budget	Estimate	Balance	Budget	Estimate	Balance
<b>Federal Funds by Program</b>												
Garvee Debt Service	\$116.6	\$116.6	\$0.0	\$122.5	\$122.5	\$0.0	\$121.1	\$121.1	\$0.0	\$115.4	\$115.4	\$0.0
Discretionary / Earmark	\$63.7	\$36.2	\$27.5	\$1.1	\$17.5	\$11.1	\$1.1	\$43.1	(\$30.9)	\$1.1	\$0.0	(\$29.9)
Emergency	\$38.1	\$1.0	\$37.0	\$10.5	\$0.0	\$47.5	\$10.5	\$0.0	\$58.0	\$10.5	\$0.0	\$68.5
FLAP	\$3.3	\$0.6	\$2.7	\$0.9	\$0.0	\$3.6	\$0.9	\$0.0	\$4.5	\$0.9	\$0.0	\$5.3
Garvee / SIB	\$152.4	\$49.3	\$103.0	\$88.1	\$4.0	\$187.2	\$63.0	\$0.0	\$250.2	\$63.0	\$24.6	\$288.6
Local Programs	\$178.0	\$130.7	\$47.3	\$171.0	\$182.9	\$35.5	\$162.6	\$70.6	\$127.5	\$112.8	\$28.7	\$211.6
Major Programs	\$428.4	\$333.2	\$95.2	\$427.5	\$431.5	\$91.2	\$401.3	\$254.5	\$237.9	\$410.8	\$267.7	\$381.0
MPO STBG	\$204.7	\$150.6	\$54.2	\$164.4	\$116.4	\$102.1	\$167.7	\$110.2	\$159.6	\$169.2	\$50.6	\$278.2
MPO CMAQ	\$111.4	\$31.4	\$80.0	\$87.7	\$89.2	\$78.5	\$89.5	\$45.4	\$122.6	\$89.5	\$23.1	\$188.9
MPO CRP	\$48.1	\$8.3	\$39.8	\$18.2	\$1.5	\$56.5	\$18.6	\$0.4	\$74.7	\$18.6	\$1.3	\$91.9
MPO TA	\$27.4	\$8.8	\$18.6	\$17.3	\$21.3	\$14.6	\$17.7	\$6.2	\$26.1	\$17.7	\$5.2	\$38.6
MPO **CRRSAA	\$11.7	\$5.1	\$6.7	\$0.0	\$0.0	\$6.7	\$0.0	\$0.0	\$6.7	\$0.0	\$0.0	\$6.7
RTPO STBG	\$5.5	\$0.8	\$4.7	\$2.7	\$1.2	\$6.2	\$2.7	\$0.0	\$9.0	\$2.7	\$0.0	\$11.7
National Highway Freight	\$47.7	\$45.0	\$2.7	\$43.8	\$0.0	\$46.5	\$43.8	\$0.0	\$90.4	\$43.8	\$0.0	\$134.2
Other	\$137.2	\$23.4	\$113.8	\$101.7	\$34.2	\$181.3	\$101.0	\$32.9	\$249.4	\$70.2	\$10.7	\$308.8
Preservation	\$588.4	\$574.1	\$14.3	\$679.1	\$701.3	(\$7.9)	\$679.1	\$670.8	\$0.4	\$692.1	\$664.9	\$27.6
Rail	\$6.2	\$0.9	\$5.3	\$14.8	\$1.2	\$18.9	\$14.8	\$0.0	\$33.6	\$14.8	\$0.0	\$48.4
Rec Trails	\$1.7	\$0.0	\$1.7	\$1.7	\$0.0	\$3.3	\$1.7	\$0.0	\$5.0	\$1.7	\$0.0	\$6.7
Safety	\$114.0	\$101.3	\$12.7	\$145.3	\$134.4	\$23.6	\$152.0	\$67.6	\$108.0	\$131.4	\$25.6	\$213.9
<b>Total Federal</b>	<b>\$2284.5</b>	<b>\$1617.3</b>	<b>\$667.2</b>	<b>\$2098.3</b>	<b>\$1859.0</b>	<b>\$906.5</b>	<b>\$2048.9</b>	<b>\$1422.9</b>	<b>\$1532.6</b>	<b>\$1966.0</b>	<b>\$1217.6</b>	<b>\$2280.9</b>
<b>Other Funds</b>												
State	\$1112.6	\$531.9	\$580.7	\$758.2	\$414.9	\$924.1	\$704.4	\$330.5	\$1298.0	\$710.1	\$310.9	\$1697.1
Local	\$365.0	\$365.0	\$0.0	\$239.7	\$239.7	\$0.0	\$165.4	\$165.4	\$0.0	\$48.3	\$48.3	\$0.0
Labor	\$86.6	\$86.6	\$0.0	\$87.6	\$87.6	\$0.0	\$73.1	\$73.1	\$0.0	\$58.5	\$58.5	\$0.0
<b>Total Other</b>	<b>\$1564.3</b>	<b>\$983.6</b>	<b>\$580.7</b>	<b>\$1085.6</b>	<b>\$742.2</b>	<b>\$924.1</b>	<b>\$942.8</b>	<b>\$568.9</b>	<b>\$1298.0</b>	<b>\$816.9</b>	<b>\$417.8</b>	<b>\$1697.1</b>
<b>Total</b>	<b>\$3848.8</b>	<b>\$2600.9</b>	<b>\$1248.0</b>	<b>\$3183.9</b>	<b>\$2601.2</b>	<b>\$1830.6</b>	<b>\$2991.7</b>	<b>\$1991.8</b>	<b>\$2830.6</b>	<b>\$2782.9</b>	<b>\$1635.4</b>	<b>\$3978.1</b>

\* 2024 budget includes anticipated 2023 carry forward. Federal budgets are apportionment amounts assuming no inflation.

\*\* Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)

**Figure 8.4: Highway STIP SLI Group Budgets**

March 2023

Costs in \$Millions

	2024	2025	2026	2027	Total	
	Budgets	Budgets	Budgets	Budgets	Budgets	
<b>STIP Group</b> (Programs Related to Group)						<b>Notes</b>
<b>Discretionary / Earmark (40)</b> (Appalachian Development, Discretionary, Earmark)	\$1.0	\$1.0	\$1.0	\$1.0	\$4.0	\$1M for all years
<b>Emergency (41)</b> (Emergency)	\$38.1	\$10.5	\$10.5	\$10.5	\$69.6	100% of budget
<b>FLAP (42)</b> (Federal Lands Access Program)	\$2.6	\$ .7	\$ .7	\$ .7	\$4.8	80% of budget
<b>Local Programs (43)</b> (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)	\$142.4	\$136.8	\$130.1	\$90.2	\$499.5	80% of budget
<b>Major Programs (44)</b> (Minor project activities funded by Major Programs)	\$128.5	\$128.2	\$120.4	\$123.2	\$500.4	30% of budget
<b>MPO Capital (45)</b> (Metropolitan Planning Organizations Surface Transportation Block Grant, Congestion Mitigation and Air Quality, Transportation Alternatives, Carbon Reduction Program)	\$109.1	\$69.7	\$71.1	\$59.1	\$309.0	budget of large cities + NOACA Budget (see 3/6/2023 email)
<b>National Highway Freight (46)</b> (National Highway Freight)	\$9.5	\$8.8	\$8.8	\$8.8	\$35.8	20% of budget
<b>Other (47)</b> (Project Impact Advisory Council, Noise Walls, 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)	\$109.7	\$81.4	\$80.8	\$56.1	\$328.0	80% of budget
<b>Preservation (48)</b> (District Preservation)	\$511.9	\$590.8	\$590.8	\$602.1	\$2295.6	87% of budget
<b>Rail (49)</b> (Railroad Crossing Safety, Freight Rail Development)	\$6.2	\$14.8	\$14.8	\$14.8	\$50.6	100% of budget
<b>Rec Trails (50)</b> (Recreational Trails Program)	\$1.7	\$1.7	\$1.7	\$1.7	\$6.7	100% of budget
<b>Safety (51)</b> (Highway Safety Improvement Program)	\$91.2	\$116.2	\$121.6	\$105.1	\$434.1	70% of budget
<b>RTPO Capital (52)</b> (Regional Transportation Planning Organizational Capital Program)	\$5.5	\$2.7	\$2.7	\$2.7	\$13.7	100% of budget
<b>State (99)</b> (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)	\$890.1	\$606.6	\$563.5	\$568.0	\$2628.2	70% of budget
<b>Total Grouped Projects</b>	<b>\$1157.6</b>	<b>\$1163.3</b>	<b>\$1154.9</b>	<b>\$1076.0</b>	<b>\$4551.8</b>	

## Summary of 2024-2027 Transit TIP Estimates for the ERPC Region

ERPC	2024	2025	2026	2027
	Estimate	Estimate	Estimate	Estimate
<b>ODOT Administered Federal Funds by Program</b>				
5310 Small Urban/Rural (ODOT)	\$ 34,127.23	\$ 34,980.42	\$ 35,854.92	\$ 36,572.02
5310 Large Urban (ODOT)	\$ -	\$ -	\$ -	\$ -
5311	\$ 2,132,555.50	\$ 2,185,290.45	\$ 2,239,326.34	\$ 2,282,884.38
5339 (ODOT)	\$ 145,396.11	\$ 145,396.11	\$ 145,396.11	\$ 145,396.11
Flex Transfer STBG (ODOT)	\$ -	\$ -	\$ -	\$ -
Total Federal	\$ 2,312,078.84	\$ 2,365,666.98	\$ 2,420,577.37	\$ 2,464,852.51
<b>Non-ODOT Administered Federal Funds by Program</b>				
5307	\$ -	\$ -	\$ -	\$ -
5310 (Non-ODOT)	\$ -	\$ -	\$ -	\$ -
5337	\$ -	\$ -	\$ -	\$ -
5339 (Non-ODOT)	\$ -	\$ -	\$ -	\$ -
Flex Transfer CMAQ	\$ -	\$ -	\$ -	\$ -
Flex Transfer STBG	\$ -	\$ -	\$ -	\$ -
Flex Transfer CRP	\$ -	\$ -	\$ -	\$ -
Total Federal	\$ -	\$ -	\$ -	\$ -
<b>Other Funds</b>				
Discretionary	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -
Local	\$ 2,177,436.34	\$ 2,230,384.58	\$ 2,284,639.10	\$ 2,328,376.42
Labor	\$ -	\$ -	\$ -	\$ -
Total Other	\$ 2,177,436.34	\$ 2,230,384.58	\$ 2,284,639.10	\$ 2,328,376.42
Total	\$ 4,489,515.18	\$ 4,596,051.56	\$ 4,705,216.47	\$ 4,793,228.93

**Figure 9.1: Fiscal Constraint Table for Transit Funds**

March 2023	Prior Years	2024	2024	2024	2025	2025	2025	2026	2026	2026	2027	2027	2027
Amounts in Millions	Budget*	Budget	Estimate	Balance	Budget	Estimate	Balance	Budget	Estimate	Balance	Budget	Estimate	Balance
<b>ODOT Administered Federal Funds by Program</b>													
5310 Small Urban/Rural (ODOT)	\$6.4	\$5.8	\$7.1	\$5.1	\$5.9	\$5.9	\$5.1	\$6.1	\$6.0	\$5.2	\$6.2	\$6.2	\$5.2
5310 Large Urban (ODOT)	\$4.4	\$3.4	\$3.4	\$4.4	\$3.5	\$3.5	\$4.4	\$3.6	\$3.6	\$4.4	\$3.7	\$3.7	\$4.4
5311	\$65.1	\$36.0	\$38.9	\$62.2	\$36.9	\$36.9	\$62.2	\$37.8	\$37.8	\$62.2	\$38.6	\$38.6	\$62.2
5339 (ODOT)	\$9.2	\$4.0	\$4.0	\$9.2	\$4.0	\$4.0	\$9.2	\$4.0	\$4.0	\$9.2	\$4.0	\$4.0	\$9.2
Flex Transfer (ODOT)	\$0.0	\$33.0	\$5.4	\$27.6	\$33.0	\$3.8	\$56.7	\$33.0	\$1.1	\$89.6	\$33.0	\$4.1	\$118.5
Total Federal	\$85.1	\$82.2	\$58.9	\$108.5	\$83.3	\$54.1	\$137.7	\$84.5	\$51.5	\$170.6	\$85.4	\$56.5	\$199.5
<b>Non-ODOT Administered Federal Funds by Program</b>													
5307	\$157.5	\$144.5	\$176.5	\$125.4	\$148.1	\$129.8	\$143.7	\$151.8	\$131.3	\$164.2	\$154.8	\$127.4	\$191.6
5310 (Non-ODOT)	\$5.1	\$7.2	\$3.6	\$8.7	\$7.4	\$2.2	\$13.8	\$7.5	\$2.3	\$19.1	\$7.7	\$2.2	\$24.6
5337	\$62.8	\$44.4	\$72.8	\$34.4	\$45.5	\$44.5	\$35.5	\$46.7	\$53.1	\$29.0	\$47.6	\$45.7	\$30.9
5339 (Non-ODOT)	\$10.8	\$10.9	\$50.5	(\$28.7)	\$11.2	\$22.2	(\$39.7)	\$11.5	\$16.3	(\$44.5)	\$11.7	\$16.3	(\$49.1)
Flex Transfer CMAQ	\$0.0	\$0.0	\$10.0	(\$10.0)	\$0.0	\$11.0	(\$20.9)	\$0.0	\$17.3	(\$38.3)	\$0.0	\$4.4	(\$42.7)
Flex Transfer STBG	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Flex Transfer CRP	\$0.0	\$0.0	\$0.8	(\$0.8)	\$0.0	\$0.0	(\$0.8)	\$0.0	\$0.0	(\$0.8)	\$0.0	\$0.0	(\$0.8)
Total Federal	\$236.2	\$207.0	\$314.3	\$129.0	\$212.2	\$209.6	\$131.5	\$217.5	\$220.3	\$128.6	\$221.8	\$195.9	\$154.5
<b>Other Funds</b>													
Discretionary	\$0.0	\$4.0	\$4.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
State	\$0.0	\$36.5	\$19.9	\$16.6	\$36.5	\$12.4	\$40.6	\$36.5	\$12.6	\$64.5	\$36.5	\$12.4	\$88.7
Local	\$0.0	\$1185.0	\$1185.0	\$0.0	\$919.3	\$919.3	\$0.0	\$795.1	\$795.1	\$0.0	\$789.3	\$789.3	\$0.0
Labor	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Other	\$0.0	\$1225.5	\$1208.9	\$16.6	\$955.8	\$931.7	\$40.6	\$831.6	\$807.7	\$64.5	\$825.8	\$801.6	\$88.7
Total	\$321.4	\$1514.7	\$1582.0	\$254.0	\$1251.3	\$1195.5	\$309.8	\$1133.6	\$1079.6	\$363.8	\$1133.0	\$1054.1	\$442.7

\*Prior Years Unobligated Budgets

## Figure 9.2: 2024-2027 Transit STIP SLI Group Budget Table

March 2023

Costs in \$Millions

	2024	2025	2026	2027	Total
	Estimates	Estimates	Estimates	Estimates	Estimates
<b>STIP SLI Groups (Reference No.)</b> <i>(Programs Related to Group)</i>					
<b>5310 Small Urban/ Rural</b> <i>(Specialized Programs for Rural and Small Urban Regions)</i>	\$12.2	\$5.9	\$6.1	\$6.2	\$30.4
<b>5310</b> <i>(Specialized Programs for Rural and Small Urban Regions)</i>	\$7.8	\$3.5	\$3.6	\$3.7	\$18.6
<b>5311</b> <i>(Rural Transit Program, Appalachian Development, Intercity Bus, Rural Transit Assistance)</i>	\$101.1	\$36.9	\$37.8	\$38.6	\$214.4
<b>5339</b> <i>(Bus and Bus Facilities for Rural)</i>	\$13.2	\$4.0	\$4.0	\$4.0	\$25.2
<b>State (9999)</b> <i>(General Revenue Match)</i>	\$36.5	\$36.5	\$36.5	\$36.5	\$146.0
<b>Total Grouped Projects</b>	<b>\$170.9</b>	<b>\$86.8</b>	<b>\$88.0</b>	<b>\$88.9</b>	<b>\$434.6</b>

**APPENDIX A ERPC  
MPO  
TRANSPORTATION IMPROVEMENT PROGRAM  
PUBLIC INVOLVMENT POLICY  
FY 2024 - 2027**



# Erie Regional Planning Commission Metropolitan Planning Organization

---



## Public Involvement Policy

Updated: January 2019

## **Preface**

A. Document Structure.....	2
----------------------------	---

## **Section I-Introduction**

A. About the Erie County Regional Planning Commission (ERPC) Metropolitan Planning Organization (MPO).....	3
B. Policy Statement.....	3

## **Section II-Public Involvement**

A. Purpose.....	4
B. Public Involvement for All People.....	4
C. Public Information and Access.....	4
D. Outreach Program.....	4
E. Public Involvement for the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).....	4
F. Stakeholders.....	6
G. Meeting Notices.....	6
H. Policies for Public Involvement at ERPC Meetings.....	6
I. Policies for Public Comment.....	7
J. Response to Public Involvement Comments.....	7
K. Meeting Minutes.....	7
L. Title VI and Environmental Justice Compliant Process.....	8
M. Evaluating Public Involvement Policy (PIP).....	8

## **Section III-Public Information**

A. Purpose.....	9
B. Erie County Regional Planning Commission (ERPC) Publications.....	9
C. Media.....	9
D. Information and Services Request.....	9

## **Section IV-Public Access**

A. Purpose.....	11
B. Contacting and Accessing ERPC.....	11
C. Open Meetings.....	11

## **Appendices**

Stakeholder Mailing List & Letter.....	A
2019 Press Release and Advertisement.....	B
Title VI Plan.....	C

*Appendices available on request from the ERPC*

## **Preface**

### **A. Document Structure**

This document contains specific information on ERPC policies and procedures regarding public involvement, public information and public access. The document structure consists of four sections listed the following way:

- ★ Section I: Introduction
- ★ Section II: Public Involvement – Answers the questions: How does ERPC engage the public in metropolitan transportation planning? How can the public become involved?
- ★ Section III: Public Information –Answers the question: How does ERPC inform the public?
- ★ Section IV: Public Access –Answers the question: How does the public access ERPC information and services?

The appendices follow Section IV of this document

**RESOLUTION NUMBER 2019-05**

**OF THE METROPOLITAN PLANNING ORGANIZATION POLICY  
COMMITTEE OF THE ERIE REGIONAL PLANNING COMMISSION**

**APPROVING A RESOLUTION TO APPROVE THE ERIE REGIONAL  
PLANNING COMMISSION METROPOLITAN PLANNING ORGANIZATION  
REVISED PUBLIC INVOLVEMENT POLICY (PIP) AND TITLE VI PLANS.**

**WHEREAS**, this Committee is the Metropolitan Planning Organization (MPO) for Erie County; and

**WHEREAS**, it is the responsibility of this Committee to approve federally-funded transportation projects from Erie County which appear on the TIP as well as other planning documents related to the operation of the MPO; and

**WHEREAS**, the revised PIP and Title VI plans will ensure consistency with current federal public involvement regulations and interim guidance related to the Fixing America's Surface Transportation Act; and

**WHEREAS**, the PIP and Title VI plans includes changes to the policies in light of current public involvement practices as well as new plans and other procedures that have been developed since the adoption of the updated plans; and

**WHEREAS**, the PIP and Title VI plans guarantees continued compliance with state laws governing open meetings and public access to MPO documents; and

**WHEREAS**, the Technical Advisory Committee and the Policy Committee have analyzed this request and found it to be consistent with the long range plan of the Erie Regional Planning Commission; and

**NOW THEREFORE BE IT RESOLVED:**

- 1) That this Committee recognizes the importance of public involvement to the MPO process and does hereby approve the updated PIP and Title VI plans as important MPO documents.
- 2) That this Committee authorizes Erie Regional Planning Commission staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.



Patrick Shenigo, 2019 Chairperson  
Metropolitan Planning Organization Policy Committee  
Erie Regional Planning Commission

April 25<sup>th</sup>, 2019

## **I. Introduction**

### **A. About the Erie County Regional Planning Commission (ERPC) Metropolitan Planning Organization (MPO)**

The ERPC MPO was created in 2003 by Federal statute that states every urbanized area with a population of more than 50,000 must establish a MPO. The 2000 Census revealed the Sandusky Urbanized Area had a population of over 50,000 people and as a result the ERPC MPO was created. The Erie County Regional Planning Commission (ERPC) is the Handling Agency for the MPO.

ERPC is the federally designated agency responsible for directing the cooperative, continuous and comprehensive (or "3-C") transportation planning process in Erie County and Vermilion including a portion of Lorain County. The 3-C process focuses on developing regional transportation policies, plans and programs. The three major documents produced through this process are the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), a listing of federally funded transportation improvement projects over a four-year period, and an Annual Work Plan detailing deliverables the Handling Agency will complete over the next State Fiscal Year (SFY).

Under CFR 23 450.316 the MPO is required to have a documented participation plan. This document fulfills this requirement and is called the ERPC's Public Involvement Policy (PIP). This title was chosen because ERPC interacts daily with the public through direct contact (open meetings, correspondence and internet) and indirect contact (documents and publications). The PIP specifies the procedures ERPC will use when conducting its transportation planning process. The ERPC PIP contains policies related to public involvement, information and access. The PIP is essential to the management and development of the agency and its programs.

The PIP is reviewed periodically by the Ohio Department of Transportation, the Federal Highway Administration and the Federal Transit Administration to ensure that full and open access is provided by the MPO in the decision-making process. The PIP is also submitted to the Transportation Advisory Committee (TAC) and Policy Committee for consideration and approval. The PIP enhances the opportunity for public input and satisfies federal requirements for public participation.

### **B. Policy Statement**

ERPC's policy is to be proactive in reaching out to the regional community by informing the public and encouraging its participation. ERPC will work to foster a Public Involvement Policy (PIP) that is informative and easily understood. The PIP is intended to include all citizens including those who are traditionally underserved, relevant governmental agencies and transportation providers within the region.

## **II. Public Involvement**

### **A. Purpose**

The purpose of ERPC's Public Involvement Program (PIP) is to proactively engage the public in developing and updating major agency plans and studies. The goal is to provide early and continuous involvement with the public by providing helpful information, publishing timely public notices, encouraging public participation in key decisions and considering significant comments received throughout the planning process.

### **B. Public Involvement for All People**

ERPC's PIP is intended for everyone. This includes all citizens, affected public agencies, transportation and transit agency employees, environmental agency employees, community organizations and other interested parties. ERPC is committed to engaging the traditionally underserved, including but not limited to low-income and minority populations. ERPC will strive to hold all public meetings at accessible and convenient locations.

### **C. Public Information & Public Access**

ERPC operates a communications program that supports public involvement. More information on the program is found in Section III (Public Information). ERPC also works to ensure access to its offices, meetings and public records as consistent with Ohio's Open Meetings Act, the Public Records Act and CFR 23 450.316. More information on public access is contained in Section IV (Public Access).

### **D. Outreach Program**

People who are willing to assist ERPC in obtaining information about community and county issues are sought by the agency to be liaisons. ERPC works to identify these liaisons with assistance from locally elected and appointed officials, civic and community organizations as well as business and professional groups.

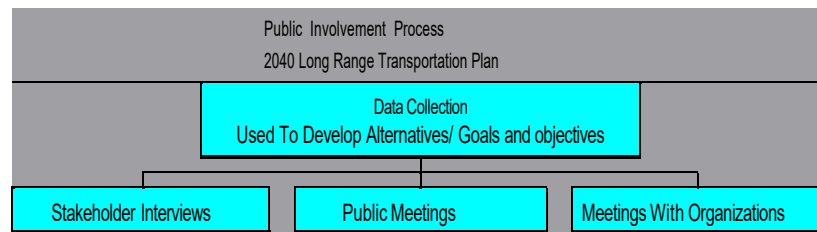
Representatives of those traditionally underserved are strongly encouraged to participate in the planning process. ERPC maintains a list of these liaisons to assist in various outreach efforts.

### **E. Public Involvement for the Long Range Transportation Plan & the Transportation Improvement Program (TIP)**

The major documents of the ERPC MPO Policy Committee are the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP) and the Annual Work Plan. All future updates will adhere to a 45 day public review period before being adopted by the MPO Policy Committee regarding the public involvement process and 30 days for any other changes.

**Long Range Transportation Plan:** The current Transportation Plan is the 2040 LRTP which was completed in 2015. The next update will occur in 2020 and will follow the 45 day public comment model. The plan is updated every five years. The public involvement process for the 2040 plan was as follows:





The 2040 LRTP Participation Plan included reasonable opportunities for interested parties to comment on the plan prior to its approval. Multiple public meetings were held during the update process. Separate meetings for both the draft plan and final plan were held. These meetings were held at least 30 days prior to the adoption of the plan by the Policy Committee. Three (3) weeks prior to public meetings, a press release, web announcements, posters and letters were published. Additionally, press releases were published in regional and local newspapers. Written comments were also be accepted via email, by fax, mail or in person. Drafts and final copies were also circulated to all stakeholders, MPO committee members, interested parties and relevant governmental agencies for their review and comment. All comments received were summarized and presented to the Technical Advisory and Policy Committees and were published in the public participation section of the LRTP. The LRTP was adopted by the Policy Committee and is housed in ERPC's office and on ERPC's website. Copies are available upon request. Additional opportunities to comment on the plan will be made available if the plan is changed significantly from the version that was made available to the public.

**Transportation Improvement Program:** The Transportation Improvement Program (TIP) is the listing of all federal-aid transportation projects (roadway, transit, bikeway and alternative) expected to use federal funds within the next four (4) years. It is updated every two (2) years. The last TIP was approved in 2017 and covers the span of 2018-2022. The next TIP is slated to be updated in 2019. During the update process ERPC will develop a customized public involvement strategy. The strategy will allow for specific opportunities for the public to comment on the TIP prior to its approval. This process is also used by the Sandusky Transit System (STS) as transit programs and projects are also listed on the TIP.

ERPC will ensure that there will be opportunities for interested parties to comment on the plan prior to its approval. Public meetings will be held during the update of the TIP. Three (3) weeks prior to public meetings, a press release, web announcements, posters and letters will be published. Furthermore press releases will be published in local newspapers and may be advertised also on the radio as a public service announcement. Written comments will also be accepted via email, by fax, mail or in person. Additionally drafts and final copies will be circulated to all stakeholders, MPO committee members, interested parties, and relevant governmental agencies for their review and comment. All comments received will be summarized and presented (at least 45 days after a public review option has been offered) to the Technical Advisory and Policy Committees and will be published in the public participation section of the TIP. Once the TIP is adopted by the Policy Committee the final adopted copy of the document will be housed in ERPC's office and on ERPC's website. Copies will be available upon request.

Amendment(s): The TIP may be amended on a quarterly cycle. If a project or program is added to the TIP, it must be processed through the Project Planning Review Process (PPRP). The PPRP includes a review of the proposed amended project by ERPC staff and relevant committees. Staff will provide information on the proposed amendment(s) to the Technical Advisory Committee (TAC). The TAC then makes a recommendation to the MPO Policy Committee. The MPO Policy Committee considers the proposed amendment(s) and makes a motion to accept or decline the amendment(s). If the amendment is approved by the Policy Committee staff then forwards the amendment request to the appropriate government agency so that it may be added to the State Transportation Improvement Program (STIP).

## **F. Stakeholders**

Stakeholders are individuals and/or groups who have a direct interest, involvement, investment, or are generally affected by projects, programs, or plans. Identifying stakeholders outside of the formal organizational structure of ERPC is necessary to obtain valid and adequate public input. Stakeholders as related to ERPC projects commonly include but not limited to:

- ★ People who live in or traverse a project area
- ★ Affected public agencies
- ★ Representatives of public transportation employees
- ★ Providers of freight transportation services
- ★ Private providers of transportation services
- ★ Representatives of users of public transportation
- ★ Representatives of users of pedestrian walkways and bicycle transportation facilities
- ★ Representatives of the disabled
- ★ Other interested parties

ERPC strives to make a proactive effort to contact a variety of stakeholders in major plan or policy changes. ERPC maintains a list of stakeholders in the region.

