



OMEGA Long-Range Transportation Plan 2025-2050

The preparation of this plan has been financed through funding from the Federal Highway Administration, Federal Transit Administration, U.S. Department of Transportation, and the Ohio Department of Transportation. The contents of this plan reflect the views of the authors, who are responsible for the facts and accuracy of the data presented. The contents do not necessarily reflect the official views or policies of either the U.S. Department of Transportation, or the State of Ohio at the time of publication.



RESOLUTION NO. 2025-XX

A RESOLUTION ADOPTING THE 2025 OMEGA LONG-RANGE TRANSPORTATION PLAN.

WHEREAS, OMEGA is designated as the Regional Transportation Planning Organization (RTPO) by the Governor for Carroll, Columbiana, Coshocton, Guernsey, Harrison, Holmes, Muskingum, and Tuscarawas Counties; and

WHEREAS, federal and state directives provide for RTPOs to develop a long-range regional transportation plan, in cooperation with state and local officials; regional and local transit operators; port officials; grant recipients under sections of Title 49, U.S.C., and other affected transportation and regional planning and implementing agencies; and

WHEREAS the OMEGA Long-Range Transportation Plan outlines the goals and strategies OMEGA staff will undertake to identify the transportation and other development needs of the region, identifies existing and future conditions, and makes policy and project recommendations; and

WHEREAS, the Transportation Advisory Committee recommended that the Executive Board approve the Long-Range Transportation Plan; and

WHEREAS, the OMEGA Long-Range Transportation Plan was developed and reviewed consistent with OMEGA's Public Participation Policy and has been reviewed and accepted by the Transportation Advisory Committee and has been coordinated with regional and local transit operators and local community officials; and

NOW THEREFORE BE IT RESOLVED BY THE EXECUTIVE BOARD OF OMEGA:

Section 1: The Executive Board adopts the OMEGA Long-Range Transportation Plan.

Section 2: The Executive Board affirms that the public had adequate opportunity to comment on the OMEGA Regional Development Plan.

Section 3: The Executive Board approves submission of the OMEGA Long-Range Transportation Plan to the Ohio Department of Transportation.

DATE:

Joel Day
President

Jack Marlin
Vice-President

Tiffany Swigert
Secretary

Christopher Modranski
Treasurer



TABLE OF CONTENTS

| | | |
|----|------------------------------|----|
| 01 | PLAN PURPOSE & DEVELOPMENT | 5 |
| 02 | REGIONAL TRENDS | 17 |
| 03 | STRATEGIES & PROJECTS | 53 |
| 04 | IMPLEMENTATION & MONITORING | 76 |
| A | APPENDIX: PUBLIC INVOLVEMENT | 81 |

1

PLAN PURPOSE AND DEVELOPMENT



The Long-Range Regional Transportation Plan will guide transportation and community development activities for the Ohio Mid-Eastern Governments Association (OMEGA) for the next five years to continue accomplishing a regional vision for 25 years into the future. This document will provide a comprehensive framework to align the goals and strategies for the region's transportation system to achieve the best results for OMEGA's communities.

The plan is a collaborative effort of OMEGA staff in conjunction with the Transportation Advisory Committee (TAC). Public input was used to develop appropriate goals and strategies for the region. Special acknowledgement is given to the Ohio Department of Transportation (ODOT) for the technical assistance and guidance provided throughout the planning process.

This update to the existing 2020 plan, once adopted by the OMEGA Executive Board, will supersede the Regional Transportation & Development Plan (adopted June 2020) in fulfillment of the requirements of a long-range transportation plan as laid out in federal legislation. This plan will be reviewed annually and fully updated every five years, unless otherwise specified by the Federal or State governments.

This plan fulfills the requirements of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) under the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA), replacing the Fixing America's Surface Transportation Act (FAST Act) in November 2021. According to requirements of the BIL, locally developed transportation plans must be updated to reflect the changes established by the BIL. The BIL continues the programs and rules, established by the FAST Act in 2016, for all Fiscal Year 2021 funds and authorizes federal highway and transit programs for five (5) years.

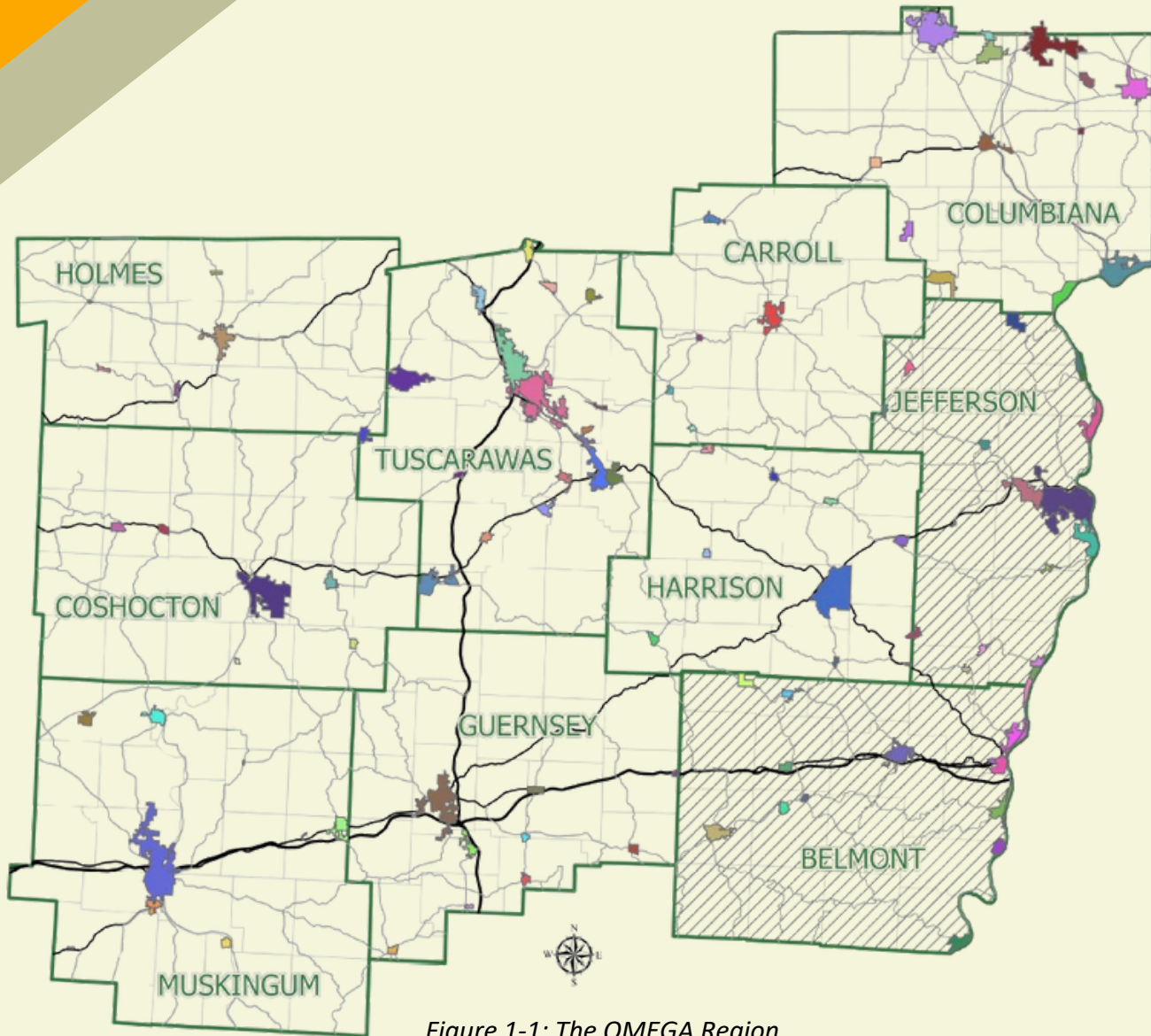


Figure 1-1: The OMEGA Region

WHO IS OMEGA?

The Ohio Mid-Eastern Governments Association (OMEGA) is organized as a Council of Governments pursuant to Section 167 of the Ohio Revised Code. OMEGA is a collaborative body of member governments that serves as a facilitator between State and Federal government agencies and local entities to provide opportunities in economic and community development through networking, education, planning, research, and allocation of resources. Our mission is to provide a pathway to enhance community and economic growth in our region.

On January 27, 2016, Governor John Kasich, pursuant to United States Code, Title 23, Section 135 (m), officially designated OMEGA as an Ohio Regional Transportation Planning Organization (RTPO), serving Carroll, Columbiana, Coshocton, Guernsey, Harrison, Holmes, Muskingum, and Tuscarawas counties. OMEGA is also designated a Local Development District (LDD) by the Appalachian Regional Commission and an Economic Development District (EDD) by the US Department of Commerce, Economic Development Administration and serves the eight counties listed above along with Belmont and Jefferson counties in these capacities.

Bel-O-Mar Regional Council and Brooke-Hancock-Jefferson (BHJ) Metropolitan Planning Commission serve the transportation needs of those two counties, respectively.

OMEGA ACRONYMS

REGIONAL TRANSPORTATION PLANNING ORGANIZATION (RTPO)

Regional Transportation Planning Organizations (RTPOs) help ODOT conduct the nonmetropolitan transportation planning process (23 USC 135). The four goals of Ohio's RTPO program, as detailed in the ODOT RTPO Administration manual, are listed below.

- Continuously providing comprehensive transportation planning products and services to the nonmetropolitan regions of Ohio
- Strengthening rural partnerships and collaboration
- Enhancing project prioritization and delivery
- Improving the overall statewide transportation planning process and responding to nonmetropolitan needs

LOCAL DEVELOPMENT DISTRICT (LDD)

To ensure that federal funds are used effectively and efficiently, and to strengthen local participation, the Appalachian Regional Commission (ARC) works with the Appalachian states to support a network of multicounty planning and development organizations, or local development districts (LDDs), throughout the region. The 74 LDDs cover all 420 counties in Appalachia, including the 10 counties in the OMEGA region.

In Ohio, four LDDs work with the Governor's Office of Appalachia (GOA) and the Office of Community Development to administer State and Appalachian Regional Commission funds. Using a "bottom up" approach, local communities and the LDDs prioritize projects in their regions. Ohio's four Local Development Districts are the Ohio Valley Regional Development Commission, Buckeye Hills Regional Council, OMEGA, and the Eastgate Regional Council of Governments.

ECONOMIC DEVELOPMENT DISTRICT (EDD)

The US Department of Commerce Economic Development Administration defines Economic Development Districts as "multi-jurisdictional entities, commonly composed of multiple counties and in certain cases even cross-state borders. They help lead the locally based, regionally driven economic development planning process that leverages the involvement of the public, private and non-profit sectors to establish a strategic blueprint (i.e., an economic development roadmap) for regional collaboration." <https://www.eda.gov/about/economic-development-glossary/edd>

OMEGA was certified as an EDD in 1975.

LONG-RANGE TRANSPORTATION PLAN (LRTP)

RTPOs are required to complete a Long-Range Regional Transportation Plan (LRTP) every five years, with a horizon 20-25 years into the future. This plan will inform Federal and State transportation officials about the needs and priorities for improved highways, transit, rail, aviation, maritime, and active transportation facilities throughout the region. It also documents the ongoing transportation and community development planning processes carried out by OMEGA and its partners and identifies strategies and projects to maintain and improve communities and regional networks between 2025 and 2050.

REGIONAL TRANSPORTATION IMPROVEMENT PLAN (RTIP)

RTPOs are also required to maintain a Regional Transportation Improvement Plan (RTIP). This document complements the LRTP and lists transportation projects with allocated funding for at least one project phase within the upcoming four (4) state fiscal years. OMEGA also optionally includes illustrative projects that could advance within the next four fiscal years should funding become available. The current RTIP can be found on the OMEGA website.

UNIFIED WORK PROGRAM (UWP)

Each year, every RTPO must develop a Unified Work Program (UWP) consistent with federal and state regulations. The program must discuss the RTPO's planning priorities as well as describe transportation-related planning activities expected during the next state fiscal year. The program must discuss these activities in sufficient detail to indicate who will perform the work, the schedule for completing it, and the product or products that will be produced.

REGIONAL COORDINATED PLAN (RCP)

The Regional Coordinated Plan is the Public Transit-Human Services Transportation Plan for the ten counties of Belmont, Carroll, Columbiana, Coshocton, Guernsey, Harrison, Holmes, Jefferson, Muskingum and Tuscarawas. The plan is being updated concurrently with this LRTP update process. Prior to the Regional Coordinated Plan, each county created their own local coordinated plan. The new regional plan will enable counties to collaborate on transportation services and make connections across county lines to better serve residents and give them access to out-of-county destinations.

PUBLIC INVOLVEMENT

OMEGA updated its Title VI Plan in December 2023. This plan included an updated Public Participation Plan as required by Federal legislation (23 CFR 450.210(d)). The Title VI Plan outlines a framework for all public involvement efforts undertaken by OMEGA staff and can be found on the homepage of the OMEGA website.

Public outreach meetings were scheduled in tandem with the RTIP Rural Consultation process in October 2024. Elected officials and members of the public were invited to provide comments, insight, and other information to guide the development of the plan for the region. Additional public meetings were held in March and April 2025.

Figure 1-2 below provides a timeline of the public participation schedule for the OMEGA LRTP. Full details from public meetings and survey results can be found in the Appendix.

OMEGA staff developed a non-scientific sixteen-question survey to gauge the priorities of people in the RTP region. The survey was released online, with printed copies available upon request. Completed printed copies were then entered into online survey platform and saved digitally. OMEGA's Public Information Officer distributed the survey link through a press release to media outlets throughout the region, to include radio, print, and television. Additionally, the local libraries in the eight RTP counties were invited to distribute the survey to reach more people.

The LRTP page of the OMEGA website was also updated throughout the planning process and will host the final version of the plan until the next update in 2030.



Figure 1-2: Public Engagement Timeline

RURAL CONSULTATION

The Rural Consultation Process is a partnership between ODOT, RTPOs, and counties outside of RTPO and MPO regions. The purpose is to engage local elected officials in statewide transportation planning to reflect the needs of the rural areas of the state. RTPOs like OMEGA perform this function within their regions.

OMEGA made use of these meetings to initiate public involvement for both the next RTIP and the LRTP update. Three meetings were held to collect feedback from regional leaders in transportation: one in each ODOT District and a make-up session at OMEGA's headquarters.

- District 5 - October 15, 2024
- District 11 - October 17, 2024
- Make-Up Session - October 23, 2024

OMEGA staff demonstrated the LRTP survey during the meetings and responses were tallied in real-time. The information collected at these meetings is aggregated with all survey responses shown on the next few pages. However, the most frequently cited concerns and areas for improvement from the rural consultation attendees are noted below.

1. Maintaining/preserving aging transportation infrastructure
2. Reducing distracted driving
3. Expanding freeway capacity
4. Addressing congestion and traffic flow
5. Strategic planning of transportation improvements



Figure 1-3: Rural Consultation Meeting in ODOT District 5

SURVEY RESULTS

The LRTP survey was published in January 2025 and closed on February 16th, 2025. OMEGA partnered with libraries in the eight RTPO counties to collect feedback from the general public along with an email circulation to the OMEGA membership. 102 surveys were collected between online submissions and paper surveys for a total of 151 responses when combined with the Rural Consultation meetings in October 2024.

The majority of responses came from Tuscarawas and Harrison counties while Coshocton and Holmes counties had the lowest response rates.

SURVEY HIGHLIGHTS

- 62% of respondents were between the ages of 35 and 54
- 146 respondents (97%) drive alone as their primary mode of travel
- 96% have NOT used public transit in the past year
- Over 80% of respondents have commutes of 30 minutes or less
- 76% believe transportation has a major impact on economic growth & development
- Over 95% of respondents felt that distracted and unsafe driving has increased over the past 3 years

TOP 5 TRANSPORTATION PRIORITIES

1

Maintaining Roads and Bridges



2

Improving Roadway Safety



3

Reducing Distracted Driving



4

Relieving Congestion



5

Increasing/Improving
Bicycle & Pedestrian Facilities



TAC AS STEERING COMMITTEE

OMEGA's Transportation Advisory Committee (TAC) served as a steering committee for this plan. TAC members provided valuable input into the goals and strategies outlined in the plan at their quarterly meetings. In November 2024, the TAC refined the SWOT Analysis conducted for the previous LRTP, shown in Figure 1-4 below.

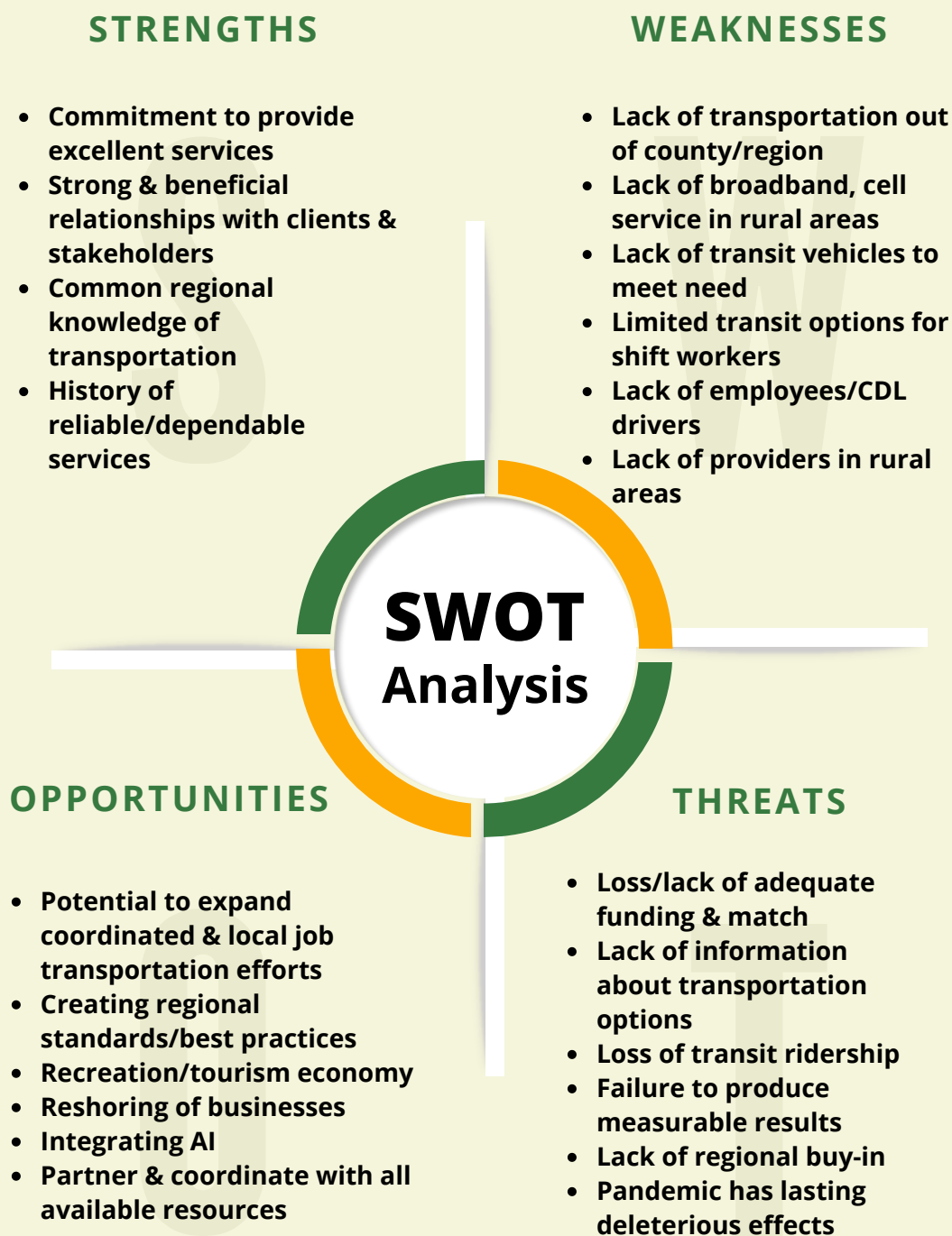


Figure 1-4: LRTP SWOT Analysis

PUBLIC MEETINGS

SPRING 2025

From March 11 to April 11 2025, OMEGA hosted public meetings in each of the eight counties across the RTPo region. Regional short-, medium-, and long-term transportation needs and projects were the focus of these meetings to build off of the conversations started at the Rural Consultations in Fall 2024 as well as to get local buy-in from transportation officials and members of the public. Attendance lists and relevant meeting materials can be found in the Appendix.

Figure 1-6 below summarizes the feedback collected at these meetings. The input shared across all eight counties was instrumental in shaping the objectives, needs, strategies, and project lists detailed across the rest of this plan.

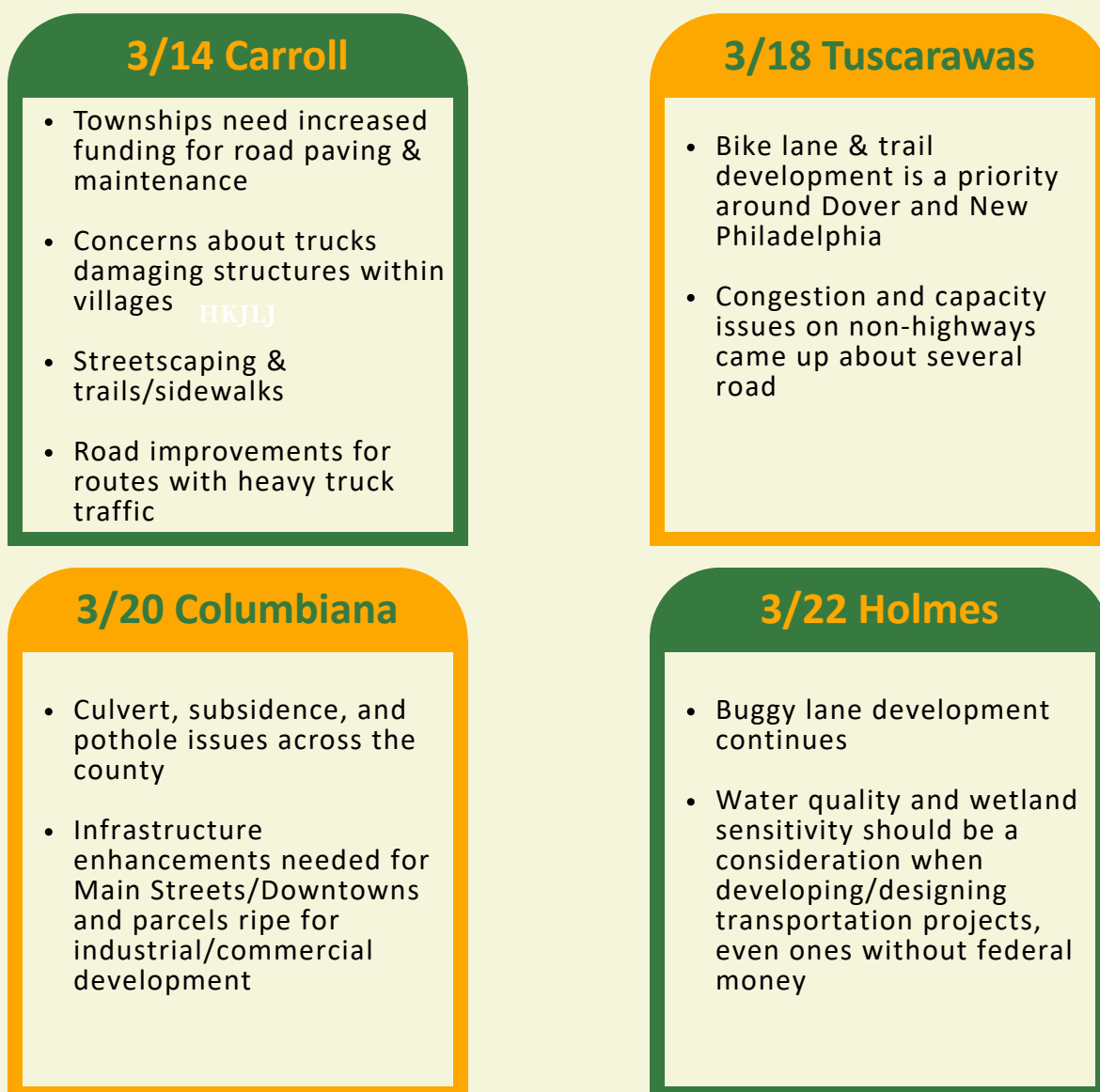


Figure 1-6: Public Engagement Summary by County

PUBLIC MEETINGS

3/25 Coshocton

- Continue trail and bike way development
- Buggy lanes are a continued need
- Keep pushing forward with Safe Routes to School implementation
- US 36/Airport Rd/Genesis Dr area is priority for traffic capacity and multimodal improvements

3/27 Guernsey

- Top priority county bridges will be elevated
- Awarding multiple years of RTPB STBG funds can help design CEAO projects and other priorities scheduled out several years
- Bike and pedestrian ways are a priority in Cambridge and multiple villages

4/1 Harrison

- Sidewalks, streetscaping, and paving are priorities in the villages
- Issues with culverts settling around the county
- Support investigating increased transportation funding for rural areas

4/3 Muskingum

- County is seeing traffic volume increases above projections and needs capacity improvements
- Road safety, including pedestrians, is a priority across the county
- Discussion of lobbying for new pots of rural infrastructure funding to meet demand

Figure 1-6: Public Engagement Summary by County (con't)

VISION & GOALS

The Transportation Advisory Committee and the Executive Board decided to retain the four goals from the 2020-2045 LRTP and add back in the Quality of Life goal from the original plan adopted in 2015. Survey results from the rural consultation meetings kept the ranking order of the goals the same as the previous LRTP. Chapter 4 has a progress report on the objectives and performance measures, ordered by goal.