## **G. Meeting Notices**

Information about upcoming meetings is available on the department's website at <https://www.eriecounty.oh.gov/ErieRegionalPlanningCommission.aspx>. ERPC also uses direct mailings to notify interested parties of upcoming committee meetings. Notices are also sometimes published in the print media, social media and sent electronically and through the US postal service via direct mailing.

## **H. Policies for Public Involvement at ERPC Meetings**

The public may make comments at all ERPC regular meetings. The policy and process for making public comments is as follows:

- ★ Public comments should be made on an agenda item prior to its presentation to enable the Planning Commission, MPO Policy Committee or other committees the opportunity to fully consider the comments.
- ★ All comments must be associated with an item on the agenda. If there is a question of applicability of a comment the chair or vice chairperson will determine if the comment may be made. The intent of this policy is not to discourage participation, but to focus instead on relevant items appropriate to the meeting.

- ★ Individuals wishing to comment at an ERPC meeting must sign in at least five (5) minutes before the published meeting start time.
- ★ Individuals are allowed two (2) minutes to speak at an ERPC meeting. The chair or vice chair has the right to ask individuals who talk beyond their allotted time to end their comments if appropriate.
- ★ Groups of individuals who wish to speak on the same topic may be asked to identify a spokesperson.
- ★ All ERPC meetings have a collective time limit of 30-minute for public comments.
- ★ Individuals wishing to distribute handouts (including petitions) at meetings must provide ERPC staff with copies of handouts at least three (3) business days before the meeting for review and approval. Individuals are not permitted to distribute handouts without receiving prior approval. ERPC reserves the right not to permit handout of inappropriate materials.
- ★ If requested, ERPC staff may copy approved handouts, given sufficient notice. The individual or group will be charged the current reproduction cost.
- ★ Individuals wishing to use ERPC's presentation software and equipment for their comment(s) must provide ERPC staff with electronic copies of their presentation at least three (3) business days before the meeting for review and approval. ERPC reserves the right not to permit use of its software and equipment for certain presentations.

## **I. Policies for Public Comment**

Public comments may be submitted by mail, fax or by e-mail. ERPC will strive to give due consideration to all comments received. Comments will be treated as follows:

- ★ If comments are related to a scheduled agenda item, they must be received at least three (3) business days before the meeting. ERPC reserves the right to copy and distribute the comments for the committee meeting. ERPC staff will provide the committee a listing of the comments received and may summarize comments for committee use.
- ★ If comments are not related to a scheduled agenda item they will be distributed to appropriate staff members for review.

## **J. Response to Public Involvement Comments**

Official meeting minutes (or meeting summaries) will include summaries of all comments received at meetings. More on this process can be found below in Section II. When there are significant written or oral comments received on a plan these will be included in the final document. Staff may provide a more detailed written or verbal response to public comments. Staff will utilize the acknowledgement of receipt procedure noted above in Section II. The goal of this process is to engage in a dialogue, to encourage participation, to learn from the public and to provide additional information when possible.

## **K. Meeting Minutes**

Minutes are taken at regular meetings, including but not limited to, those involving the Technical Advisory Committee, the MPO Policy Committee, and the Citizens Advisory and Safety Committee meetings. Copies of approved official minutes are available by contacting ERPC by any of the methods listed below in Section IV.B (Public Access-Contacting and Accessing ERPC).

#### **L. Title VI & Environmental Justice Complaint Process**

ERPC endeavors to administer a regional transportation planning process that meets all federal laws and requirements, including but not limited to Title VI and Executive Order 12898 (Environmental Justice). ERPC will work to resolve all issues/complaints received relative to these requirements. ERPC takes a proactive approach to Title VI and environmental justice. ERPC strives to remediate any Title VI and environmental justice related grievances in an expedient and appropriate manner.

Complainants that desire issues/complaints be handled formally must submit their complaint in writing to ERPC through the Title VI Compliant Process. See Appendix C.

#### **M. Evaluating the Public Involvement Policy (PIP)**

ERPC is committed to evaluating its public involvement efforts regularly. ERPC will assess and update the Public Involvement Policy (PIP) when feasible and appropriate. Procedures and strategies will be examined during the update process to ensure full and open participation.

### **III. Public Information**

#### **A. Purpose**

ERPC administers a comprehensive communications program. Its purpose is to provide helpful information to the public, relevant agencies and ERPC committees. Our goal is to clearly convey information and to provide an environment where feedback is encouraged and fairly considered.

#### **B. ERPC Publications**

As part of its overall planning effort, ERPC creates many publications in the form of technical memos, studies, plans and programs. While many of these publications are written in technical language, ERPC makes a concerted effort to improve their readability and to create publications that are clear, organized and informative. ERPC creates publications specifically for the public and elected officials. These include:

- ★ The Planning Press – a biannual newsletter about ERPC’s transportation and planning activities and studies.
- ★ Annual Report – a report on the status of the region’s infrastructure and transportation and environmental planning (published once a year).
- ★ Special information sheets and presentations for public meetings (as needed).

#### **C. Media**

In order to ensure that the public receives timely information about transportation issues and agency activity ERPC utilizes a variety of methods. These methods include communicating via: print media (newspapers and specialty publications), broadcast media (radio and television), the Internet/social media and direct contact methods (mailings, e-mailings, websites and faxes).

#### **D. Information & Service Requests**

ERPC often receives requests from the public for services and information. ERPC makes every effort to respond to requests for information in a timely manner. Simple requests may take up to three (3) business days, while complex requests may take much longer or be deferred until staff is available.

ERPC maintains a library of past and current transportation and planning studies and materials available for review during normal business hours. Copies of materials are available at reproduction and postage costs consistent with the State of Ohio’s Public Records Act. Copies of interim products, draft documents and final documents may also be available on the ERPC website. ERPC manages a records retention program that is consistent with the State of Ohio’s Public Records Act. Formal requests for public records must be in written form and sent via e-mail, fax or mail.

The public may stop by the ERPC Office to speak with an ERPC employee during office hours. Appointments are strongly encouraged. At times an employee may not be available due to prior commitments. If this occurs office staff will take a message with the client’s contact information and the employee will get to back to them within a reasonable timeframe. ERPC staff members are also available by appointment to present relevant presentations to the public. Attendance to an

event may be limited as a result of limited staffing or prior commitments. For this reason ERPC staff must be notified at least (14) days prior to the event. ERPC staff will respond to your request within five (5) business days stating if they can or can not attend. By prior arrangement, staff will meet with outside groups after normal business hours.



## **IV. Public Access**

### **A. Purpose**

The purpose of ERPC's public access policies is to ensure that ERPC meetings and public records consistent with Ohio's Open Meetings Act and Public Records Act and CFR 23 450.316.

### **B. Contacting & Accessing ERPC**

#### **Contact Information:**

Erie Regional Planning Commission  
2900 Columbus Avenue  
Sandusky, OH 44870

Ph: 419.627.7793 Fax: 419.627.6670 E-mail: [planning@eriecounty.oh.gov](mailto:planning@eriecounty.oh.gov)

Office hours are Monday-Friday 8:00 AM to 4:30 PM. ERPC is closed on all nationally recognized Federal holidays.

Website: <https://www.eriecounty.oh.gov/ErieRegionalPlanningCommission.aspx>

ADA Compliance: ERPC is an ADA accessible facility. It has full access for persons with handicaps with doors, ramps and elevators as well as space for wheelchairs in hallways and restrooms.

Public Transportation: The Sandusky Transit System (STS) is available for those who do not have access to transportation. STS services are available to the public from 6:00 AM-10:00 PM Monday through Saturday and Sundays on the blue line. STS can be reached by phone 419.627.0740. More information is available on STS's website:

[http://www.ci.sandusky.oh.us/residents/sandusky\\_transit\\_system/index.php](http://www.ci.sandusky.oh.us/residents/sandusky_transit_system/index.php)

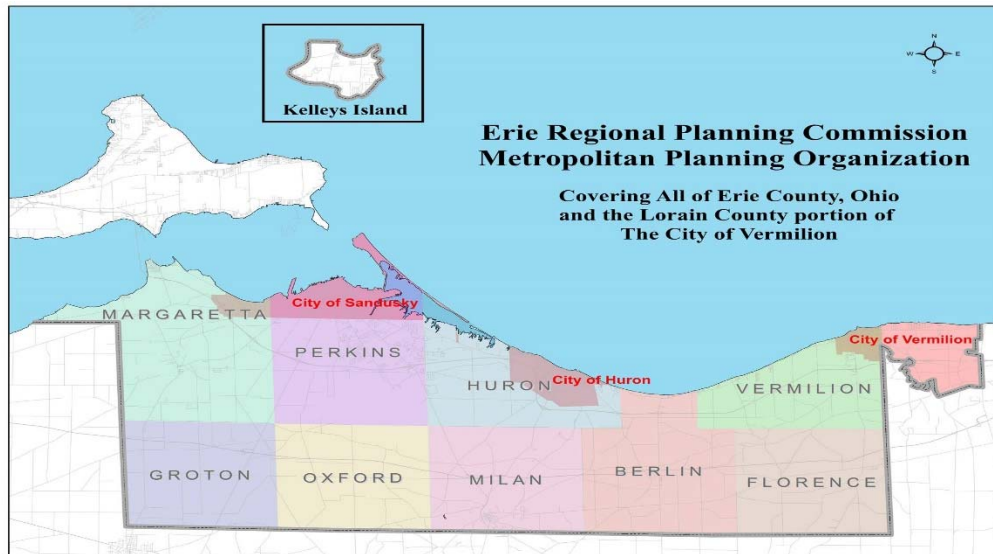
### **C. Open Meetings**

All ERPC regular and committee meetings are open to the public. They are conducted in accordance with the State of Ohio's Open Meetings Act.

Special Needs: Individuals requiring an interpreter or other special assistance to participate at an ERPC meeting must contact ERPC at least three (3) business days before the meeting to make arrangements.

# **Title VI Plan for Erie County Regional Planning Commission**

March 2019



## **Title VI/Non-Discrimination Policy**

It is the Erie County Regional Planning Commission's Policy that all recipients of federal funds that pass through this agency ensure that they are in full compliance with Title VI and all related regulations and directives in all programs and activities. No person shall, on the grounds of race, color, national origin, sex, age, disability, low-income status, or limited English proficiency be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of ERPC's programs, policies, or activities.

This report was prepared in cooperation with the United States Department of Transportation, Federal Highway Administration, Federal Transit Administration, the Ohio Department of Transportation and local units of government. The contents of this report reflect the view and opinions of the Erie County Regional Planning Commission which is responsible for the facts and accuracy of data presented herein. The contents of this report do not necessarily reflect the views or official policies of the United States Department of Transportation, Federal Highway Administration, Federal Transit Administration, or the Ohio Department of Transportation. This report does not constitute a standard, specification, or regulation.

## Table of Contents

Section 1: Introduction and Support.....	1
Section 2: Standard Department of Transportation Assurance.....	2
Section Three: Organization, Staffing, and Structure.....	2
Section 4/5: Program Review Procedures and Special Emphasis Areas.....	3
Section 6: Sub-Recipient Review Procedure.....	4
Section 7: Data Collection/Analysis.....	5
Section 8: Title VI Training.....	5
Section 9: Compliant Procedure.....	6
Section 10: Dissemination of Title VI Information.....	7
Section 11/12: Limited English Proficiency and Environmental Justice.....	8
Section 13: Review of Directives.....	10
Section 14: Compliance and Enforcement Procedures.....	10
Four Factor Analysis.....	11

### Appendices *Appendices available upon request from the ERPC*

Appendix A: Resolution of Support, Public Postings

Appendix B: Resolution of Assurances

Appendix C: Project Scoring Sheets

Appendix D: Erie County Compliant Form/Process

Appendix E: Erie County Coordinated Transportation Plan 2018 Excerpt

Appendix F: Erie County Environmental Justice Report 2018 Excerpt

Appendix G: Title VI complaints

Appendix H: Committee Membership

Appendix I: ERPC Public Involvement Plan

## **Section 1: Introduction and Support**

The Erie County Regional Planning Commission (hereafter referred to as the “Commission”) is the designated Handling Agency for the Metropolitan Planning Organization (MPO) for the Sandusky Urbanized Area. The MPO is charged with delivering a comprehensive, cooperative, and continuing planning process and serves as the forum for decision-making on transportation issues within the MPO planning area.

As a sub-recipient of federal funds, the Commission’s transportation planning program is required to comply with Title VI of the 1964 Civil Rights Act (Title VI), which prohibits discrimination on the basis of race, color, and national origin. In addition, protections are afforded under the following non-discrimination statutes: the Federal-Aid Highway Act of 1973, which prohibits discrimination on the basis of sex; the Age Discrimination Act of 1973, as amended, which prohibits discrimination on the basis of age; and, Section 504 of the Rehabilitation Act of 1973, as amended, and the Americans with Disabilities Act of 1990, as amended, which collectively prohibit discrimination based on disability.

In addition, there are certain Executive Orders and relevant guidance regarding federally assisted programs and activities to which compliance is required by recipients. Executive Order 12898, 3 CFR 859 (1995), entitled “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” emphasizes that Federal agencies should use existing laws to achieve Environmental Justice (EJ) , in particular Title VI, to ensure nondiscrimination against minority populations. Additionally, Executive Order 13166, 3 CFR 289 (2001) on Limited English Proficiency, according to the U.S. Department of Justice (USDOD) in its Policy Guidance Document dated August 16, 2006 (65 Fed. Reg. at 50123), clarifies the responsibilities associated with the “application of Title VI’s prohibition on national origin discrimination when information is provided only in English to persons with limited English proficiency.” Together these statutes ensure that no person will be denied the benefits of, or be excluded from participation in or be subjected to discrimination under any program, service, or activity on the basis of race, color, national origin, sex, age, disability, low-income status, or limited English proficiency.

The purpose of this Policy is to establish the Commission’s commitment to ensure that none of its programs, services or planning activities, directly or indirectly result in discrimination. To this end, the Commission established a Title VI and Nondiscrimination Plan that assigns responsibility and sets forth expectations and specific protocols to be followed.

It is the policy of the Erie County Regional Planning Commission MPO that no person shall on the grounds of race, color, national origin, sex, age disability, low income status or limited English proficiency be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any MPO-sponsored program or activity. The MPO Policy Committee reviewed this plan and it was approved by **Resolution 2019-TBD** which was signed by the board's chairperson. **See Appendix A.** Notice of ERPC's Title VI Policy is posted on the department's website and on the department's bulletin board.

## **Section 2: Standard Department of Transportation Assurances**

The Commission assures the planning process is carried out in accordance with Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21. The required standards have been signed by the MPO Policy Board which annually renews the assurances. See **Appendix B** for a copy of the Resolution.

<b>Year</b>	<b>Resolution Number</b>	<b>Date Signed</b>
2019	2019-TBD	TBD

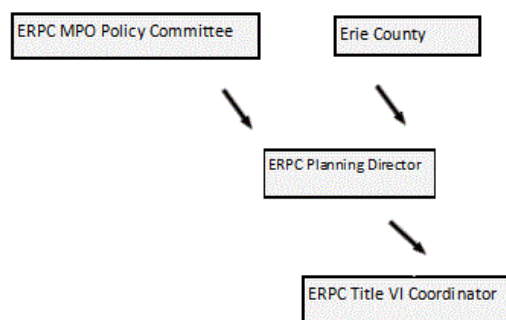
## **Section 3: Organization, Staffing, and Structure**

Regional Planning Commission staff are the designated handling agency and they perform the daily administrative functions. The Planning Director is the governing official of the staff and is authorized to ensure compliance with provisions of the MPO's policy of non-discrimination, including the requirements of Title 23 CFR 200 and Title 49 CFR 21. The Title VI Coordinator and contact person for the MPO is responsible for addressing Title VI-related concerns/complaints and is supervised by the Planning Director. As such the Coordinator will:

- Periodically review the MPO's Public Participation Plan to ensure the public full and fair participation by all potentially affected communities in the transportation decision-making process, and to develop strategies to ensure adequate participation of the transportation disadvantaged and protected classes.
- Prepare any required Title VI reports and updates.
- Communicate with the Erie County Finance Office staff to include Title VI language in contracts and Requests for Proposals (RFPs).
- Forward Title VI complaints received by the MPO to the Planning Director.

ERPC does not directly administer the Sandusky Transit System, but acts a conduit for funding through the writing and maintenance of the Coordinated Transportation Plan for Erie County. **See Appendix E.**

Below is an organizational flowchart that identifies the Title VI review unit and its place in the organization.



#### **Section 4/5: Program Review Procedures and Special Emphasis Areas**

The primary charge of the MPO is to ensure a continuing, cooperative and comprehensive transportation planning process necessary to support informed decision making. Throughout this process MPO staff works to ensure that proper program reviews and procedures are followed. The Key deliverables of the MPO's planning process include the following:

- The development of an annual work program to address the issues and concerns of local government, area industry, residents and interested stakeholders.
- The timely delivery and management of a fiscally constrained short range capital improvement plan known as the Transportation Improvement Program (TIP).
- Ongoing support of a Long Range Transportation Plan(LRTP) inclusive of policies, programs and projects that target strategic transportation system investments necessary to ensure a safe, efficient and effective transportation system into the future.

Environmental justice and Title VI are collectively addressed by the MPO throughout these documents by:

- Ensuring the LRTP and TIP comply with Title VI.
- Identifying residential, employment, and transportation patterns of low income and minority populations in order that their needs can identified and addressed.
- Assuring that the burdens and benefits of transportation investments can be fairly distributed.
- Conducting a public involvement process that engages minority and low income populations in transportation-decision making.

## **Section 6: Sub-Recipient Review Procedure**

### **A. Project Scoring**

When the ERPC MPO solicits for projects an announcement is made and posted publicly on the department's website, through e-mails and orally mentioned at committee meeting. Staff accepts any eligible applications submitted by local sponsors and presents them to the Project Selection Committee for consideration and scoring. The MPO does not directly engage in contracts with jurisdictions for transportation projects, but instead functions as a conduit to disperse state and federal transportation dollars to project sponsors. Although the MPO is not directly involved in the contract process it does encourage environmental justice and Title VI activities through the project scoring process and this plan. Project sponsors including these components in their application have the opportunity to gain additional points through the scoring process. **See Appendix C.**

### **B. Consultant Contracts:**

As noted earlier in the text, the MPO engages in very few project contracts because most of the funding is provided to local sponsors to complete funded projects. In the case of an ODOT managed project the local sponsor would be monitored for Title VI contractor compliance. If the project was a local bid project, the MPO staff would follow up to make sure all Title VI requirements were being met. However, if the MPO entered into a project/consultant contract, Title VI requirements would be overseen by the Finance Department and the MPO. This would include solicitations either by competitive bidding or negotiation made by the MPO for work to be performed under a contract including procurement of materials or equipment. In those cases each potential contractor or supplier will be notified of the obligation and regulation under an agreement relative to nondiscrimination that no person, on the grounds of race, color, national origin, age, marital status, disability, ancestry or sex be excluded from participation in, or denied the benefits of, or be subject to discrimination under any project, program or activity funded in whole or in part by the U.S. Department of Transportation.

The ERPC MPO may sub-contracts with professional consulting firms to conduct engineering studies, perform technical services and/or compile information. If a contract totals more than \$50,000, staff works with the County Finance Office and follows their procedure. If the contract totals less than \$50,000, then an internal approved county department process is followed. Staff undergoes a consultant selection process when there is more than one qualified applicant that submits an interest in a project. Each proposal is reviewed and scored individually by a selection committee and the top scoring consultants are then given the opportunity to orally present their proposal to the committee.



### **C. Capital Purchases:**

As stated above, the MPO under county policy may make purchases for amounts under \$50,000 using approved internal procurement procedures sanctioned by the Erie County Finance Office. Depending on the dollar amount, staff is encouraged to get at least three verbal quotes, written quotes or written bids. If the purchase is between \$1,500 to \$25,000 staff is encouraged to receive and document three verbal quotes. Purchases costing between \$25,000 to \$50,000 require staff to obtain three written quotes. Anything costing above \$50,000 has to go through a formal bidding process. For a final decision on purchasing staff is encouraged to use the lowest cost option with the best quality.

In regards to an equity analysis, the MPO has not constructed any facilities for storage, maintenance, operation etc.; therefore this type of analysis has not been conducted.

### **Section 7: Data Collection/Analysis**

The MPO routinely monitors demographic information of its planning area and the MPO works to identify socio-economic and demographic data across all census geographies. In addition, the MPO uses American Community Survey data to identify the Limited English Proficiency (LEP) populations/concentrations. The MPO tracks the number of LEP individuals with which the agency comes into contact each year and attempts to identify the non-language of the individual. To date there have been no LEP requests.

The MPO supports efforts to monitor and support sub recipient compliance by annually providing EJ information relative to each project/program and providing related contact information. Recognizing the demographics of the impacted population helps the Local Project Applicants and the MPO determine what special efforts, if any, need to be made to engage the and involve minority, low income, disabled and LEP stakeholders as outlined in the MPOs Public Participation Plan and Environmental Justice Plan. **See Appendices F and I.**

### **Section 8: Title VI Training**

The Title VI Coordinator attends trainings as they are available and as staff time allows. The Title VI Officer strongly encourages sub-recipients to attend any upcoming training events related to Title VI via verbal meeting announcements or e-mail communication.

## Section 9: Complaint Procedure

Anyone who believes they have been excluded from participation in, denied the benefits of, or otherwise subjected to discrimination under any MPO program or activity because of their race, color, national origin, age, sex, or disability may file a formal complaint with the Title VI Coordinator, Ohio Department of Transportation (ODOT) or the Federal Highway Administration (FHWA).

If a complaint is filed with ERPC the ERPC Title VI compliant form must be used. Complaints must be filed in writing within 180 days from the last date of the alleged discrimination per USDOT's 49 CFR §21.11(b). Reasonable efforts will be made to assist persons with disabilities, non-English speakers, and others unable to file a written complaint. Complaints may be submitted via mail, email, fax or in person to:

Erie County Regional Planning MPO  
2900 Columbus Ave. Sandusky, OH 44870

[Planning@Eriecounty.OH.Gov](mailto:Planning@Eriecounty.OH.Gov)  
419.627.6670(fax)

After the complaint is filed with the MPO it must be investigated within sixty days. MPO staff will also forward the complaint to Erie County's Human Resource Department for their review and comment. Investigating a complaint includes interviewing all parties involved and key witnesses. The investigator may also request relevant information such as books, records, electronic information, and other sources of information from all involved parties. The subcommittee of the compliant may make a request to exclude a particular individual or individuals who may have a conflict of interest. **See Appendix D for a copy of the compliant form.**

A compliant may also be filed with the Ohio Department of Transportation or the Federal Highway Administration. Please note that if a complaint is filed with either of these agencies for investigation they have their own procedures for reviewing complaints. Information regarding how to contact these agencies is listed below:

ODOT Office of Equal Opportunity  
1980 W. Broad Street | Mail Stop 4110  
Columbus, Ohio 43223  
Phone: (614) 466.3264

FHWA- Ohio Division  
200 North High Street Rm. 328  
Columbus, Ohio 43215  
Phone: 614.280.6896

### **A. Accepting Complaints in Alternative Forms**

Individuals with any type of disability may submit a complaint in an alternate format. Please contact the Title VI Coordinator for assistance. To date there have been no requests for alternative forms.

### **B. Record Keeping Requirement**

The Planning Director and Title VI Coordinator will ensure that all records relating to the MPO's Title VI Complaint Processes are maintained in department records and will be available for review upon request. To date there have been no complaints, investigations or lawsuits filed with the ERPC planning offices since 2003 when the MPO was created. Staff has also asked the Sandusky Transit System's Administrator to forward any Title VI complaints that they receive in the future. As of 2/19/19 the Transit Administrator has stated that there have been no complaints to her knowledge. **See Appendix G.**

## **Section 10: Dissemination of Title VI Information**

### **A. Notification of Rights**

The MPO uses its website to disseminate the Title VI Non-Discrimination Policy and Procedures as well as bulletin postings. The policy is also available in hard copy by request. To date, there have been no requests for copies.

### **B. Public Participation Process**

The MPO incorporates policies and procedures to ensure that no person is excluded from participation in the agency's transportation and community development planning activities, programs, operations, and/or services. The MPO takes positive steps to include all members of the community in the decision making process; to that end, the agency adopted an updated. ERPC maintains an easily accessible list of all committee members broken down by race. Committee recruitment for new members is ongoing and is undertaken by staff through verbal and written efforts. **See Appendix H.**

The ERPC MPO has a Public Participation Plan (PPP) which is currently being updated. The current PPP is posted on the department's website and available by request. Once the updated plan is completed it replace the current copy. Methods to engage minority and LEP populations have consisted of the public outreach methods listed in ERPC's public participation plan. In addition, ERPC has continued to host the Title VI document online and offer hard copies upon request. **See Appendix I.** To date, there have been no requests for copies for either document.

### **C. Outreach Efforts and Public Comment**

The MPO has established several venues for presenting/releasing public information. The MPO encourages the community to participate in the public review process and comment on proposed transportation services, programs, plans and activities. The MPO uses a mix of the following methods to forward information and solicit public participation and comment when feasible:

- Public meetings/open houses, announced through flyers, social media and/or legal notices in the newspaper
- Agency website releases
- Release of project, program, plan, and activity summary sheets
- Preparation of biennial newsletters
- Public Service Announcements (PSAs) via the radio/television

Public comments on projects are accepted in written format via US mail, email or via other forms at public events. All MPO meetings are scheduled in an ADA-accessible locations. Other arrangements can be made upon request. To date there have been no complaints relative to meeting accessibility or the ability to submit comments.

### **Section 11/12: Limited English Proficiency and Environmental Justice**

Annually, MPO staff examines the most recent census data (American Community Survey 2012-2016) to identify regionally significant population concentrations by race, disability status, age, low income status within its planning area. National origin and limited English proficiency will be included in all future environmental justice reports. Such transportationally disadvantaged groups are identified, quantified and mapped. The results of this study are made publicly available.

### **A. Evaluating Impacts on EJ Groups**

The MPO staff includes planners and data analysts who execute their analyses using accepted best practices. Staff works with ODOT by assisting with standard traffic modeling to predict impacts and forecast the effects of planned projects. On-going processes collect and monitor information about how transportation services/projects affect low-income and minority populations. The MPO staff collects and analyzes crash and safety data, commute time, congestion, access to public transit, employment and institutional services and any other relevant data to assess transportation impacts. Environmental impacts are established based on noise, air quality, rights-of-way takes, neighborhood accessibility/isolation factors, parks, schools, cultural facilities, historical sites and archeological sites are also woven into the planning process. Current available data is collected and analyzed for every new significant project or service.

ERPC MPO staff has completed the 2019 Environmental Justice Report which maps all the Transportation Improvement Projects for FY 2019-2022. Limited English Proficiency Populations have been identified in the central eastern portion of the City of Sandusky and within Perkins Township. Minority Populations were also mapped. The City of Sandusky was identified as having a higher percentage of minorities than other areas of the county. Project sponsors who have projects in this area are anticipated to work with ODOT to ensure that Title VI requirements are covered. ERPC staff has also conducted research of mobility needs for underserved groups through conducting outreach sessions. **See Appendices E and F.**

### **B. Assessment of Limited English Proficiency**

Recipients of federal funds are required to take reasonable steps to ensure meaningful access to their programs, services and activities by persons of limited English proficiency. The Four Factor Analysis is available at the end of this plan. As per 49 CFR part 21, FTA established a 4-factor process to assess the level of accommodation appropriate to LEP populations and recipients of federal funding including:

- The number or proportion of LEP persons eligible to be served or likely to be encountered by the program or grantee.
- The frequency with which LEP individuals come in contact with the program.
- The nature and importance of the program, activity or service provided by the program to people's lives.
- The resources available to the grantee/recipient and costs.