VISION

To foster a transportation system that supports Mid-Eastern Ohio as the best nonmetropolitan region to live, work, and play.

1

PRESERVE REGIONAL ASSETS

2

INCREASE SAFETY OF REGIONAL INFRASTRUCTURE

3

FACILITATE ECONOMIC & COMMUNITY DEVELOPMENT

4

DEVELOP & MAINTAIN REGIONAL RESILIENCY

5

ENHANCE QUALITY OF LIFE FOR RESIDENTS AND VISITORS

FEDERAL AND STATE ALIGNMENT

The goals set by OMEGA were compared against relevant federal and state programs to ensure that the regional goals aligned with federal and state goals and priorities. Figure 1-7 displays the alignment with transportation goals set forth by the FY 2022-26 U.S. Department of Transportation Strategic Plan and the Access Ohio 2024 plan.

| National Goals | State Goals | OMEGA Transportation Goals | | | | |
|--|---------------------------|----------------------------|--------|-------------|------------|-----------------|
| Transportation | | Preservation | Safety | Development | Resiliency | Quality of Life |
| Safety | Safety | ✓ | ✓ | ✓ | ✓ | |
| Economic Strength and Global Competitiveness | Preservation | ✓ | | | | |
| | Economic Competitiveness | | | ✓ | | ✓ |
| | Efficiency & Reliability | ✓ | ✓ | ✓ | ✓ | |
| Equity | Mobility & Accessibility | | ✓ | ✓ | ✓ | ✓ |
| Climate and Sustainability | Environmental Stewardship | ✓ | | | ✓ | ✓ |
| Transformation | Quality of Life | | | ✓ | ✓ | ✓ |

Figure 1-7: LRTP Alignment with State and Federal Transportation Goals

2

REGIONAL TRENDS



Collecting data on the region is just as important as involving communities on shaping the next 25 years of transportation investments. This chapter looks at the current state of the region and the transportation system. It also includes forecasting from the statewide model from the ODOT Office of Statewide Planning & Research to see how demographic and development trends may impact the transportation system over the coming decades.

This chapter is structure as follows:

- Demographic Trends
- Land Use & Travel Patterns
- RTPPO Transportation System

These projections **DO NOT** take into account housing, economic, and workforce development efforts in the region that can change the course of these trends.

In Chapter 3, OMEGA has included recommendations and strategies to account for these developments

POPULATION

Table 2-1 details the population of the OMEGA RTPO region, the percent change since 2010, and future projections from the Ohio Department of Development.

While the RTPO region has remained relatively stable, the outlook for 2050 shows steep declines due to the age of the current population as well as continued loss of younger skilled workers to metropolitan regions.

| Area | 2010 | 2020 | 2023 ACS | Change 2010-2023 | 2050 Estimate | Change 2023-2050 |
|------------|------------|------------|------------|------------------|---------------|------------------|
| Carroll | 28,836 | 26,721 | 26,731 | -7.30% | 22,627 | -15.35% |
| Columbiana | 107,841 | 101,877 | 101,203 | -6.16% | 76,596 | -24.31% |
| Coshocton | 36,901 | 36,612 | 36,679 | -0.60% | 32,644 | -11.00% |
| Guernsey | 40,087 | 38,438 | 38,238 | -4.50% | 33,004 | -13.69% |
| Harrison | 15,864 | 14,483 | 14,408 | -9.18% | 10,952 | -23.99% |
| Holmes | 42,366 | 44,223 | 44,312 | +4.59% | 43,383 | -2.10% |
| Muskingum | 86,074 | 86,410 | 86,382 | +0.36% | 75,670 | -12.40% |
| Tuscarawas | 92,582 | 93,263 | 92,585 | +0.003% | 83,900 | -9.38% |
| RTPO | 450,551 | 442,027 | 440,538 | -2.22% | 378,776 | -14.02% |
| Ohio | 11,536,504 | 11,799,448 | 11,780,046 | +2.11% | 11,123,896 | -5.57% |

Table 2-1: RTPO Population Trends

REGIONAL DEMOGRAPHICS

Understanding the demographics of a region helps assess the current state of the area and the appropriate strategies to achieve a regional vision. Demographics help determine a community's eligibility for certain funding sources and other public-sector programs. Analyzing the forecasted trends of demographics relative to present day and past shifts can also help change the direction of the region.

AGE

The OMEGA RTPPO region has a fairly even distribution of age cohorts. Factors like lower costs of housing, goods, and services and the desire for more open space due to the COVID-19 pandemic may have drawn younger people into the region. There has also been concerted efforts at job creation and retention from regional economic development professionals over the past decade.

At the county level, there is an east-west divide among age distribution. Holmes County has many more people under 25 than any county in the RTPPO region as well as fewer people nearing or above retirement age. Coshocton, Muskingum, Guernsey, and Tuscarawas mirror the regional distribution. The eastern counties, however, have smaller numbers of younger people and a sizeable population of senior citizens and those nearing retirement.

The Ohio Department of Development projects a decrease of 32.43% in people aged 65-74 in the RTPPO region by 2050. However, the proportion of the region aged 65+ is only expected to decrease by 1.42%. This is due to the fact that all eight counties and all age brackets are expected to decrease over the next 25 years. Figure 2-1 illustrates the age distribution of the RTPPO region today as well as the 2050 projections.

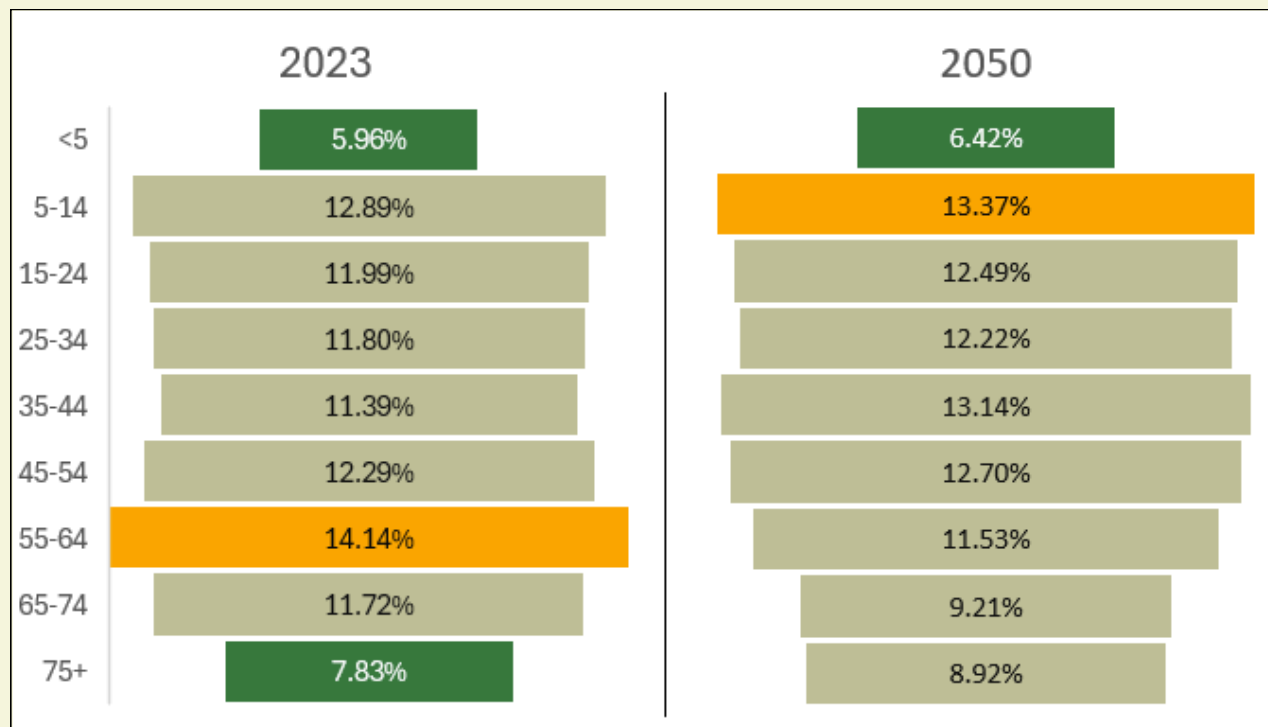


Figure 2-1: RTPPO Age Pyramids 2023 and 2050 (% of Population)

REGIONAL DEMOGRAPHICS

AGE

At the county level, there is an east-west divide among age distribution. Holmes County has many more people under 25 than any county in the RTPo region as well as fewer people nearing or above retirement age. Coshocton, Muskingum, Guernsey, and Tuscarawas mirror the regional distribution. The eastern counties, however, have smaller numbers of younger people and a sizeable population of senior citizens and those nearing retirement. Figure 2-2 displays Census tracts by the percentage of population 65+. The highest concentrations are just outside of urbanized centers like Dover & New Philadelphia, Zanesville, and Coshocton, as well as Brown Township (Carroll County) which contains the Lake Mohawk community.

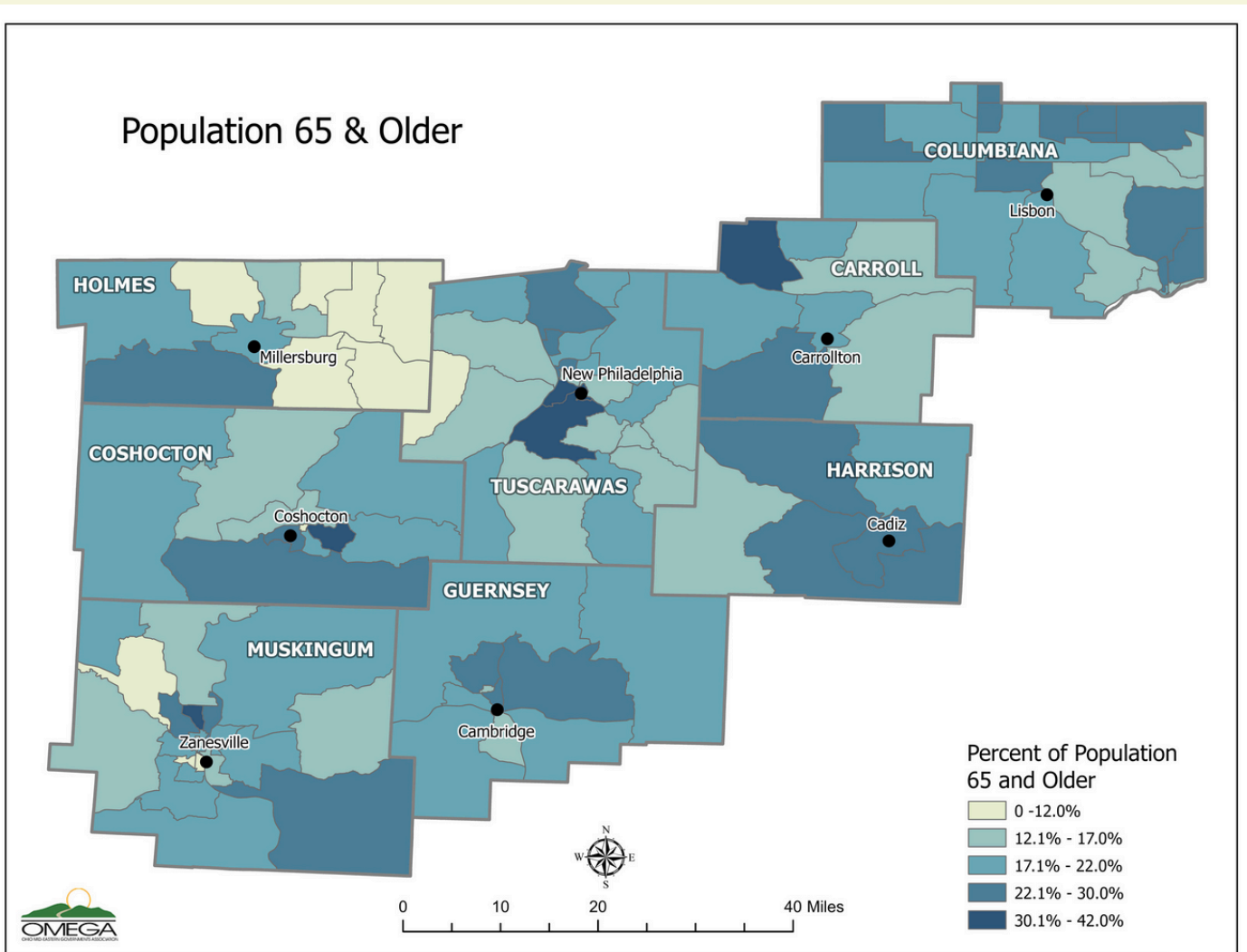


Figure 2-2

REGIONAL DEMOGRAPHICS

DISABILITY

The OMEGA region has a disability rate of 15.3% as of the ACS 2023 data. This is higher than the State of Ohio (14.2%) as well as the national average of 13.0%. Holmes County had the lowest rate of 7.7% and Carroll County had the highest with 17.8%. Apart from Holmes County, all other OMEGA counties had a rate higher than the state average.

Accessible transportation networks are critical to the success of all individuals, especially those with a disability. Mobility for disabled persons, especially in the rural areas, may be challenging. According to Figure 2-3, eastern Coshocton County, northeastern and southwestern Tuscarawas County, and western Columbiana County all have higher rates of people with disabilities in the region.

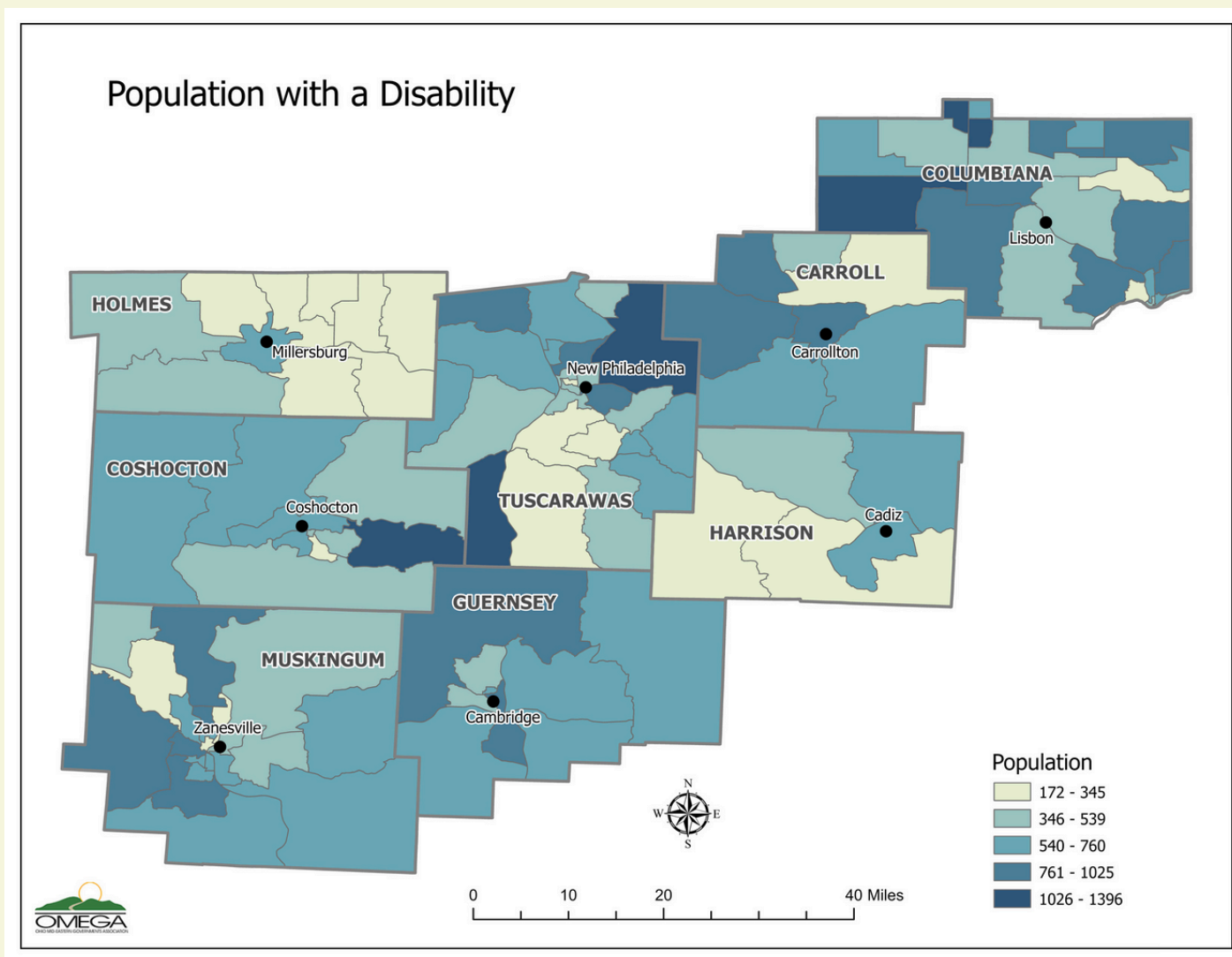


Figure 2-3

REGIONAL DEMOGRAPHICS

LIMITED ENGLISH PROFICIENCY

The US Census Bureau looks at persons five years old and older to determine English language proficiency. In the OMEGA RTPO region, the total population that is aged five years or older is 414,326. Of this population, 2,429 spoke English “Less Than Very Well” according to the 2023 American Community Survey, or approximately 0.6% of the total population.

Figure 2-4 maps the population that describes themselves as speaking English “Less Than Very Well”. Eastern Holmes County, northeastern Coshocton County, and northwestern Tuscarawas County are home to a large Amish population where English is often not the primary language spoken in the home. Other areas near larger population centers (e.g. Dover/New Philadelphia, Zanesville) reflect more concentrated groups of immigrants and migrant workers.

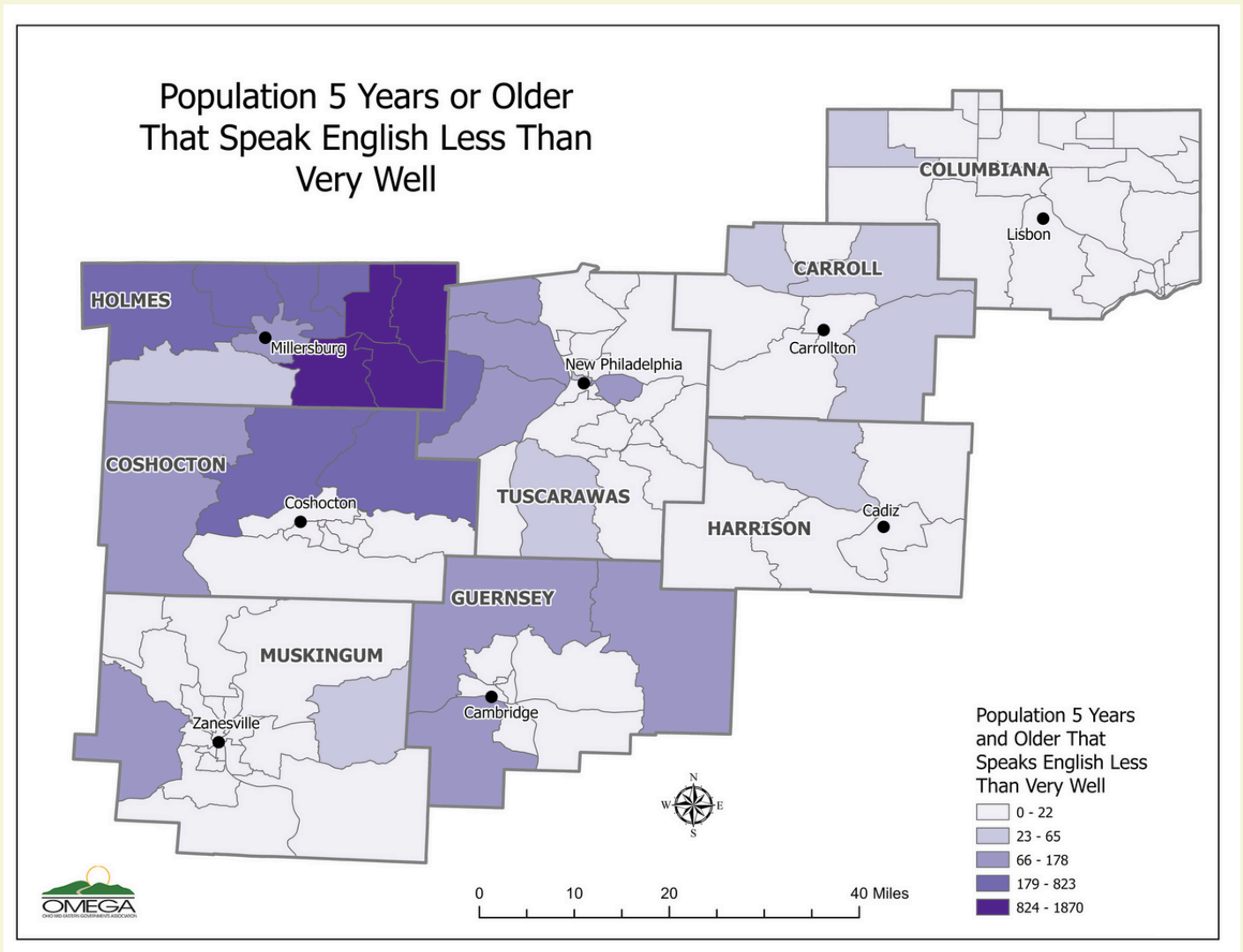


Figure 2-4

REGIONAL DEMOGRAPHICS

POPULATION BELOW POVERTY LEVEL

The Federal poverty level for 2023 was defined as a four-member household with a combined income below \$30,900 for the year, or \$2,575 for the month. Figure 2-7 maps census tracts with populations below the poverty level. Concentrations of individuals living below poverty are generally centered around larger population centers such as Newcomerstown, Salem, Uhrichsville/Dennison, Cambridge, and Zanesville.

In the OMEGA RTPo region, there are two counties with poverty levels lower than the national rate of 12.5% - Holmes (7.7%) and Carroll (12.2%). Holmes County is at the heart of Amish Country and boasts many small manufacturing firms that have kept unemployment levels low and wages high compared to the regional average. The remaining RTPo counties are above the national average, due primarily to the loss of manufacturing jobs and other higher wage employment sectors. Guernsey County has the highest poverty level with 17.6% but all counties have shown a decline in poverty since the previous LRTP.

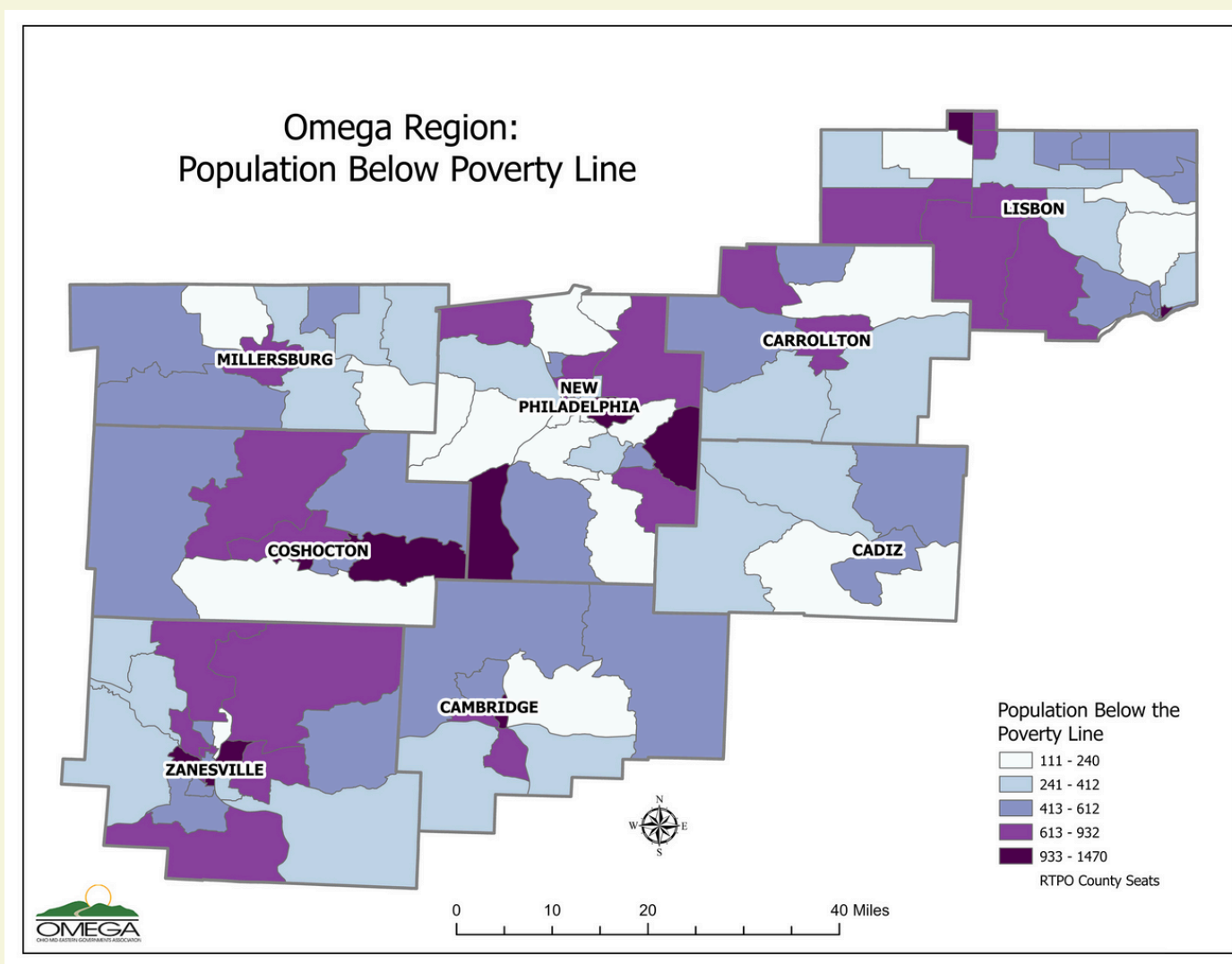


Figure 2-5

REGIONAL DEMOGRAPHICS

VACANT HOUSING UNITS

Housing in the OMEGA region continues to be a concern as midstream and downstream oil and gas industry activities and other new developments such as the Schaeffler EV facility, ProVia expansion, and the INTEL development in Licking County bring many new residents, both temporary and permanent, to the region. Historically, this in-migration of new workers has led to housing hardships for existing low- and moderate-income residents as they are often forced from existing housing by tenants able to pay a higher rent.

The OMEGA RTPO region has a 10.4% vacancy rate according to the 2023 ACS data. Figure 2-6 maps the percentage of vacant housing units per census tract with the highest concentrations in rural townships and small villages along the central spine of the region. Additionally, the RTPO region has a ratio of population 18 years or older to housing units of 1.73 which is about the same as the State of Ohio (1.74) and better than the national ratio of 1.84. The lower the value of the ratio, the more housing units there are available per person.

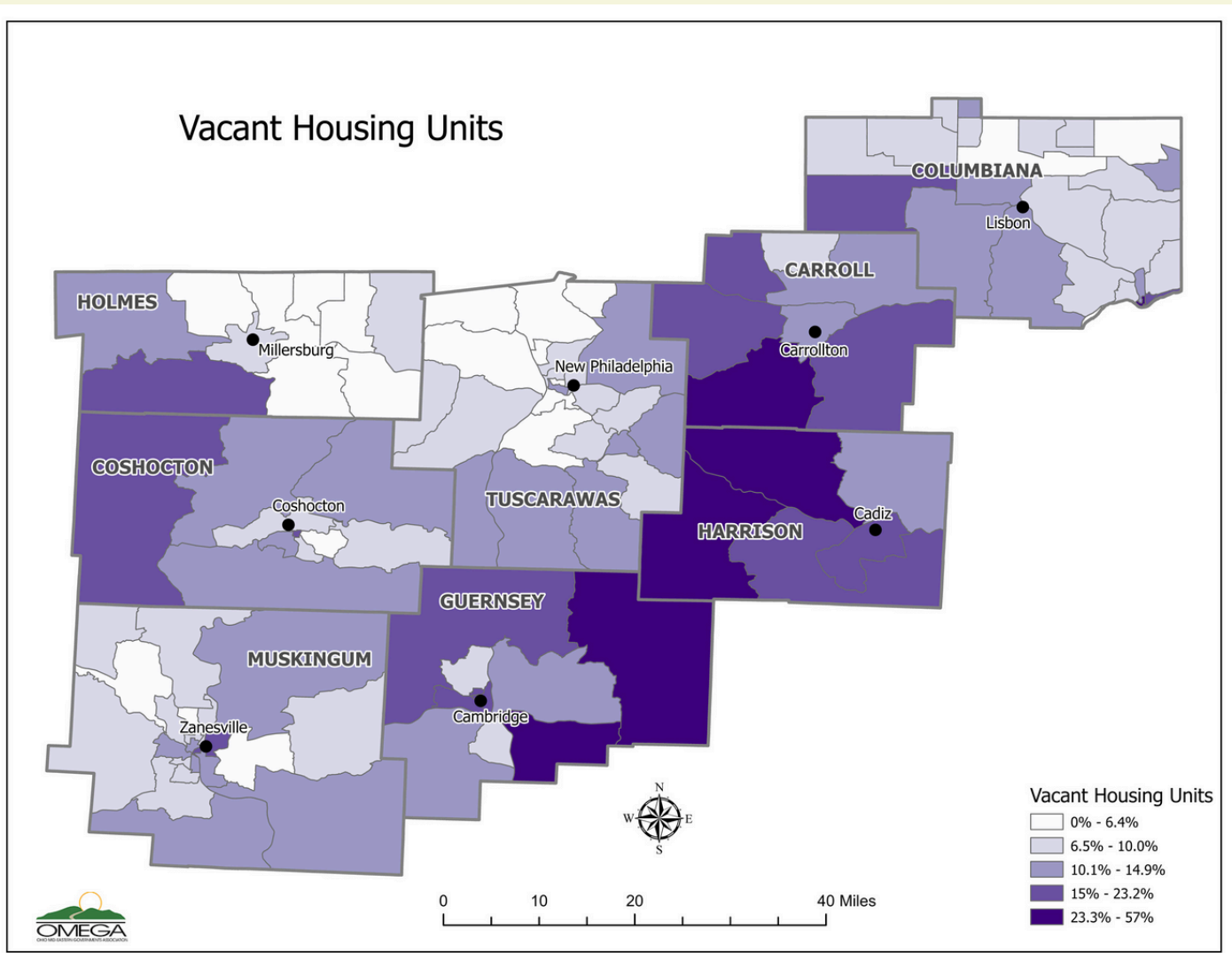


Figure 2-6

REGIONAL DEMOGRAPHICS

ZERO-VEHICLE HOUSEHOLDS

There are approximately 175,575 occupied households in the OMEGA RTPo region. According to ACS 2023 estimates, 16,686 households reported either not owning or having access to a vehicle. This represents approximately 9.5% of all households.

Households without vehicles may rely on public or privately funded transportation options. Areas with high numbers of zero vehicle households are located within areas of high Amish population (Holmes, Coshocton, and Tuscarawas counties) and near larger urbanized areas such as Zanesville. Figure 2-7 displays where zero vehicle households are concentrated by census tract.

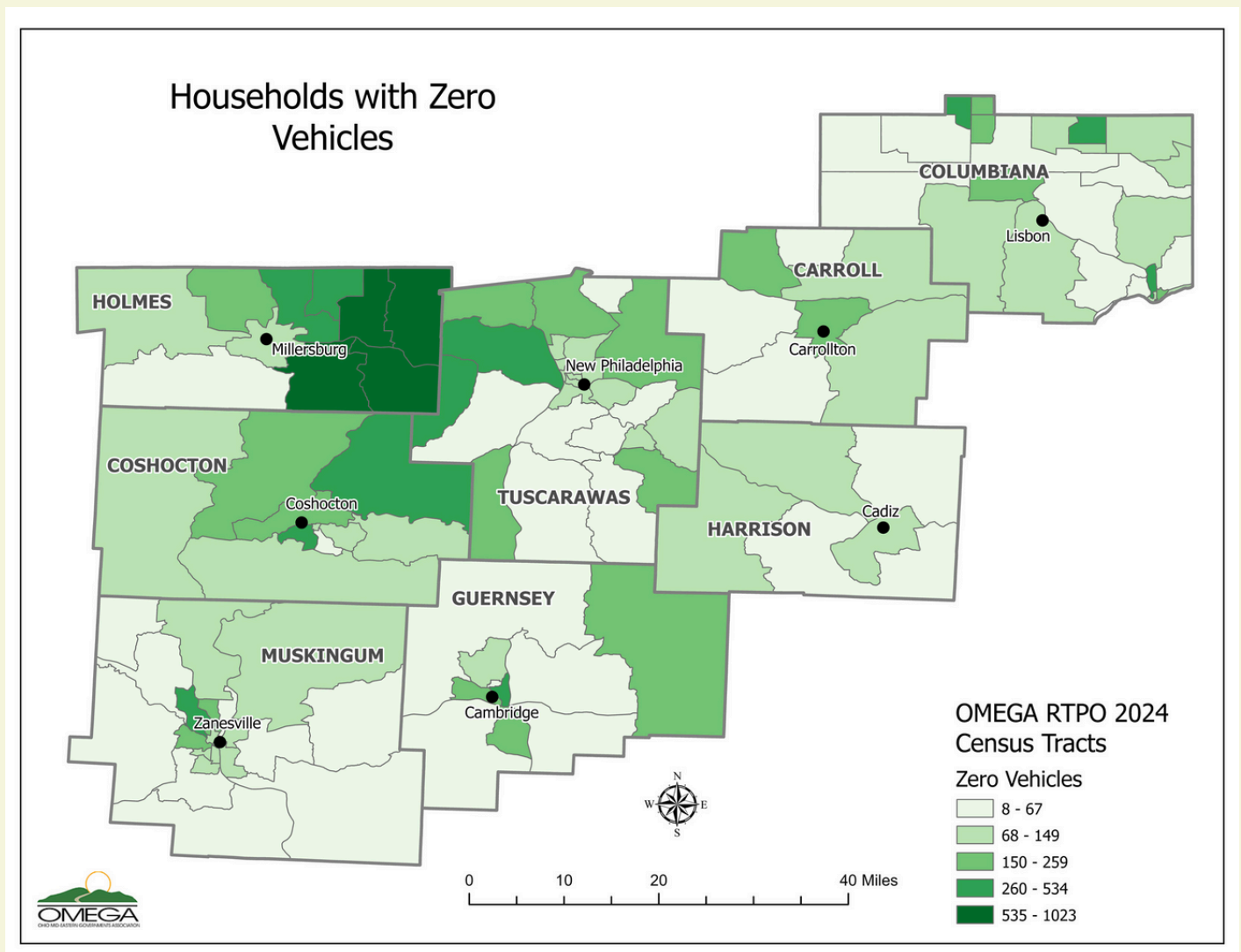


Figure 2-7

ENVIRONMENTAL JUSTICE

Based on data from the American Community Survey 5-Year Estimates 2019 - 2023 (ACS), OMEGA focused on two population groups, minority and low-income residents, to analyze Environmental Justice census tracts. The U.S. Census Bureau defines a census tract as "a geographic region defined for the purpose of taking a census." Usually these coincide with the limits of cities, towns, and other administrative areas within a county. To be consistent with transportation planning activities, only the eight RTPO counties within the OMEGA region were used to analyze minority populations and income levels. There are 113 census tracts in the eight-county RTPO region as of the 2023 data from the ACS.

Although minorities and persons in poverty live throughout the OMEGA region, many are concentrated in specific locations and neighborhoods in or near municipal areas. A person is counted as a member of a minority group if he or she claimed any of the following: Black, American Indian or Alaskan Native, Asian, Native Hawaiian or Other Pacific Islander, or Hispanic non-White. Based on data from the 2019 - 2023 ACS, minorities comprise 8.6% of the population within OMEGA RTPO census tracts. Therefore, any census tract with a percentage above 8.6% was considered to have a regionally significant concentration of minority populations. Census tracts by minority population are mapped in Figure 2-8.

A similar approach was taken to establish regionally significant concentrations of populations with low income. Based on data used in the 2023 ACS, the average Median Household Income (MHI) within OMEGA RTPO census tracts was \$61,487, which is 88% of the statewide median - an increase in two percentage points since the last LRTP update. MHI is an important barometer of the overall financial health of an area. As shown in Figure 2-9, the MHI varies throughout the region, with higher values being found in Holmes County, central Tuscarawas County, western Muskingum County, and southwestern Carroll County. Low MHI values are generally centered in more urbanized areas, such as Cadiz, Cambridge, East Liverpool and Coshocton. Therefore, any census tract with an MHI below \$61,487 was considered to have a regionally significant concentration of low-income residents.

Finally, GIS analysis was used to determine which census tracts had either higher-than-average minority or higher-than-average low-income populations. These tracts were then identified as Environmental Justice populations within the OMEGA region. 50 census tracts in the OMEGA RTPO region were considered to have either higher-than-average minority or higher-than-average low-income populations. This represents 44% of the 113 census tracts within the RTPO region, see Figure 2-10. Of the 50 tracts, 24 of them fell into both categories.

ENVIRONMENTAL JUSTICE

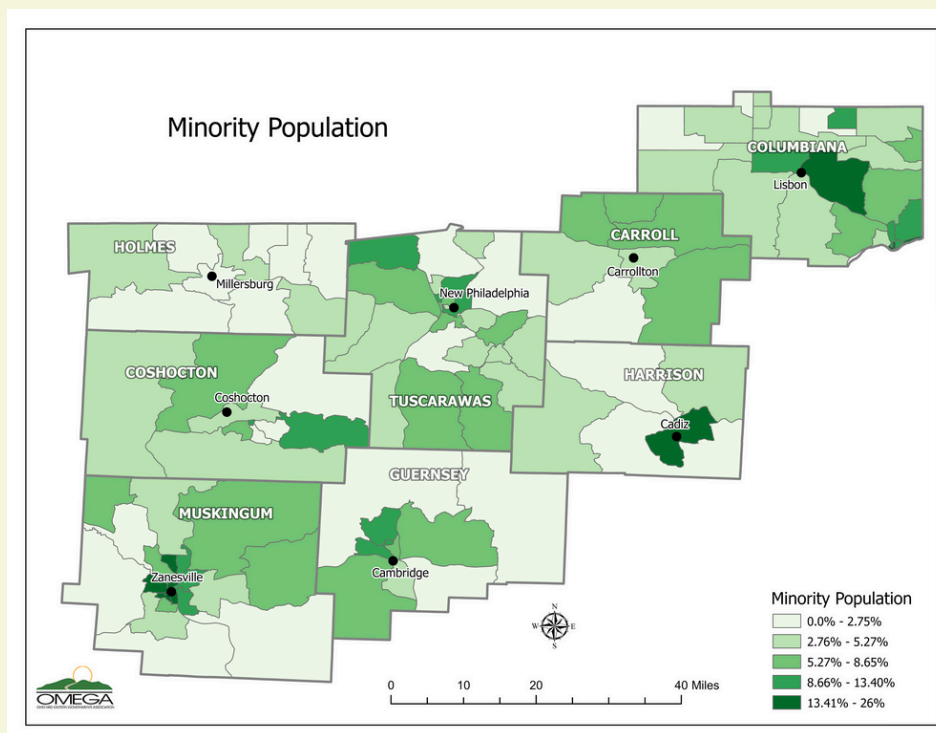


Figure 2-8

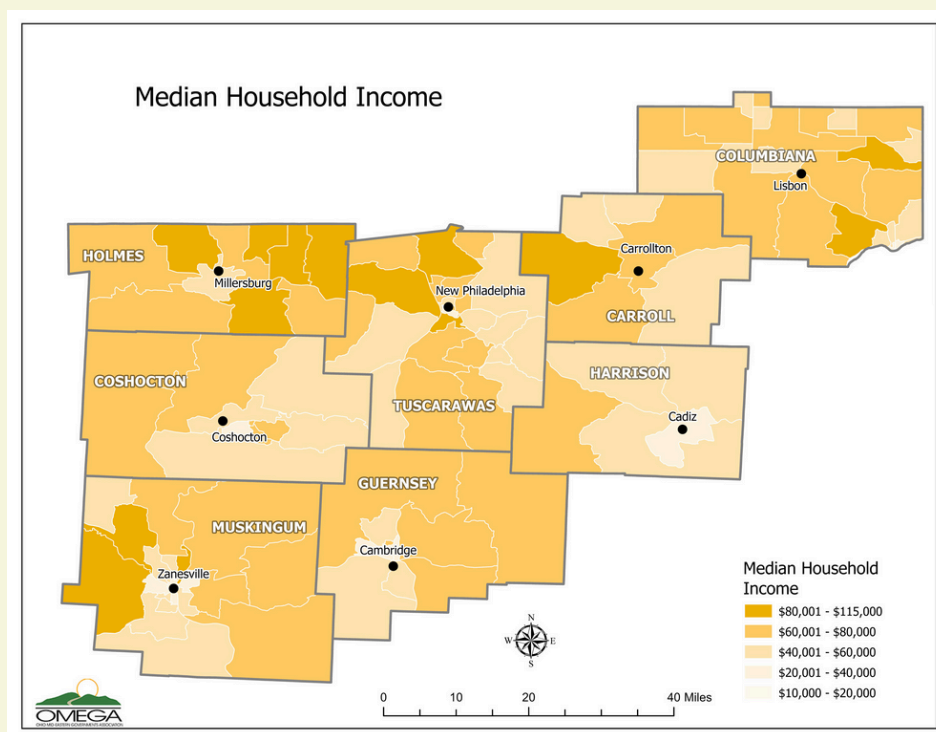


Figure 2-9

ENVIRONMENTAL JUSTICE

Environmental Justice Focus Areas

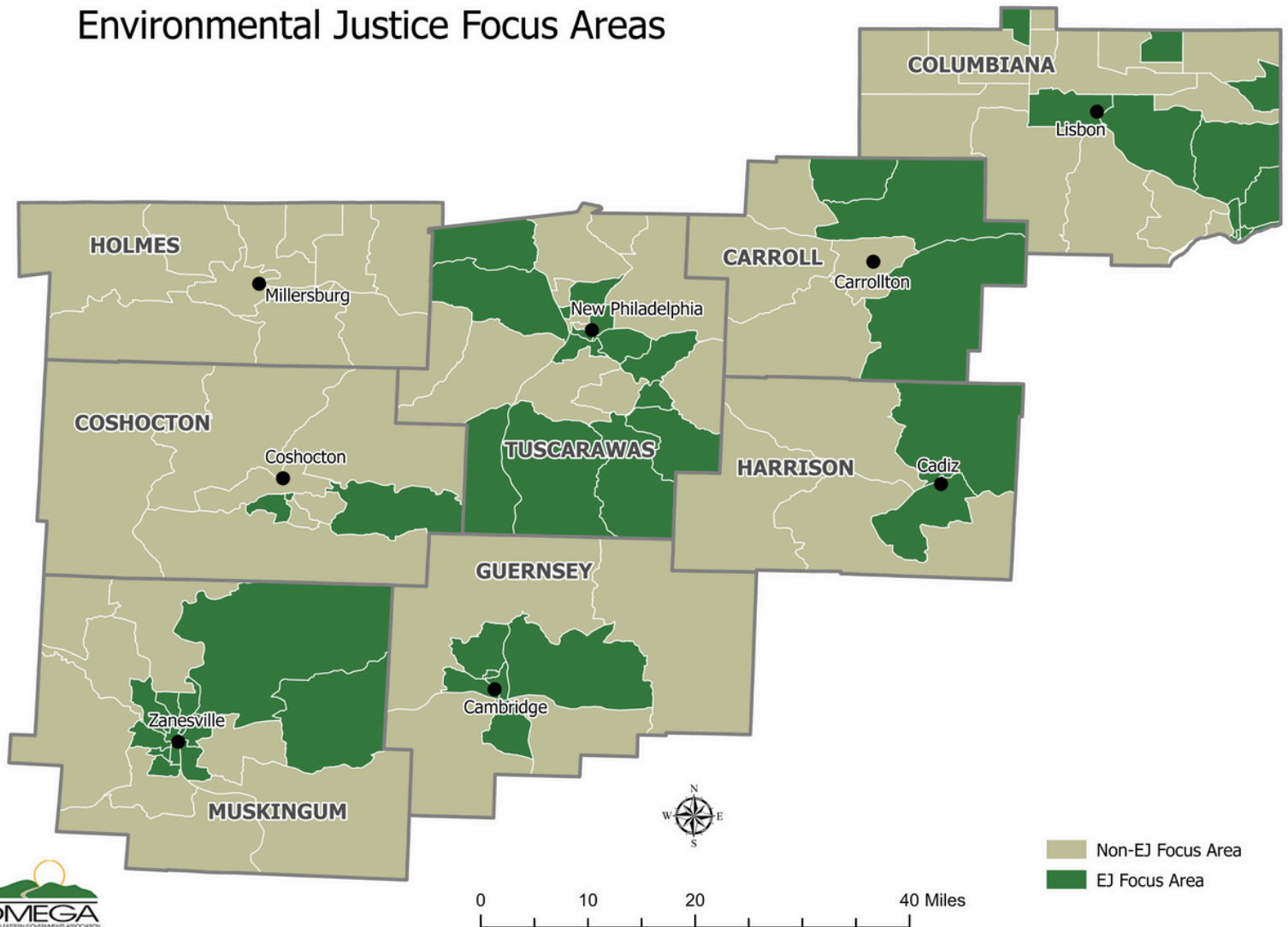


Figure 2-10

TRAVEL PATTERNS

Travel patterns show how the population moves throughout the region as well as outside the region. A very important indicator, and the basis of travel in the region, is how people commute regularly to their place of work. According to Figure 2-11, most of the working population in the region drives alone to work. The next largest group of commuters to work are those who carpooled at 10.1%, an increase of one point since the previous LRTP. The third largest group are those who worked at home at 6.1% which doubled. Public transportation and walking decreased by about 0.25% each while bicycling is up one point and Taxicab, etc. remained the same. These trends mirror national shifts from the COVID-19 pandemic.