The Erie County MPO area has .3% of its households reported as being a LEP with the State of Ohio's being 3.1% according to the 2016 Census. Additionally, there have been no requests for translation services. Important MPO documents are available to any through public request in various forms including electronic. As a result of this and the results of the Four Factor Analysis the ERPC MPO has not conducted a language assistance plan. ERPC would gladly provide documents for translation if requested.

### **C. Addressing Limited English Proficiency**

Staff has reviewed the latest Census data per the four factor recommended by DOT's LEP standards and have discovered that a language assistance program is not required as there is little evidence of its need at this time.

### **Section 13: Review of Directives**

At the end of each fiscal year, Commission staff will review the Public Participation Program to determine if the objectives of the program were fulfilled.

**Section 14: Compliance and Enforcement Procedures**

The Committee signs Assurances with ODOT annually in a Resolution Format. The Committee's staff will continue to assist ODOT with ensuring Title VI compliance as requested. MPO staff will maintain the Title VI plan and update it as requested.

# Erie County Regional Planning Commission Urbanized Area 4-factor process 2018 as suggested by DOT's LEP recommended standards

## **Factor 1: The number or proportion of LEP persons eligible to be served or likely to be encountered by the program or grantee**

According to the 2016 American Community Survey (ACS), the numbers of persons who “speak a language other than English at home” reached 2,520 persons. The largest linguistic groups speaking a language other than English at home included Spanish (.46%) and Chinese (less than .01%). Data also suggests that 101 households suffered from LEP equating to just 0.1 percent of all households.

## **Factor 2: The frequency that LEP individuals come in contact with the program**

LEP persons may come into contact with Commission activities, services and personnel in a variety of locations. The most common areas where the LEP population would come in contact with the Commission programs, activities or services would include: public meetings, public events, thru local newspapers, and/or the Commission's website or office.

The Agency supports data analysis for those agencies providing public transportation services and will encounter the elderly, the disabled, persons of minority status and the poverty stricken when providing information or referral services. Of critical importance is that the Commission has not encountered non-English speaking individuals requesting services since its establishment in 2003.

## **Factor 3: The Nature and Importance of the Program, Activity, or Services Provided**

Establishing the level of the MPO's importance to the LEP population is difficult. The Commission's work program is designed primarily to work with transportation professionals, elected officials and community stakeholders. The limits of the Agency's involvement in any one area certainly could not be considered “serious or life threatening”; the Commission simply does not provide that level of service nor does it have the ability to deny critical services. The Commission's public participation process is however important to the protected classes. Public meetings are scheduled to collect input from the general public when transportation plans, programs or services are developed or if a major change in the transportation system is proposed. An ability to speak and understand English is needed to participate in these public meetings, but there are alternative ways to submit comments and suggestions including comment cards and e-mail. In addition, upon request, the Commission will retain an interpreter to translate these comments if needed.



Public outreach efforts to LEP persons are conducted by the Commission; however, as discussed, the LEP community is relatively small. The region does not have a recognized organization or advocacy group for non-English language individuals. Based on the multiplicity of different linguistic groups and the overall small population of LEP households, the Commission will not prepare planning documents in non-English languages. Documents may be translated into Braille or other language on request with advanced notice. Since 2003, there have been no requests for document translation.

At public meetings, information is displayed utilizing appropriate visualization techniques, with graphs, photographs, drawings, and/or maps that can be interpreted with minimal language skills. Public comments can be submitted in person, or by telephone, email, U. S. Postal Service, or from the floor at public meetings. All comments become part of the public record. All public information or requests for public input are prepared with the intent to communicate clearly with a minimum of jargon and with clear, simple language.

In addition, the county's and the commission's websites have the capability to translate languages for online users through Google online translation services. Based on current reporting within planning area the largest interpretive needs would be for Spanish speaking LEP individuals. While there are other language groups, Spanish is the most prevalent language among non-English speakers.

#### **Factor 4: The Resources Available to the Commission and Costs**

The Commission has not received any specific requests for translated materials to date and is reluctant to underwrite the costs of such activity if not needed /used. Title VI updates will be undertaken annually by the internal staff members as needed or requested.

#### **DEMOGRAPHIC OVERVIEW OF TITLE VI, EJ & LEP POPULATIONS**

The demographic characteristics of the Title VI, EJ and LEP populations within the planning area were established using (ACS) data. The overview below examines the protected classes at local and regional trends as well as current data.

**AGE** – The over 65 population is a protected class that is growing in proportion across the planning area.

**Table 1** reveals the current total population, population density, gender and elderly status by tract.

**Map 1** reveals the population density of each tract and Map 2 identifies areas in the planning area where the proportion of elderly is higher than the planning area average (20.4%). Elderly population is seen clustered in the urban areas including the Cities of Sandusky and Vermilion.

**MINORITY** – The minority population inside the county has grown steadily. **Table 2** provides data at the census tract level by major minority groups and identifies concentrations above the planning area average (14.7%). **Map 3** depicts the distribution of tracts with minority populations that account for a percentage above and below the planning area’s average. A large concentration of minority groups are located within the City of Sandusky and the City of Vermilion.

**POPULATION/HOUSEHOLD POVERTY** – **Table 3** identifies the 100 percent poverty level at the per capita, household and family income levels by census tract. **Maps 4 and 5** depict per capita and household poverty levels as they relate to the county averages, 13.7% for individuals and 12.4% for households respectively. Poverty is concentrated in the urban areas.

**DISABILITY** – The number of people with disabilities in the planning area has steadily grown over the last two decades. **Table 4** identifies the extent of individuals by disability type and by tract and **Map 6** depicts the percentage of disabled population by census tract compared to the planning area’s average of (14.7%). The eastern half of the planning area has a higher concentration of disabled populations with the exception of the City of Sandusky.

**LIMITED ENGLISH PROFICIENT HOUSEHOLDS** – Collectively, **Maps 7 & 8 and Tables 5 & 6** work to establish the range of LEP households and persons by census tract. **Table 5** identifies the number of LEP or Linguistically Isolated Households (“households in which no one 14 and over speaks English “very well”) by tract as well as the number of people living in these households. **Map 7** reflects the proportion of LEP Households and LEP Individuals across the planning area. As shown, roughly 0.21 percent of the population reside in linguistically isolated households. The majority of these households are located within the City of Sandusky and Perkins Township.

**LIMITED ENGLISH PROFICIENT POPULATION** – The 2016 ACS provided updated information on LEP persons. According to the most recent ACS estimates, languages with 100 plus individuals that speak English less than “very well” are limited to Spanish (14.3% of the total LEP population) and Chinese (0.16% if the total LEP population). **Table 6** identifies the distribution and primary language of LEP individuals, indicating tracts where more than 1 percent of the population is LEP in the same language. **Map 8** identifies the geographic locations and the percentages of that population throughout the planning area below and above the area average of 3.5%). The majority of these populations are located in the City of Sandusky in in the rural areas directly south of the city.

**Minority:** The smaller part of a group. A group within a country or state that differs in race, religion or national origin from the dominant group. According to EEOC guidelines, minority is used to mean four particular groups who share a race, color or national origin. These groups are:

American Indian or Alaskan Native. A person having origins in any of the original peoples of North America, and who maintain their culture through a tribe or community.

Asian or Pacific Islander. A person having origins in any of the original people of the Far East, Southeast Asia, India, or the Pacific Islands. These areas include, for example, China, India, Korea, the Philippine Islands, and Samoa.

Black (except Hispanic). A person having origins in any of the black racial groups of Africa.

Hispanic. A person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.

The many peoples with origins in Europe, North Africa, or the Middle East make up the dominant white population. Of course, many more minority groups can be identified in the American population. However, they are not classified separately as minorities under EEO law. It should be noted that women are not classified as a minority. However, they have experienced the same kind of systematic exclusion from the economy as the various minorities. Thus, they are considered as having "minority status" as far as the law is concerned.

<https://www.archives.gov/eo/terminology.html>

**Member Selection Process:** The MPO Policy and Technical Advisory Committee members are chosen by the Bylaws of the MPO. Anyone is able to attend the meetings, but votes are limited to those listed in the bylaws. Committee members may select alternatives of their choice if they are unable to make a meeting. The MPO staff is not involved with choosing their alternative selection. As requested by ODOT committee member's minority statuses will be attached to this update.

Special committees such as the Bicycle and Pedestrian Advisory Committee and Citizen Advisory/Safety Committees are open to the public. The initial committee members are invited by staff if they are believed to have an interest in the committee's focus. Staff frequently asks members for recommendations for additional members. Public meetings are held often. The offer to join is also posted on ERPC's website under each committee's page.

### **Minutes from the MPO Policy Meeting Adopting the Title VI Update**

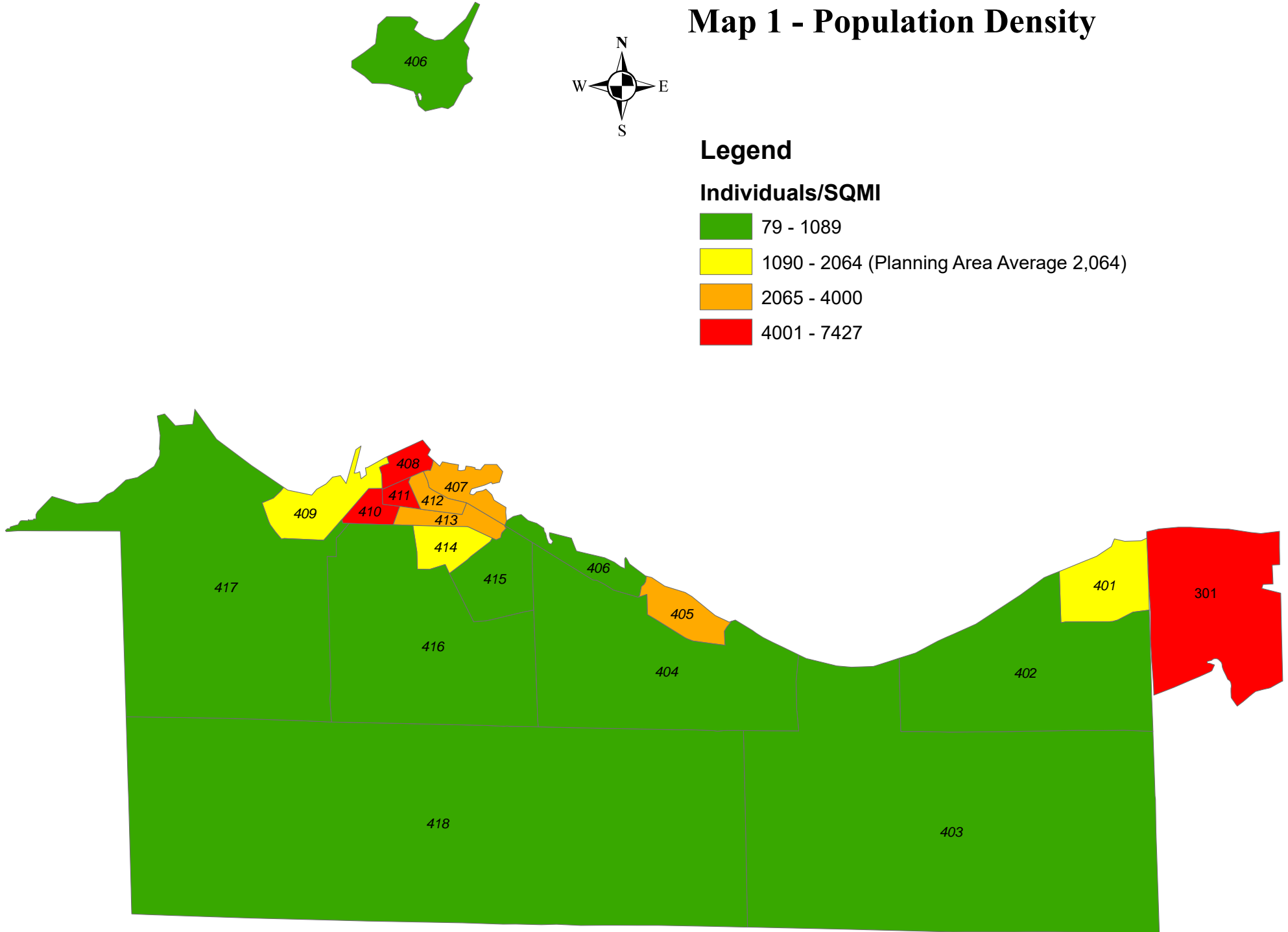
The Title VI Plan Update was presented at the TBD, 2019 MPO Policy Meeting. Formal minutes were taken at the meeting and presented to the committee for approval on TBD.

**TABLE 1: POPULATION CHARACTERISTICS BY CENSUS TRACT**

Census Tract	Total Population	Density		Male		Female		Elderly (65 years and older)	
		Area (sq mi)	Individuals/ sq mi	#	%	#	%	#	%
Ohio	11,586,941	44,825	258.5	5,673,893	49.0	5,913,048	0.5	1,796,337	15.5
Erie County, Ohio	75,808	252	301.4	37,092	48.9	38,716	51.1	14,858	19.6
401	5,857	3.72	1,574.5	3,103	53.0	2,754	47.0	1,236	21.1
402	3,646	18.10	201.4	1,846	50.6	1,800	49.4	824	22.6
403	6,292	56.59	111.2	3,100	49.3	3,192	50.7	1,290	20.5
404	5,381	19.48	276.2	2,480	46.1	2,901	53.9	1,754	32.6
405	4,965	2.06	2,410.2	2,284	46.0	2,681	54.0	740	14.9
406	820	7.36	111.4	401	48.0	419	51.1	308	37.6
407	3,888	1.62	2,400.0	1,904	49.0	1,984	51.1	575	14.8
408	4,169	0.89	4,684.3	1,908	45.8	2,261	54.2	675	16.2
409	3,382	2.99	1,131.1	1,746	51.6	1,636	48.4	717	21.2
410	3,482	0.83	4,195.2	1,758	50.5	1,724	49.5	568	16.3
411	3,565	0.48	7,427.1	1,702	47.7	1,863	52.3	417	11.7
412	2,239	0.69	3,244.9	1,019	45.5	1,220	54.5	430	19.2
413	3,857	1.18	3,268.6	1,758	45.6	2,099	54.4	590	15.3
414	2,655	1.65	1,609.1	1,419	53.4	1,236	46.6	470	17.7
415	3,430	3.44	997.1	1,634	47.6	1,796	52.4	882	25.7
416	5,601	20.41	274.4	2,840	50.7	2,761	49.3	947	16.9
417	6,473	32.52	199.0	3,157	48.8	3,316	51.2	1,282	19.8
418	6,106	77.48	78.8	3,033	49.7	3,073	50.3	1,185	19.4
Lorain County--Tract 301	6,445	1.23	5,021.0	3,095	48.0	3,350	52.0	1,579	24.5

Source: US Census Bureau, 2016 5-year American Community Survey Table B01001

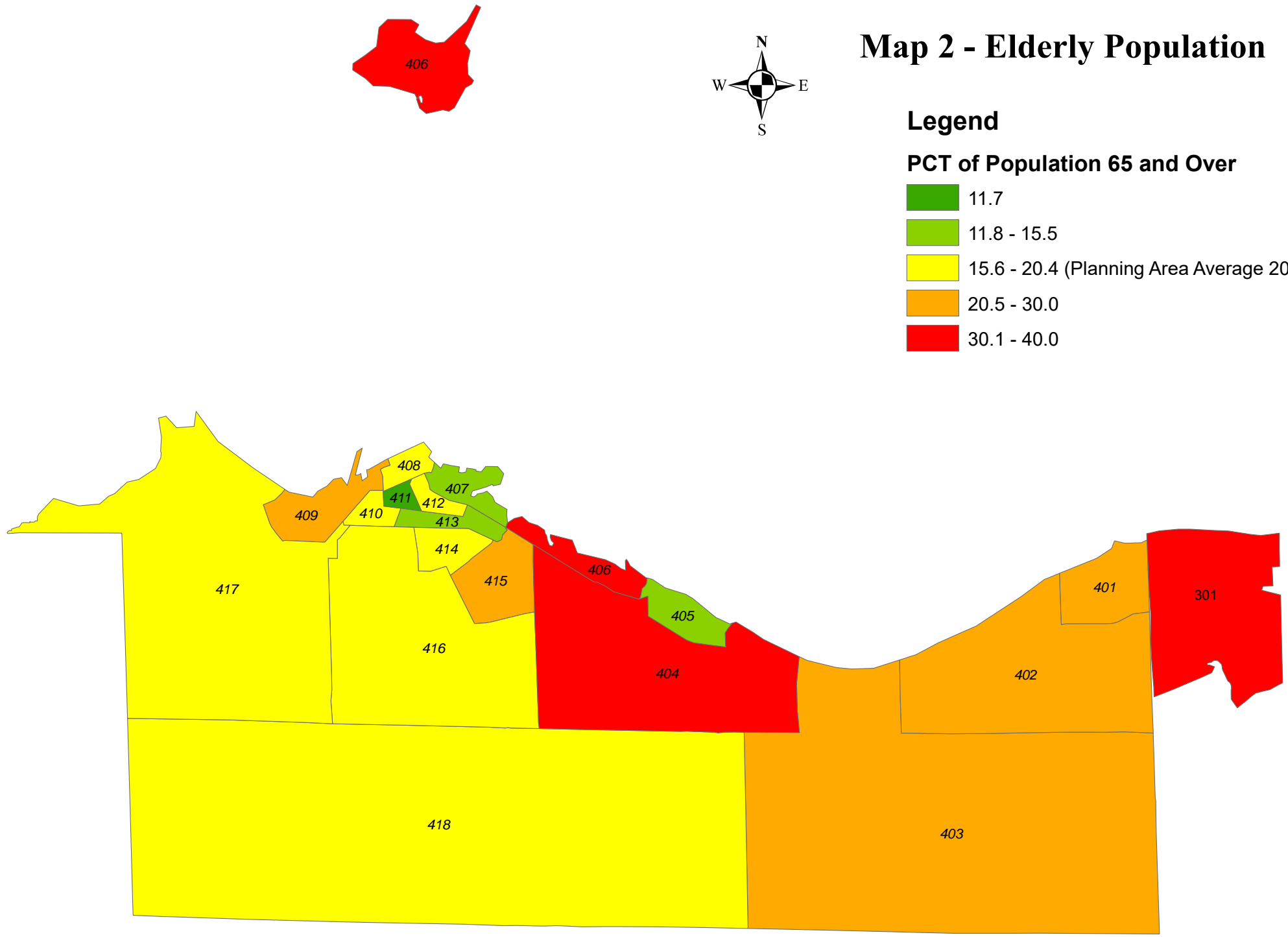
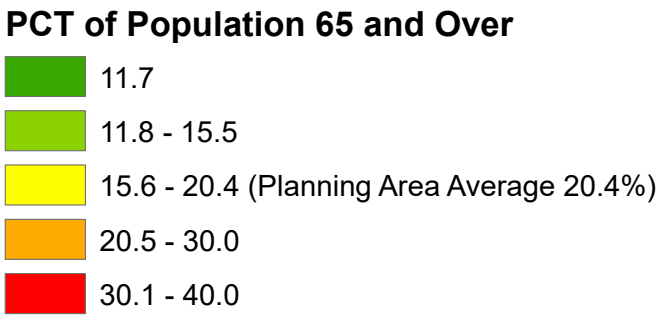
# Map 1 - Population Density



# Map 2 - Elderly Population



## Legend

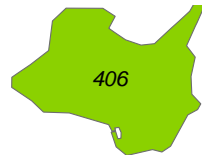


**TABLE 2: MINORITY POPULATIONS BY CENSUS TRACT**

Census Tract	Total Minority Population		Black/African-American		Hispanic		American Indian		Asian		Some Other Race		Two or More Races	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Ohio	2,321,818	20.0	1,421,943	12.3	400,932	3.5	21,459	0.2	222,866	1.9	98,088	0.8	260,214	2.3
Erie County, Ohio	12,232	16.1	6,066	8.0	3,050	4.0	363	0.5	437	0.6	687	0.9	2,397	3.2
401	397	6.8	0	0.0	314	5.4	0	0.0	0	0	46	0.8	83	1.4
402	203	5.6	0	0.0	112	3.1	0	0.0	8	0.2	23	0.6	83	2.3
403	345	5.5	49	0.8	81	1.3	45	0.7	16	0.3	18	0.3	147	2.3
404	103	1.9	27	0.5	11	0.2	15	0.3	18	0.3	0	0.0	32	0.6
405	329	6.6	64	1.3	99	2.0	0	0.0	0	0	0	0.0	166	3.3
406	30	3.7	0	0.0	1	0.1	0	0.0	23	2.8	0	0.0	6	0.7
407	1,295	33.3	761	19.6	142	3.7	9	0.2	24	0.6	45	1.2	354	9.1
408	1,357	32.5	909	21.8	233	5.6	0	0.0	9	0.2	116	2.8	183	4.4
409	467	13.8	205	6.1	149	4.4	0	0.0	13	0.4	41	1.2	100	3.0
410	1,525	43.8	1,107	0.3	234	6.7	0	0.0	0	0	114	3.3	191	5.5
411	1,437	40.3	790	22.2	304	8.5	33	0.9	0	0	21	5.9	336	9.4
412	963	43.0	575	25.7	147	6.6	0	0.0	0	0	103	4.6	215	9.6
413	1,459	37.9	1,023	26.5	373	9.7	197	5.1	17	0.4	15	3.9	6	0.2
414	401	15.1	212	8.0	52	2.0	0	0.0	32	1.2	8	3.0	113	4.3
415	377	11.0	55	1.6	132	3.8	22	0.6	106	3.1	28	0.8	62	1.8
416	567	10.1	168	3.0	108	1.9	26	0.5	105	1.8	40	0.7	137	2.5
417	458	7.1	76	1.2	245	3.8	0	0.0	24	0.4	53	0.8	77	1.2
418	519	8.5	45	0.7	313	5.1	16	0.3	42	0.7	16	0.3	106	1.7
Lorain County--Tract 301	215	3.3	1	0.5	153	71.2	0	0.0	31	14.4	0	0.0	30	14.0

Source: US Census Bureau, 2016 5-year American Community Survey Table B03002

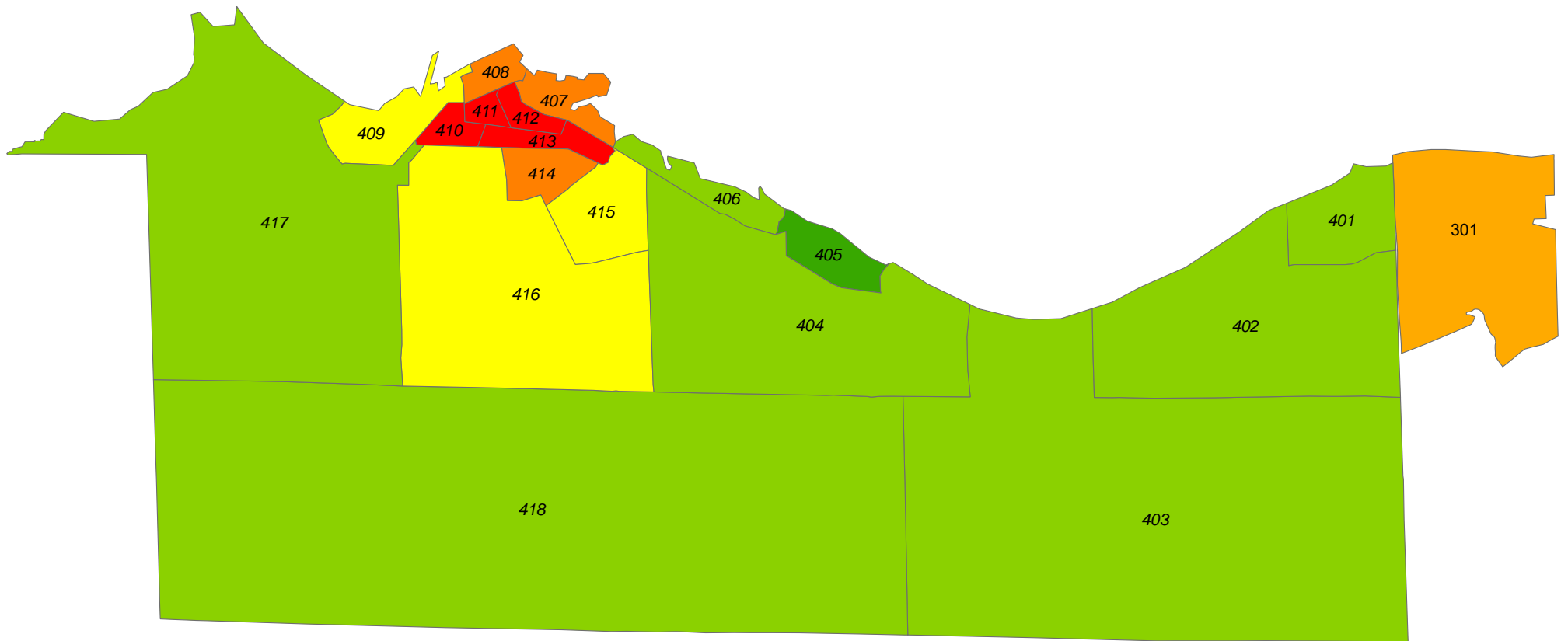
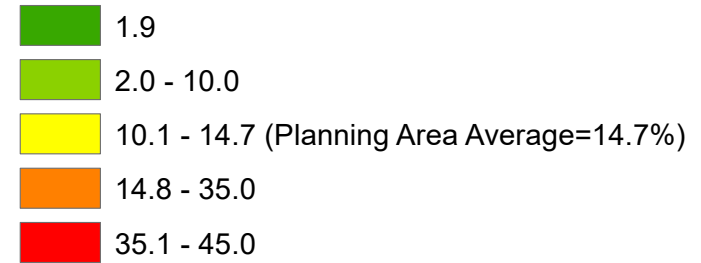




## Map 3 - Minority Population

### Legend

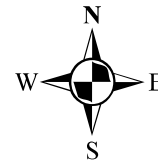
#### PCT Minority Population



**TABLE 3: POVERTY STATUS OF INDIVIDUALS, HOUSEHOLDS &  
FAMILIES BY CENSUS TRACT**

Census Tract	Total Population	PCT of Population			Households Below Poverty Line		Families Below Poverty Line	
		<100%	100 - 200	>200%	#	%	#	%
Ohio	11,586,941	15.4	17.9	66.7	677194	17.7	330367	11.2
Erie County, Ohio	75,808	12.8	18.7	68.4	3748	11.8	1935	9.6
401	5,857	6.9	20.2	72.9	168	6.5	34	2.2
402	3,646	6.9	22.1	71.0	76	5.0	44	4.0
403	6,292	8.1	9.3	82.6	198	8.1	56	3.2
404	5,381	3.7	15.3	81.0	150	6.2	44	3.0
405	4,965	20.7	19	60.3	341	17.2	192	1.4
406	820	2.9	6	91.0	9	2.3	5	1.9
407	3,888	25.2	24.7	50.1	347	19.9	210	2.1
408	4,169	28.7	29.9	41.5	543	25.3	295	3.1
409	3,382	20.2	24.7	55.1	186	13.1	94	1.2
410	3,482	15.2	47.3	37.5	234	18.5	109	1.6
411	3,565	24.2	38.2	37.6	421	28.2	182	2.0
412	2,239	18.2	28.1	53.6	158	15.3	103	2.0
413	3,857	29	14.4	56.6	415	23.9	266	2.6
414	2,655	9.4	14.9	75.8	84	8.8	50	7.0
415	3,430	4.4	12.5	83.2	77	5.1	29	3.2
416	5,601	1.7	8.5	89.8	43	2.0	14	0.9
417	6,473	12.5	11.6	76.0	248	9.2	176	9.7
418	6,106	3.5	8.7	87.8	50	2.3	32	1.8
Lorain County--Tract 301	6,308	18.6	11.4	70.0	534	19.5	242	8.9