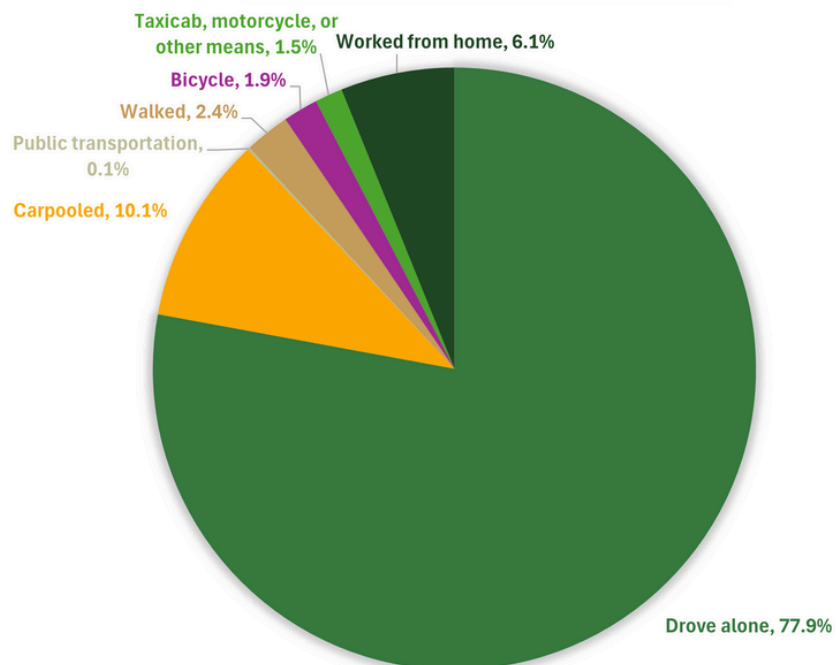


Figure 2-11: Commute by Mode of Transportation

Only 4% of commuters in the RTPo region travel out of state for work, as shown in Figure 2-12. The majority of these come from Columbiana County, with Carroll and Harrison counties following at a distant second and third respectively.

Figure 2-13 details how long commutes take in the RTPo region for working people who do not work from home full-time. 61.3% have a commute of less than 25 minutes which shows that most workers are not traveling very far from their homes. The RTPo region tracks closely with the State of Ohio as a whole for the amount of people with shorter commute times. However, a larger percentage of people have very long commutes (45 minutes and longer) compared to Ohio which is due to the rural nature of much of the region.

TRAVEL PATTERNS

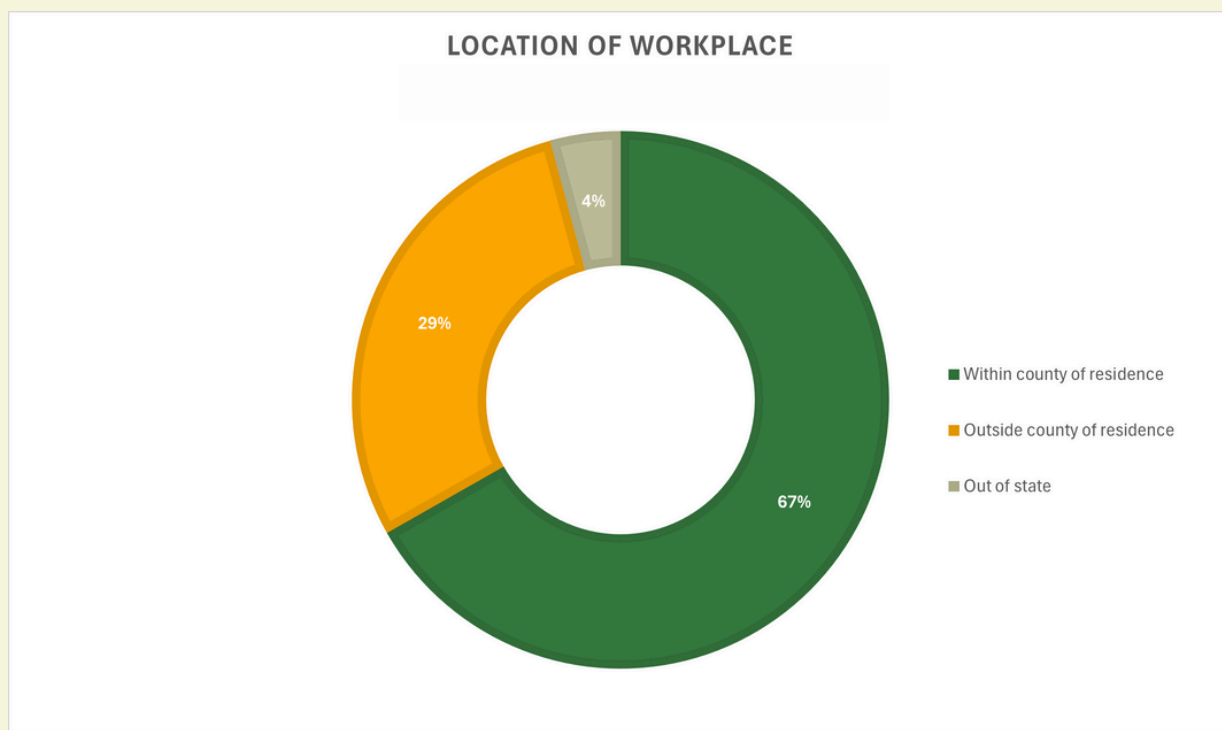


Figure 2-12: Location of Workplace

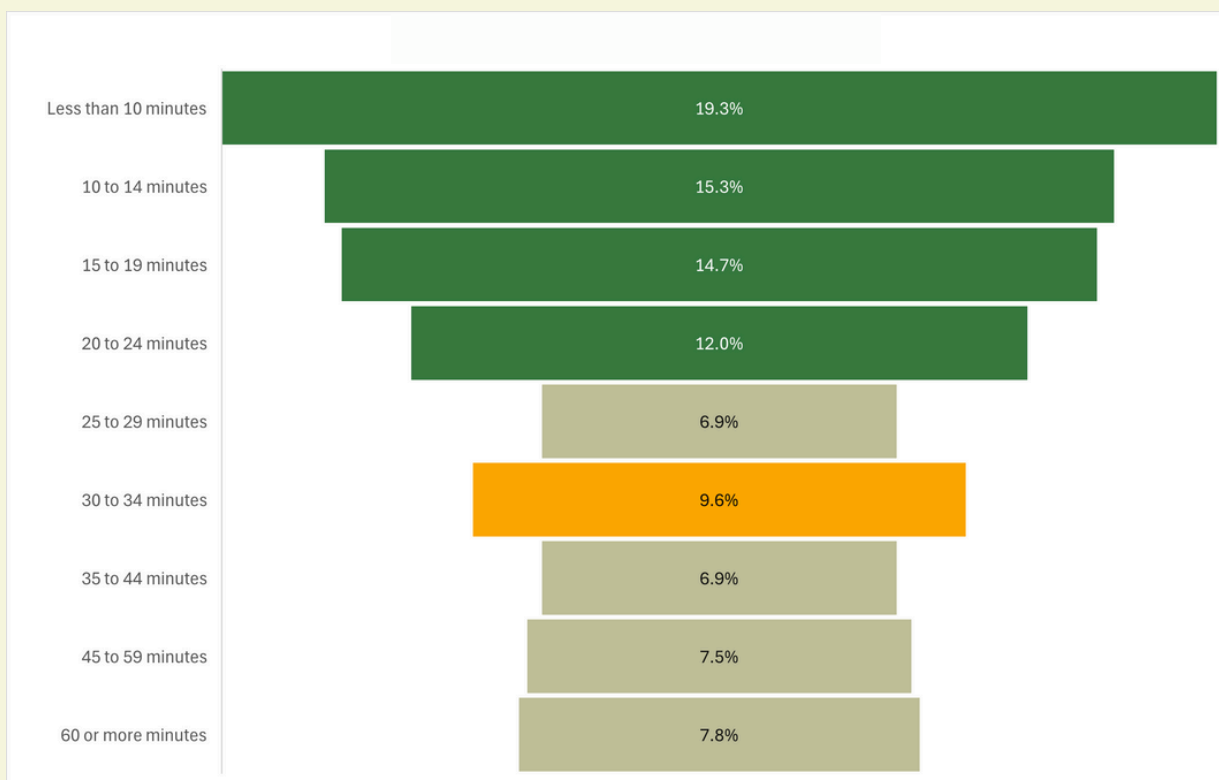


Figure 2-13: Commute Length

LAND USE

Over one-half of the OMEGA region is forest. Three other significant land uses are cultivated crops, open space, and developed areas. The predominantly rural nature of the OMEGA region continues to present infrastructure-related challenges when considering new and/or improved utilities because of the vast open areas between serviced entities. All 16 land use categories found in the OMEGA region from the National Land Cover Database can be found in Figure 2-14.

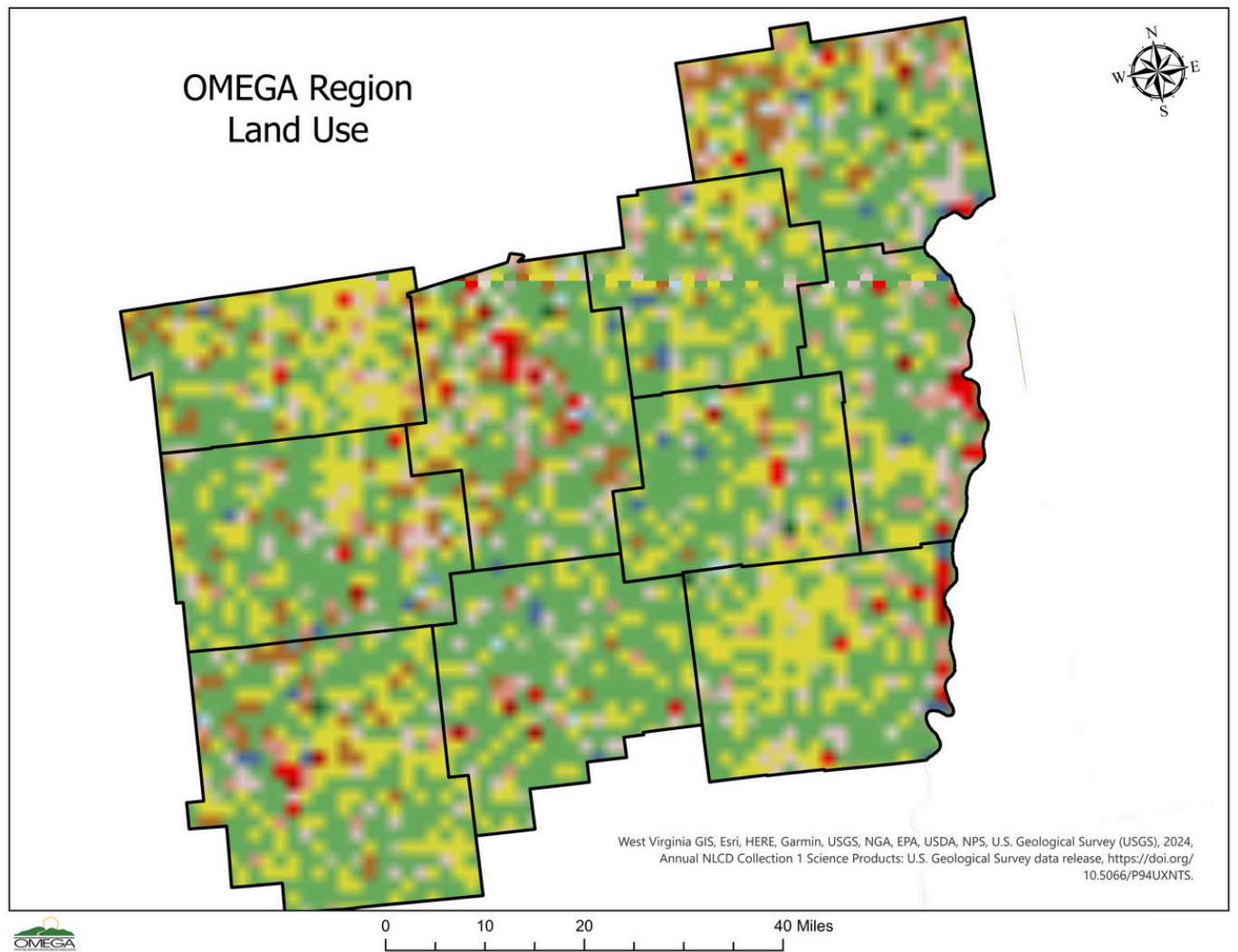


Figure 2-14

LAND USE LEGEND

| | |
|---------------------------------|---------------------------------|
| 11 Open Water | 41 Deciduous Forest |
| 12 Perennial Ice/Snow | 42 Evergreen Forest |
| 21 Developed, Open Space | 43 Mixed Forest |
| 22 Developed, Low Intensity | 52 Shrub/Scrub |
| 23 Developed, Medium Intensity | 71 Grasslands/Herbaceous |
| 24 Developed, High Intensity | 81 Pasture/Hay |
| 31 Barren Land (Rock/Sand/Clay) | 82 Cultivated Crops |
| | 90 Woody Wetlands |
| | 95 Emergent Herbaceous Wetlands |

THE OMEGA ROAD SYSTEM

The largest infrastructure network in the OMEGA region is roadways. Within the OMEGA RTPo, there are 11,193 center line miles. The National Functional Classification System is used to classify roadways based on a balance of mobility and access. Functional classification is important for program and project prioritization, asset management, safety programs, highway and bridge design, traffic control, access management, and maintenance. Figure 2-15 shows the percentage of the roadways in each functional class in the OMEGA RTPo region.

Over 70% of all OMEGA roadways are classified as local roads which are primarily maintained by municipalities, counties, and townships. Holmes and Carroll Counties are the only two counties within the OMEGA RTPo that do not have any roads with a higher classification than 04 – Minor Arterial. Additionally, 45.8% of roads in the region are township roads and 25.4% are county roads.

Most ODOT and USDOT funding programs are only applicable to Federal-aid eligible roadways, so it is an important piece of information to know before seeking resources for roadway projects. USDOT defines Federal-aid eligible roads as all “public roads not classified as local roads or rural minor collectors” (23 CFR 470.103). Figure 2-16 maps all Federal-aid eligible roads in the OMEGA RTPo region.

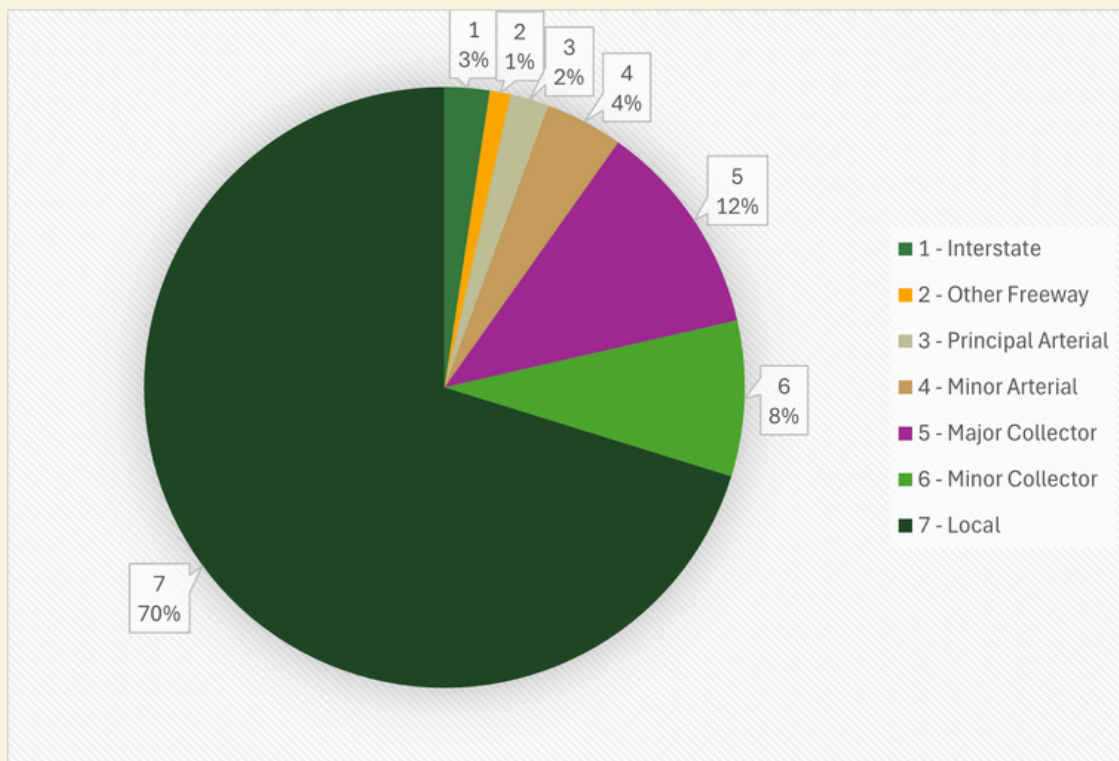


Figure 2-15: Functional Class Roads (% of Centerlane Miles)

THE OMEGA ROAD SYSTEM

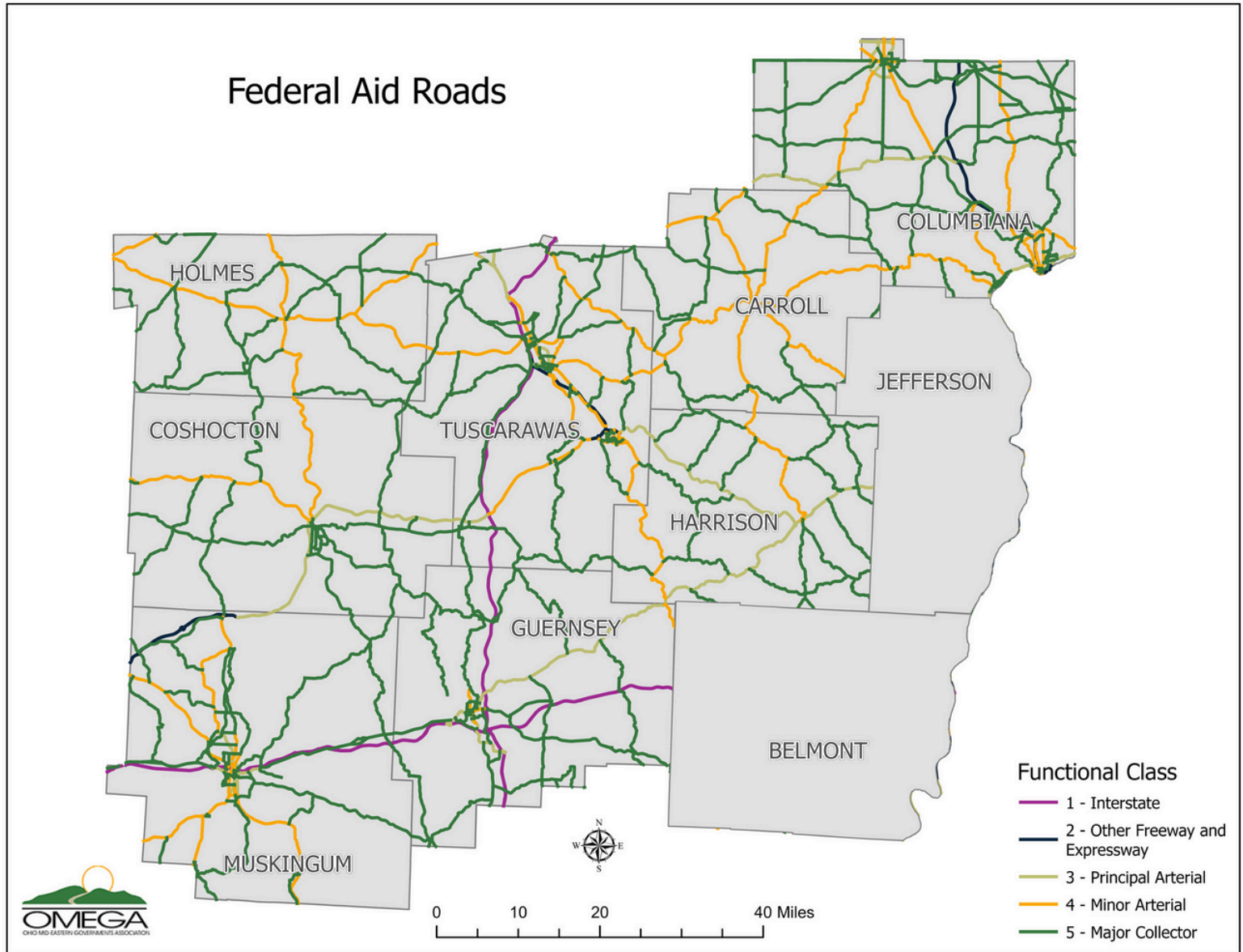


Figure 2-16

TRAFFIC VOLUME

Traffic volume is the number of vehicles traveling along a particular road segment. The most common measure is Annual Average Daily Traffic (AADT) which is calculated by counting vehicles across an entire year and then dividing the total by 365 days to determine a daily average. AADT ranges for Federal-aid eligible road segments are shown in Figure 2-17.

Unsurprisingly, the highest traffic volumes are found along the Interstate highways, I-70 and I-77. The highest Annual Average Daily Traffic (AADT) in the region is found east of Downtown Zanesville along I-70 with 49,795 vehicles with 23.3% being trucks. As shown in Figure 2-20, no segment of the highway system appears has an AADT greater than 50,000 vehicles. The highest AADT on I-77 is 40,405 between Strasburg and Dover in Tuscarawas County.

Off the Interstate system, other highways carry high volumes of traffic into and out of the region. Major US routes include US 22, US 36, US 40, and US 250. Major state routes include SR 11, SR 16, SR 39, and SR 146. These routes connect cities and villages to the core network and function as efficient commuter and freight corridors.

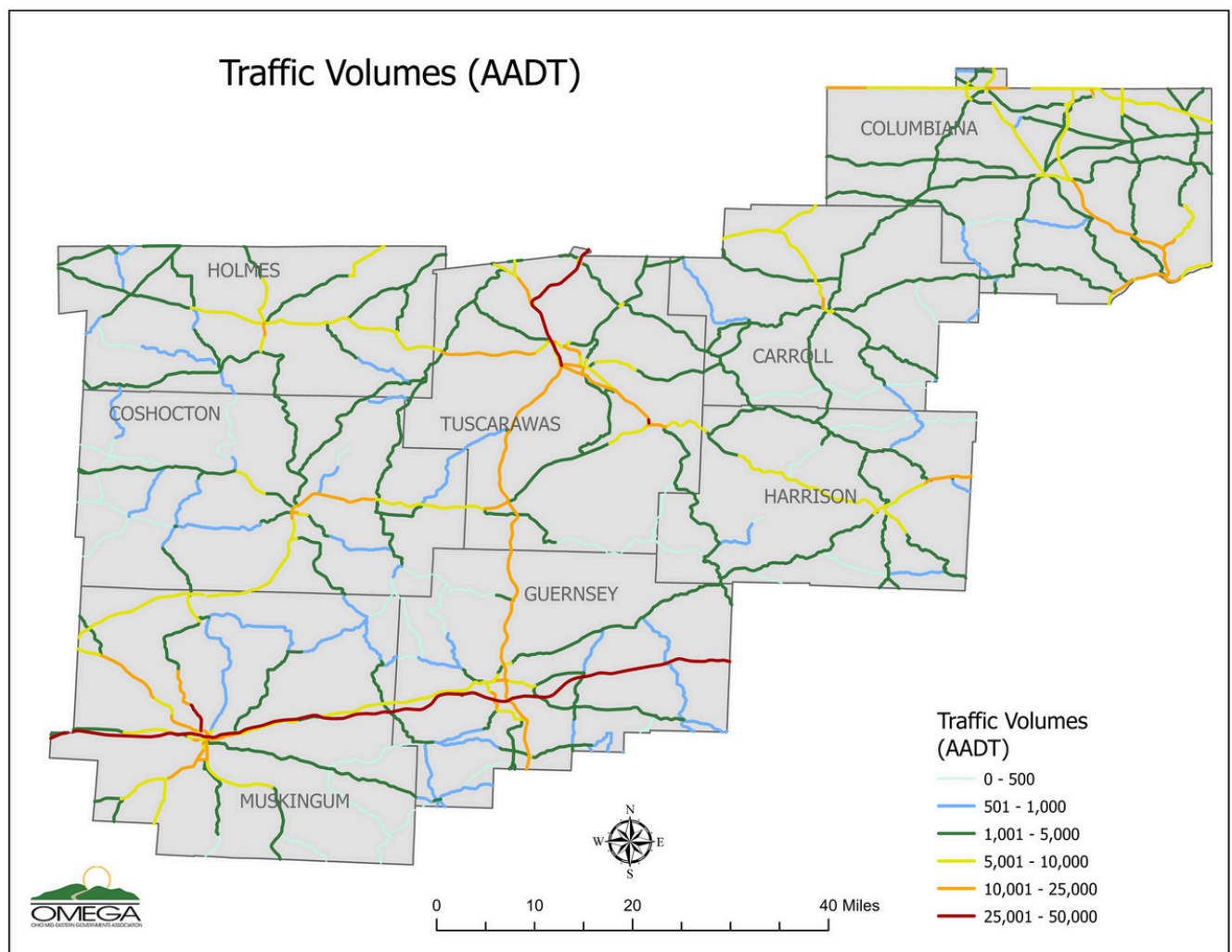


Figure 2-17

TRAFFIC VOLUME

The projected growth in car traffic volumes, shown in Figure 2-18, is expected to increase by 1.5% to 3% or greater along portions of major roads in each of the eight RTPO counties. Some roads with anticipated increase include:

- SR 517 from Lisbon to SR 7 (COL)
- SR 11 from SR 344 to SR 558 (COL)
- SR 154 from SR 11 to Pine Hollow Rd (COL)
- SR 518 from US 30 to Cusick Rd (COL)
- SR 79 from Nellie to SR 541 (COS)
- I-77 from US 36 to SR 541 (GUE/TUS)
- SR 513 from US 22 to I-70 (GUE)
- SR 646 from Carroll to Jefferson Counties (HAS)
- US 22/SR 800 (HAS)
- SR 514 from Wayne to Knox Counties (HOL)
- US 62 from Killbuck to CR 27 (HOL)
- SR 643 from Coshocton County to SR 557 (HOL)
- SR 241 from Wayne County to Massillon Rd (HOL)
- SR 284 from Rural Dale Rd to Cumberland (MUS/GUE)
- SR 140 from Maple Ave to Osborn Rd (MUS)
- SR 146 from SR 313 to Leedom Rd (MUS)
- SR 258 from River Rd SW to Chapel Rd SW (TUS)
- SR 416 from Goshen St to 21st St SE (TUS)

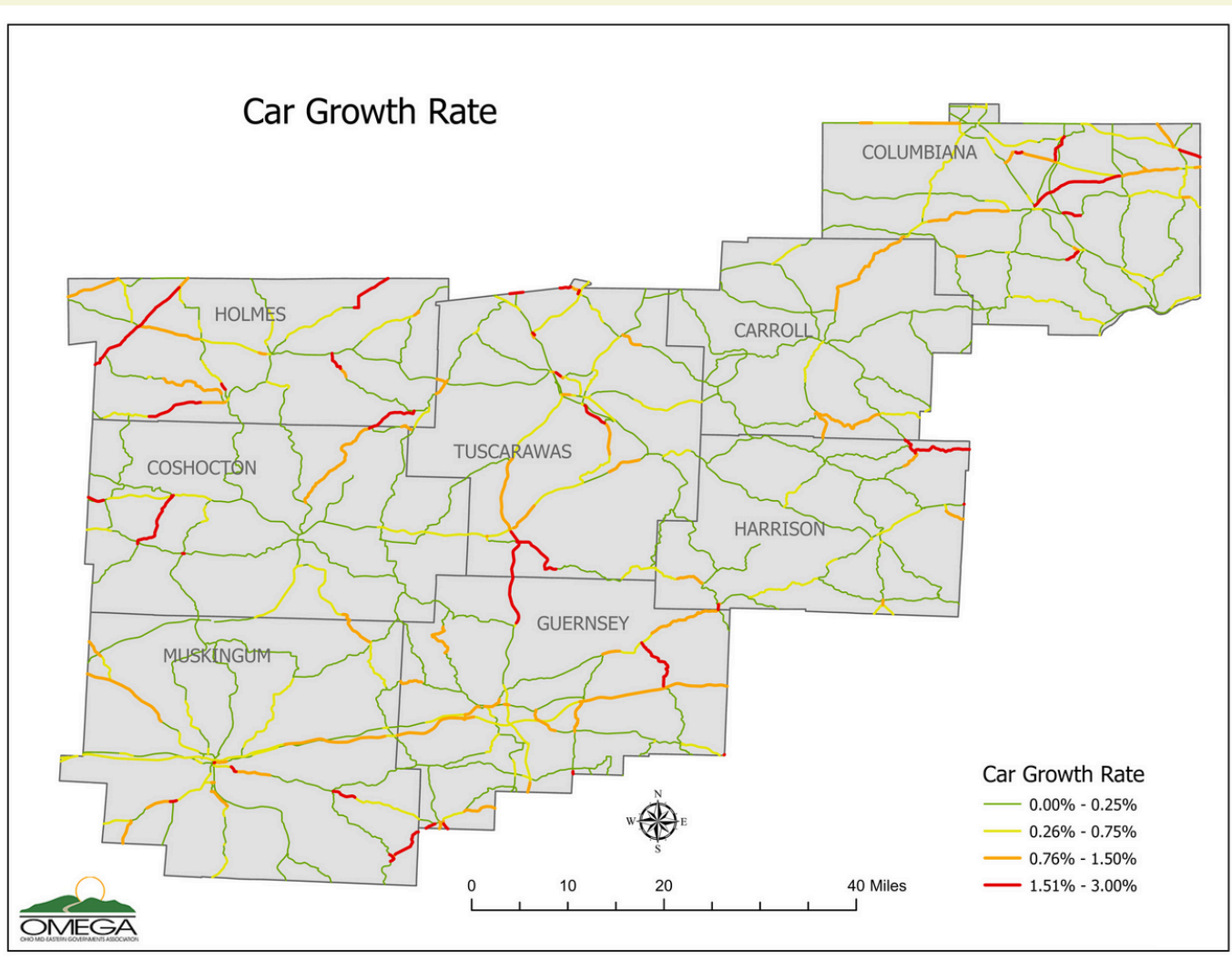


Figure 2-18

PAVEMENT CONDITION

The Pavement Condition Rating (PCR) is a distress index based on a continuous rating scale (0-100). Values closer to 0 indicate failed pavement, whereas values closer to 100 indicate new or non-distressed pavement. Thresholds are set to determine potential treatment actions. Depending on the level, the actions may be simple maintenance, a preservation treatment (asphalt overlay), or full rehabilitation or reconstruction. The threshold for rehabilitation or reconstruction is often used to separate acceptable from non-acceptable pavement conditions, as shown in Table 2-2.

| Pavement Condition Rating | | |
|---------------------------|--------------|-------------------|
| 0 – 40 | Very Poor | Non-Acceptable |
| 41 – 55 | Poor | |
| 56 – 65 | Fair to Poor | May be Acceptable |
| 66 – 75 | Fair | |
| 76 – 90 | Good | Acceptable |
| 91 – 100 | Very Good | |

Table 2-2: Pavement Condition Rating Categories

Source: ODOT Pavement Condition Rating Manual

ODOT collects data on pavement condition around the state every two years. They also publish guidelines and standards for analyzing the local pavement condition on a single segment of road. Figure 2-19 contains the pavement conditions ratings across the OMEGA RTPO region. Poor pavement conditions are concentrated in northern Muskingum County, southern Columbiana County, southern Guernsey County, and northern Holmes County.

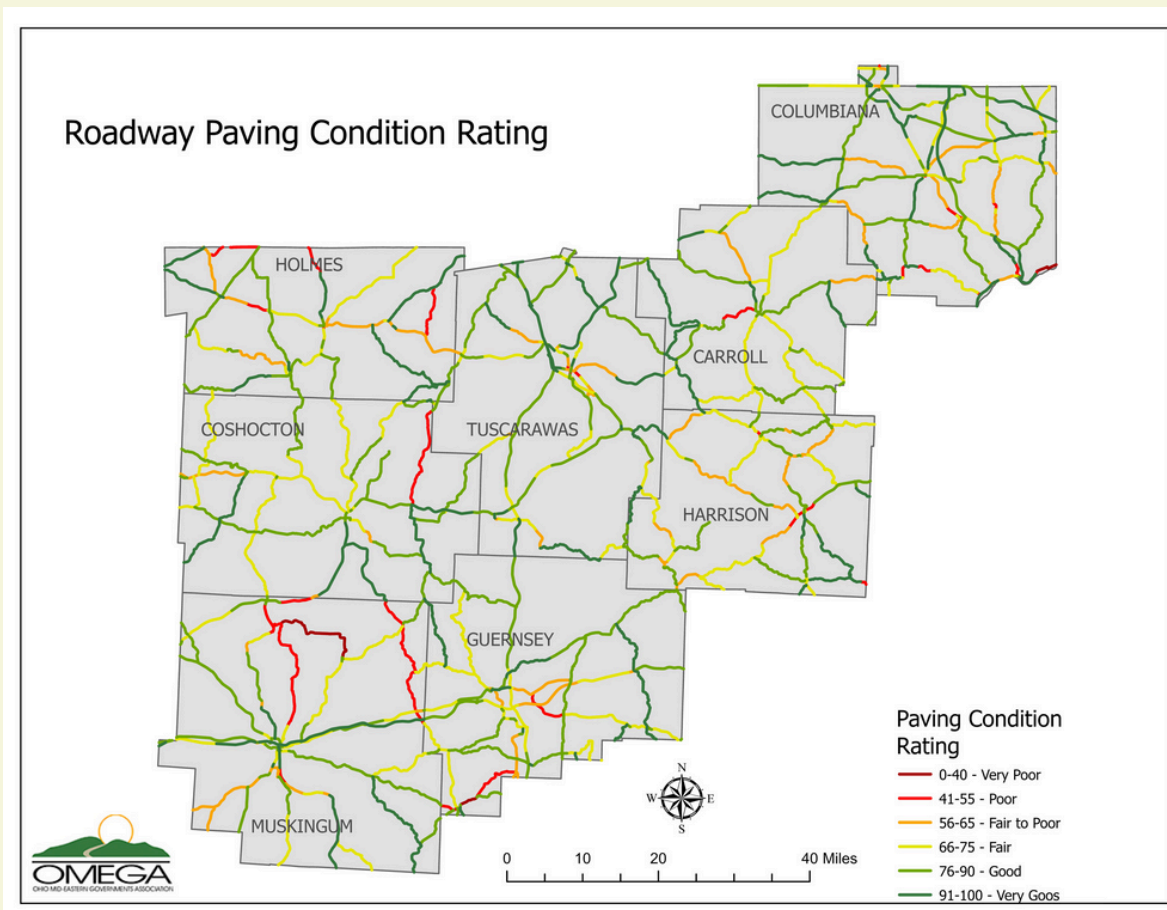


Figure 2-19

CONGESTION

Level of Service (LOS)

One way to measure the quality of traffic flow and the relative level of congestion is the Level of Service (LOS). This measure takes into account speed, travel time, freedom to maneuver, traffic interruptions, driving inconvenience, and delays. The Highway Capacity Manual defines six levels of service from A being the best to F as the worst - definitions adapted in Table 2-3. In rural areas, interstates, freeways, and arterials are designed for LOS B on flat terrain and LOS C on hilly terrain. All other roadways are generally designed for LOS C.

| | | | |
|---|---|---|--|
| A | Free flow, with low volumes and high speeds | D | Approaching unstable flow; drivers have little freedom to maneuver |
| B | Reasonable free or stable flow, speeds beginning to be restricted by traffic conditions | E | Unstable flow; operating at capacity |
| C | In stable flow zone, but most drivers are restricted in freedom to select own speed | F | Forced or breakdown flow; frequent slowing required |

Table 2-3: LOS Definitions

- LOS = D

- Alliance Road NW (SR 183) in Brown Township [Carroll County]
- Canton Road NW (SR 43) in Center Township [Carroll County]
- SR 14 in Columbiana [Columbiana County]
- SR 62 from Salem to Alliance [Columbiana County]
- SR 16 south of Coshocton [Coshocton County]
- I-70 west of I-77 interchange [Guernsey County]
- US 22 between Cadiz and Hopedale [Harrison County]
- SR 39 near Walnut Creek [Holmes County]
- SR 83 north of Millersburg [Holmes County]
- SR 241 near Mt. Hope and Paint Township [Holmes County]
- US 62 from Berlin to Millersburg [Holmes County]
- I-70 from Norwich to Zanesville [Muskingum County]
- SR 16 from Dresden Rd to Coshocton Co Line [Muskingum County]
- SR 60 north of Zanesville [Muskingum County]
- SR 93 from Roseville to US 22 [Muskingum County]
- SR 146 along Dillon Lake [Muskingum County]
- Zane St (SR 666) in Downtown Zanesville [Muskingum County]
- US 22 near Pleasant Grove [Muskingum County]
- SR 36 from near Tuscarawas [Tuscarawas County]
- SR 39 from Sugarcreek to Dover [Tuscarawas County]
- US 250 from Dennison to Harrison County [Tuscarawas County]

The list below identifies road segments in the OMEGA RTPD region with LOS D, E or F. These segments indicate areas for further investigation into the causes for the low LOS. The LOS across the region is shown in Figure 2-20.

- LOS = E

- S River Road (SR 60) in Zanesville
- E Iron Avenue (SR 800) in Dover
- N Wooster Ave (US 250) in Strasburg

- LOS = F

- None

CONGESTION

Volume-to-Capacity Ratio (V/C Ratio)

The American Association of State Highway Transportation Officials' (AASHTO) Highway Capacity Manual defines capacity as: "The maximum sustainable flow rate at which vehicles or persons reasonably can be expected to traverse a point or uniform segment of a lane or roadway during a specified time period under given roadway, geometric, traffic, environmental, and control conditions." Figure 2-21 denotes the V/C ratio for road segments across the region.

It follows that the Volume-to-Capacity Ratio takes the traffic volume and divides it by the capacity to determine if a road segment is at, under, or over capacity. Values over "1" have exceeded their designed capacity and may experience delays and congestion, especially at peak travel times. Values nearing "1" (0.75-0.99) should be monitored, as these routes may be nearing or exceeding capacity in peak times, resulting in additional delays. The following routes in the OMEGA RTPD are nearing or exceeding capacity:

- V/C = 0.75-0.99
 - S Wooster Avenue (SR 800) in Dover
 - Maple Avenue (SR 60) in Zanesville, north of I-70
 - I-70 in downtown Zanesville
 - Southgate Parkway (SR 209) in Cambridge
- V/C = 1+
 - E Iron Avenue (SR 800) in Dover

Future Congestion Hot Spots

ODOT recently released their statewide Strategic Transportation & Development Analysis report which looks at growth trends in land use, development, and the transportation system. Three congestion hotspots were identified in the OMEGA RTPD region. OMEGA will work with our partners to develop solutions to relieve congestion without compromising safety for all road users.

- I-70 through Zanesville
- US-36 and SR 16 through Coshocton
- US-250 through Strasburg

CONGESTION

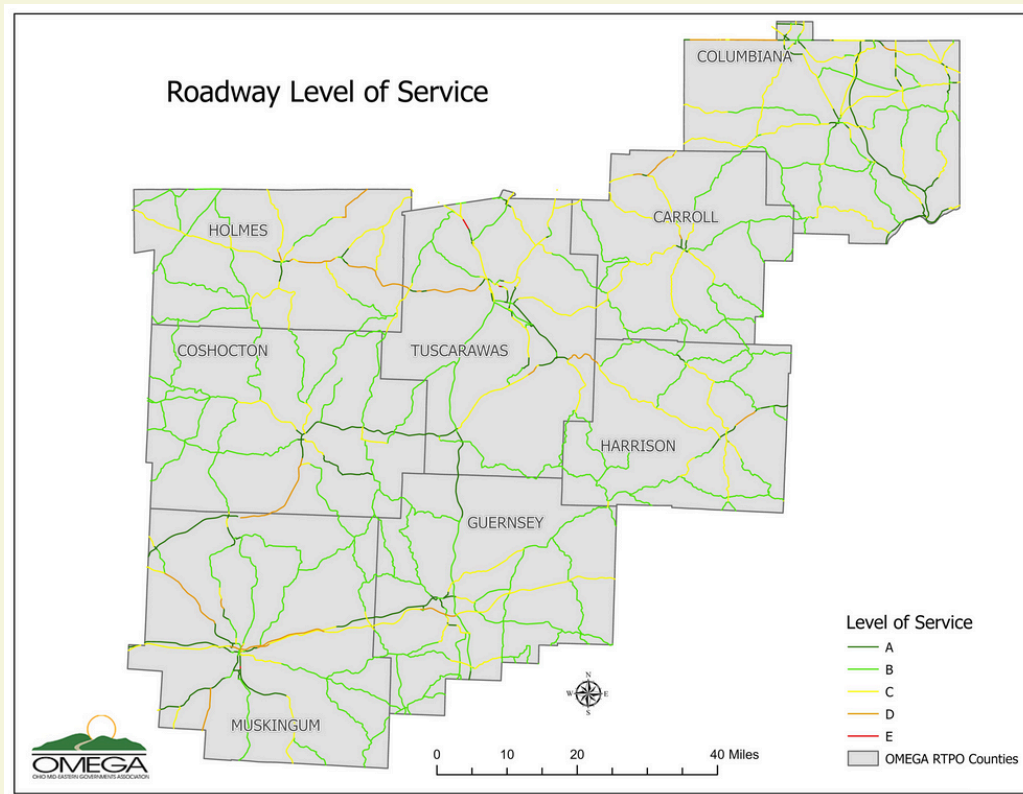


Figure 2-20

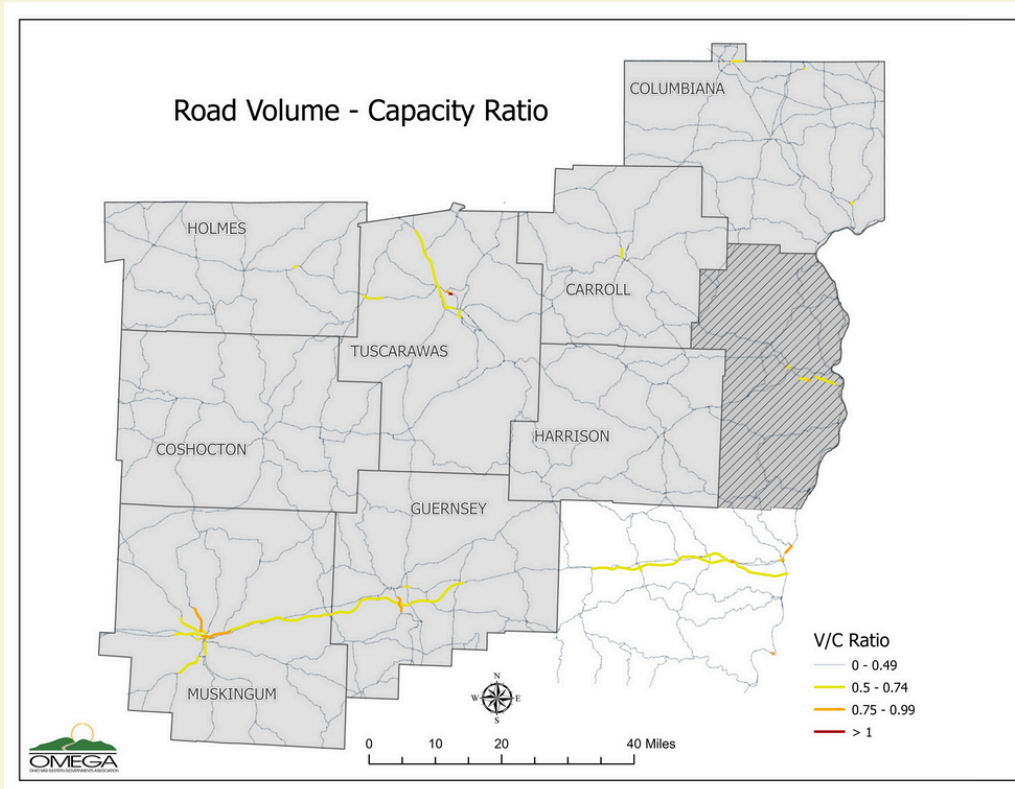


Figure 2-21

BRIDGES

Bridges function as a vital component of the transportation system, especially in eastern Ohio. Ohio has 44,766 bridges systemwide and 3,423 (7.6%) are in the OMEGA RTPO area. This definition is set by the state and includes spans of 10 feet or greater. The General Appraisal Condition Rating is a composite condition measurement of the major structural items of a bridge. General Appraisal Rating values range from zero (0) to nine (9), with zero being out of service and nine being like new. The higher the overall rating, the better condition a bridge is in.

| Rating | Condition | Description |
|--------|------------------|--|
| 0 | Failed | Bridge is out of service and beyond corrective action |
| 1 | Imminent Failure | Major deterioration, loss may be present. Bridge is closed to traffic but corrective action may put bridge back into service |
| 2 | Critical | Advanced deterioration of primary structural components |
| 3 | Serious | Defects and/or deterioration have seriously affected primary structural components |
| 4 | Poor | Advanced defects and/or deterioration |
| 5 | Fair | All primary structural components are sound but may have minor defects or deterioration |
| 6 | Satisfactory | Structural components show minor deterioration |
| 7 | Good | Some minor problems |
| 8 | Very Good | No problems noted |
| 9 | Excellent | New or recently constructed |

Table 2-4: Bridge Appraisal Ratings

Bridges with a rating of four (4) or less are at-risk and maintenance or replacement of these bridges should be prioritized to ensure the safety of the network. Bridges in this rating range in the OMEGA RTPO region are shown in Figure 2-22. A total of 260 bridges are currently considered at risk within the RTPO. Compared to 2020, this shows a decrease of only 5 bridges at-risk, highlighting the need for additional investment in the region.