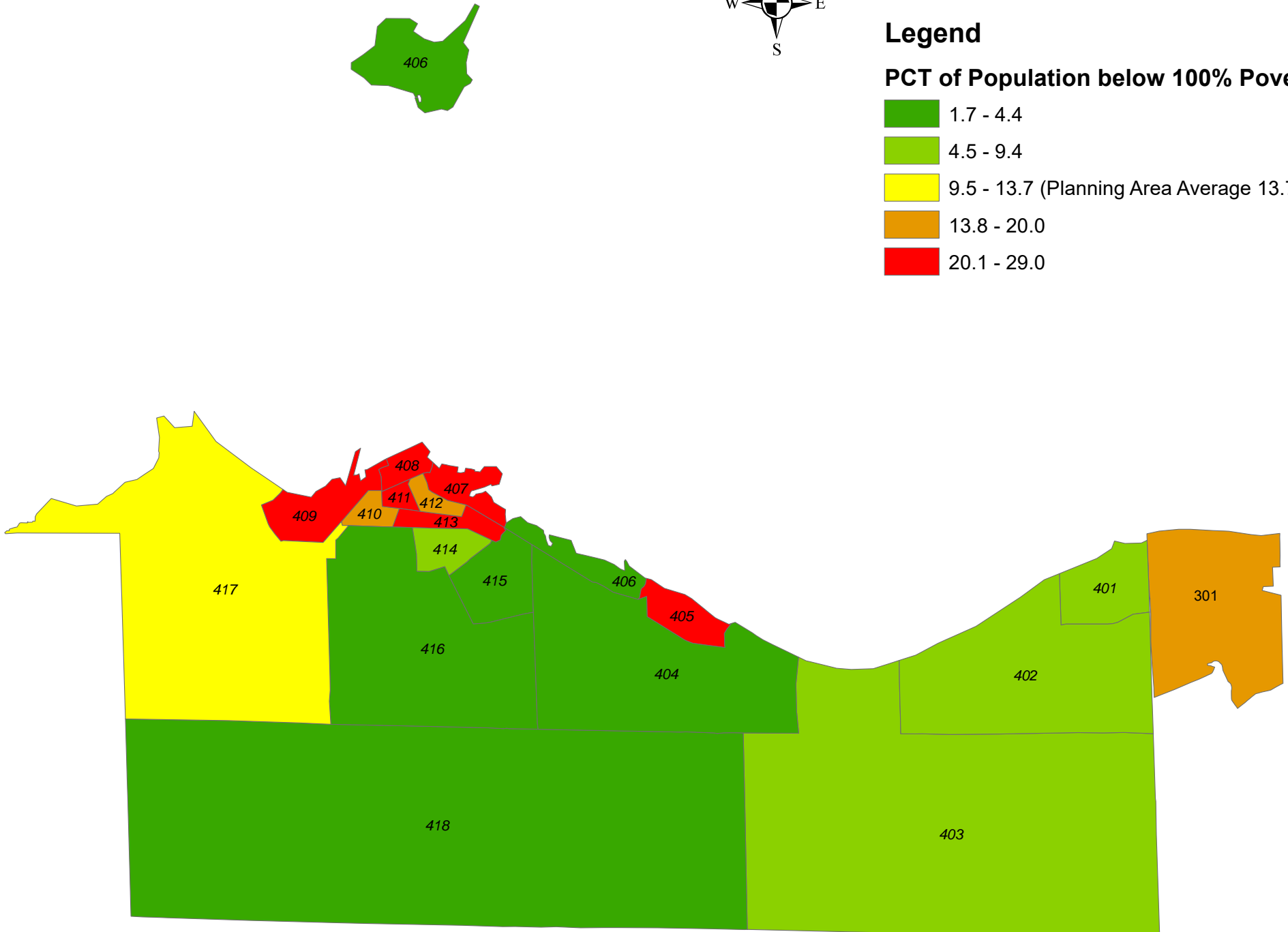
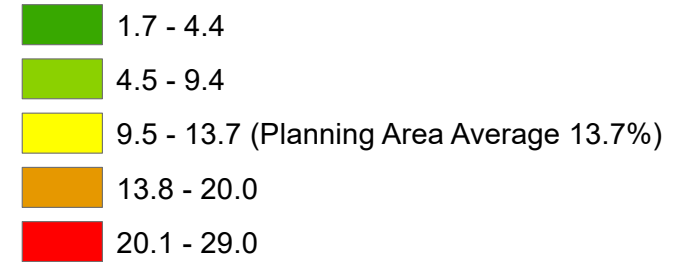
Source: US Census Bureau, 2016 5-year American Community Survey Tables C17002, B17017



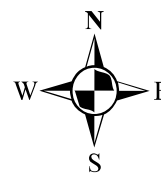
## Map 4 - Population in Poverty

### Legend

#### PCT of Population below 100% Poverty

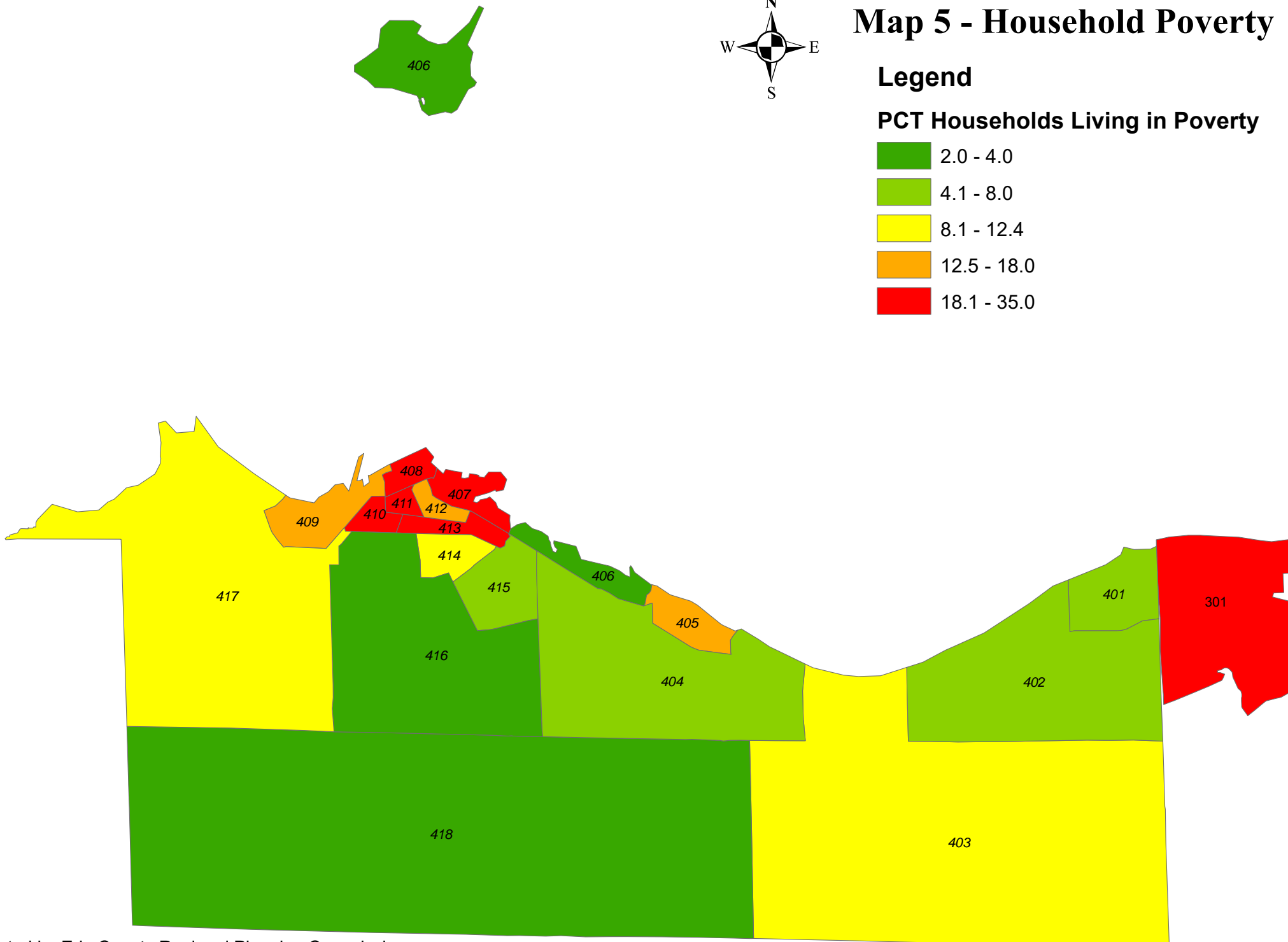


# Map 5 - Household Poverty



## Legend

### PCT Households Living in Poverty

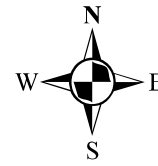


**TABLE 4: DISABILITY BY CENSUS TRACT**

Census Tract	Total Non-Inst. Population	Total Disabled	%	Type of Disability											
				Hearing	%	Vision	%	Cognitive	%	Ambulatory	%	Self-Care Difficulty	%	Ind. Living Difficulty	%
Ohio	11,413,979	1,571,654	13.8	423,901	3.7	263,923	2.3	612,755	5.7	816,211	7.6	303,239	2.8	552,041	6.3
Erie County, Ohio	74,861	10,546	14.1	2,921	3.9	1,588	2.1	3,329	4.7	5,849	8.3	1,734	2.4	3,455	5.9
401	5,831	676	11.6	265	4.5	84	1.4	165	3.0	323	5.9	75	1.4	242	5.1
402	3,639	568	15.6	205	5.6	53	1.5	185	5.2	225	6.3	67	1.9	162	5.3
403	6,292	1,062	16.9	413	6.6	175	2.8	266	4.4	583	9.6	194	3.2	318	6.4
404	5,270	627	11.9	197	3.7	87	1.7	129	2.5	340	6.6	92	1.8	205	4.8
405	4,880	488	10.0	158	3.2	110	2.3	141	3.2	209	4.7	63	1.4	130	3.6
406	820	83	10.1	37	4.5	14	1.7	13	1.6	42	5.2	7	0.9	24	3.3
407	3,888	727	18.7	182	4.7	136	3.5	276	7.5	318	8.7	97	2.6	174	5.9
408	4,169	780	18.7	110	2.6	162	3.9	305	7.7	470	11.9	132	3.3	231	6.6
409	3,295	628	19.1	127	3.9	83	2.5	220	7.2	398	13.0	83	2.7	259	10.1
410	3,300	475	14.4	116	3.5	56	1.7	165	5.5	297	9.8	94	3.1	224	9.3
411	3,565	572	16.0	88	2.5	63	1.8	243	7.4	349	10.6	93	2.8	171	6.5
412	2,239	386	17.2	103	4.6	54	2.4	151	7.1	237	11.2	57	2.7	166	9.1
413	3,821	627	16.4	108	2.8	82	2.1	234	6.4	294	8.1	70	1.9	177	6.2
414	2,483	360	14.5	92	3.7	86	3.5	90	3.8	212	8.9	79	3.3	117	6.2
415	3,333	457	13.7	118	3.5	88	2.6	110	3.5	226	7.1	40	1.3	120	4.5
416	5,557	475	8.5	152	2.7	41	0.7	147	2.8	296	5.6	94	1.8	99	2.3
417	6,473	896	13.8	246	3.8	89	1.4	354	5.7	662	10.7	207	3.3	364	6.9
418	6,006	659	11.0	204	3.4	125	2.1	135	2.4	368	6.6	190	3.4	272	5.9
Lorain County--Tract 301	6,331	1,399	22.1	549	8.1	318	5.0	444	7.4	718	12.0	274	4.6	464	9.0

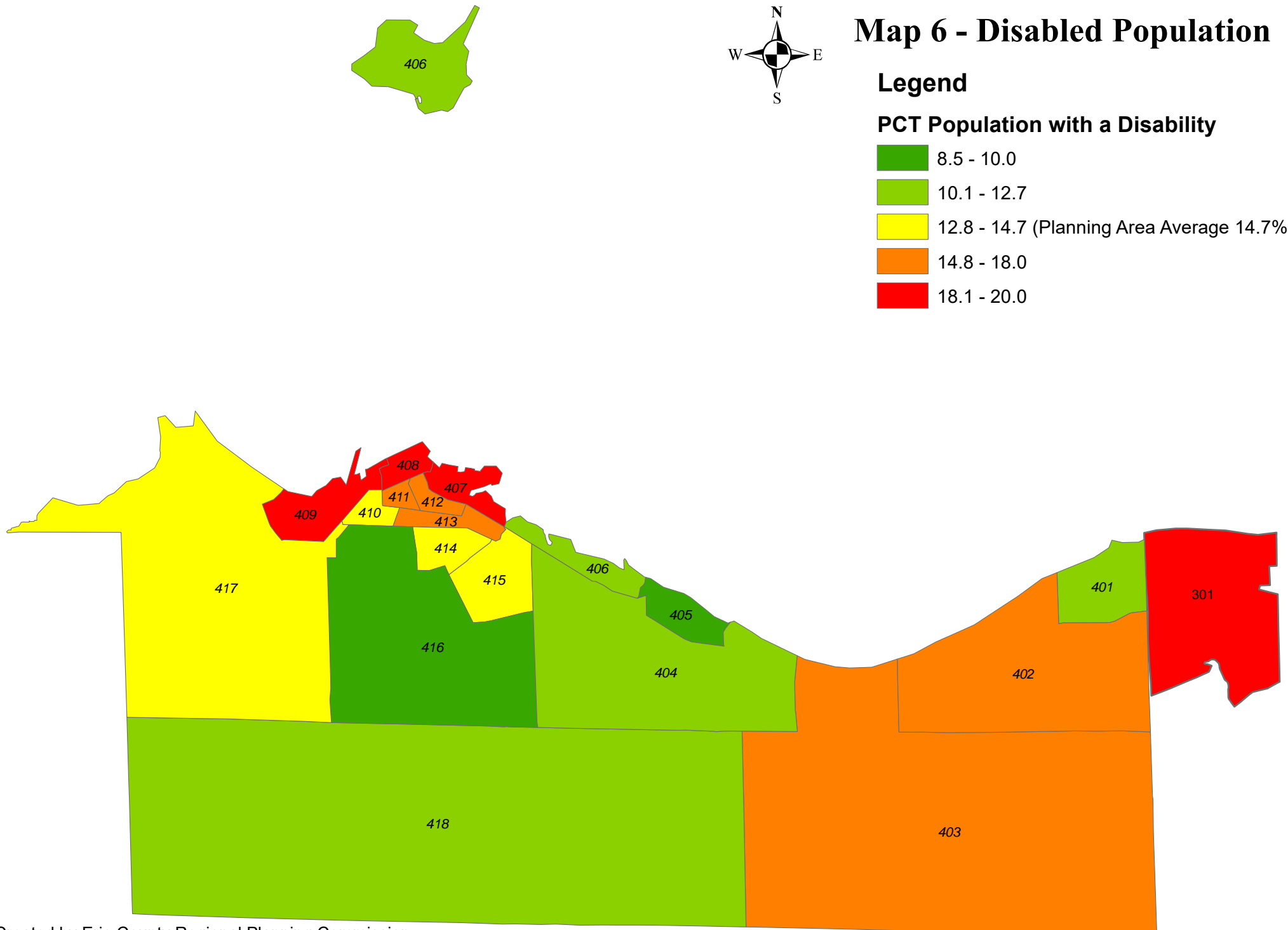
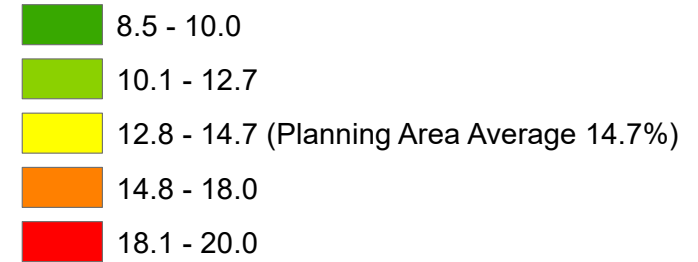
Source: US Census Bureau, 2016 5-year American Community Survey Table S1810

# Map 6 - Disabled Population



## Legend

### PCT Population with a Disability



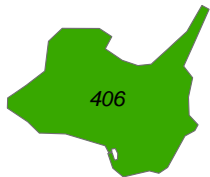
**TABLE 5: LIMITED ENGLISH PROFICIENCY HOUSEHOLDS BY CENSUS TRACTS**

Census Tract	Total Population	Total Households	LEP Households				Population in LEP Households			
			LEP Household	%	LEP Household - Spanish	%	Total Pop in LEP Household	%	Ages 5 - 17	Ages 18 and Over
Ohio	11,586,941	4,601,449	141,886	3.1	49,185	1.1	145,730	1.2	29,754	115,976
Erie County, Ohio	75,808	31,731	101	0.3	47	0.2	101	0.1	12	89
401	5,857	2,568	0	0.0	0	0.0	0	0.0	0	0
402	3,646	1,510	0	0.0	0	0.0	0	0.0	0	0
403	6,292	2,457	0	0.0	0	0.0	0	0.0	0	0
404	5,381	2,425	0	0.0	0	0.0	0	0.0	0	0
405	4,965	1,977	0	0.0	0	0.0	0	0.0	0	0
406	820	400	0	0.0	0	0.0	0	0.0	0	0
407	3,888	1,746	33	0.2	33	1.9	33	0.9	12	21
408	4,169	2,150	32	1.5	0	0.0	32	0.8	0	32
409	3,382	1,422	0	0.0	0	0.0	0	0.0	0	0
410	3,482	1,264	0	0.0	0	0.0	0	0.0	0	0
411	3,565	1,495	0	0.0	0	0.0	0	0.0	0	0
412	2,239	1,034	0	0.0	0	0.0	0	0.0	0	0
413	3,857	1,741	18	1.0	8	0.5	18	0.5	0	18
414	2,655	953	6	0.6	6	0.6	6	0.2	0	6
415	3,430	1,503	0	0.0	0	0.0	0	0.0	0	0
416	5,601	2,181	12	0.6	0	0.0	12	0.2	0	12
417	6,473	2,691	0	0.0	0	0.0	0	0.0	0	0
418	6,106	2,214	0	0.0	0	0.0	0	0.0	0	0
Lorain County--Tract 301	6,445	2,727	0	0.0	0	0.0	0	0.0	0	0

Source: US Census Bureau, 2016 5-year American Community Survey Table B16003

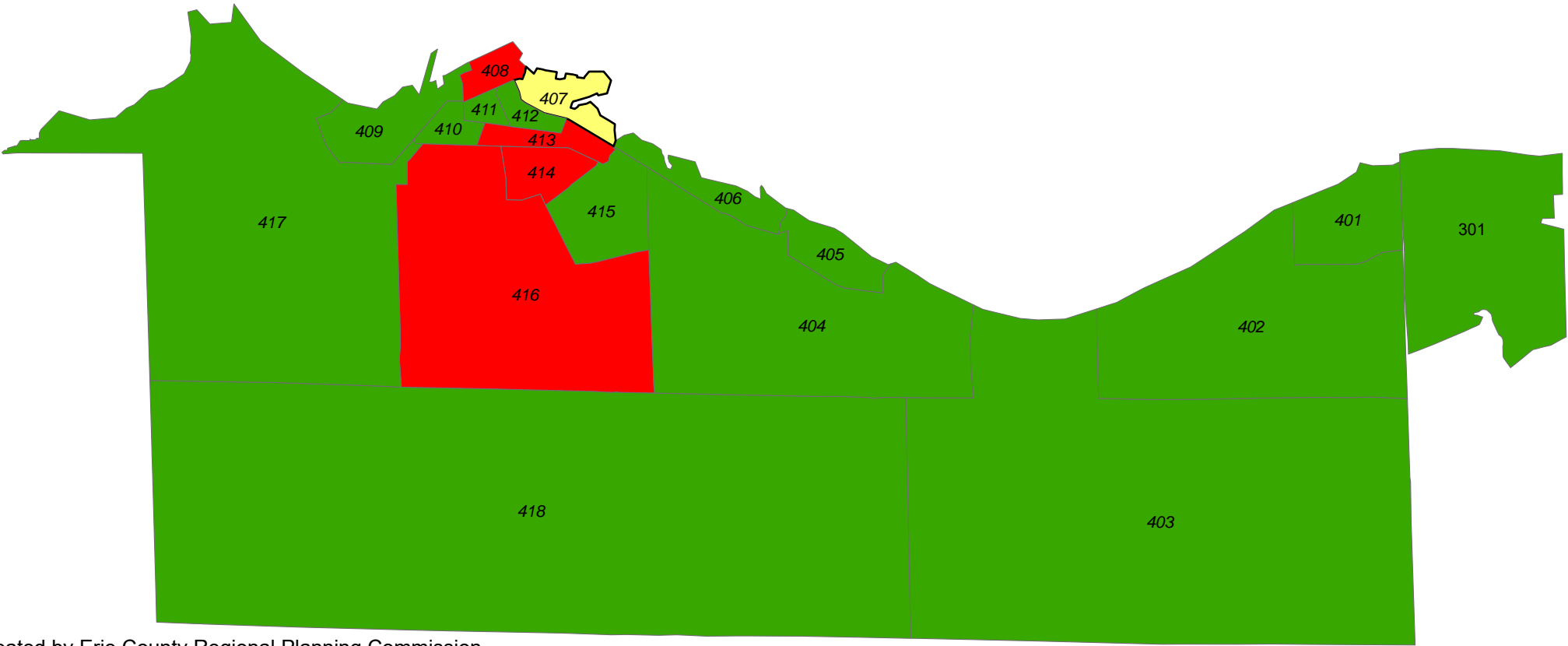
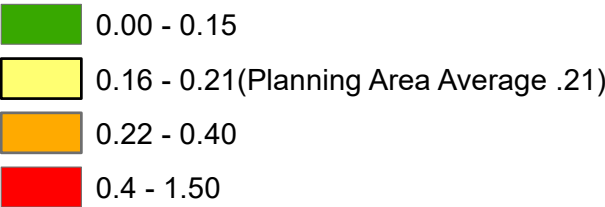


# Map 7 - Limited English Proficiency Households



## Legend

### PCT Limited English Households



**TABLE 6: LANGUAGE OF LIMITED ENGLISH BY CENSUS TRACT**

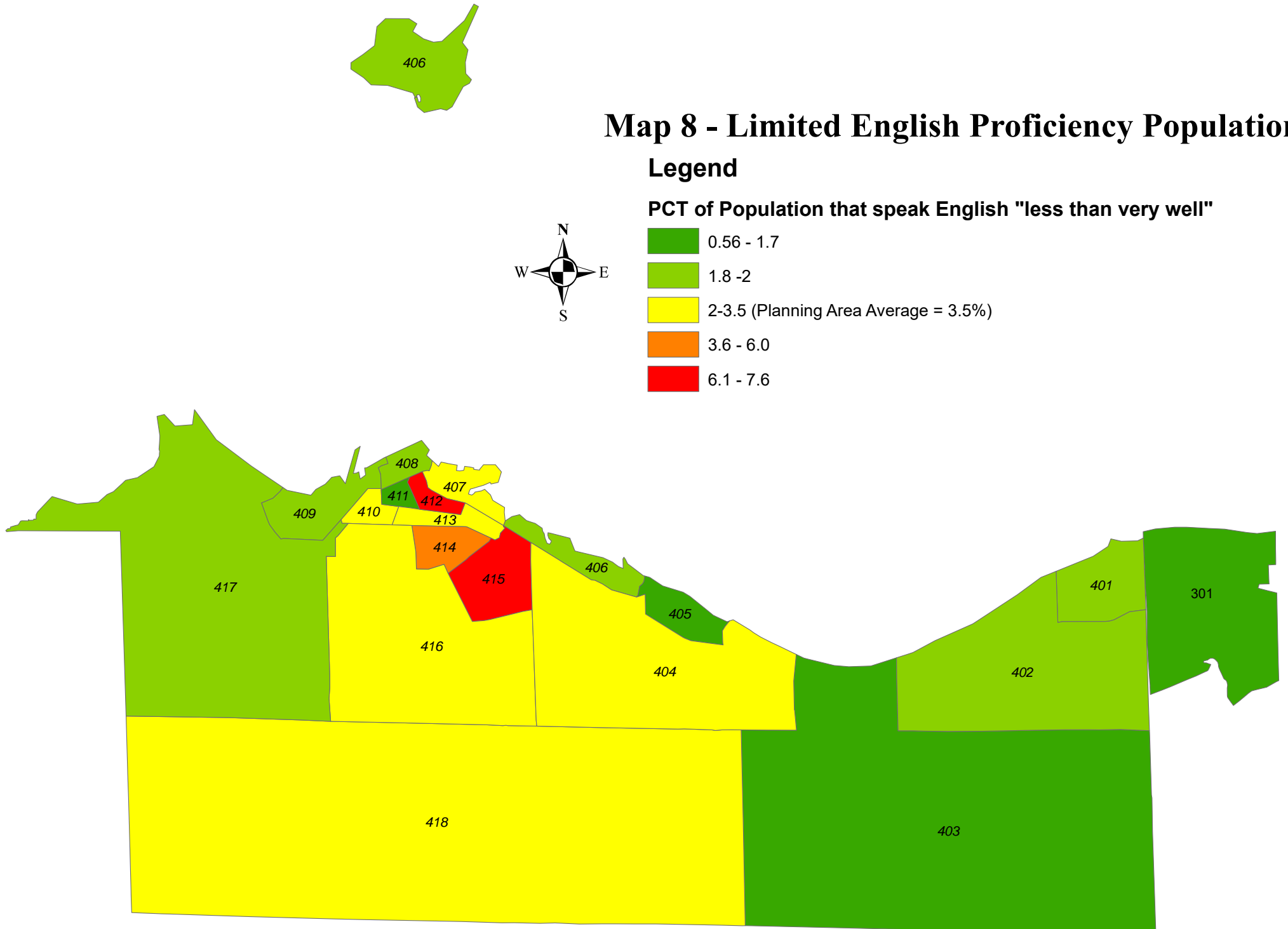
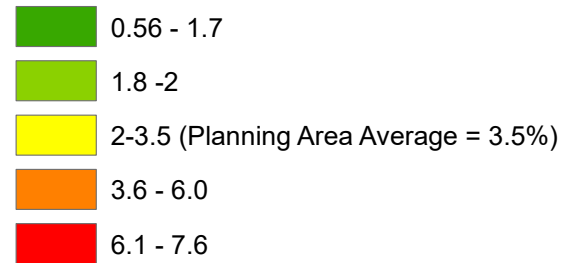
Census Tract	Total	English Proficient	Limited English Proficient		LEP - Spanish		LEP - Chinese	
			#	%	#	%	#	%
Ohio	10,891,177	10,158,601	732,576	6.7	86,634	0.80	29,830	0.27
Erie County, Ohio	71,828	69,414	2,414	3.4	357	0.50	4	0.01
401	5,546	5,427	119	2.2	38	0.69	0	0.00
402	3,582	3,483	99	2.8	0	0.00	0	0.00
403	6,094	5,989	105	1.7	18	0.30	0	0.00
404	5,238	5,048	190	3.6	11	0.21	0	0.00
405	4,535	4,498	37	0.8	4	0.09	0	0.00
406	814	792	22	2.7	0	0.00	0	0.00
407	3,672	3,531	141	3.8	42	0.01	0	0.00
408	3,961	3,837	124	3.1	0	0.00	0	0.00
409	3,142	3,036	106	3.3	66	0.02	0	0.00
410	3,201	3,077	124	3.9	38	0.01	0	0.00
411	3,284	3,255	29	0.9	13	0.40	0	0.00
412	2,116	1,956	160	7.6	26	0.01	0	0.00
413	3,665	3,482	183	5.0	8	0.22	0	0.00
414	2,545	2,411	134	5.3	14	0.55	0	0.00
415	3,263	3,043	220	6.7	13	0.40	0	0.00
416	5,285	5,082	203	3.8	19	0.36	0	0.00
417	6,191	5,978	213	3.4	41	0.66	2	0.03
418	5,694	5,489	205	3.6	6	0.11	2	0.04
Lorain County--Tract 301	6,107	6,001	106	1.7	4	0.07	0	0.00

Source: US Census Bureau, 2016 5-year American Community Survey Table C16001

# Map 8 - Limited English Proficiency Population

## Legend

PCT of Population that speak English "less than very well"



**APPENDIX B**  
**ERPC MPO**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**ENVIRONMENTAL JUSTICE IDENTIFICATION**  
**FY 2024 - 2027**

# ERPC MPO ENVIRONMENTAL JUSTICE REPORT

SFY 2023  
March 2023



ERIE REGIONAL PLANNING COMMISSION  
2900 COLUMBUS AVE.  
SANDUSKY, OH. 44870  
419.627.7792



### INTRODUCTION

As a public agency receiving federal funds and making recommendations on federal expenditures, ERPC is affected by Environmental Justice requirements for ensuring that federal funds are used fairly and without discrimination. The basis for Environmental Justice is Executive Order 12898 and is defined as to “identify and address disproportionately high and adverse human health or environmental effects on minority and low-income populations.