Figure 2-23 displays bridges that are currently at least 40 years old and these bridges will all be 65+ years old by 2050. These bridges will be at the end of their useful and intended lifespan and may require significant upkeep to prevent deterioration. These bridges will need to be monitored closely over the next 25 years. OMEGA will continue to work with county engineers and ODOT to ensure the most at-risk bridge are included in funding priorities.

BRIDGES

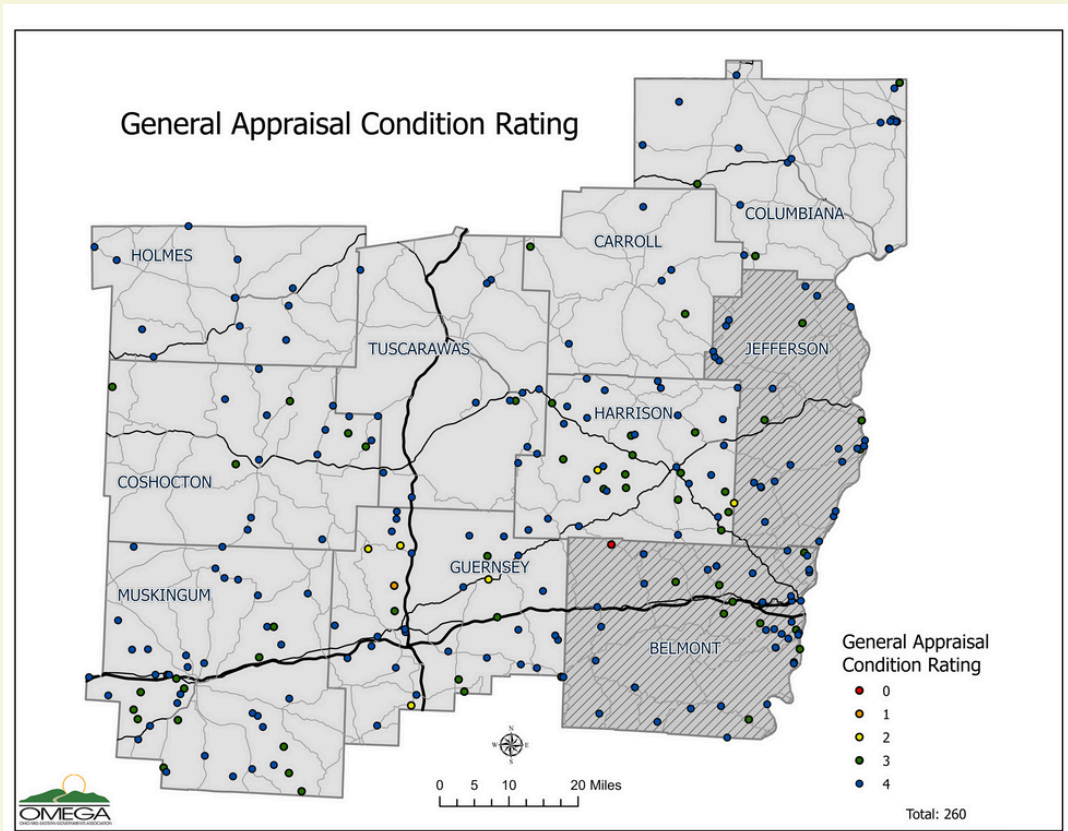


Figure 2-22

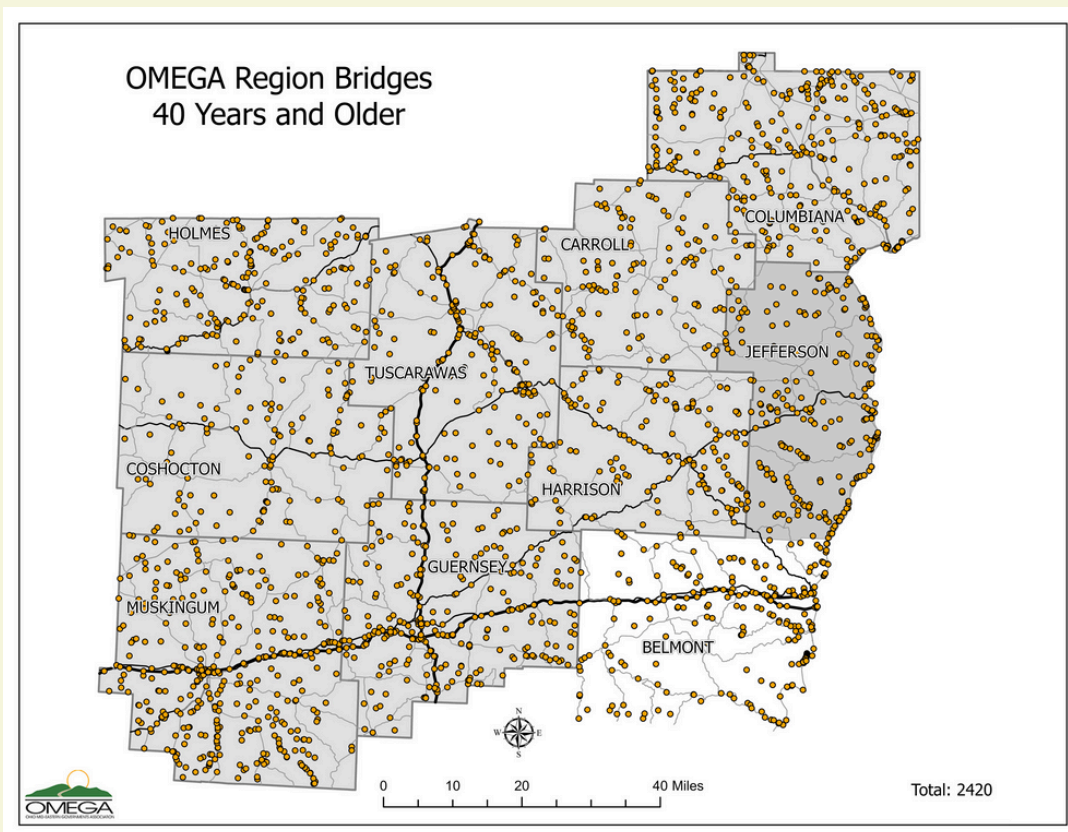


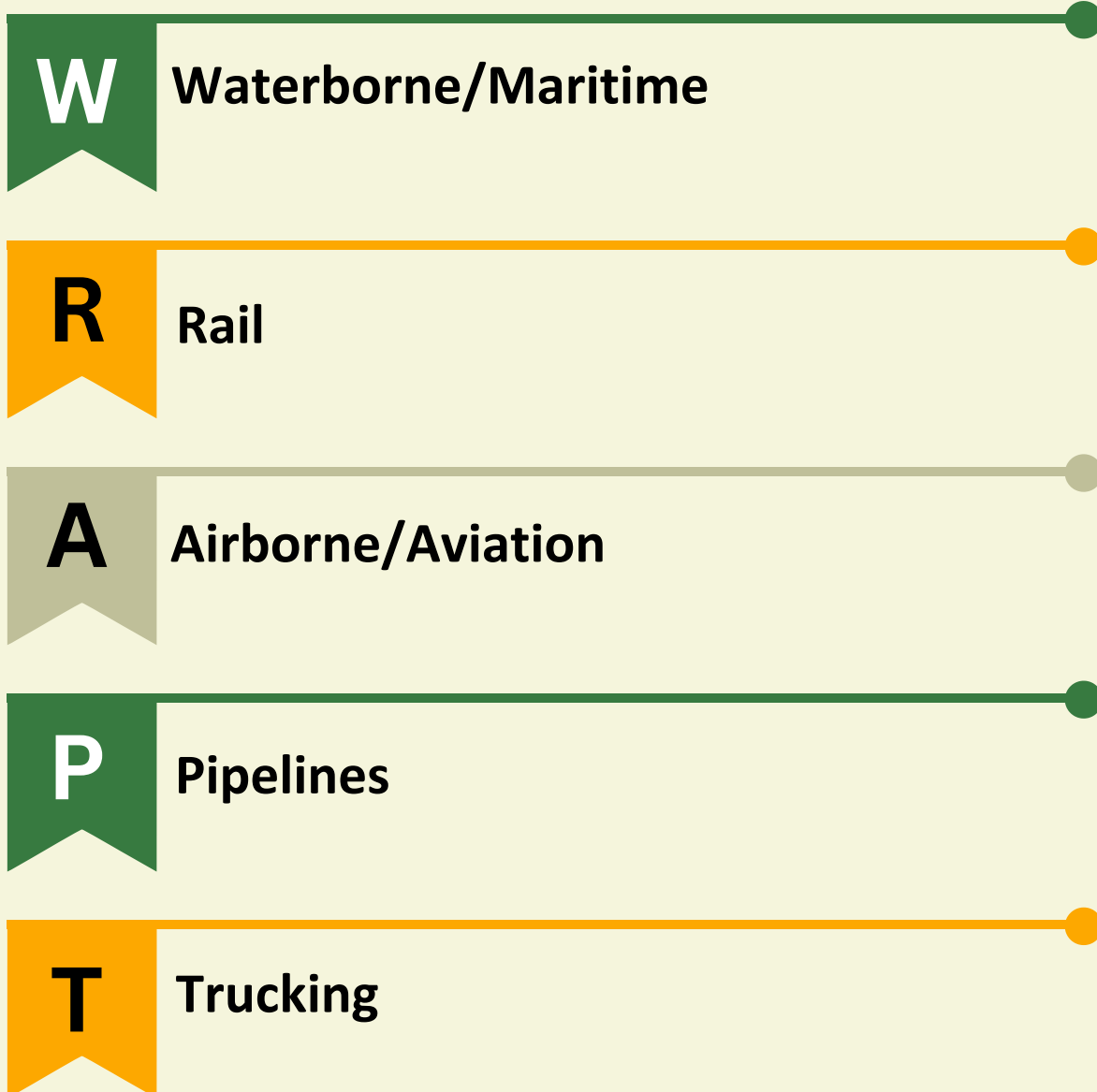
Figure 2-23

FREIGHT

The freight system sits at the nexus of transportation and economic development - without it, goods and services cannot travel between their origin and destination. But the behind-the-scenes nature of a well-functioning freight system is often not at the forefront of the conversation around regional needs and funding priorities.

ODOT is currently updating their statewide plans for aviation and rail as well as creating the first ever Ohio Maritime Plan. The OMEGA RTPo is eagerly anticipating these new plans to tailor freight considerations that fit the needs and characteristics of the region while supporting statewide goals.

WRAPT in Freight



FREIGHT

Waterways

The Ohio River is a primary shipping channel for the region and is also used for recreation. Within Columbiana County, there are 16 river terminals that can be used for the shipment of goods along the river. The Columbiana County Port Authority operates the Wellsville Intermodal Park, a 70-acre facility that connects rail, road, and water modes of shipping. The Intermodal Park is one of the main connecting points between the Gulf of Mexico ports to the Great Lakes. The Park is located off of State Route 7, a four-lane highway, and is 40 miles North of Interstate 70 and 40 miles South of Interstates 76/80. Also, on site is a 3,500-foot expandable rail siding that connects to the Norfolk Southern mainline. The riverside terminal has a 60-ton overhead river crane and bulk cargo handling system with ready access to both rail and highway.

Rail

The OMEGA RTPO is served by ten different railroad operators, with eleven different right-of-way owners as shown in Figure 2-24. Altogether, there are nearly 1,085 miles of railroads within the region. Among the largest of these is the sole Class 1 railroad, Norfolk Southern. Norfolk Southern owns lines in northwestern Holmes County and in Columbiana County. Their lines also follow the Ohio River to serve points in Belmont County and Jefferson County. Except for Norfolk Southern, all railroads in the OMEGA region are single tracked. Norfolk Southern owns and maintains two double-tracked mainlines through Columbiana County.

The Wheeling & Lake Erie Railroad is a regional Class 2 railroad that connects the manufacturing locations and ports on Lake Erie to the ports on the Ohio River, creating a vital link in shipping. Smaller shortline (Class 3) railroads interchange with the larger national and regional lines. These shortlines provide service to companies along their rights-of-way, providing another option to move goods throughout the global economy. With petrochemical development and increasingly congested highways, access to rail is critical for the success and expansion of industries throughout the region. Connecting these rail lines to product destinations will be a key component in the viability of shipping product by rail.

Aviation

There are no airports with commercial airline activities in the OMEGA RTPO. The nearest airports with commercial airline service are in Akron/Canton, Ohio; Columbus, Ohio; or Pittsburgh, Pennsylvania. The region contains 11 public airports and 27 private airports. Additionally, there are five private heliports and one public heliport. There are an additional four public airports and one public heliport in Belmont and Jefferson Counties. These features are mapped along with ports in Figure 2-25. OMEGA is also in conversation with researchers at Ohio University about Advanced Air Mobility strategies for the region.

Pipelines

Pipelines are also under the purview of the US Department of Transportation. Since oil and gas drilling are a major economic sector in the OMEGA RTPO region, consideration of this infrastructure is vitally important for the economic vitality and health and safety of the region's residents and its land. These features are not mapped for security reasons.

FREIGHT

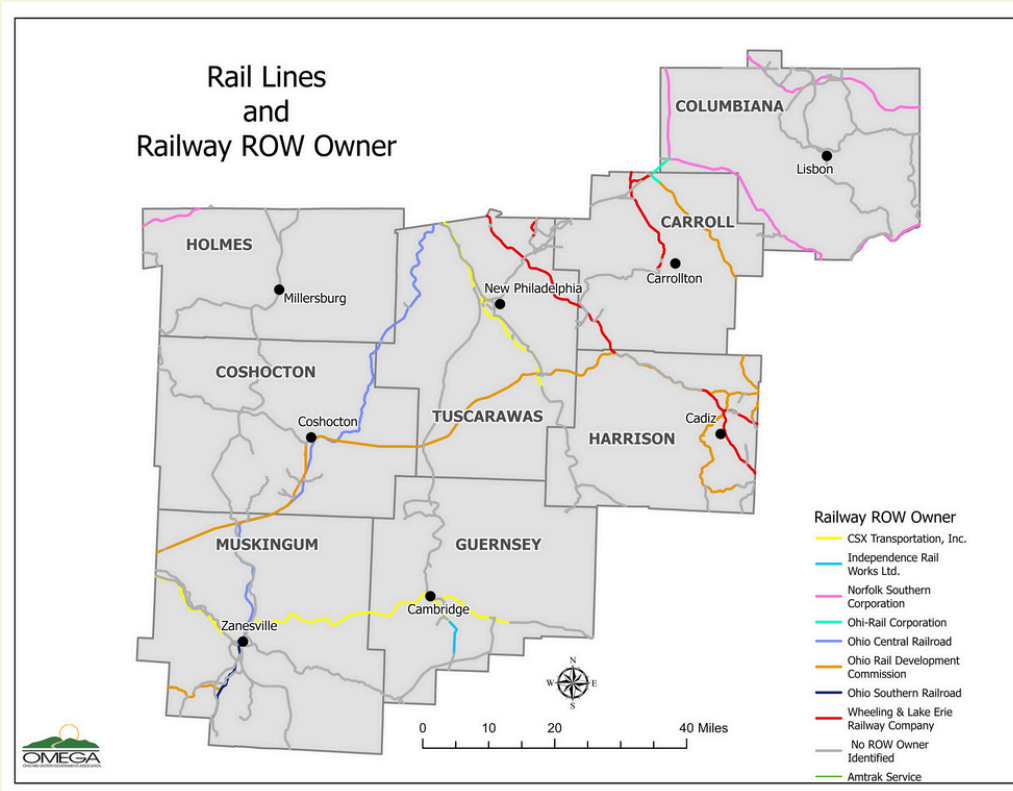


Figure 2-24

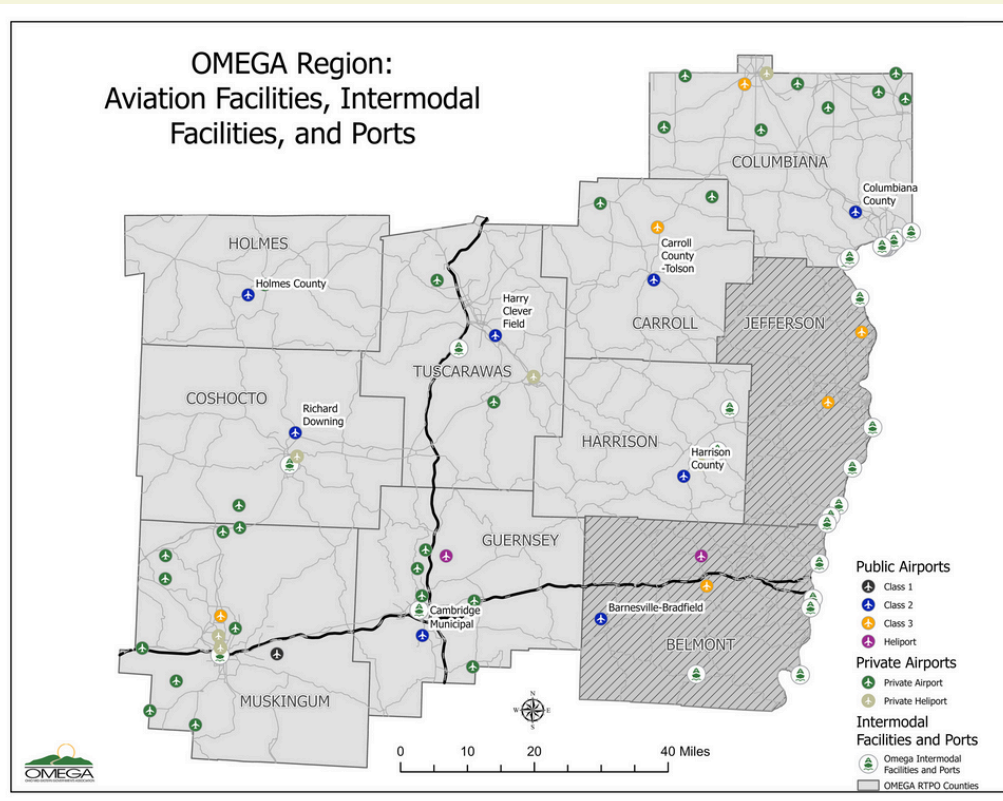


Figure 2-25

FREIGHT

TRUCKING

Figure 2-26 illustrates the truck volumes on road segments throughout the RTPO region. Most of the truck activity is concentrated in counties with significant oil and gas drilling (Harrison, Guernsey, and Carroll) as well as I-70. Truck volumes are currently lower on I-77, in Columbiana County, and in much of the western RTPO counties.

The weight of a truck is significantly greater than the average passenger vehicle, putting additional strain on aging infrastructure. Trucks are also hampered by low clearances on older overpasses, forcing them to make costly detours as well as increasing their mileage, emissions, and costs for maintenance. Furthermore, growth of truck traffic in areas that have not historically experienced high volumes of trucks may create safety concerns.