Concern for environmental justice should be integrated into every transportation decision—from the first thought about a transportation plan to post-construction operations and maintenance. Properly implemented, environmental justice principles and procedures improve all levels of transportation decision-making. This approach will:

- Make better transportation decisions that meet the needs of all people.
- Design transportation facilities that fit more harmoniously into communities.
- Enhance the public-involvement process, strengthen community-based partnerships and provide minority and low-income populations with opportunities to learn about and improve the quality and usefulness of transportation in their lives.
- Improve data collection, monitoring and analysis tools that assess the needs of, and analyze the potential impacts on minority and low-income populations.
- Partner with other public and private programs to leverage transportation agency resources to achieve a common vision for communities.
- Avoid disproportionately high and adverse impacts on minority and low-income populations.
- Minimize and/or mitigate unavoidable impacts by identifying concerns early in the planning phase and providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods.

Demographic information was compiled from the 2021 Five Year American Community Survey Census data. To calculate county average levels with the available data, demographic data on a census tract level was utilized. The data was reviewed to identify areas where the targeted populations were significantly higher than the county average. These target areas have been mapped along with capacity expansion projects, maintenance projects, and transportation enhancement projects to aid in the impact analysis. Subjective analysis for each project includes completing an environmental justice analysis matrix considering potential impacts that a project could have on an identified environmental justice area. The identification of targeted population areas median averages were calculated as poverty totaling 14.3%, minority totaling 17.5%, 65 years and older totaling 20.9% , disability totaling 16.0%, limited English proficiency totaling 3.5%, and zero vehicle household totaling 6.4% in the county based on regional averages.



## SFY 2023 ENVIRONMENTAL JUSTICE REPORT

The following impacts are considered in determining if projects significantly have negative impacts on the targeted populations:

- Bodily impairment, infirmity, illness, or death
- Air, noise, and water pollution and soil contamination
- Destruction or disruption of man-made or natural resources
- Destruction or diminution of aesthetic values
- Destruction or disruption of community cohesion
- Destruction or disruption of a community's economic vitality
- Destruction or disruption of the availability of public and private facilities and services
- Vibration
- Adverse employment effects
- Displacement of persons, businesses, farms, or nonprofit organizations
- Increased traffic congestion
- Isolation
- Exclusion or separation of minority or low-income individuals within a given community or from the broader community
- The denial of, reduction in, or significant delay in the receipt of, benefits of DOT programs, policies, or activities

In order to analyze EJ impacts for the projects in the ERPC MPO region, staff reviewed the projects using the long range travel demand model for the Sandusky Urbanized Area that was developed by the Modeling and Forecasting Section of ODOT's Office of Statewide Planning and Research. The model aided in quantitatively evaluating the effectiveness of the projects and their impact potential to the targeted populations. The MPO region was divided into over 400 traffic analysis zones (TAZs) based on the review of census data, residential patterns, employment, education, recreational locations, and travel characteristics. Travel times were used to analyze the results of project implementation in order to assess accessibility to the generator zones for both targeted and non-targeted populations. Travel times to identified destinations for eleven EJ traffic analysis zones (where poverty, minority, 65 years and older, limited English proficiency, disability, and households with no vehicles available were two times above the county averages) were compared against five non-EJ TAZs. As of the draft TIP, the modeling process is ongoing, although results were expected to not negatively affect the target groups and/or substantially impact travel times. 84% of projects in the TIP for FY 2024-2027 for the ERPC MPO region can be considered system preservation projects while the other 16% are all projects that include sidewalk installations, intersection realignments and other safety upgrades. A larger portion of project costs is towards expansion projects due to the US 6 Connectivity Corridor project. Preservation type projects include resurfacing, culvert replacement, signal projects and overall general maintenance of the transportation system. These types of projects have little or no adverse impact on the population. The factors listed above were considered upon review of the projects to measure the impact upon the targeted areas.

Upon staff review, both quantitatively (as explained) and subjectively, it is believed that no disproportionately high and adverse effects on EJ populations are encountered as a result of the proposed projects listed in this TIP. Additionally, the ERPC staff and its committees consider any adverse effects that a proposed project could have to ensure that they are not predominately borne by EJ populations.



## SFY 2023 ENVIRONMENTAL JUSTICE REPORT

Maps on the following pages show EJ areas within the MPO region and associated highway projects that have been identified in the MPO's TIP SFY 2024-2027. The tabulation below presents the proportion of all proposed project costs that lie in EJ target areas against total investment.

Investment in EJ Target Areas (area where values are two times above noted regional average)	% of Population	Dollars Programmed*	% of Program	# of Projects
Environmental Justice Target Area	26.9%	\$48,042,313.31	46%	8
Non-Environmental Justice Target Area	73.1%	\$56,863,832.34	54%	30

Additionally, staff also measures the amount of negative impact for those projects listed in the TIP by estimating the amount of real estate actions that may be imposed upon the identified target areas. It is estimated that only two projects (or 4% of total programmed dollars) fall into this category. Those projects are listed below:

PID 114056: Located at US 6, the project involves installing a roundabout at Cedar Point Drive, turn lanes at Sycamore Line and replacing the signal at Remington Avenue. The project was identified in the US 6 Corridor Study and is anticipated to improve safety conditions for all users.

PID 116570: As a part of the US 6 Connectivity Corridor, the project includes numerous roundabouts and turn lanes between Cedar Point Drive to Rye Beach Road into University Drive, as well as a multi-use path that will improve traffic flows and improve safety conditions for multi-modal users.

Staff concluded that all projects that were identified above were considered safety related improvement projects and concluded that no significant negative impacts would occur to the identified EJ target areas.

In summary, the MPO's various committees and staff are dedicated to identifying any adverse or negative impacts to a population as a result of a project, and will consider possible alternatives should disproportionately high and adverse human health or environmental effects be of concern. The committees and staff are dedicated to identifying any adverse or negative impacts to a population as a result of a project, and will consider possible alternatives should 'disproportionately high and adverse human health or environmental effects' be of concern.





## Appendices:

Appendix A.....SFY 2024—2027 Transportation Improvement Program Project Listing

Appendix B.....Map of SFY 2024—2027 TIP Projects and Minority Status

Appendix C.....Map of SFY 2024—2027 TIP Projects and Poverty Status

Appendix D.....Map of SFY 2024—2027 TIP Projects and 65 Years and Older Status

Appendix E.....Map of SFY 2024—2027 TIP Projects and Disability Status

Appendix F.....Map of SFY 2024—2027 TIP Projects and Limited English Proficiency Status

Appendix G.....Map of SFY 2024—2027 TIP Projects and Zero Vehicles Available Households



## Appendix A

### SFY 2024—2027 Transportation Improvement Program (TIP) Project Listing

**ERPC MPO SFY 2023 ENVIRONMENTAL JUSTICE REPORT**  
**SFY 2024-2027 PROJECT LISTING**

	Project Name	Project Description	Primary Work Category	Sponsoring Agency	State Fiscal Year	Total Project Cost
77438	ERI SR 0002 15.89	Minor Rehab	ERI 2 15.89-20.02	Roadway Minor Rehab	ODOT SPONSORING AGENCY	2025 \$ 4,851,410.00
92016	ERI SR 0002 19.04	ERI-SR 0002-19.04 L & R - Piers 1 thru 10 on the L	Bridge Preservation	ODOT SPONSORING AGENCY	2025 \$ 16,594,000.00	
103704	ERI US 0006 03.64	Resurfacing-Urban Paving City of Sandusky	ERI-00 Roadway Minor Rehab	ODOT SPONSORING AGENCY	2024 \$ 1,488,630.00	
104037	ERI Vermilion 3 Crossings NS	Circuitry modifications at three (3) Norfolk South Railroad Crossing	Protection	Ohio Rail Development Commission	2023 \$ 393,000.00	
104165	ERI SR 0002 29.50	Highway Lighting - Remove existing lighting and install new	Lighting (Safety)	ODOT SPONSORING AGENCY	2023 \$ 525,647.90	
110816	ERI Castalia Fish Hatchery	Resurface Parking Lot Area - 20,000 sf area of asphalt	Roadway Minor Rehab	ODNR	2023 \$ 54,961.00	
112761	ERI / HUR US 0006 28.84 BI FY 2026/28	Bridge Inspection of ERI US 0006 28.84 - CY 2026	Asset Inventory / Inspection	ODOT SPONSORING AGENCY	2026 \$ 135,000.00	
113282	ERI/HUR SR 0113/0013 20.18/04.13	Culvert Replacement	ERI SR 0113 20.18HUR SR 00 Culvert Preservation	ODOT SPONSORING AGENCY	2025 \$ 694,418.91	
113466	ERI SR 0060 01.08 RW	Culvert Replacement -To be done by Erie County	Culvert Preservation	DISTRICT 3-OPERATIONS	2023 \$ 30,000.00	
114056	ERI US 0006 09.07	Install a roundabout at Cedar Point Drive, turn left intersection	Improvement (Safety)	Sandusky, City of	2024 \$ 6,596,804.87	
114298	ERI-CR PM-FY2025	Update existing pavement markings on various corridors	Traffic Control (Safety)	ERIE COUNTY ENGINEER	2025 \$ 150,000.00	
115000	ERI / HUR TSG FY2026	Traffic Signal Upgrades	Traffic Control (Safety)	ODOT SPONSORING AGENCY	2026 \$ 697,500.00	
115069	ERI US 0006 06.54 RW Only	RW Only for Wingwall Repair due to Failure at ST	Bridge / Culvert Maintenance	ODOT SPONSORING AGENCY	2023 \$ 23,346.00	
115168	ERI SR 0002 00.00	AC Overlay with Repairs	ERI SR 02 00.00 Roadway Minor Rehab	ODOT SPONSORING AGENCY	2025 \$ 8,931,725.00	
115725	ERI CR 13 13.35	Rehabilitation of bridge. Work to include: remove old bridge	Bridge / Culvert Maintenance	ERIE COUNTY ENGINEER	2027 \$ 3,225,000.00	
117240	ERI US 0006 18.88 Sidewalk	Extend sidewalk from Gateway Blvd to Huron Drive	Pedestrian Facilities	Huron, City of	2025 \$ 810,728.00	
117271	ERI Sandusky Meadowood Sidewalk	Installation of sidewalks in missing stretches of	Pedestrian Facilities	Sandusky, City of	2024 \$ 176,253.00	
117325	ERI SR 0601 0.00	Installation of two driver feedback speed limit signs	Enhanced Crossing	Milan, Village of	2023 \$ 39,415.00	
117596	ERI SR 4 Signal Timing	Signal timing analysis along ERI-4 from W Bogart	Safety Related Studies	ODOT SPONSORING AGENCY	2023 \$ 27,000.00	
117621	ERI SR 0004 00.45 GSM	Notified by Erie County recently about a slip that	Geologic Maintenance / Slide Repair	ODOT SPONSORING AGENCY	2025 \$ 963,000.00	
117622	ERI SR 0004 00.50 GSM	Notified by Erie County recently about a slip that	Geologic Maintenance / Slide Repair	ODOT SPONSORING AGENCY	2023 \$ 340,100.38	
117731	LOR French Creek Reservation	Lorain County Metro Park, Pave Pine Tree Picnic Area	Parks	Lorain County Metropark District	2023 \$ 152,396.00	
117777	ERI CR 112 Rye Beach Rd NS	Modification of warning devices and surface extension	Railroad Crossing Protection	Ohio Rail Development Commission	2023 \$ 153,000.00	
118353	ERI SR 0269 03.67	Convert two-way stop-controlled intersection into	Intersection Improvement (Safety)	ODOT SPONSORING AGENCY	2027 \$ 4,312,720.00	
118585	ERI-Sandusky Bay Pathway	Construction of 10' wide path along US 6, connect	Shared Use Path	Sandusky, City of	2025 \$ 6,617,719.00	
118636	ERI SR 0060 07.88	Erie County. Replace existing poor condition guard	Roadside / Median Improvement (Safety)	ODOT SPONSORING AGENCY	2024 \$ 428,000.00	
118861	ERI SR 0002 21.23	ERI SR 0002 21.23 -Partial culvert replacement	Culvert Preservation	ODOT SPONSORING AGENCY	2025 \$ 660,000.00	
107223	ERI US 0006 16.27 Phase 2	Restore pavement condition; Remove unnecessary	Roadway Minor Rehab	Huron, City of	2025 \$ 1,800,886.13	
113957	ERI CR 0500 01.37 W Monroe	Resurfacing project	Roadway Minor Rehab	Sandusky, City of	2025 \$ 1,826,613.64	
113958	ERI CR 0503 00.81 E Water St	Resurfacing	Roadway Minor Rehab	Sandusky, City of	2024 \$ 986,594.80	
113959	ERI CR 0005 02.85 E. Perkins	Resurfacing project	Roadway Minor Rehab	Erie County Regional Planning Commission	2025 \$ 609,396.00	
113961	LOR CR 0624 01.97 Sunnyside Rd	Project rehabilitation.	Roadway Minor Rehab	Commission	2025 \$ 861,708.75	
115827	ERI Vermilion SRTS FY2025	Sidewalk installation in existing gaps to provide	Pedestrian Facilities	Vermilion, City of	2025 \$ 442,005.27	
116570	ERI US 0006 Connectivity Corrid.	ERI US 6 Connectivity Corridor including Sandusky	Intersection Improvement (Safety)	ODOT SPONSORING AGENCY	2026 \$ 35,303,066.00	
118478	ERI CR 0110 1.97 Campbell	Resurfacing and installation of new sidewalks. Also	Roadway Minor Rehab	ERIE COUNTY ENGINEER	2026 \$ 1,175,000.00	
118505	ERI MR 0746 01.62 W Monroe	Rehabilitation project to include resurfacing, part	Pavement Maintenance	Sandusky, City of	2026 \$ 1,054,955.00	
118507	ERI-Huron Main St	Various infrastructure corrections, including	pave Pavement Maintenance	Huron, City of	2026 \$ 486,031.25	
118514	LOR - Sunnyside Rd 3	Phase 3 of Sunnyside Road. More info with scope	Pavement Maintenance	Vermilion, City of	2026 \$ 1,288,113.75	
Total Project Costs						\$ 104,906,145.65
Total Projects						38
Expansion Projects Cost					\$ 54,259,296.14	52% of Total Cost
					7 Projects	16% of Total Projects
Preservation Projects Cost					\$ 50,646,849.51	48% of Total Cost
					31 Projects	84% of Total Projects



## Appendix B

### Map of SFY 2024-2027 TIP Projects and Minority Status

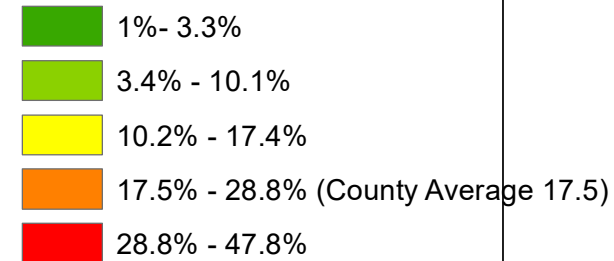
# Percent Minority Population



## Legend

## Census Tracts

### Percent Minority



### Next 4 Fiscal Years Lines

**FISCAL YEAR**

Created by Erie County Regional Planning Commission  
Metropolitan Planning Organization  
Source: 2021 US Census Bureau 5-Year ACS  
March 2023

2975 113809 113809 113809 Erie Regional Planning Commission  
113890 113890 113890  
113890 113890



## Appendix C

### Map of SFY 2024-2027 TIP Projects and Poverty Status



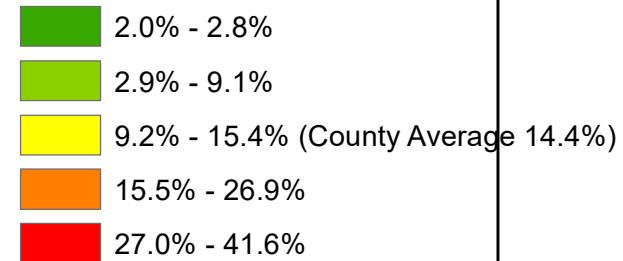
## Percent of Households Below the Poverty Level



## Legend

## Census Tracts

### Percent of Households below Poverty Level



### Next 4 Fiscal Years Lines

**FISCAL YEAR**

Created by Erie County Regional Planning Commission  
Metropolitan Planning Organization  
Source: 2021 US Census Bureau 5-Year ACS, ODOT TIMS  
March 2023

erie Regional Planning Commission

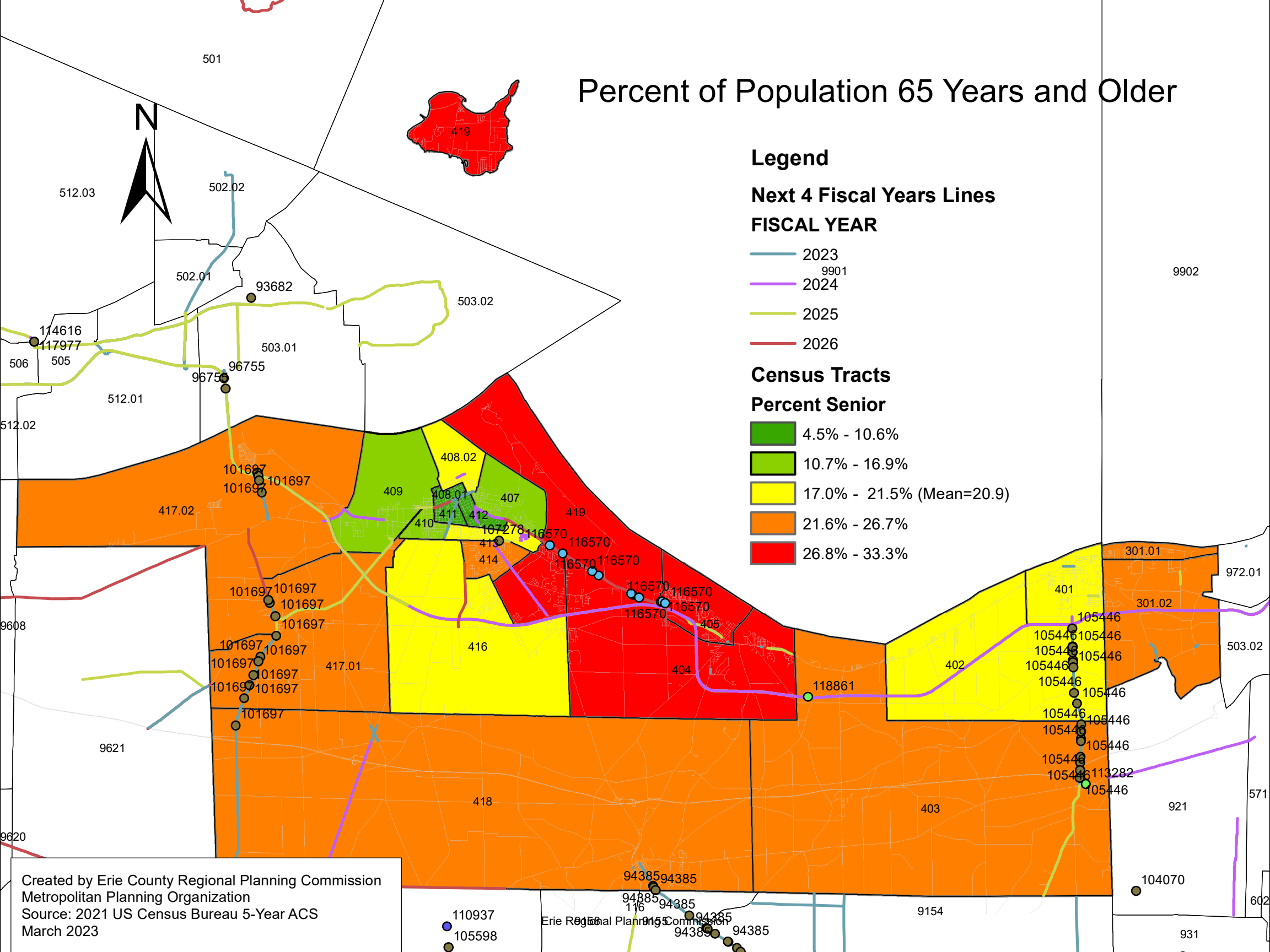




## Appendix D

### Map of SFY 2024—2027 TIP Projects and 65 Years and Older Status

# Percent of Population 65 Years and Older

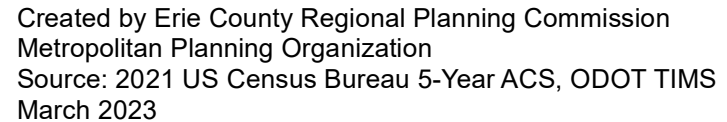


Created by Erie County Regional Planning Commission  
Metropolitan Planning Organization  
Source: 2021 US Census Bureau 5-Year ACS  
March 2023



## Appendix E

### Map of SFY 2024—2027 TIP Projects and Disability Status





## Appendix F

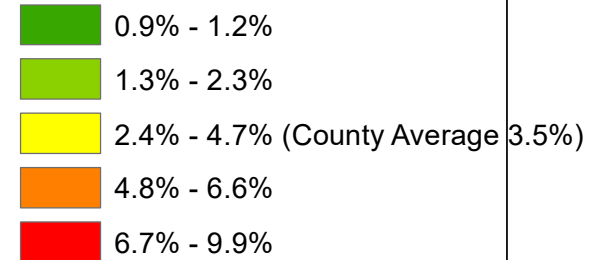
### Map of SFY 2024—2027 TIP Projects and Limited English Proficiency Status

# Percent of Population Limited English Proficiency

## Legend

### Census Tracts

#### Percent LEP - Population



### Next 4 Fiscal Years Lines

#### FISCAL YEAR



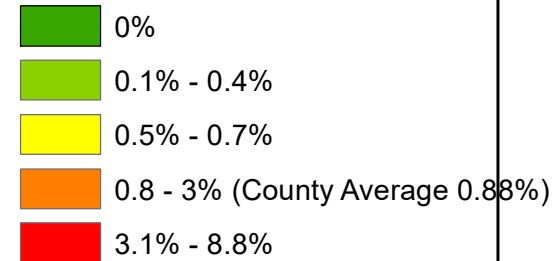
## Percent of Households Limited English Proficiency



## Legend

## Census Tract

## Per\_LEPHH



### Next 4 Fiscal Years Lines

**FISCAL YEAR**

Created by Erie County Regional Planning Commission  
Metropolitan Planning Organization  
Source: 2021 US Census Bureau 5-Year ACS, ODOT TIMS  
March 2023

Erie Regional Planning Commission



## Appendix G

### Map of SFY 2024—2027 TIP Projects and Zero Vehicles Available Households

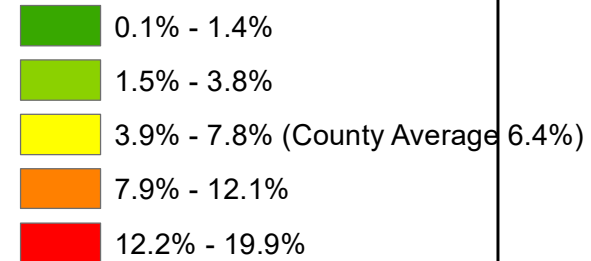


# Percent of Households with No Vehicle Available

## Legend

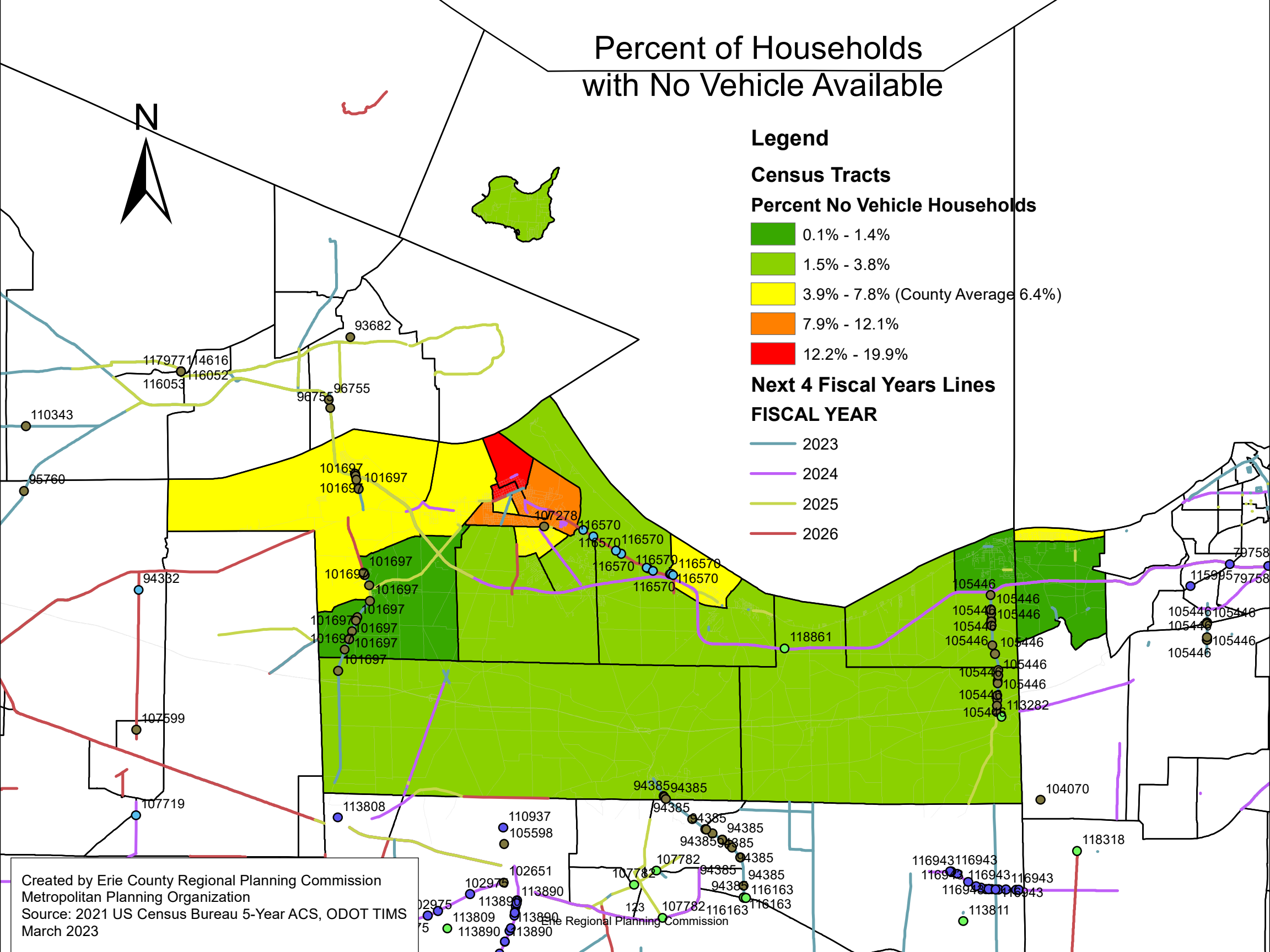
### Census Tracts

### Percent No Vehicle Households



### Next 4 Fiscal Years Lines

### FISCAL YEAR



**APPENDIX C**  
**ERPC MPO**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**PROJECT EVALUATION FORMS**



## **Erie County Regional Planning Commission (ERPC) Metropolitan Planning Organization (MPO)**

### **MPO Project Application Instructions**

The following are instructions for applicants wishing to request funding through the ERPC MPO's Surface Transportation Program (STP) and Transportation Alternative Program (TA).