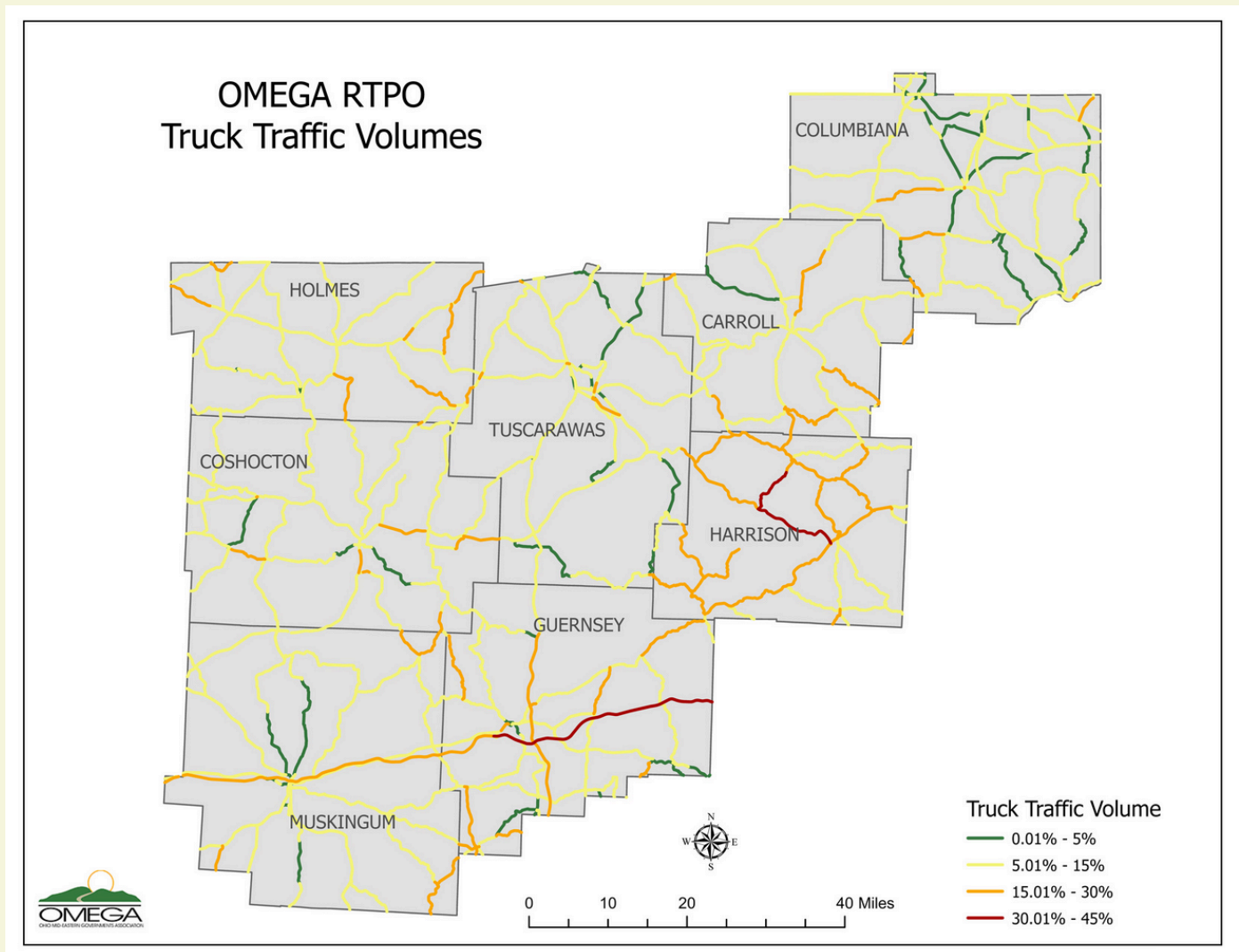


Figure 2-26

FREIGHT

TRUCKING

As shown in Figure 2-27, truck volumes are expected to increase 3% to 6% along portions of major roads in each of the eight RTPO counties. Some roads with anticipated truck traffic increases include:

- SR-43 in Carroll County
- SR-170 in Columbiana County
- US-36 in Coshocton County
- Southgate Parkway in Guernsey County
- SR-800 in Harrison County
- SR-39 in Holmes County
- SR-643 in Holmes County
- SR-146 in Muskingum County
- SR-212 in Tuscarawas County
- SR-258 in Tuscarawas County

Conversely, there are sections of roadways with high volumes of trucks today are not expected to see much growth in truck volumes, such as in central Harrison County.

It should be noted that these truck figures may not be entirely accurate due to the current and anticipated continued shale oil and gas development as well as other economic development initiatives throughout the region, which are not reflected in ODOT's Congestion Management System (CMS) models.

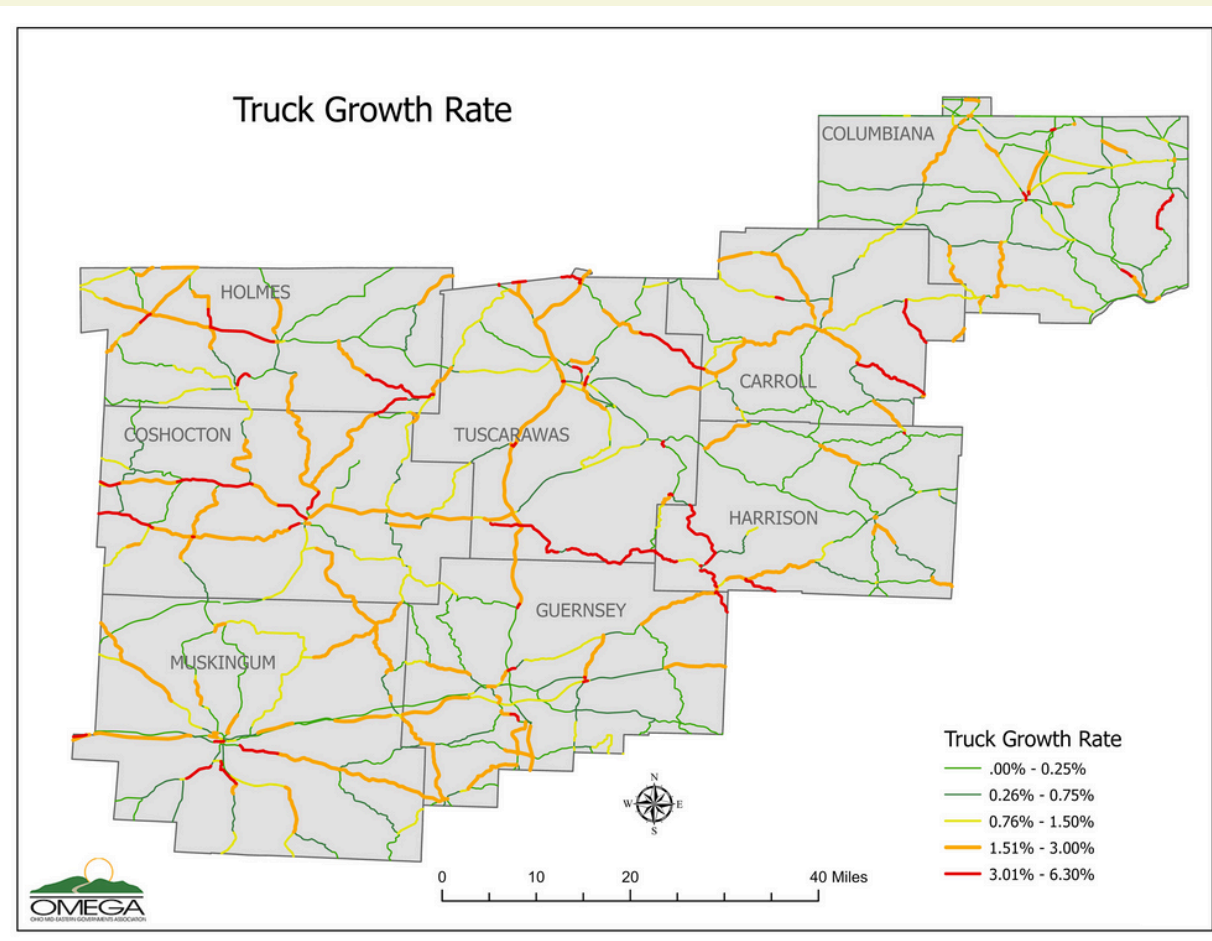


Figure 2-27

SAFETY

Fatal and Serious Injury Crashes (FSI)

ODOT's Strategic Highway Safety Plan includes a vision for zero deaths from vehicular crashes in the future. This echoes the national Vision Zero campaign which strives toward eliminating fatal and serious injury (FSI) roadway crashes.

OMEGA supports statewide safety efforts and proactively assists communities with roadway safety projects to work toward these goals. Figure 2-28 shows the trend in FSI from 2012 onward. Unfortunately, FSI crashes were higher in 2022 and 2023 after several years of declines. This warrants more investigation into where, why, and how these crashes are occurring as well as waiting to see if 2024 continues the rise in FSI. However, the overall trend has been a decrease in serious crashes which we expect to continue over the next few decades as local partners install proven safety countermeasures across the region, conduct road safety awareness campaigns, and vehicle safety technology continues to advance. Fatalities unfortunately are projected to remain flat into the future, so more aggressive measures are needed to reduce those significantly.

Figure 2-29 contains all fatal crashes in the OMEGA RTPPO region over the past five years and Figure 2-30 plots all serious injury crashes.

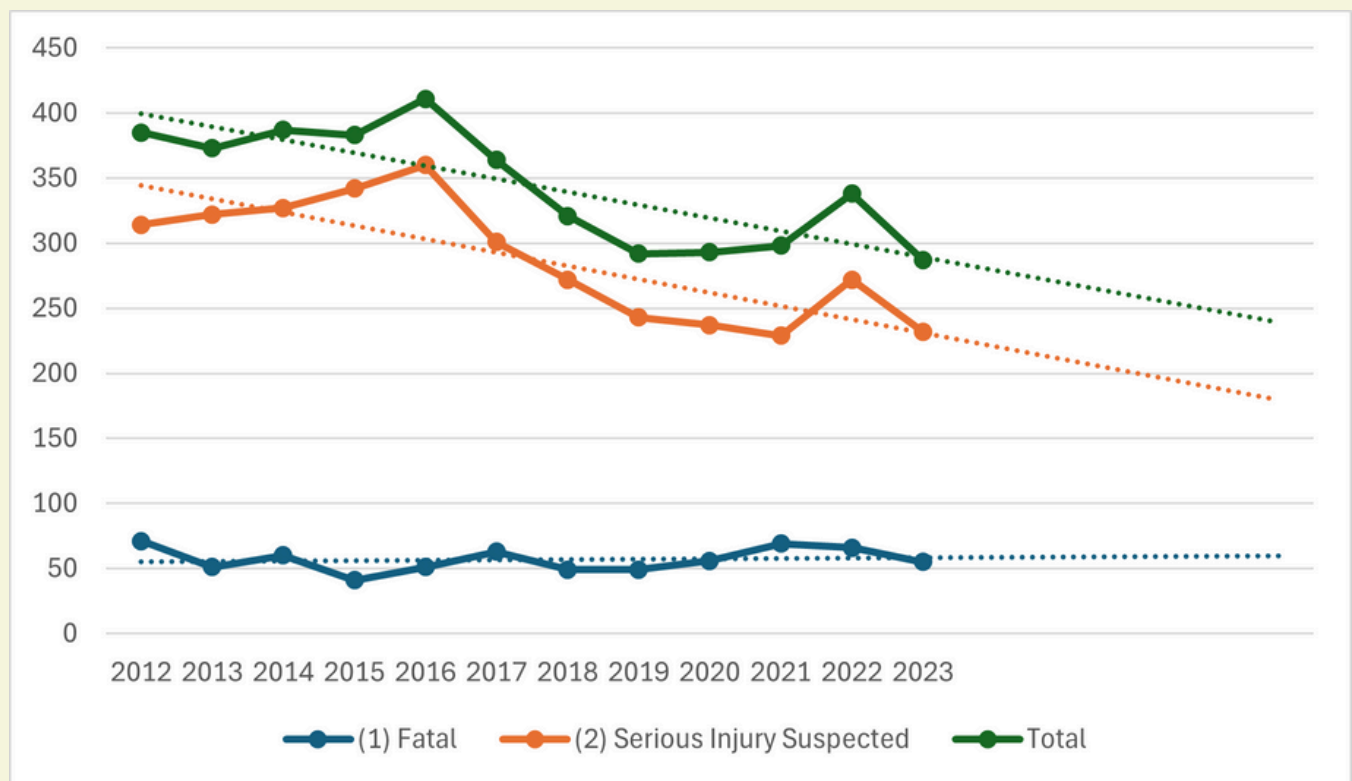


Figure 2-28: RTPPO FSI Trends

SAFETY

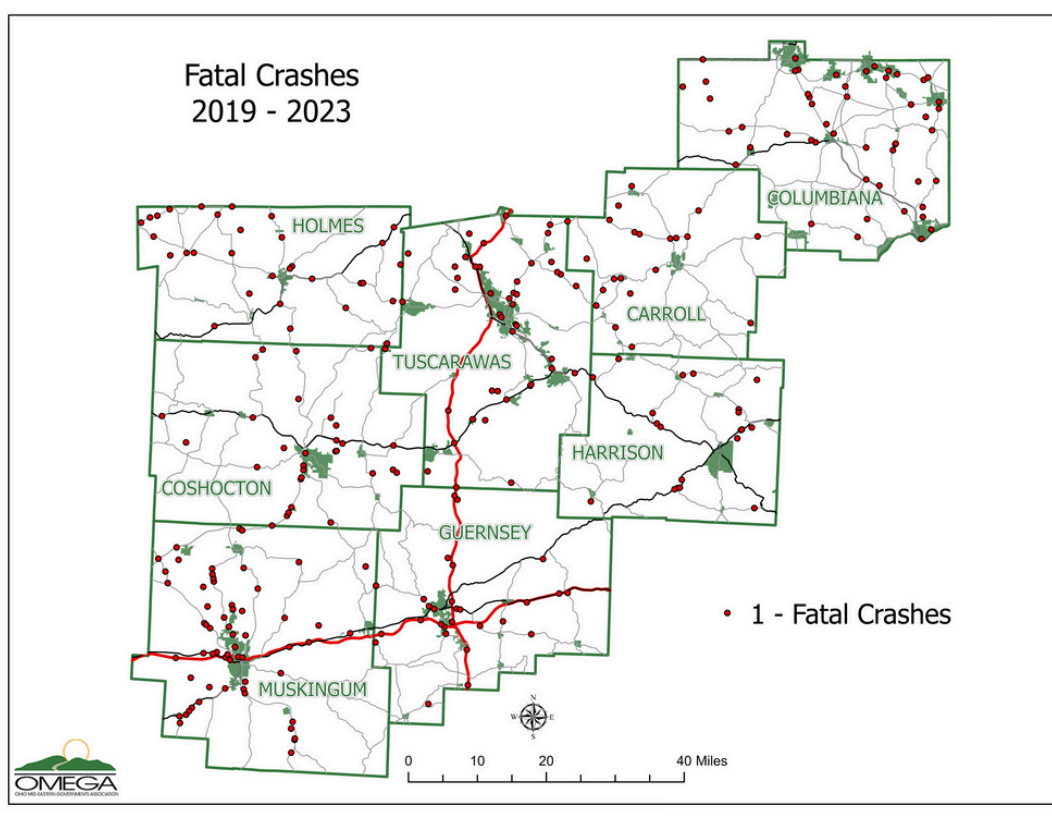


Figure 2-29

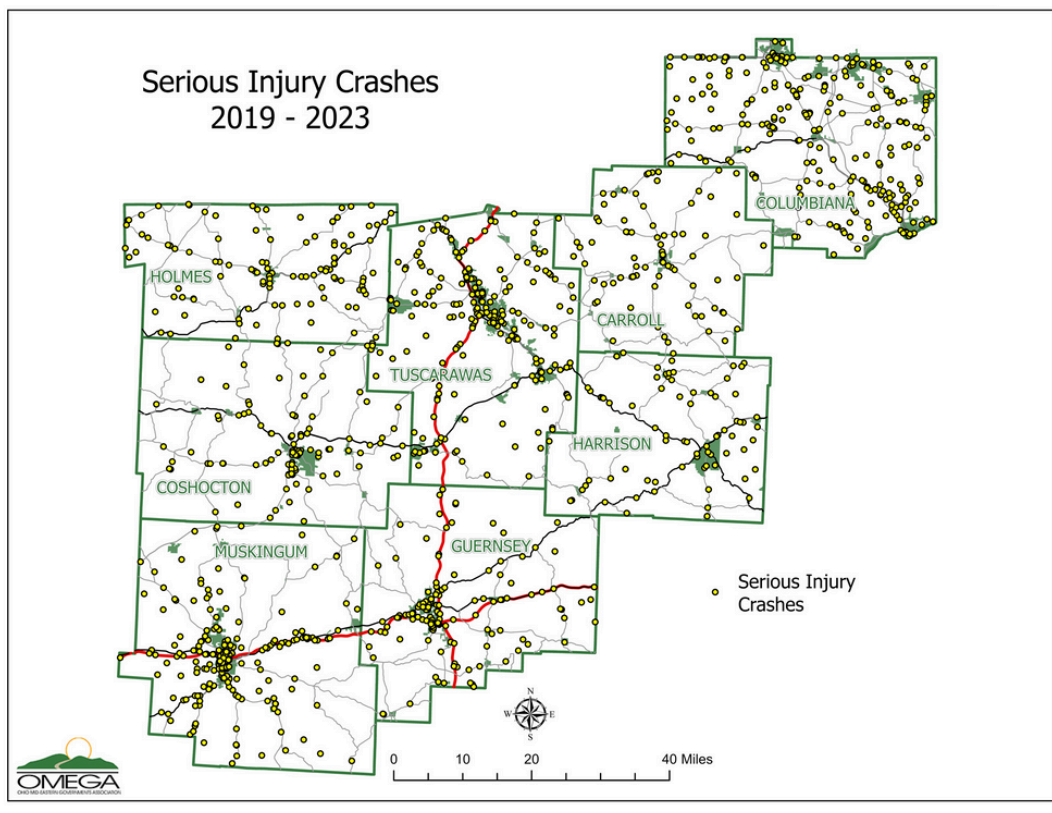


Figure 2-30

SAFETY

Railroad Crossings

Figure 2-31 contains all railroad crossing in the OMEGA RTPO region. These crossings are often overlooked for safety enhancements until an accident occurs.

Currently, funding opportunities exist at the state and federal levels to proactively improve these conflict points between rail and other modes of transportation.

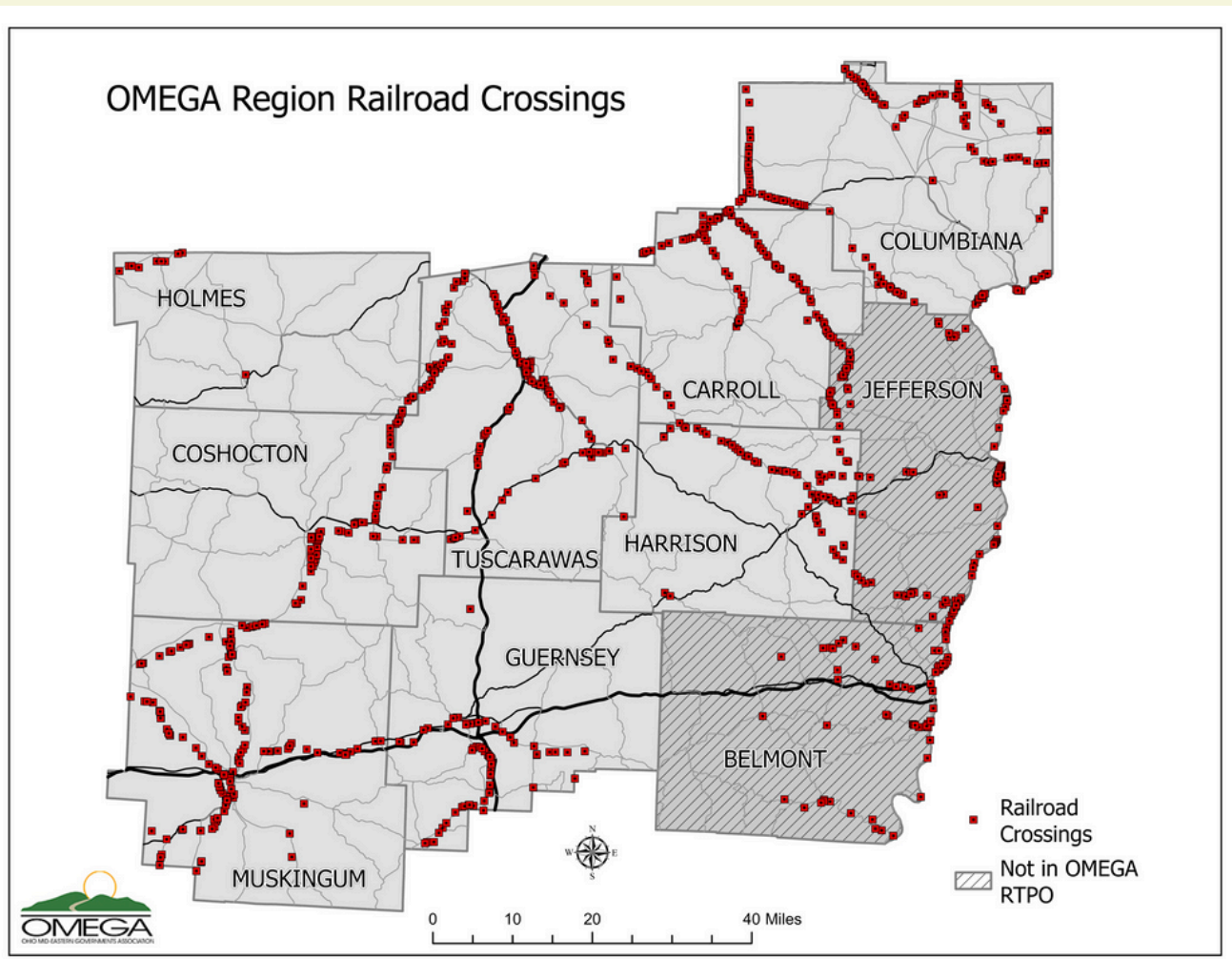


Figure 2-31

ALTERNATIVE TRANSPORTATION

Alternative Transportation involves walking, bicycling, traveling by buggy, and using public transportation - the first three of which have grown in the OMEGA region since the COVID-19 pandemic, both for commuting and recreation.

Figure 2-32 shows the locations of bike, pedestrian, and buggy-related crashes over the past five years. These data identify hot spots which will aid in prioritizing transportation safety investments and include urbanized areas like Dover & New Philadelphia, Zanesville, Cambridge, and East Liverpool as well as areas with lots of rural walking and cycling traffic like Columbiana County and eastern Holmes County.

The RTPo region currently has X miles of bicycle facilities across the eight counties. Additionally, counties without trail plans received a boost through the Appalachian Community Grant Program, so there is now a complete map of a visionary, interconnected trail system in Figure 2-33.