Basic eligibility for STP and TA project funding requires the proposed project to be included in the MPO's Long Range Transportation Plan. STP projects must be located on an ERPC MPO eligible road, and have logical termini (rational beginning and end points). A road is ERPC MPO eligible if it's located in the ERPC MPO region and its functional classification is above a local road in a designated urbanized area or above a minor collector if in a designated rural area. If you are unsure if a project is eligible for MPO funding please contact the ERPC staff at 419-627-7792 for guidance.

All applications are required to include a site map of the proposed project's location, letter of support/resolution from the project sponsor's governing body, project cost estimate certified by a State of Ohio Professional Engineer, and a self-scored project evaluation form (included with the application form). If a project involves multiple MPO jurisdictional and/or governmental agencies, an executed cooperation agreement is required to be submitted with the application. Additionally, a project sponsor shall submit a project priority listing if submitting more than one project application during a solicitation cycle.

The MPO application form and this guidance will be made available on the ERPC website (<https://www.eriecounty.oh.gov/ErieRegionalPlanningCommission.aspx>) and in the ERPC Office located at 2900 Columbus Avenue, Sandusky during the entire project solicitation cycle. Applications will not be accepted beyond 4:30 p.m. on the due date that is specified at the top of the application form.

Applications may be submitted by email to [planning@eriecounty.oh.gov](mailto:planning@eriecounty.oh.gov) (email size not to exceed 13MB) or one hard copy may be submitted in person to the ERPC Office at 2900 Columbus Avenue, Sandusky, Ohio 44870.

For more information on the STP or TA program (eligible project sponsors, eligible activities, and the project selection process) please consult the MPO's Surface Transportation Program Policy document. Should you require any additional information or have additional questions/comments, please contact the Erie County Department of Regional Planning at 419-627-7792.

## ERPC MPO Project Application Form Instructions

### Proposed Project Details

- 1.) Sponsoring Agency – Indicate the name of the entity applying for funds. Projects involving multiple MPO jurisdictional/governmental entities must select only one to serve as the lead. A cooperation agreement must be executed and attached.
- 2.) Project Title – Provide the name of the project being applied for. Please be descriptive and specific, e.g. Perkins Avenue Signalization Project, East Monroe Street Reconstruction Project.
- 3.) Contact Person (include phone, fax, and e-mail if available) – Enter the name of the contact person who can best answer or coordinate a response to questions regarding the application.
- 4.) Indicate State Fiscal Year, Amount and Percentage of Cost Being Requested from MPO – Indicate the dollar amount of MPO requested funds and what percentage this is of the project's total costs for each phase of the project and include the proposed state fiscal year. Note – Preliminary Engineering includes work up through environmental clearance.
- 5.) Project Funding: Describe all sources of non-MPO funding for the proposed project.
- 6.) How does this project support the MPO's Long Range Transportation Plan (LRTP)? Explain how the project is compatible with the LRTP.
- 7.) Other than the LRTP, is this project the result of or linked to a planning study or report? Identify the source and where a copy of the study or report may be found (e.g. on a website). Please be specific when referencing, e.g. ERPC MPO Bicycle and Pedestrian Plan, Chapter 4, Section 1 (p.56).
- 8.) Provide the most recent Average Daily Traffic counts for the proposed project.  
Counts may be found at:  
<https://odot.ms2soft.com/tcds/tsearch.asp?loc=Odot&mod=TCDS><http://erie.ms2soft.com/tcds/tsearch.asp?loc=Erie&mod=> . If multiple choices are available list the highest ADT. For proposed bicycle/pedestrian projects indicate the number of non-motorized users if available.
- 9.) Describe the proposed project, the problem that it is expected to resolve and any alternatives that may have been explored. The following questions can be used as guidance in completing this section: *What is the purpose of the project? Why is the project needed? What are its benefits? Are there any existing management systems that were used to develop the project? Were performance based measures used to quantify expected benefits? Are there other planned investments in the project area?*

- 10.) Located in a High Crash Rate Area (Yes/No) - If yes, provide summary of crash data, calculated crash rate, and how proposed project incorporates safety solutions to address crash problem(s). If proposed project includes bicycle/pedestrian improvements provide summary of bicycle/pedestrian crash data.
- 11.) Describe public involvement plan for the proposed project (level of public involvement to be commensurate with level of project complexity).
- 12.) Proposed Project Cost Information – Provide a cost estimate certified by a professional engineer, architect or appropriate professional discipline for your proposed project.
- 13.) What is the current status of the proposed project? (e.g. preliminary engineering, environmental complete, right-of-way plans, construction plans approved)
- 14.) Does the project impact any of the following respond with a yes or no –
- Bicycle/Pedestrian Facilities \_\_\_\_\_ Congestion \_\_\_\_\_
- Character of the Area \_\_\_\_\_ User Fees \_\_\_\_\_ Public Use \_\_\_\_\_
- Multi-Modal Transportation \_\_\_\_\_ ITS Components \_\_\_\_\_
- Access Management \_\_\_\_\_ Local Economics \_\_\_\_\_ Tourism \_\_\_\_\_
- Environmental Impacts \_\_\_\_\_ Historical Preservation/Impact \_\_\_\_\_
- Aesthetic \_\_\_\_\_ Environmental Justice Populations \_\_\_\_\_
- If “yes” to any of the above, please describe impacts.
- 15a.) Will this be your first MPO funded project (yes/no)? If ‘yes’ skip ahead to question number 18, if no answer question 16b.
- 15b.) If “no”, please describe previous MPO project delivery performance. Have previous projects been delivered on time? If not, please indicate reason for delay.
- 16.) Number of Missed Project Review Meetings in the last year – refers to ODOT District 3 Quarterly LPA Meetings.
- 17.) Please self-score the proposed project by using the attached project evaluation form. This form must be completed and submitted with your application to be considered for funding. The MPO will review the submitted self-scoring sheet and may revise the provided scores.

Items required items to be submitted with application include:

- Site map of proposed project location
- Letter of support/Resolution from project sponsor’s governing body
- Project cost estimate certified by a State of Ohio Professional Engineer

- Self-scored project evaluation form
- Project priority listing if submitting more than one project application for MPO funding consideration
- Executed cooperation agreement if project involves multiple entities
- Project maintenance plan if Transportation Alternative (TA) application

## SURFACE TRANSPORTATION PROGRAM (STP) PROJECT EVALUATION FORM

Project Name: \_\_\_\_\_

Project Sponsor: \_\_\_\_\_

Proposed State Fiscal Year: \_\_\_\_\_

Date Scored: \_\_\_\_\_

<b>1. Mark the functional classification of the project (see functional classification maps). If a project falls in more than one category choose one that yields the highest points. Local roads and rural minor collectors are not eligible.</b>	<input type="checkbox"/> <b>Principal Arterial (5 points)</b> <input type="checkbox"/> <b>Minor Arterial (4 points)</b> <input type="checkbox"/> <b>Major Collector (3 points)</b> <input type="checkbox"/> <b>Urban Minor Collector (2 pt)</b>
<b>2. Does the project create/upgrade/preserve dedicated facilities for bicyclist or pedestrians? (not including curb ramps or other incidentals)</b>	<input type="checkbox"/> <b>Yes (5 points)</b> <input type="checkbox"/> <b>No (0 points)</b>
<b>3. Select one of the following (total max. points possible = 5 points):</b>  <b>3a. Does the proposed project preserve the existing roadway system without changing the base roadway conditions? (ex. surface only treatments)</b>  <b>3b. Does the proposed project upgrade the existing roadway system without adding significant capacity? (ex. Lane/shoulder widening, signal replacement, full-depth pavement replacement without increasing the structural number, minor improvements in delay and level of service)</b>  <b>3c. Does the proposed project add significant capacity to the existing roadway system? (ex. New lanes, new turn lanes, increase in pavement structural number from original design, major improvements in delay and level of service)</b>	<input type="checkbox"/> <b>Yes (3 points)</b> <input type="checkbox"/> <b>No (0 points)</b>  <input type="checkbox"/> <b>Yes (5 points)</b> <input type="checkbox"/> <b>No (0 points)</b>  <input type="checkbox"/> <b>Yes (5 points)</b> <input type="checkbox"/> <b>No (0 points)</b>
<b>4. Is the project addressing a high crash area?</b>	<input type="checkbox"/> <b>Yes (5 points)</b> <input type="checkbox"/> <b>No (0 points)</b>
<b>5. Does the project address recurring congestion (a high increase in use that causes significant delays, excessive vehicle queueing, much slower speed of travel) ?</b>	<input type="checkbox"/> <b>Yes (5 points)</b> <input type="checkbox"/> <b>No (0 points)</b>
<b>6. Does the project include any ITS component(s)? ( EX: Message boards, cameras crash notification system, real-time traffic information accessed by telephone using automated systems)</b>	<input type="checkbox"/> <b>Yes (3 points)</b> <input type="checkbox"/> <b>No (0 points)</b>
<b>7. List the ADT of the project if available. Please list the highest ADT if multiple choices are available.</b>	<input type="checkbox"/> <b>6,000 or higher (4 points)</b> <input type="checkbox"/> <b>1,000 - 5,900 (2 points)</b>
<b>8. Does the project incorporate systemic access management techniques?</b>	<input type="checkbox"/> <b>Yes (5 points)</b> <input type="checkbox"/> <b>No (0 points)</b>
<b>9. Is the majority of the project within an urbanized area (see functional classification maps)?</b>	<input type="checkbox"/> <b>Yes (3 points)</b> <input type="checkbox"/> <b>No (0 points)</b>
<b>10. How much impact does the project have in revitalizing/preserving the character of a given jurisdiction's urban core, community center or neighborhood? For example, a streetscaping project would have a major impact where a resurfacing only project would have a minor impact.</b>	<input type="checkbox"/> <b>Major Impact (4 points)</b> <input type="checkbox"/> <b>Minor Impact (2 points)</b>
<b>11. Does the project have a positive impact in an Environmental Justice Area (ex: low income, minority, etc., see maps)?</b>	<input type="checkbox"/> <b>3+ Groups (4 points)</b> <input type="checkbox"/> <b>2 Groups (3 points)</b> <input type="checkbox"/> <b>1 Group (2 points)</b>
<b>12. Is the project referenced in any submitted current land use/comprehensive plan, thoroughfare plan, related transportation or land use study other than the Long Range Transportation Plan?</b>	<input type="checkbox"/> <b>Yes (3 points)</b> <input type="checkbox"/> <b>No (0 points)</b>
<b>13. Does this project improve or enhance tourism travel? (ex. Streetscaping, wayfinding, decreasing travel time delays)</b>	<input type="checkbox"/> <b>Greatly (3 points)</b> <input type="checkbox"/> <b>Moderately (1 point)</b>
<b>14. Does this project support existing businesses/industry by preserving or upgrading an existing route to a commercial or industrial area?</b>	<input type="checkbox"/> <b>Greatly (3 points)</b> <input type="checkbox"/> <b>Moderately (1 point)</b>
<b>15. Does the project greatly improve air quality? (Reducing vehicle emissions, decreasing fuel consumption, etc. Please provide quantifiable evidence.)</b>	<input type="checkbox"/> <b>Yes (3 points)</b> <input type="checkbox"/> <b>No (0 points)</b>

<b>16. What percentage of the project's total cost preserves natural habitats, decreases wildlife mortality, decreases water pollution, or specifically protects wetlands?</b>	<input type="checkbox"/> <b>50% or higher (4 points)</b> <input type="checkbox"/> <b>31% - 49% (3 points)</b> <input type="checkbox"/> <b>11% - 30% (2 points)</b> <input type="checkbox"/> <b>1% - 10% (1 points)</b>
<b>17. Does the project include any aesthetic improvement components/streetscaping (improvements added in addition to (or in place of) the baseline treatment)?</b>	<input type="checkbox"/> <b>Greatly (4 points)</b> <input type="checkbox"/> <b>Moderately (2 points)</b>
<b>18. Has the project sponsor attended ODOT LPA Quarterly Project Meetings in the last calendar year (if first time applicant or sponsor had no projects then 'No Projects' should be selected).</b>	<input type="checkbox"/> <b>Attended All (5 points)</b> <input type="checkbox"/> <b>Missed One (3 points)</b> <input type="checkbox"/> <b>Missed 2 or more (-2 pts)</b> <input type="checkbox"/> <b>No projects (5 points)</b>
<b>19. What percentage of MPO projects has the project sponsor awarded on time over the last three calendar years (if first time applicant or sponsor had no projects then 'No Projects' should be selected)?</b>	<input type="checkbox"/> <b>67% - 100% (10 points)</b> <input type="checkbox"/> <b>34% - 66% (5 points)</b> <input type="checkbox"/> <b>1% - 33% (1 points)</b> <input type="checkbox"/> <b>No projects (10 points)</b>
<b>20. Does the project involve other regional partners (MPO area jurisdictions and/or other governmental agencies)?</b>	<input type="checkbox"/> <b>Yes (7 points)</b> <input type="checkbox"/> <b>No (0 points)</b>
<b>21. What percentage of the costs is project sponsor requesting MPO funding for?</b>	<input type="checkbox"/> <b>1% - 25% (10 points)</b> <input type="checkbox"/> <b>26% - 50% (7 points)</b> <input type="checkbox"/> <b>51% - 70% (4 points)</b> <input type="checkbox"/> <b>71% - 79% (1 point)</b>
<b>TOTAL (100 Possible Points)</b>	



TRANSPORTATION ALTERNATIVE PROGRAM (TA) PROJECT EVALUATION FORM

GENERAL EVALUATION - 50 POINTS

Project Name: \_\_\_\_\_

Project Sponsor: \_\_\_\_\_

Proposed State Fiscal Year: \_\_\_\_\_

Date Scored: \_\_\_\_\_

Number of Existing Users \_\_\_\_\_ (used if tie breaker needed)

1. Is the project included in an adopted local transportation or community plan?	<input type="checkbox"/> Yes (5 points) <input type="checkbox"/> No (0 points)
2. Does the project improve the utilization of an existing transportation system network?	<input type="checkbox"/> Greatly (4 points) <input type="checkbox"/> Moderately (2 points) <input type="checkbox"/> No (0 points)
3. Does the project increase the utilization of an existing transportation system network?	<input type="checkbox"/> Greatly (4 points) <input type="checkbox"/> Moderately (2 points) <input type="checkbox"/> No (0 points)
4. Does the project have a positive impact in an Environmental Justice Area (ex: low income, minority, etc., see maps)?	<input type="checkbox"/> 3+ Groups (4 points) <input type="checkbox"/> 2 Groups (3 points) <input type="checkbox"/> 1 Group (2 points)
5. Will the public be given a chance to provide input regarding the project (commensurate with level of project complexity)?	<input type="checkbox"/> Yes (3 points) <input type="checkbox"/> No (0 points)
6. Has the project sponsor attended ODOT LPA Quarterly Project Meetings in the last calendar year (if first time applicant or sponsor had no projects then 'No Projects' should be selected).	<input type="checkbox"/> Attended All (5 points) <input type="checkbox"/> Missed One (3 points) <input type="checkbox"/> Missed 2 or more (-2 pts) <input type="checkbox"/> No projects (5 points)
7. What percentage of MPO projects has the project sponsor awarded on time over the last three calendar years (if first time applicant or sponsor had no projects then 'No Projects' should be selected)?	<input type="checkbox"/> 67% - 100% (10 points) <input type="checkbox"/> 34% - 66% (5 points) <input type="checkbox"/> 1% - 33% (1 points) <input type="checkbox"/> No projects (10 points)
8. Does the project involve other regional partners (MPO area jurisdictions and/or other governmental agencies)?	<input type="checkbox"/> Yes (5 points) <input type="checkbox"/> No (0 points)
9. What percentage of the costs is project sponsor requesting MPO funding for?	<input type="checkbox"/> 1% - 25% (10 points) <input type="checkbox"/> 26% - 50% (7 points) <input type="checkbox"/> 51% - 70% (4 points) <input type="checkbox"/> 71% - 79% (1 point)
TOTAL (50 Possible Points)	

\*This form (general evaluation) to be used on all submitted TA projects. Depending on project type, select one of the three following forms to continue scoring out the project. The overall combined total points possible = 100.

TRANSPORTATION ALTERNATIVE PROGRAM (TA) PROJECT EVALUATION FORM

BICYCLE AND PEDESTRIAN AND OTHER NON-DRIVERS - 50 POINTS

Project Name:\_\_\_\_\_

Project Sponsor:\_\_\_\_\_

Proposed State Fiscal Year:\_\_\_\_\_

Date Scored:\_\_\_\_\_

1. Does the project connect to any existing or planned bicycle or pedestrian paths?	<input type="checkbox"/> Yes (10 points) <input type="checkbox"/> No (0 points)
2. Does the project connect to any logical termini?	<input type="checkbox"/> Yes (10 points) <input type="checkbox"/> No (0 points)
3. Does the project serve any transportation generators (schools, hospitals, other major community facilities)?	<input type="checkbox"/> More than 5 (10 points) <input type="checkbox"/> One to Five (5 points) <input type="checkbox"/> None (0 points)
4. How much of an increase in public use is anticipated to be generated by this project?	<input type="checkbox"/> Major (5 points) <input type="checkbox"/> Minor (3 points) <input type="checkbox"/> No Increase (0 points)
5. Does the project address an existing safety issue for bicyclists and/or pedestrians (as documented in application)?	<input type="checkbox"/> Yes (5 points) <input type="checkbox"/> No (0 points)
6. Does the project meet a 'transportation' need (benefits other than recreational)?	<input type="checkbox"/> Yes (5 points) <input type="checkbox"/> No (0 points)
7. Is a maintenance plan identified for the project?	<input type="checkbox"/> Yes (5 points) <input type="checkbox"/> No (0 points)
TOTAL (50 Possible Points)	

\*This form to be used only for bicycle/pedestrian/non-driver projects (ex. on road or off-road infrastructure, lighting, ADA compliance, traffic calming techniques)

TRANSPORTATION ALTERNATIVE PROGRAM (TA) PROJECT EVALUATION FORM  
COMMUNITY IMPROVEMENT ACTIVITIES - 50 POINTS

Project Name: \_\_\_\_\_

Project Sponsor: \_\_\_\_\_

Proposed State Fiscal Year: \_\_\_\_\_

Date Scored: \_\_\_\_\_

1. What is the project's significance to specific persons or events that have contributed to the area's transportation history?	<input type="checkbox"/> Major (10 points) <input type="checkbox"/> Minor (5 points) <input type="checkbox"/> None (0 points)
2. To what degree is there a threat to the environment or site if the project is not funded?	<input type="checkbox"/> Major (10 points) <input type="checkbox"/> Minor (5 points) <input type="checkbox"/> None (0 points)
3. How much of an increase in negative public exposure to the environment or site is anticipated to occur as a result of this project?	<input type="checkbox"/> Major (0 points) <input type="checkbox"/> Minor (5 points) <input type="checkbox"/> No Increase (10 points)
4. The site is one of only few examples of once common structure/site in Ohio.	<input type="checkbox"/> Yes (5 points) <input type="checkbox"/> No (0 points)
5. The project provides safe accommodation for visitors to site.	<input type="checkbox"/> Yes (5 points) <input type="checkbox"/> No (0 points)
6. Does the project meet a 'transportation' need (benefits other than recreational)?	<input type="checkbox"/> Yes (5 points) <input type="checkbox"/> No (0 points)
7. Is a maintenance plan identified for the project?	<input type="checkbox"/> Yes (5 points) <input type="checkbox"/> No (0 points)
TOTAL (50 Possible Points)	

\*This form to be used only for community improvement projects (ex. vegetation management, historic transportation facility improvements, inventory/control/removal of outdoor advertising)

# TRANSPORTATION ALTERNATIVE PROGRAM (TA) PROJECT EVALUATION FORM

## SCENIC AND ENVIRONMENTAL - 50 POINTS

Project Name: \_\_\_\_\_

Project Sponsor: \_\_\_\_\_

Proposed State Fiscal Year: \_\_\_\_\_

Date Scored: \_\_\_\_\_

1. How much impact does the project have on environmental protection or presentation?	<input type="checkbox"/> Major (10 points) <input type="checkbox"/> Minor (5 points) <input type="checkbox"/> None (0 points)
2. How great is the threat to the environment or site if the project is not funded?	<input type="checkbox"/> Major (10 points) <input type="checkbox"/> Minor (5 points) <input type="checkbox"/> None (0 points)
3. How much of an increase of public exposure to environment or site is anticipated as a result of the project?	<input type="checkbox"/> Major (0 points) <input type="checkbox"/> Minor (5 points) <input type="checkbox"/> No Increase (10 points)
4. The project is unique to the area's identity.	<input type="checkbox"/> Yes (5 points) <input type="checkbox"/> No (5 points)
5. The project removes visual blight or substantially enhances the visual environment (context sensitive design).	<input type="checkbox"/> Yes (5 points) <input type="checkbox"/> No (0 points)
6. Does the project meet a 'transportation' need (benefits other than recreational)?	<input type="checkbox"/> Yes (5 points) <input type="checkbox"/> No (0 points)
7. Is a maintenance plan identified for the project?	<input type="checkbox"/> Yes (5 points) <input type="checkbox"/> No (0 points)
TOTAL (50 Possible Points)	

\*This form to be used only for scenic/environmental projects (ex. Reduce vehicle-caused wildlife mortality, environmental mitigation activities to address storm water management/water pollution related to road construction and road run-off, construction of turnout/overlook/viewing area)

**APPENDIX D**  
**ERPC MPO**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**PUBLIC REVIEW OF THE**  
**TIP FY2024-2027**

## TRANSPORTATION IMPROVEMENT PROGRAM FY2024-2027

### PUBLIC REVIEW OF THE FY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

ERPC remains committed to public participation in all aspects of its planning work and encourages input on its documents, plans, and programs. As such, public involvement activities were an integral part of the SFY 2024—2027 TIP development process. Page 10 of the text provides a brief summary of the activities employed for the TIP while this Appendix section strives to provide more detail into the public meetings and comments received while conducting the public involvement process of TIP development.

ERPC held an in-person open house to allow citizens the opportunity to comment on the Draft TIP/STIP. The in-person meeting for the Draft of MPO TIP/STIP was held March 27, 2023 from 9:00 a.m. until 4:00 p.m. at the Erie County Services Building (2900 Columbus Ave., located in the 3rd floor conference room, Sandusky, Ohio). Copies of the draft TIP, as well as projects and appendices were made available for attendees, along with virtual visual aids including interactive projects maps and presentations.

The Draft TIP was also posted to ERPC's website for public review and ERPC ensures a timely response to all comments received. The Draft TIP included a map of FY 2024-2027 TIP highway and transportation alternative improvements along with Ozone and PM2.5 Conformity Analyses for Transportation Plans, Programs, and projects in the Cleveland-Akron-Lorain, Ohio Metropolitan Area Executive Summary.

ERPC's public review period was from March 10, 2023 to April 10, 2023. During this review period, copies of the document were made available at the ERPC office in Sandusky and posted to the MPO's website for public review and comment. Also, consultation with other state and local agencies was completed to ensure those agencies had opportunity to review and provide input on the SFY 2024-2027 TIP.

All comments received from the public involvement activities are included in this Appendix and incorporated into the final TIP document. Comments from the Ohio Division of the Federal Highway Administration, Ohio Department of Transportation's Offices of Systems Planning and Program Management and Office of Transit are also included in this Appendix and incorporated into the final TIP document.

## **Interagency Consultation**

Below is a list of agencies consulted for comment on ERPC MPO SFY 2024-2027 TIP:

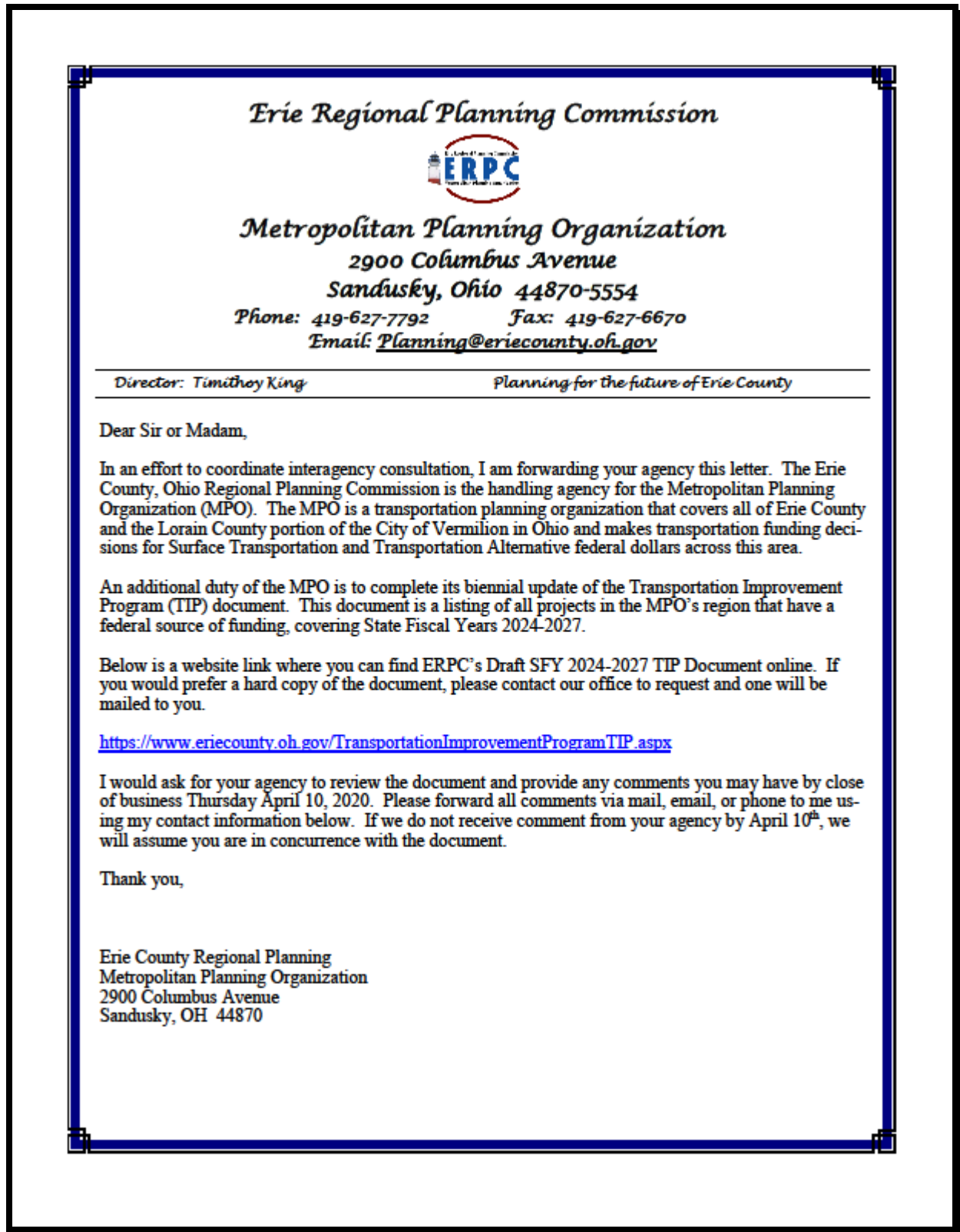
(Table 1)

Organization Name	Address	City	State	Postal Code
USACE- Buffalo District	1776 Niagra Street	Buffalo	NY	14207
US Fish & Wildlife Service	4625 Morse Road, Suite 104	Columbus	OH	43230-8355
US National Park Service	Midwest Regional Office 601 Riverfront Drive	Omaha	NE	68102
US Coast Guard- 9th District	Commander 9th Coast Guard District 1240 E. Ninth Street	Cleveland	OH	44199-2060
Ohio EPA - Northwest District Office	347 North Dunbridge Road	Bowling Green	OH	43402
Ohio EPA- Surface Water	OEPA, Lazarus Government Center P.O. Box 1049	Columbus	OH	43216-1049
ODNR Wildlife	Ohio Dept. of Natural Resources 2045 Morse Rd., Bldg. G.	Columbus	OH	43229
ODNR REALM	Ohio Dept. of Natural Resources 2045 Morse Rd., Bldg. C4.	Columbus	OH	43229
ODNR - Office of Coastal Management	2514 Cleveland Road East	Huron	OH	44839
USEPA- Region 5	Planning and Evaluation Branch 77 West Jackson Street	Chicago	IL	60604
ODOT-OES Lab	1602 West Broad St	Columbus	OH	43223
State Historic Preservation Office	800 E. 17th Ave.	Columbus	OH	43211

No comments were received from the agencies, and are presumed to be in concurrence with the TIP.

The agencies received the following letter (Image 1) requesting comments on ERPC MPO SFY 2024-2027 TIP:

(Image 1)

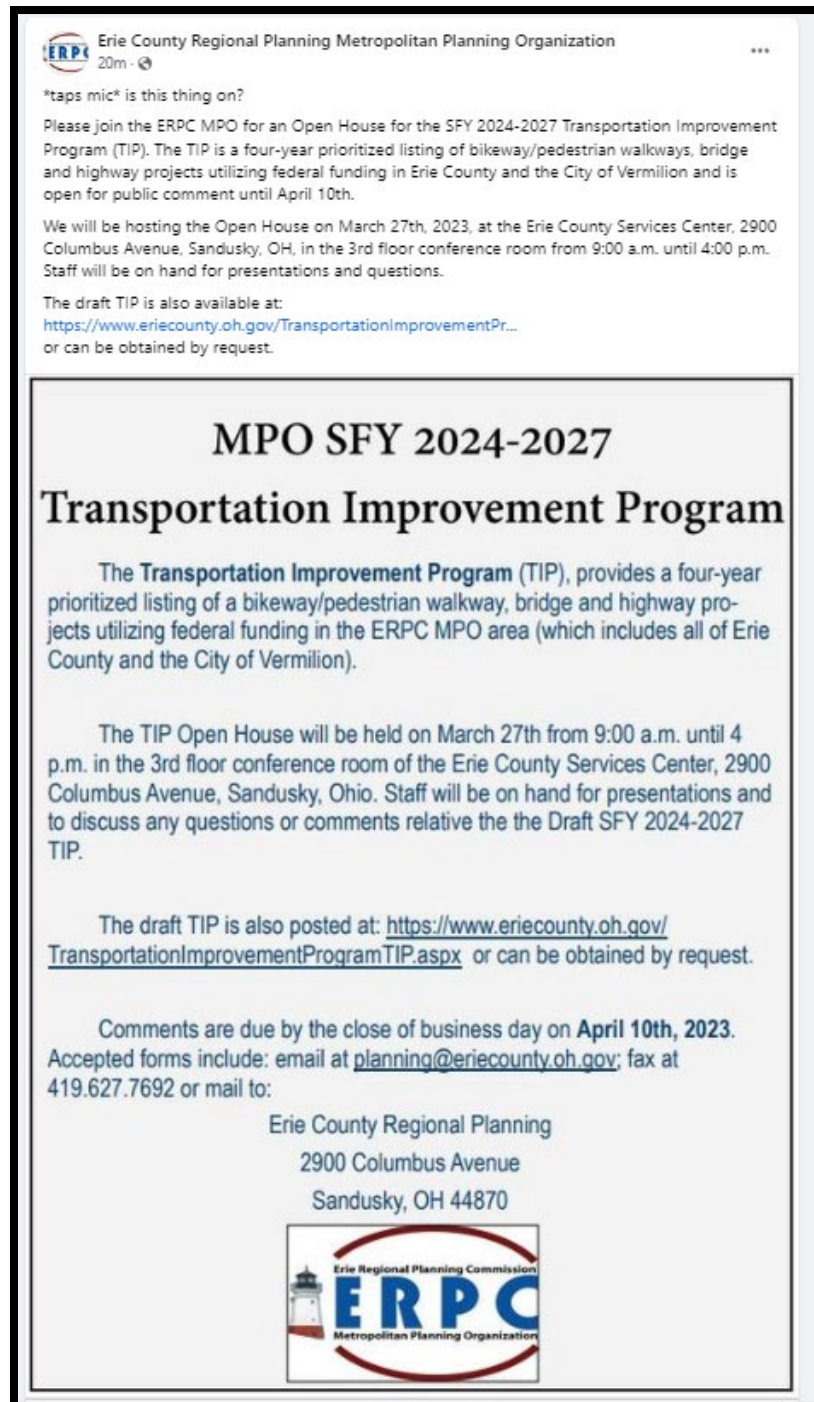




## Public Outreach

The following notice (Image 2) was posted on the ERPC MPO Facebook, as well as physically posted in the Erie County Services building and shared with local stakeholders. Additional Facebook posts were shared to continue to encourage public comment and review before the April 10<sup>th</sup> deadline.

(Image 2)



**Erie County Regional Planning Metropolitan Planning Organization**  
20m · 🌐

\*taps mic\* is this thing on?

Please join the ERPC MPO for an Open House for the SFY 2024-2027 Transportation Improvement Program (TIP). The TIP is a four-year prioritized listing of bikeway/pedestrian walkways, bridge and highway projects utilizing federal funding in Erie County and the City of Vermilion and is open for public comment until April 10th.

We will be hosting the Open House on March 27th, 2023, at the Erie County Services Center, 2900 Columbus Avenue, Sandusky, OH, in the 3rd floor conference room from 9:00 a.m. until 4:00 p.m. Staff will be on hand for presentations and questions.

The draft TIP is also available at:  
<https://www.eriecounty.oh.gov/TransportationImprovementPr...>  
or can be obtained by request.

---

### MPO SFY 2024-2027 Transportation Improvement Program


The **Transportation Improvement Program (TIP)**, provides a four-year prioritized listing of a bikeway/pedestrian walkway, bridge and highway projects utilizing federal funding in the ERPC MPO area (which includes all of Erie County and the City of Vermilion).

The TIP Open House will be held on March 27th from 9:00 a.m. until 4 p.m. in the 3rd floor conference room of the Erie County Services Center, 2900 Columbus Avenue, Sandusky, Ohio. Staff will be on hand for presentations and to discuss any questions or comments relative the the Draft SFY 2024-2027 TIP.

The draft TIP is also posted at: <https://www.eriecounty.oh.gov/TransportationImprovementProgramTIP.aspx> or can be obtained by request.

Comments are due by the close of business day on **April 10th, 2023**.  
Accepted forms include: email at [planning@eriecounty.oh.gov](mailto:planning@eriecounty.oh.gov); fax at 419.627.7692 or mail to:

Erie County Regional Planning  
2900 Columbus Avenue  
Sandusky, OH 44870



Local legal ads were ran in the Sandusky Register on March 10<sup>th</sup>, at the beginning of the public involvement period. Below is the print affidavit detailing the ad at the start of public comment:

(Image 3 next page)

---

**PUBLIC NOTICE ADVERTISING AFFIDAVIT**

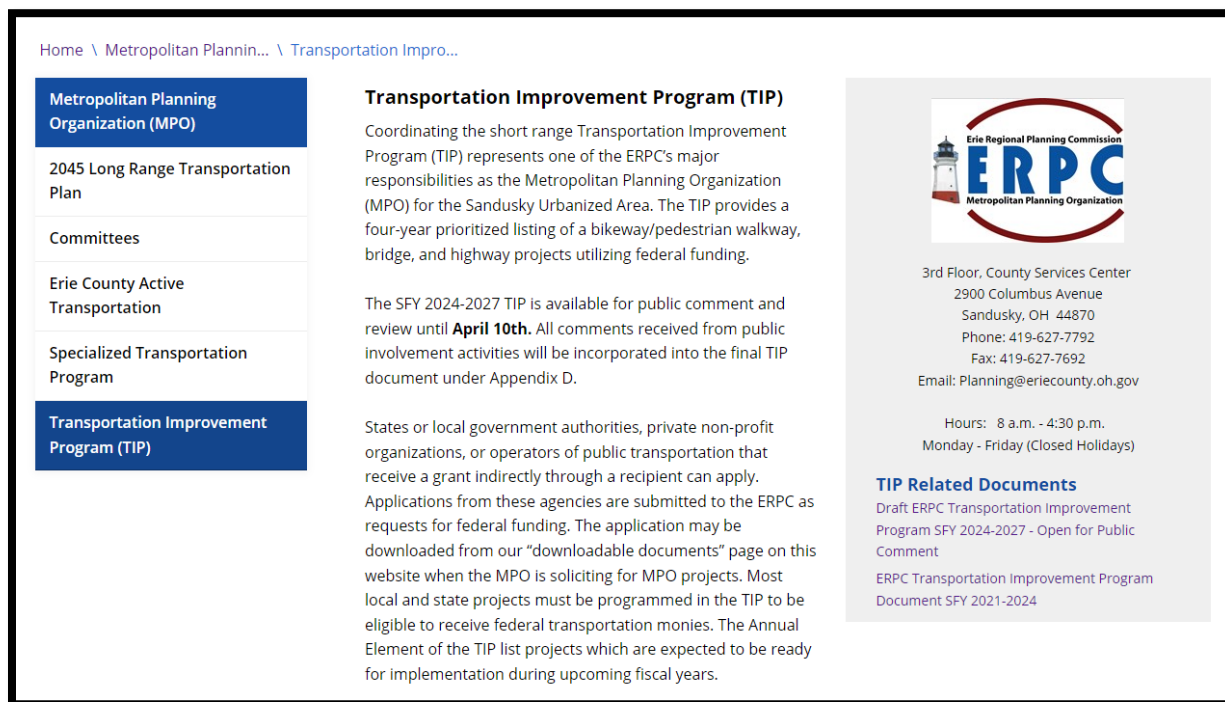
---

**LEGAL NOTICE  
NOTICE OF PUBLIC MEETING  
TO GATHER COMMENTS ON  
THE METROPOLITAN  
PLANNING ORGANIZATION'S  
TRANSPORTATION  
IMPROVEMENT PROGRAM**

The Erie County Regional Planning Metropolitan Planning Organization (ERPC MPO) is holding a public meeting for review and comment on its Draft Transportation Improvement Program (TIP) for State Fiscal Years 2024-2027. The public meeting will be held on March 27, 2023 from 9:00am until 4:00pm in the Erie County Services Center, 2900 Columbus Avenue, located on the third floor in the ERPC Conference Room. The TIP lists those transportation projects located within the MPO's region that utilize federal dollars. The ERPC would like your input on the TIP. Local officials consider public involvement a critical step in developing a transportation improvement program. Staff from ERPC will be on hand at the meeting to provide information and answer questions. Persons attending the event will be invited to submit written comments. The Draft TIP document will also be available for viewing and comment on the ERPC MPO website at <https://www.eriecounty.oh.gov/TransportationImprovementProgramTIP.aspx> or at the Erie County Department of Regional Planning located at 2900 Columbus Avenue, Sandusky 8 AM- 4:30 PM through April 10, 2023. Any comments regarding the Draft TIP should be submitted to the Regional Planning Department via email ([Planning@eriecounty.oh.gov](mailto:Planning@eriecounty.oh.gov)), fax (419.627.7692) or mail (ERPC MPO, 2900 Columbus Avenue, Sandusky, OH 44870) by April 10, 2023. March 10, 2023

Additionally, the TIP and subsequent notices were shared on the ERPC MPO website, shown in Image 4:

(Image 4)



The following e-mail included ERPC MPO Policy and TAC committee members, as well as area stakeholders, for notice of the TIP Open House and Draft TIP document open for comment (Image 6):

(Image 6)

**From:** Kevin Cannon  
**To:** "aklein@ci.sandusky.oh.us"; "smurray@ci.sandusky.oh.us"; "Abbey Bernik"; "Adam Greenslade"; "Amy Bowman - Moore"; "sangleb@perkinstownship.com"; "aklein@ci.sandusky.oh.us"; "chowart@bramhall-engineering.com"; "Dave Foster"; "Emily Galloway"; "Eric Dodrill"; "Erik Engle"; "ghoyles@perkinstownship.com"; "James Stacey"; "jcullen@cityofsandusky.com"; "jimforthofer@vermillion.net"; "John Orzech"; "John Ruffo"; "Josh Snyder"; "Matt Lasko"; "Matt Old"; "Matt Rogers"; "Megan Stookey"; "Monty Tapp"; "Nick Katsanos"; "Pat Sheridan"; "Paul Sigsworth"; "rbrady@ci.sandusky.oh.us"; "Robert England"; "scott.ockunzi@dot.ohio.gov"; "Stephen Shoffner"; "stuart.hamilton@huronohio.us"; "scoleman@perkinstownship.com"; "Tim King"; "tony.valerius@vermillion.net"; "Zachary Rospert"; "joraster@glcpa.org"  
**Subject:** ERPC MPO Draft Tip - Public Review  
**Date:** Friday, March 10, 2023 4:25:19 PM  
**Attachments:** [TIP Outreach 2024 2027.pdf](#)

Good Afternoon MPO TAC & Policy Committee Members,

The ERPC MPO is now accepting public comments for the Draft SFY 2024-2027 Transportation Improvement Program (TIP), which is available on the ERPC website at the web address below.

Please see the attached flyer for more information on the TIP open house on March 27<sup>th</sup>. We will be hosting the open house in the 3<sup>rd</sup> floor conference room of the Erie County Services Center building.

[Transportation Improvement Program \(TIP\) \(oh.gov\)](#)

Please let me know if you have any questions and/or comments, and enjoy your weekend.

Thank you,

Kevin Cannon  
Sr. Transportation Planning Engineer  
Erie County Regional Planning  
2900 Columbus Avenue, Sandusky, OH 44870  
[KCannon@eriecounty.oh.gov](mailto:KCannon@eriecounty.oh.gov)  
(419) 627-7652

## **Resolutions of Comments received**

The following pages details comments received from additional agencies including the following.

- Federal Highway Administration
- Federal Transit Administration
- Ohio Department of Transportation
- Perkins Township

The comments were resolved in the TIP, and the agencies were notified of resolutions to the as requested.

---

### **SFY 24-27 (ERPC) TIP Review - USDOT Comments**

FHWA Planner: *Andy Johns*

FTA Planner: *Deidre Wesley*

USDOT requests documentation of resolution of comments (if needed). Please return resolution of comments to FHWA and FTA planner prior to public involvement per 2024-2027 STIP timeline.

### **Overall/General Comments**

#### **Specific Comments**

- *Page 10, reference to the completion of a meeting that has not taken place yet.*
    - *Resolution: Specified language regarding the meeting date and time*
  - *There does not appear to be a Environmental Justice analysis for the 2024-2027 TIP. Please ensure this is included prior to public involvement per the 2024-2027 STIP timeline.*
    - *Resolution: Added the updated SFY 2023 Environmental Justice with the SFY 2024-2027 STIP projects*
- 

### **Comments on ERPC Draft TIP**

#### **ODOT Office of Statewide Planning & Research**

- p. 18: After MPO adoption of targets, it was discovered that FHWA requires 2-year targets for all measures. Like other measures, ODOT set 2-year targets equal to 4-year targets. Please update the 2-year target for the following measure:

Percent of person-miles traveled on the Non-Interstate NHS that are reliable: > 80% of system
- p. 20: The following paragraph should be revised as shown, if it is accurate.

The ERPC MPO Policy Board met on September 27, 2018, and approved supporting the state targets. ODOT updated its Transit Asset Management plan in September 2022, which included the performance targets above. ERPC had the opportunity to review and comment on the updated TAM plan prior to their approval. To aid the state in meeting the established targets, ERPC will continue to plan, program, and fund projects that have a positive impact in achieving determined targets.
- pp. 31-37: Advise including a key for abbreviations in the project listings. The TIP template has this one:

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	Total cost of all project phases in current dollars.
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

- **pp. 31-35: The highway project listing appears to be missing many projects in the ODOT data. Please be sure to capture, at minimum, all of the “Individual” projects. The STIP Type (Group/Individual) column specifies whether a project is Individual or Group.**
- pp. 31-35: If you choose to include Grouped projects in the listing, we advise identifying which projects are Grouped. This could be by including the STIP Type (Group/Individual) column or placing Grouped projects in a separate table labeled as Grouped projects.
- pp. 36-37: Advise using a larger font size on the transit project listing if possible. Removing/hiding the Grantee Primary MPO and STIP SLI Group column may help.
- p. 40 & p. 42: The two tables on these pages are reporting the same information, but there are discrepancies in the amounts. The biggest discrepancy is in the STBG 2026 Estimate (in ODOT’s table) and Funds Programmed (in ERPC’s table). **We recommend coordinating with District 3 to reconcile the Ellis funding data with ERPC’s commitments of MPO program funds (STBG, TA, and CRP) by March 3.** The draft TIP for public involvement should only have one version of this table.
- p. 43 & p. 46: The same table is repeated on both pages. The draft TIP for public involvement should only have one of these.
- **pp. 159-179: The draft TIP for public involvement needs to show the EJ analysis of the draft 2024-2027 TIP.**

**p. 193: The draft TIP for public involvement needs to include documentation of interagency consultation (IAC) that has occurred.** Attached to the email transmitting these comments are the minutes of an IAC call from NOACA’s draft TIP. If you need a clean copy for the ERPC TIP, contact Ed May at NOACA: [emay@mpo.noaca.org](mailto:emay@mpo.noaca.org).





# Perkins Township Board of Trustees

---

Timothy Coleman, Jeffrey Ferrell, James Lang

---

April 5, 2023

Kevin Cannon  
Transportation Planner  
Erie Regional Planning Commission  
2900 Columbus Avenue  
Sandusky, Ohio 44870

**Re: SFY 2024-2027 MPO Transportation Improvement Program**

Dear Kevin:

This letter is being sent as a follow-up to your “open house” held on March 27<sup>th</sup> on the County’s proposed SFY 2024-2027 Transportation Improvement Program (TIP). The information presented at that “open house” clearly identifies projects being undertaken with either MPO funding assistance or by ODOT in that time-frame. Please be advised that Perkins Township supports the SFY 2024-2027 TIP informationas presented at that “open house.”

It is noted that Perkins Township appreciates the opportunity to attend the March 27<sup>th</sup> “open house” and to discuss in general terms some of the Township’s interest in pursuing road and sidewalk improvement projects during the above-referenced State planning period and beyond. In this regard, the following is noted for your information and consideration:

1. Sidewalk Improvements

- a) The Township has applied for funding under the State’s Safe Routes to School program related to the construction of sidewalks along the west side of Columbus Avenue from West Strub Road to Bogart Road. That proposed project would serve to provide a safe pedestrian/ bicycle route on this arterial road with a posted speed limit of 45 mph. This project would also provide such a connection between various neighborhoods including Lincolnshire, Leisure Estates and Southgate Acres on the west side of Columbus Avenue as well as to Briar school and various public parks in those neighborhoods. In addition, this sidewalk would also provide a connection to the Columbus Park neighborhood on the east side of Columbus Avenue.

- b) Plans are being developed for the extension of sidewalks along East Perkins Avenue to connect with the recently completed sidewalk system at the intersection of East Perkins Avenue and East Strub Road with the City of Sandusky's future sidewalk construction on the north side of East Perkins Avenue to Milan Road/ U.S. Route 250. That proposed project would provide a connection to Meadowlawn school from Pioneer Trail and Foxborough Commons as well as to the sidewalk system on Milan Road.
- c) Plans are underway for the construction of a sidewalk on the west side of Columbus Avenue from King Avenue to Bell Avenue. Those plans also include the construction of a sidewalk on Bell Avenue from Columbus Avenue to Strickfaden Park. That sidewalk will serve to connect the Searsville neighborhood with that park. A sidewalk on Bell Avenue will also provide a connection to the trail system within Strickfaden Park which then connects to the Stonewood Estates subdivisions to the south.
- d) Planning is under consideration for a sidewalk/ trail system to connect East Perkins Avenue and Mall Boulevard with Pelton Park and the Sandusky Mall complex.
- e) Planning is also under consideration for sidewalk/ bicycle trail along Hull Road from Sandusky Mall to Galloway Road in the Township with an eventual connection to Osborne Park in Huron Township.
- f) The current sidewalk system on both sides of Milan Road/ U.S. Route 250 in the Township extends from Bogart Road to East Perkins Avenue. ODOT should be encouraged to consider the extension of that sidewalk to the south along the east side of that road to the Kalahari Resort/ Convention Center as pedestrians currently use the road berm for access to that property.
- g) In the interest of pedestrian safety, the Township encourages the County to consider the design and installation of crosswalks on County roads including:
  - (1) on West Strub Road from the Windamere neighborhood to Perkins High School and Furry school on the north side of that road;
  - (2) on Columbus Avenue at that road's intersection with Marshall Avenue to provide a connection from the residential neighborhoods on the west side of Columbus Avenue to the current sidewalk on the east side of Columbus Avenue;
  - (3) as an alternative to (2) above, on Columbus Avenue at that road's intersection with Stonyridge Drive from residential neighborhoods on the west side of Columbus Avenue to the sidewalk on the east side of that road; and
  - (4) on East Perkins Avenue to accommodate safe pedestrian crossings at the intersections of that road with Pioneer Trail and Remington Avenue at a minimum.

## 2. Road Projects

- (a) The future construction of a new road between Hayes Avenue/ State Route 4 and Campbell Street. That proposed road could possibly connect with Campbell Street in the general vicinity of that road's intersection with Stoneway Drive West or Marshall Avenue. Such a road would provide access to a very large area of potentially developable land. It would also

provide an additional east-west road connection in the Township, and the need for which has been identified in the Comprehensive Plan.

- (b) The extension of Baywinds Drive to Sam's Club Way. That proposed road extension would open up a large area of commercially-zoned and serviced land for development. Such a road would also provide an important third public road connection from the west side of Milan Road/ U.S. Route 250 into the overall Crossroads commercial district. That very large commercial area is currently accessible through Crossings Road and Fun Drive with both of those roads being heavily used. Preliminary engineering plans have already been prepared for that road extension/ connection.
- (c) The future construction of a road from the east side of Columbus Avenue (and to the north of the Columbus Park neighborhood) to connect with Crossings Road. Such a new road would enable future access to vacant and developable property to the north of commercial uses on Crossings Road. That new road would also provide another very important east-west connection between Columbus Avenue and Milan Road/ U.S. Route 250, and as identified in the Comprehensive Plan.

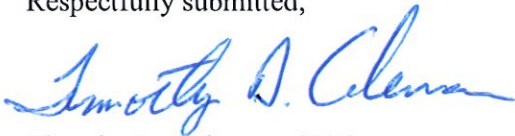
Lastly, it is noted that all of the above projects are, of course, in addition to the Township's annual road improvement program, and sidewalk repair and replacement program.

Perkins Township looks forward to working with you and the MPO in considered transportation planning matters.

Should you have any questions or require any additional information concerning the various sidewalk and road projects now under planning and engineering consideration by the Township, please do not hesitate to contact us.

Thank you.

Respectfully submitted,



Timothy D. Coleman, CPM  
Vice Chair, Board of Trustees

cc: J. Ferrell, Chair, Board of Trustees  
L. Lang, Trustee  
G. Boyle, AICP, Township Administrator  
A. Byington, Community Development Director  
B. Link, Public Works Director



**From:** [Kevin Cannon](#)  
**To:** ["tcoleman@perkiinstownship.com"](#)  
**Cc:** ["jferrell@perkiinstownship.com"](#); ["jlang@perkiinstownship.com"](#); ["gboyle@perkiinstownship.com"](#); ["angleb@perkiinstownship.com"](#); [Brad Link](#)  
**Subject:** Re: SFY 2024-2027 MPO Transportation Improvement Program  
**Date:** Tuesday, April 11, 2023 12:17:02 PM

---

Good Afternoon Mr. Coleman,

I appreciate Perkins Township and Mr. Gary Boyle coming out to the Open House to review the SFY 2024-2027 Transportation Improvement Program, and thank you for your letter on the ongoing planning in the township. The MPO will continue to assist the township in project programming, including with implementation of your Safe Routes to School Travel Plan and instillation of sidewalks along Campbell Street with PID #118478.

These future plans will be in consideration over the course of SFY 2024-2027 TIP as we look to program out STBG and TA funds. I look forward to our continued work together in the transportation planning process.

Thank you,

Kevin Cannon  
Transportation Planner  
Erie County Regional Planning  
2900 Columbus Avenue, Sandusky, OH 44870  
[KCannon@eriecounty.oh.gov](mailto:KCannon@eriecounty.oh.gov)  
(419) 627-7652

**APPENDIX E**

**ERPC MPO**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**AIR QUALITY CONFORMITY ANALYSIS**

**&**

**RESOLUTION APPROVING THE**

**SFY2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**

## **Executive Summary**

### **Ozone and PM<sub>2.5</sub> Conformity Analyses for Transportation Plans, Programs, and Projects in the Cleveland-Akron-Lorain, Ohio Metropolitan Area**

**Akron Metropolitan Area Transportation Study (AMATS)  
Northeast Ohio Areawide Coordinating Agency (NOACA)  
City of Vermilion, Lorain County portion**

#### **What is required?**

Nonattainment areas, through a process called transportation conformity, are required to demonstrate that emissions resulting from planned transportation system improvements will not exceed an area's emissions budgets. The U.S. Department of Transportation (U.S. DOT) issues nonattainment areas formal transportation conformity determinations following a quantitative analysis demonstrating that emissions from vehicles traveling on the planned transportation system are less than the area's emissions budget (or other emission target in the absence of an approved budget). Transportation conformity determinations ensure that the transportation sector is contributing to an area's progress toward meeting national air quality standards.

The Metropolitan Planning Organizations (MPOs) and the Ohio Department of Transportation (ODOT) must reestablish conformity for the 2006 and 2012 fine particulate matter (PM<sub>2.5</sub>) standards and for the 2008 and 2015 8-Hour ozone standard as a result of the adoption of the State Fiscal Year (SFY) 2024-2027 Transportation Improvement Program (TIP). Because conformity is determined on a nonattainment area, rather than a sub area basis, each of the area's planning partners must approve a new conformity finding for the area based on these updates. The analysis for each standard covers the pertinent portions of the counties of Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage and Summit. The current analyses reflect a comparison of projected transportation emissions against the approved budgets for each standard.

#### **Why are these tests required?**

These tests are required because all areas with a current or former designation of nonattainment must maintain conformity findings for the designated pollutants. The tests ensure that transportation planning efforts are not hindering efforts to bring the area into attainment of the standards or maintain attainment of the standards.

#### **What tests are being conducted?**

The first test is a comparison of projected emissions against the draft budgets for ozone precursors (volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>)). The second test is a comparison of projected emissions with draft budgets for PM<sub>2.5</sub> and NO<sub>x</sub>. For all tests,

projected emission levels beneath the respective budgets is considered conformance with the goals of the Clean Air Act.

### What are the results of the tests?

The results of the tests, as displayed in the following Tables, are that the area's existing plans, programs, and projects meet the conformity requirements.

### Conformity Analysis Summary

#### 8-Hour Ozone

Attainment status: 2015 8-Hour Ozone standard – marginal nonattainment area (Federal Register / Vol. 83, No. 107 / Monday, June 4, 2018)

SIP Status: Federal Register /Vol. 82, No. 4 /Friday, January 6, 2017 – direct final rule adequacy finding for Motor Vehicle Emission Simulator (MOVES) based 2008 ozone standard MVEB  
No submittals required under 2008 8-Hour ozone standard until approved budgets are received. The budgets found adequate for 2008 standard will satisfy the 2015 tests, per U.S. EPA.

8-Hour Geography: Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, Summit Counties, OH

Conformity Tests: 2008 Standard 8-Hour budget tests

Analysis Years: 2024 Attainment and 1<sup>st</sup> Analysis year  
2030 Interim and SIP Budget year  
2040 Interim year  
2045 AMATS/ERPC Plan horizon year  
2050 NOACA Plan horizon year

8-Hour Ozone Test	2024 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions	2045 Emissions	2050 Emissions
<b>AMATS</b>	tons / day					
VOC	5.43		3.70	2.90	2.89	2.82
NOx	7.59		5.47	4.52	4.49	4.54
<b>NOACA</b>	tons / day					
VOC	14.35		9.62	7.26	7.04	6.72
NOx	21.00		14.07	10.50	10.31	10.20
<b>Totals</b>	tons / day					
VOC	19.78	30.80	13.32	10.16	9.92	9.54
NOx	28.59	43.82	19.55	15.02	14.80	14.75

**8-Hour Ozone**

Attainment status: 2008 8-Hour Ozone standard – maintenance area (Federal Register / Vol. 82, No. 4 /Friday, January 6, 2017)  
1997 8-Hour Ozone Standard - maintenance area (Federal Register Notice Final Rule Tuesday, September 15, 2009)

SIP Status: Federal Register /Vol. 78, No. 53 /Tuesday, March 19, 2013 – direct final rule adequacy finding for MOVES based 1997 Ozone standard MVEB  
No submittals required under 2008 8-Hour Ozone standard until approved budgets are received. The budgets found adequate for the 1997 standard will satisfy both 1997 and 2008 tests, per U.S. EPA.

8-Hour Geography: Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, Summit Counties, OH

Conformity Tests: 1997 Standard 8-Hour budget tests

Analysis Years: 2024 1<sup>st</sup> Analysis year  
2030 Interim and SIP Budget year  
2040 Interim year  
2045 AMATS/ERPC Plan horizon year  
2050 NOACA Plan horizon year

<b>8-Hour Ozone Test</b>	2024 Emissions	2030 8-Hour Budget	2030 Emissions	2040 Emissions	2045 Emissions	2050 Emissions
<b>AMATS</b>	tons / day					
VOC	5.43		3.70	2.90	2.89	2.82
NOx	7.59		5.47	4.52	4.49	4.54
<b>NOACA</b>	tons / day					
VOC	14.35		9.62	7.26	7.04	6.72
NOx	21.00		14.07	10.50	10.31	10.20
<b>Ashtabula County</b>	tons / day					
VOC	0.74		0.50	0.65	0.40	0.40
NOx	1.06		0.75	0.61	0.60	0.62
<b>Totals</b>	tons / day					
VOC	20.52	30.80	13.82	10.82	10.32	9.93
NOx	29.66	43.82	20.30	15.63	15.40	15.36

**PM<sub>2.5</sub> 2006 Standard**

Attainment/ 2006 Annual PM<sub>2.5</sub> Standard – maintenance area (Federal Register / Vol. 78, No. 144 / Friday, July 26, 2013)

SIP Status: Cleveland area to attainment for 1997 and 2006 PM<sub>2.5</sub> Standards – FR notice included an adequacy finding for the MOVES based MVEBs

Geography: Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, Summit Counties, OH, and Ashtabula Township (Ashtabula County, OH)

Conformity Tests: Budget tests

Analysis Years: 2024 1<sup>st</sup> Analysis year  
2030 Interim year  
2040 Interim year  
2045 AMATS/ERPC Plan horizon year  
2050 NOACA Plan horizon year

PM <sub>2.5</sub> Test	2022 Budget	2024 Emissions	2030 Emissions	2040 Emissions	2045 Emissions	2050 Emissions
<b>AMATS</b>	tons/year					
Direct PM		101.87	93.55	88.22	88.91	90.37
NOx		2,843.68	2,112.69	1,774.81	1,767.04	1,791.53
<b>NOACA</b>	tons/year					
Direct PM		254.08	215.39	187.25	186.66	185.42
NOx		7,098.56	4,756.64	3,547.51	3,484.84	3,447.75
<b>Ashtabula Twp</b>	tons/year					
Direct PM		1.75	1.68	1.61	1.61	1.64
NOx		42.92	33.51	29.60	29.75	30.04
<b>Totals</b>	tons/year					
Direct PM	880.89	357.70	310.62	277.07	277.18	277.44
NOx	17,263.65	9,985.16	6,902.84	5,351.92	5,281.62	5,269.32

**PM<sub>2.5</sub> 2012 Standard**

Attainment status: 2012 Annual PM<sub>2.5</sub> Standard – maintenance area (80 FR 2205 / January 14, 2015)

SIP Status: Federal Register /Vol. 83, No. 246 /Wednesday, December 26, 2018 – approval of SIP and finding in support of MOVES based 2012 standard PM<sub>2.5</sub> MVEB

Geography: Cuyahoga and Lorain County, OH

Conformity Tests: 2012 SIP Maintenance Plan tests

Analysis Years: 2024 1<sup>st</sup> Analysis year  
2030 Budget year  
2040 Interim year  
2045 AMATS/ERPC Plan horizon year  
2050 NOACA Plan horizon year

<b>PM<sub>2.5</sub> Test</b>	<b>2022 Budget</b>	<b>2024 Emissions</b>	<b>2030 Budget</b>	<b>2030 Emissions</b>	<b>2040 Emissions</b>	<b>2045 Emissions</b>	<b>2050 Emissions</b>
	tons/year						
Direct PM <sub>2.5</sub>	406.79	187.43	270.57	158.61	137.35	136.60	135.38
NOx	9,432.04	5,164.43	4,907.54	3,463.09	2,580.85	2,530.02	2,497.46

For additional detail on these topics, visit the following U.S. EPA websites:

<http://www.epa.gov/air/ozonepollution/> (general ozone information)

<http://www.epa.gov/ttn/naaqs/ozone/ozonetech/> (technical ozone information)

<http://www.epa.gov/air/particlepollution/fastfacts.html> (fast facts on particulate matter)

<http://www.epa.gov/air/particlepollution/basic.html> (general particulate matter information)

[http://www.epa.gov/ttn/naaqs/standards/pm/s\\_pm\\_index.html](http://www.epa.gov/ttn/naaqs/standards/pm/s_pm_index.html) (technical particulate matter information)

**AGREEMENT OF COORDINATION BETWEEN THE  
NORTHEAST OHIO AREAWIDE COORDINATING AGENCY (NOACA)  
AND  
ERIE REGIONAL PLANNING COMMISSION METROPOLITAN PLANNING ORGANIZATION (ERPC  
MPO)**

This Agreement is for the purpose of identifying areas of metropolitan planning cooperation and coordination between the Northeast Ohio Areawide Coordinating Agency (NOACA) and the Erie Regional Planning Commission Metropolitan Planning Organization (ERPC MPO). This agreement shall be in effect for three years following the final signature date or until superseded, whichever is sooner.

**Northeast Ohio Areawide Coordinating Agency (NOACA)**

NOACA is designated as a Metropolitan Planning Organization (MPO) by the State of Ohio. Acting through the Ohio Department of Transportation (ODOT), NOACA is charged with maintaining a comprehensive, cooperative and continuing transportation planning process within the geographic limits of Cuyahoga, Geauga, Lake, Lorain and Medina Counties. NOACA administers this planning process in accordance with the Federal-Aid Highway Act of 1962, as amended, and with the NOACA Regional Transportation Plan, Transportation Improvement Program, and Overall Work Program and Budget.

**Erie Regional Planning Commission Metropolitan Planning Organization (ERPC MPO)**

ERPC MPO is designated as a Metropolitan Planning Organization (MPO) by the State of Ohio. Acting through the Ohio Department of Transportation (ODOT), ERPC MPO is charged with maintaining a comprehensive, cooperative, and continuing transportation planning process within the geographic limits of Erie County and a portion of Lorain County. ERPC MPO administers this planning process in accordance with the Federal-Aid Highway Act of 1962, as amended, and with the ERPC MPO Regional Transportation Plan, Transportation Improvement Program, and Overall Work Program and Budget.

The objective of this Agreement is to continue the cooperative effort of both agencies in producing regional transportation plans and maintaining transportation planning processes that meet the transportation needs of their respective areas and the requirements of the Fixing America's Surface Transportation (FAST) Act, the Clean Air Act Amendments of 1990 (CAAA), as may be amended, and other applicable laws and regulations.

**Agreement:**

1. To coordinate their efforts so that a comprehensive, cooperative and continuing regional transportation planning process is achieved. Such coordination shall include:
  - a) Continuing to make available to each agency, as requested, all technical data resulting from their respective work programs as requested. Further, each agency shall notify the other as significant new data are produced.
  - b) Continuing to copy the Executive Director of ERPC MPO on NOACA meeting materials sent to the NOACA Board of Directors, and to copy the Executive Director of NOACA on ERPC MPO meeting materials sent to the ERPC MPO Policy Committee.



NOACA – ERPC MPO Memorandum of Understanding

- c) Following the interagency consultation process in conjunction with ODOT and the Ohio Environmental Protection Agency (OEPA) with regard to National Ambient Air Quality Standards (NAAQS), as needed.
  - d) Continuing to cooperate and coordinate planning efforts with regard to traffic forecasts, corridor studies and major projects that are near or that cross MPO boundaries.
  - e) Cooperate in the development of long-range transportation plans and Transportation Improvement Programs as may be required by Federal Highway Administration rules and guidance.
  - f) Coordinate in the development and achievement of federal transportation performance measures and targets, as applicable.
2. That this cooperative working relationship be made a part of the records of each party to this Agreement.

The parties have set their signatures as of the day and year first above noted.

  
Grace Gallucci  
Executive Director  
Northeast Ohio Areawide Coordinating Agency  
(NOACA)

6/27/20  
Date

  
Steve Poggiali  
Planning Director  
Erie Regional Planning Commission Metropolitan  
Planning Organization (ERPC MPO)

6-5-20  
Date

# SFY2024-2027 Transportation Improvement Program (TIP) Air Quality Conformity Interagency Consultation Conference Call Minutes

*Present:* Erie County Regional Planning Commission (ERPC)  
Northeast Ohio Areawide Coordinating Agency (NOACA)  
Federal Highway Administration, Ohio Division (FHWA)  
Ohio Department of Transportation, Statewide Planning (ODOT)  
Ohio Environmental Protection Agency (Ohio EPA)  
United States Environmental Protection Agency (U.S. EPA)

*Logistics:* December 13, 2022, 1:00 p.m., Zoom Virtual Meeting

---

## I. Purpose

A formal interagency consultation (IAC) process is required in each nonattainment and maintenance area to address technical and procedural issues related to air quality planning. The Cleveland, Akron, and Erie County, Ohio metropolitan planning organizations (MPOs) (NOACA, AMATS and ERPC) are updating their SFY2024-2027 TIPs. The TIPs are part of the MPOs' existing long-range transportation plans (LRTPs), for which the horizon years are 2045 (AMATS and ERPC) and 2050 (NOACA).

## II. Discussion

- The IAC call began at 1:00 p.m.
- All parties agreed on the geographic scope of the analysis, which includes the five NOACA counties (Cuyahoga, Geauga, Lake, Lorain, and Medina), the two AMATS counties (Portage and Summit), and Ashtabula County
  - Ashtabula County not included in the nonattainment area for the 2015 ozone National Ambient Air Quality Standard (NAAQS), but it is part of the maintenance area for the 2008 NAAQS
  - All eight counties part of maintenance area for 2006 fine particulate matter (PM<sub>2.5</sub>) NAAQS, but only Cuyahoga and Lorain are part of maintenance area for 2012 PM<sub>2.5</sub> NAAQS
- Parties agreed on the applicable conformity tests and budgets
  - Ohio EPA completed a draft of the Attainment Demonstration for the Cleveland 2015 ozone nonattainment area, but U.S. EPA has not approved it yet
  - Based on U.S. EPA guidance, the MPOs will use the 2008 ozone budgets to analyze both the 2008 and 2015 ozone NAAQS
  - MPOs will use the budgets for the 2006 and 2012 PM<sub>2.5</sub> NAAQS for those analyses
- Parties settled upon the analysis years
  - NOACA recommended the following analysis years for ozone
    - Ozone: 2024 (attainment year for the 2015 NAAQS), 2030 (budget year for 2008 NAAQS), 2040 (interim year), and 2050 (NOACA plan horizon year)
    - NOACA asked if it needed to add 2045, as that is the plan horizon year for AMATS and ERPC; all parties agreed that it should

- Parties agreed to 2024 (attainment year), 2030 (budget year), 2040 (interim year), 2045 (AMATS and ERPC plan horizon year), and 2050 (NOACA plan horizon year)
- NOACA recommended the following analysis years for PM<sub>2.5</sub>
  - 2006 PM<sub>2.5</sub> NAAQS: 2024 (analysis year), 2030 (budget year), 2040 (interim year), 2045 (AMATS and ERPC plan horizon year), and 2050 (NOACA plan horizon year)
  - 2012 PM<sub>2.5</sub> NAAQS: 2022 (analysis year), 2030 (budget year), 2040 (interim year), 2045 (AMATS and ERPC plan horizon year), and 2050 (NOACA plan horizon year)
- All parties agreed that these are the appropriate analysis years
- Parties confirmed the geographic division for the analysis
  - NOACA will complete the conformity analysis for Cuyahoga, Geauga, Lake, Lorain, and Medina Counties
  - ODOT and AMATS would work together to run the analysis for Portage and Summit Counties
  - ODOT will also do the additional analysis for Ashtabula County
  - As for previous conformity analysis, NOACA and AMATS/ODOT will model a single county to create regional emissions factors
    - NOACA will use Lorain County as its proxy
    - ODOT will use Summit County as its proxy for AMATS
  - NOACA confirmed that it will work with ODOT to complete post-processing
  - NOACA added that once post-processing is completed, NOACA will complete the conformity documentation
- U.S. EPA confirmed that MOVES3 is the version of record
  - NOACA noted that U.S. EPA had just released version 3.1
  - MPOs/ODOT will use MOVES3 to complete the emissions modeling
- There was a discussion about the networks for the analysis
  - NOACA stated that it is waiting to finalize three projects for the TIP, and it cannot program the networks until that occurs later in the week
  - AMATS stated that, due to the holiday, it would not be able to code its networks until the first week of 2023
  - ODOT added that it believed AMATS could use the existing network for 2030, as it had previously coded that year
- Once the analysis is complete, NOACA will distribute the conformity documentation to AMATS and ERPC, who will provide for consideration by their Technical Advisory and Policy Committees for approval
- NOACA explained the need for approval from its Board of Directors on March 10, 2023
  - In order to meet this timeline, NOACA needs to get a recommendation for approval from its Planning and Programming Committee on January 27, 2023
- AMATS indicated that its Policy Committee meets on March 23
  - It also meets on January 26, but in order to get the conformity analysis on the agenda for that meeting, it would need to go to the Technical Advisory Committee on January 19
  - This would require having the results to AMATS by January 12
- ERPC indicated that its Policy Committee meets on April 27
- NOACA noted that ODOT scheduled the statewide public involvement period from March 10-April 10

- NOACA inquired as to whether AMATS and ERPC could get approval after this process had begun
  - FHWA explained that the public needs access to the preliminary conformity analysis results when this period begins, the MPOs do not need to have approved them
  - MPOs must approve the conformity determination before ODOT's May 1 deadline to include the TIP in the State Transformation Improvement Program (STIP)
  - FHWA asked if any of the MPOs were also making amendments to their LRTPs
    - NOACA noted that it was planning to amend its LRTP to include a project to widen Interstate 90 in Lorain County
    - FHWA explained that NOACA needs to complete the conformity analysis for both its TIP and amended LRTP, since that project meets the threshold for a capacity addition that triggers conformity
  - NOACA noted that it would complete the conformity documentation and submit it for approval
    - FHWA clarified that NOACA should submit the documentation to ODOT, as it would make the final submission to FHWA
    - Once FHWA received the paperwork from ODOT, it would make a determination, in concurrence with U.S. EPA
  - The IAC call concluded at 1:38 p.m.
- 

Moving forward, the conformity documentation will be provided to the ERPC Policy Committee for consideration on April 27<sup>th</sup>. The preliminary conformity analysis are made available for public access during the statewide public involvement period for consideration and comment.

**RESOLUTION NUMBER 2023-01 OF THE METROPOLITAN PLANNING ORGANIZATION  
POLICY COMMITTEE OF THE ERIE REGIONAL PLANNING COMMISSION**

**A RESOLUTION OF SELF-CERTIFICATION OF THE METROPOLITAN TRANSPORTATION  
PLANNING PROCESS**

**WHEREAS**, the Policy Committee of the Continuing Comprehensive Land-Use and Transportation Program of the Erie County Regional Planning Commission (ERPC) who is designated as the Metropolitan Planning Organization (MPO) for the Sandusky urbanized area by the Governor acting through the Ohio Department of Transportation in cooperation with locally elected officials of Erie County and as evidenced in the Agreement of Cooperation Number 35893 between the Ohio Department Of Transportation, Board of County Commissioners of Erie County, Ohio and the Erie Regional Planning Commission; and

**WHEREAS**, the federal regulations published as 23 CFR 450 require that the metropolitan transportation planning process shall include activities to support the development and implementation of a Regional Transportation Plan and a Transportation Improvement Program and subsequent transportation planning activities to the degree appropriate for the area; and

**WHEREAS**, the federal regulations published as 23 CFR 450 requires ERPC as the MPO for the Sandusky Urbanized area, to annually self certify through its Policy Committee that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with the following applicable requirements.

- a. That the planning process shall be consistent with Sections 8(e) and 3(e) of the Federal Transit Act concerning the involvement of the appropriate public and private transportation providers (49 USC 1607 and 1602 (e));
- b. That the planning process shall be consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 USC 344 and 29 USC 794;
- c. That the planning process shall be consistent with Section 105(f) of the Surface Transportation Assistance Act of 1982 regarding the involvement of minority business enterprises in FHWA and FTA funded projects (Public Law 97-424, Section 105(f) and 49 CFR Part 23);
- d. That the planning process shall be consistent with Section 16 of the Federal Transit Act (49 USC 1612), Section 165 (b) of the Federal-Aid Highway Act of 1973, as amended, and 49 CFR 27 which call for special efforts to plan public mass transportation facilities and services that can effectively be used by elderly and disabled persons
- e. That the planning process shall be in conformance with the applicable requirements of Sections 174 and 176(c) and (d) of the Clean Air Act (42 USC 7504, 7506 (c) and

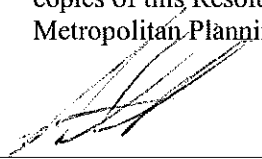
**WHEREAS**, the federal regulations published as 23 CFR 450 further require that the State and the Metropolitan Planning Organization shall certify that the planning process is being carried out in conformance with all the applicable requirements of 23 USC 134 and 49 USC 1607, which indicate ". . .the Secretary (of the United States Department of Transportation) shall cooperate with the State and local officials in the development of transportation plans and programs which are formulated on the basis of transportation needs with due consideration to comprehensive long-range land use plans, development objectives, and overall social, economic, environmental,

system performance, and energy conservation goals and objectives, and with the consideration to their probable effect on the future development of urban areas of more than 50,000 population. The planning process shall include an analysis of alternative transportation system management and investment strategies to make more efficient use of existing transportation facilities and development of long-term financial plans for regional urban mass transit improvements and the revenue available from current and potential sources to implement such improvements. The process shall consider all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate based on the complexity of the transportation problems," and

**WHEREAS**, *Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* requires that recipients of Federal funds make a meaningful effort to involve low-income and minority groups in the process to make decisions regarding the use of federal funds; and also requires that they attempt to identify and address any disproportionately high and adverse human health and environmental effects on minority and low-income groups, which may result from the implementation of their plans and programs, and

**NOW THEREFORE BE IT RESOLVED:**

- 1) That this Committee certifies that the Metropolitan Planning Organization's metropolitan transportation planning process complies with the metropolitan planning requirements as set forth above.
- 2) That this Committee authorizes Erie Regional Planning Commission staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.



---

Patrick Shenigo, 2023 Chairperson  
Metropolitan Planning Organization Policy Committee  
Erie Regional Planning Commission  
April 27, 2023

**RESOLUTION NUMBER 2023-03 OF THE METROPOLITAN PLANNING ORGANIZATION POLICY  
COMMITTEE OF THE ERIE REGIONAL PLANNING COMMISSION**

**A RESOLUTION OF CONCURRENCE WITH THE CLEVELAND/AKRON AIR QUALITY AREA  
TRANSPORTATION CONFORMITY DETERMINATION**

**WHEREAS**, the Erie Regional Planning Commission is designated as the Metropolitan Planning Organization by the Governor, acting through the Ohio Department of Transportation in cooperation with local officials in Erie and a portion of Lorain Counties; and

**WHEREAS**, nonattainment and maintenance areas through a process called transportation conformity are required to demonstrate that emissions resulting from planned transportation system improvements will not exceed an area's emissions budget; and

**WHEREAS**, the United States Environmental Protection Agency (USEPA) establishes air pollution standards pursuant to the Clean Air Act for the preservation of public health and the environment; and

**WHEREAS**, Lorain County is included in the US EPA Cleveland-Akron 8-Hour Ozone and PM<sub>2.5</sub> Nonattainment Area designations, and

**WHEREAS**, the Metropolitan Planning Organizations (MPOs) and the Ohio Department of Transportation (ODOT) must reestablish conformity for the 2008 and 2015 8-Hour ozone standards and the 2006 and 2012 fine particulate matter (PM<sub>2.5</sub>) standards as a result of the adoption of SFY 2024-2027 Transportation Improvement Programs and long range transportation plan amendments; and

**WHEREAS**, conformity is determined on a nonattainment area rather than a sub-area basis and each of the area's planning partners must approve a new conformity finding for the area based on these updates; and

**WHEREAS**, pursuant to US EPA regulations 40 CFR Part 93, Regional Transportation Plans and Transportation Improvement Programs in non-attainment areas are required to demonstrate transportation conformity with the State Implementation Plan; and

**WHEREAS**, The attached air quality conformity analyses compares the projected transportation motor vehicle emissions against the budgets identified in the State Implementation Plan (SIP) for each standard for the pertinent portions of the counties of Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage and Summit; and

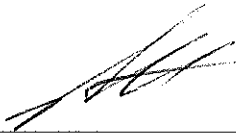
**WHEREAS**, the conformity analyses demonstrate that the NOACA, AMATS, and ERPC Transportation Improvement Programs (TIPs) and Long Range Transportation Plans in the eight county Cleveland-Akron air quality nonattainment area are in conformity with USEPA air quality standards; and

**WHEREAS**, the necessary coordination between the Cleveland/Akron Air Quality Area partners (Erie Regional Planning Commission for the Lorain County portion of the City of Vermilion; AMATS; for Portage and Summit Counties; NOACA for Cuyahoga, Geauga, Lake, Lorain, and Medina Counties; and ODOT for Ashtabula County) has occurred to establish conformity.

**NOW THEREFORE BE IT RESOLVED:**

1. That this Committee affirms its approval of the attached air quality conformity analysis for the eight county Cleveland-Akron air quality non-attainment area for 2008 and 2015 8-hour Ozone standard.
2. That this Committee affirms its approval of the attached air quality conformity analysis for the eight county Cleveland-Akron air quality non-attainment area for 2006 and 2012 PM<sub>2.5</sub> standards.

3. That this Committee affirms the consistency between the Lorain County portion of the ERPC Regional Long Range Transportation Plan, Transportation Improvement Program, and the State Implementation Plan (SIP).
4. That this Committee affirms interagency consultation has occurred between its non-attainment partners (NOACA, AMATS, and ODOT) to ensure conformity analyses.
5. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Transportation Policy Committee of the Erie Regional Planning Commission.



---

Patrick Shenigo, 2023 Chairperson  
Metropolitan Transportation Policy Committee  
Erie Regional Planning Commission

April 27, 2023



**RESOLUTION NUMBER 2023-04 OF THE METROPOLITAN PLANNING ORGANIZATION POLICY  
COMMITTEE OF THE ERIE REGIONAL PLANNING COMMISSION**

**REAFFIRMING THE 2045 REGIONAL TRANSPORTATION PLAN AND APPROVING THE 2024-2027  
TRANSPORTATION IMPROVEMENT PROGRAM, AND AFFIRMING THE CONSISTENCY BETWEEN  
THE REGIONAL TRANSPORTATION PLAN, THE TRANSPORTATION IMPROVEMENT PROGRAM,  
AND THE STATE IMPLEMENTATION PLAN**

**WHEREAS**, The Governor of the State of Ohio, acting through the Ohio Department of Transportation and in cooperation with local elected officials, has designated the Policy Committee of the Erie Regional Planning Commission as the Metropolitan Planning Organization (MPO) for Erie County and the City of Vermillion portion of Lorain County; and

**WHEREAS**, the MPO has, pursuant to 23 United States Code §134 and 49 United States Code 5303, prepared the 2045 Regional Long Range Transportation Plan, which was approved in July 2020, and

**WHEREAS**, the MPO has, pursuant to 23 United States Code §134 prepared a Transportation Improvement Program for Fiscal Years 2024 through 2027, and

**WHEREAS**, Lorain County is included in the US EPA Cleveland-Akron 8-Hour Ozone and PM<sub>2.5</sub> Nonattainment Area designations, and

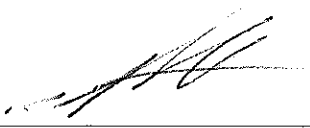
**WHEREAS**, pursuant to US EPA regulations 40 CFR Part 93, Regional Transportation Plans and Transportation Improvement Programs in non-attainment areas are required to demonstrate transportation conformity with the State Implementation Plan, and,

**WHEREAS**, conformity analyses and determinations for USEPA's 2008 and 2015 8-hour ozone standard, and the 2006 and 2012 annual fine particulate matter air quality standards for the SFY 2024-2027 Transportation Improvement Program (TIP) and Long Range Transportation Plan must be completed in cooperation with the other MPOs and ODOT for the designated non-attainment areas as more fully described in the attached and,

**WHEREAS**, this analysis demonstrates that the AMATS, NOACA, and ERPC Regional Transportation Plans and Transportation Improvement Programs conform to the State Implementation Plan, pursuant to 40 CFR 93.

**NOW THEREFORE BE IT RESOLVED:**

1. That this Committee reaffirms its approval of the 2045 Regional Long Range Transportation Plan as the Transportation Plan for Erie County and the Lorain County portion of the City of Vermillion.
2. That this Committee approves of the Transportation Improvement Program for Fiscal Years 2024 through 2027 as the Program of projects being implemented with federal transportation funds in Erie County and the Lorain County portion of the City of Vermillion.
3. That this Committee affirms the consistency between the 2045 Regional Long Range Transportation Plan and the Transportation Improvement Program for Fiscal Years 2024 through 2027.
4. That this Committee affirms the consistency between the Lorain County portion of the ERPC 2045 Regional Long Range Transportation Plan and the State Implementation Plan (SIP).
5. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization Policy Committee.



---

Patrick Shenigo, 2023 Chairperson  
Metropolitan Planning Organization Policy Committee  
Erie Regional Planning Commission  
April 27, 2023