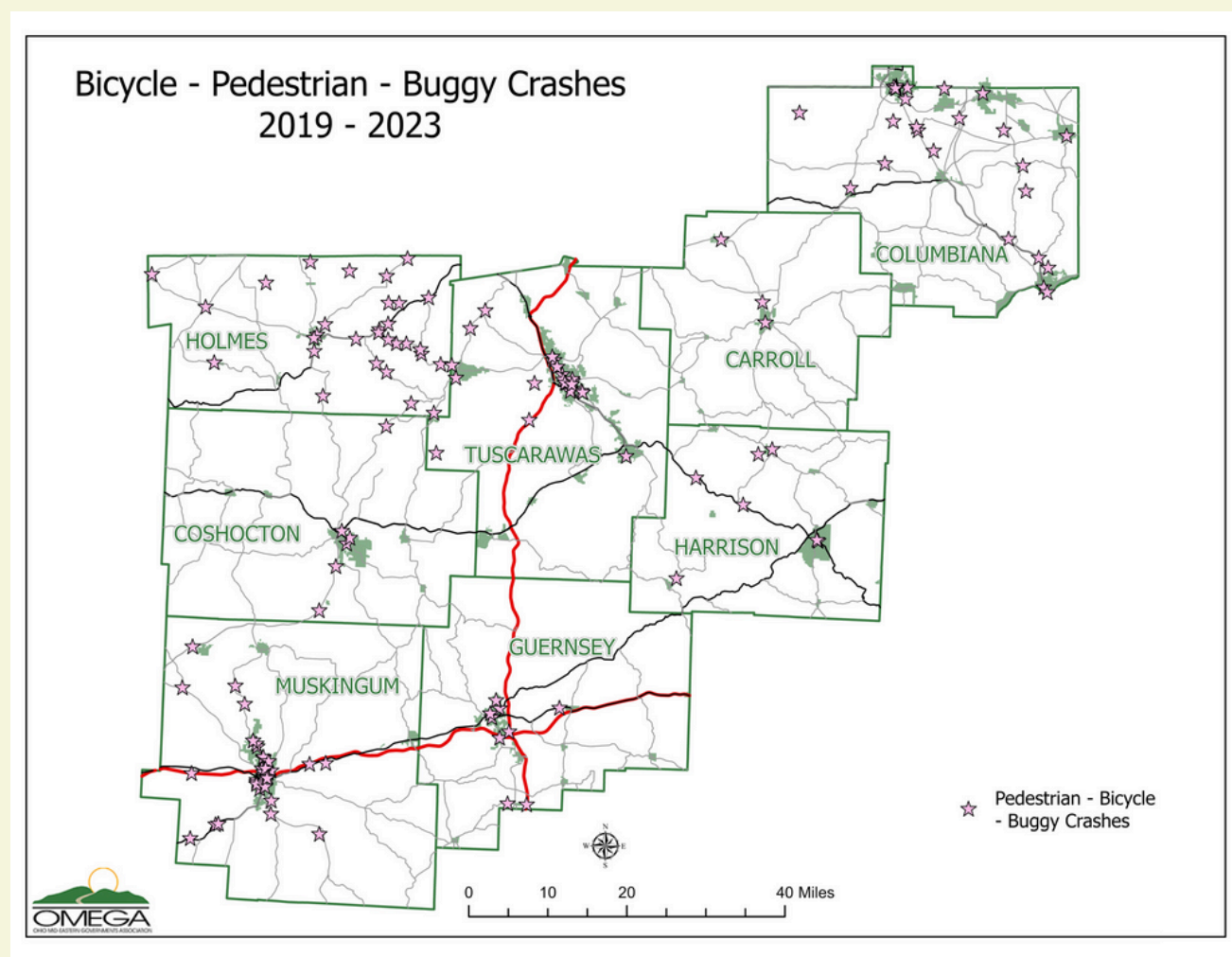


Figure 2-32

ALTERNATIVE TRANSPORTATION

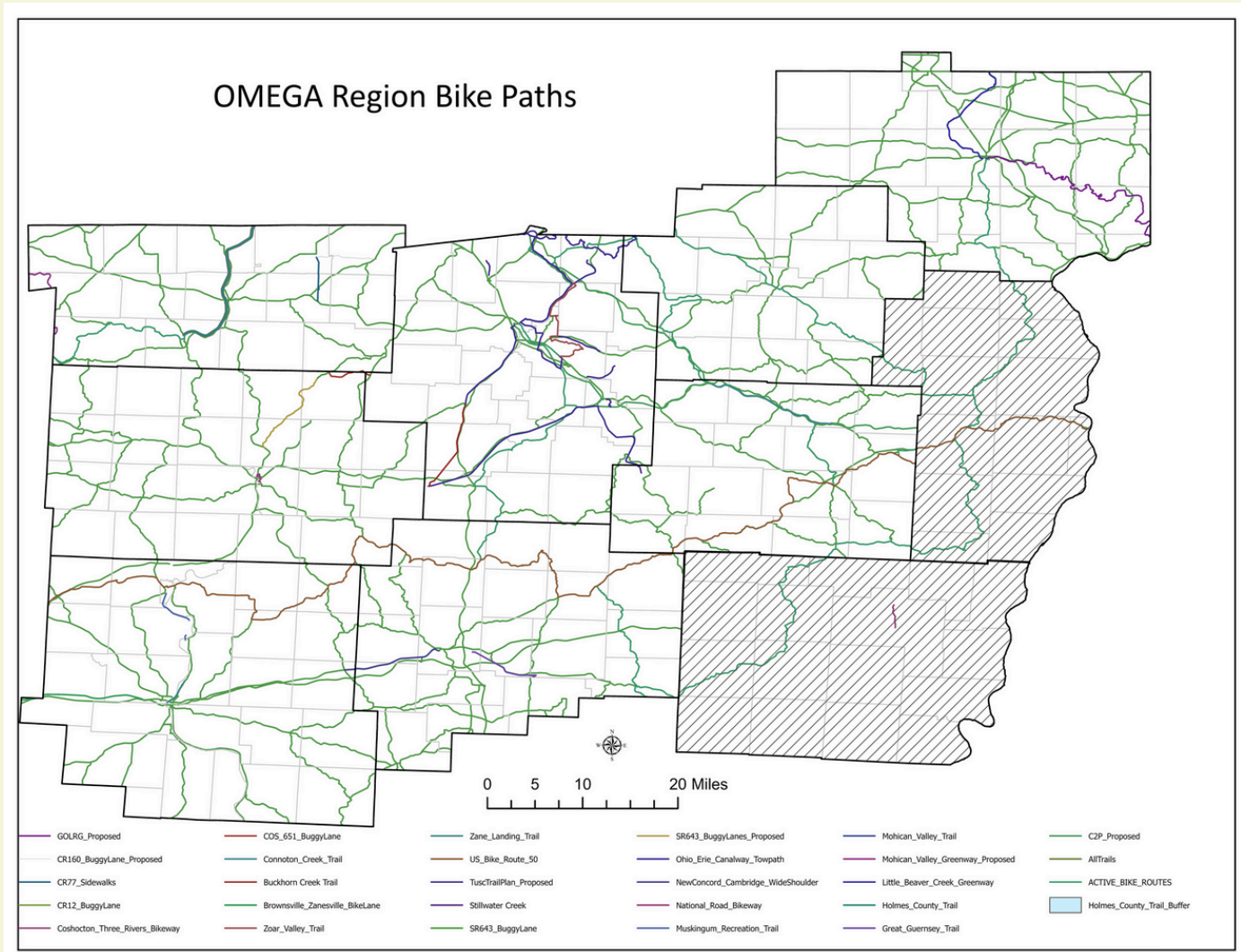


Figure 2-33

TRANSIT

OMEGA was chosen by ODOT in 2017 to be one of two regions conducting a pilot program to regionalize transit and human services transportation coordination. Before this pilot, each county was required to complete a locally-developed plan for these transportation services to qualify for grant funding.

The Regional Coordinated Plan is being updated concurrently with this LRTP and contains further detail about the state of human services transportation and recommendations to continue the success of the regionalization across the 10 counties.

Looking to the future, the pilot is ending in June 2025 and the ODOT Office of Transit is currently developing the next steps for this program.

INTERCITY TRAVEL

Tuscarawas and Guernsey Counties are served by GoBus which is a rural intercity bus program administered by HAPCAP. Stops include New Philadelphia, Newcomerstown and Cambridge on a route connecting Cleveland to Marietta. Passengers can make connections to other intercity services such as Amtrak, Baron's Bus, or Greyhound at the termini of this route.

The OMEGA region has several exciting developments going on involving passenger rail.

1. The Dennison Depot Railroad Museum is actively pursuing funding for infrastructure improvements to offer passenger rail service between Dennison - Newcomerstown - Coshocton with future phases planned into Harrison and Muskingum Counties.
2. A study is underway to plan for passenger rail service along a national route covering Chicago - Fort Wayne - Columbus - Pittsburgh. Any stops between Pittsburgh and Columbus would likely fall in the OMEGA region.
3. Just outside of our region is an Amtrak station in Alliance, OH (Stark County). Residents of Columbiana and Carroll Counties can reach this station with a short drive. This station is also along a route that is receiving extra attention for increased and improved service for the Chicago - Cleveland - Pittsburgh corridor.

3 STRATEGIES & PROJECTS



The recommendations and strategies in this section will guide OMEGA's RTP program efforts for future decades. This Long-Range Transportation Plan will advance the goals set forth by ODOT and USDOT while also supporting regional growth and development as well as objectives from partnering OMEGA's other funding agencies.

This chapter is structured as follows:

- Major Regional Projects & Policy Initiatives
- Strategies and Recommendations by Goal
- Long-Range Project Lists by County

MAJOR REGIONAL INITIATIVES

The initiatives below represent policy and planning areas that resulted from analysis of public engagement, existing transportation system conditions, and future conditions. More specific strategies can be found in the tables under each of the five LRTP goals.

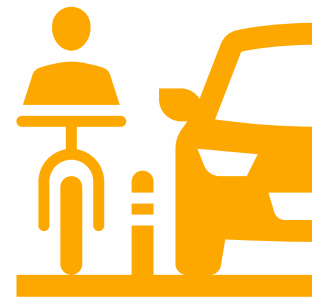


RTPO Capital Funding

The Ohio Legislature designated federal Surface Transportation Block Grant (STBG) allocations for Ohio's RTPOs in State Fiscal Year 2022. In the biennial transportation budget passed for State Fiscal Years 2024-2025, the legislature doubled the RTPO allocation after the success of the first two years. OMEGA has awarded over \$3 million to eighteen projects across the eight-county RTPO region. OMEGA is advocating for the continuation and expansion of this funding to continue implementing locally initiated transportation projects.

Multimodal Inclusivity

When designing, rehabilitating, or reconstructing infrastructure, inclusivity of all modes of transportation should be considered. Incorporation of alternative modes of transportation allows people to reduce their dependence on privately owned automobiles and the wear on transportation assets. Projects proposed in the OMEGA RTPO should follow guidelines set forth by the Americans with Disabilities Act (ADA). Adoption of policies or guidelines, such as Complete Streets or Safe Routes to School, will enable communities to provide robust, sustainable transportation networks that work efficiently for all users.



Environmental Risk Mitigation

Environmental risks can pose a unique threat to infrastructure. Excessive rainfall events may produce flooding conditions or landslides along regionally significant routes. Flooding also may occur within developed areas with high amounts of impervious surfaces. OMEGA recommends assessing alternative drainage improvements to mitigate damage by excessive rainfall and will also advocate for policy changes at the state and federal levels to allow for emergency repair funds to incorporate enhancements to damaged facilities to reduce repeated incidents.

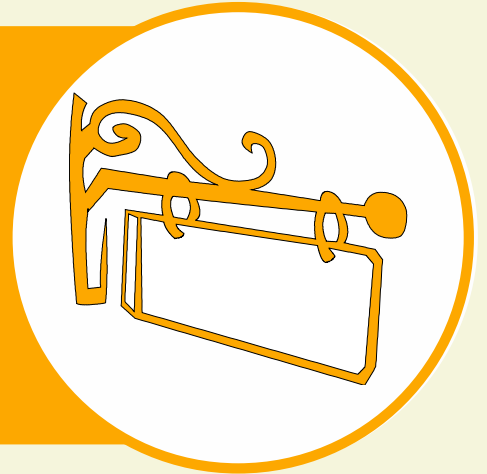


Township and Rural Infrastructure Funding

The rising costs of materials and maintenance has hit the OMEGA region hard over the past several years. RTPO staff have heard repeatedly about the road and bridge budget crunches from township trustees and county engineers. OMEGA will work with partners inside and outside of the region to advocate for a sustainable funding source for rural infrastructure needs above current funding levels.

Streetscaping and Placemaking

Many communities across the OMEGA region expressed a desire to improve their streetscapes through the planning and project exploration phase of the Appalachian Community Grant Program in 2023. While most of these projects were not funded, the widespread scope of this need was heard loud and clear. OMEGA will research and advocate for resources and funding to plan for, design, and bring into reality streetscaping to help communities transform their public spaces into destinations.



Recreation

There has been a sustained increase in outdoor recreation since the COVID-19 pandemic, and the OMEGA region has many assets to attract visitors and provide recreation opportunities for those who live here too. OMEGA will work with local and regional leaders to advance a regional recreation strategy to grow that sector of the regional economy.

Data Clearinghouse

Data enhance the story of why transportation investments are needed by showing the magnitude of how and to whom these investments will provide benefits. OMEGA is working closely with the Ohio University Appalachian GIS Collaborative to develop a publicly available resource of geographic information for all 32 counties in Appalachian Ohio. OMEGA recommends creating regional dashboards and story maps that can animate how the region has changed over time to guide policy and investment decisions.



MAJOR REGIONAL CORRIDORS

US Route 30 and State Route 43

OMEGA supports the completion of the US 30 four-lane highway from East Canton to central Columbiana County. The expansion of this corridor will mark the completion of the four-lane highway across the entire state of Ohio and link this corridor to existing four-lane highways in West Virginia and Indiana. This corridor will enable efficient travel, reducing the burden on Interstates 70 and 76/80/90 (Ohio Turnpike), while connecting mid-size populations centers that are often bypassed or hard to reach using current routes. This route will also connect the ethane cracker plant in Monaca, Pennsylvania to plastics manufacturers in Ohio for final product development, thereby allowing the value addition to remain in the state. The corridor will also establish a more direct link with the public intermodal port in Wellsville, allowing shippers and receivers to take full advantage of the maritime access afforded by the Ohio River.

The proposed improvements also include a spur connecting to Carrollton in Carroll County. This may be along SR 43, or another alignment, but would offer the county its first four-lane highway. As a focal point in the shale oil and gas extraction industry, Carroll County can capitalize on improved connections to more urbanized areas for delivery of their resources and services as well as for their residents.

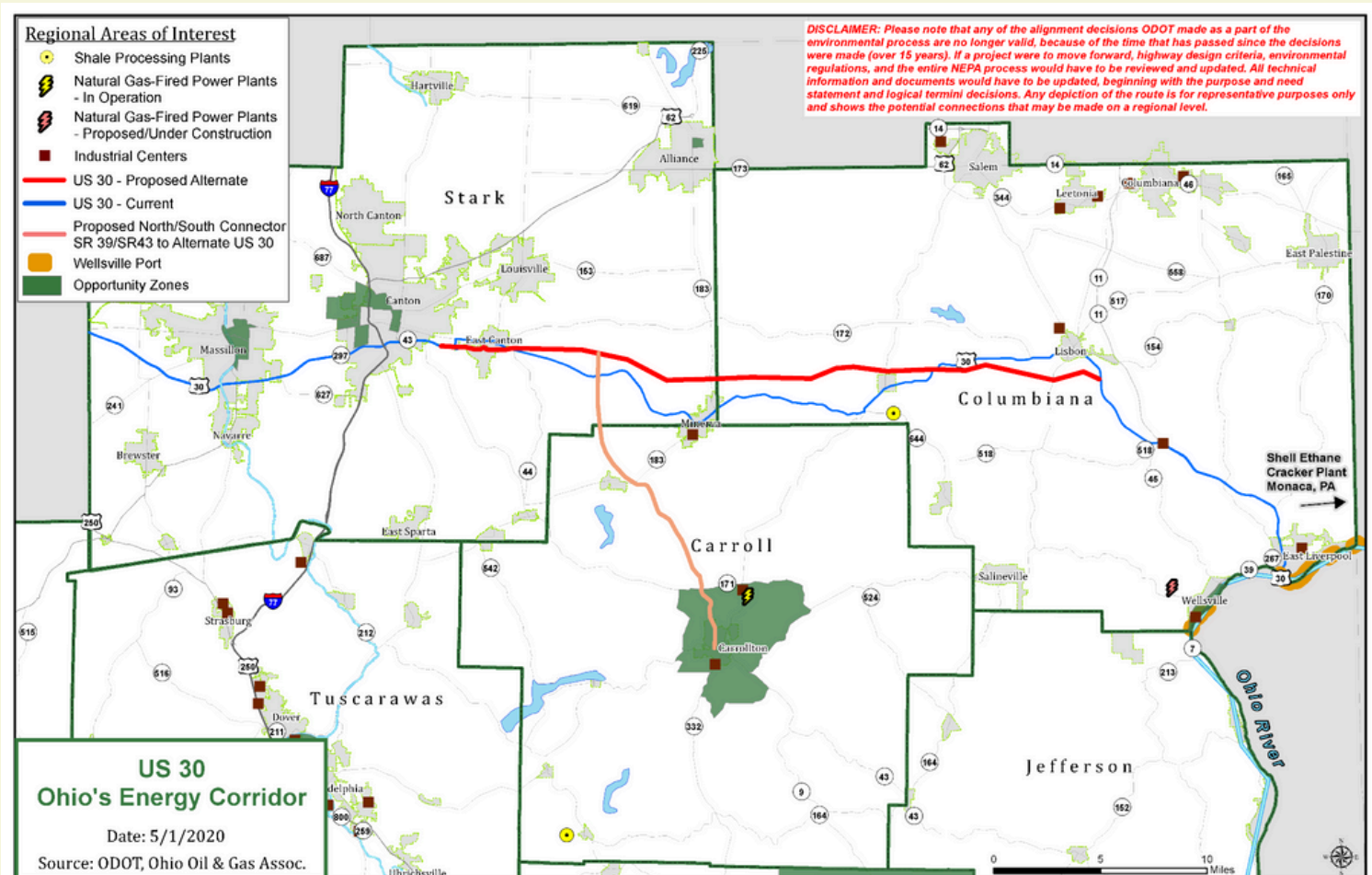


Figure 3-1

MAJOR REGIONAL CORRIDORS

Columbus to Pittsburgh Corridor

OMEGA supports the completion of a contiguous four-lane corridor through the middle of the RTPO, dubbed the Columbus to Pittsburgh Corridor. This corridor consists of several US and state routes, though potential future alignments for sections may be considered as needed to complete the corridor. This corridor would link two large population centers of over 2 million people each with an efficient corridor for freight and people. It would also serve as a relief valve for the I-70 corridor, which is constrained in areas near Wheeling, West Virginia, and southwestern Pennsylvania from expanding further to accommodate more traffic. I-70 is forecast to have a Level of Service of E in many locations, primarily between Zanesville and Cambridge, by 2050. The Columbus to Pittsburgh corridor would also connect the center of the Marcellus and Utica shale formations to potential end users of the extracted resources.

ODOT has allocated funding for the expansion of segments between the villages of Cadiz and Hopedale in Harrison County in the 2026-2029 Statewide Transportation Improvement Program (STIP) cycle. Completion of the other segments of a four-lane corridor would open significant opportunities for additional economic development in the region. The next step in completing this corridor would be updating planning/feasibility studies to incorporate the new economic and community developments that have occurred since the previous studies were finalized. Once the study is complete, it is likely that construction of the corridor would occur in phases.

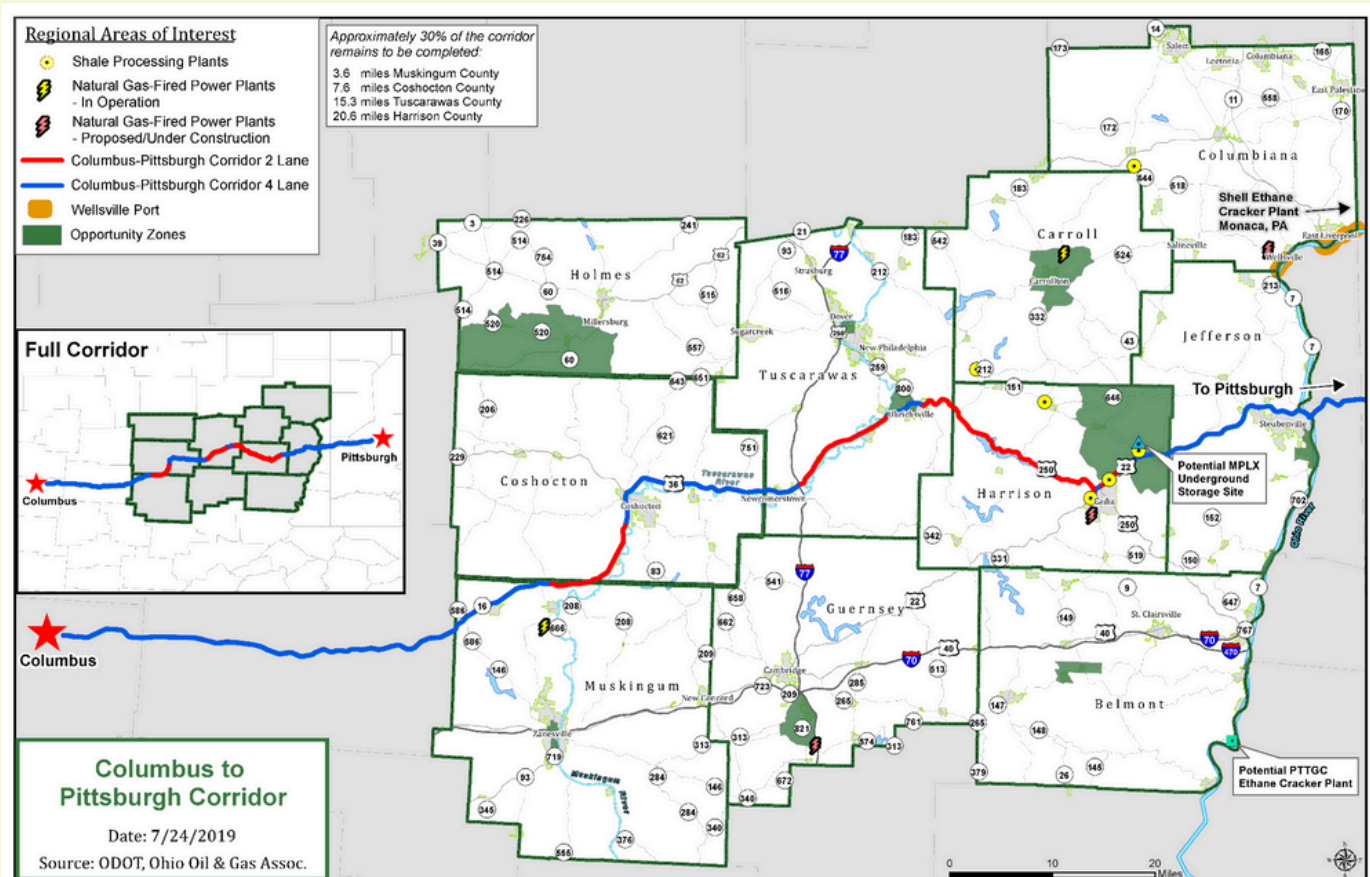


Figure 3-2

MAJOR REGIONAL CORRIDORS

State Route 146

OMEGA supports the efforts in Muskingum County to ease the pressure on I-70 and local roads in Zanesville by expanding roadway capacity along State Route 146. This state road also traverses Guernsey County and connects to other regions in Licking and Noble counties. Expanding capacity along this corridor would increase connectivity for Muskingum County residents and businesses who have no major four-lane highway traveling north-south across the county, while also connecting to major recreation destinations of The Wilds and Dillon State Park. Future expansion into Guernsey County would open up opportunities for the villages of Cumberland and Pleasant City. Finally, it would provide another improved access for shipments to and from the Intel Development in New Albany as well as tying together I-70, I-77, and the Columbus to Pittsburgh corridor discussed above.

State Route 11

In 2024, the State of Ohio designated Columbiana, Mahoning, Trumbull, and Ashtabula Counties as the new Lake to River Economic Development Region in partnership with JobsOhio. State Route 11 is the spine for freight traffic between the Wellsville Intermodal Port and the Ashtabula port along the Lake Erie shore. Additionally, Calcutta and East Liverpool have witnessed increased population, investment, and freight traffic in the area with the opening of the ethane cracker plant in Monaca, PA. OMEGA supports the efforts to capitalize and prepare for the continued growth in this area by expanding roadway capacity where needed and assisting with freight intermodal connectivity and efficiency investments.

I-77/US 250 Interchange

OMEGA assisted the Tuscarawas County Transportation Improvement District to assemble a funding stack for a feasibility study to examine alternatives that would upgrade the I-77/US 250 interchange in New Philadelphia to handle the increased traffic and improve congestion at surrounding intersections. The study was completed in 2024 and the project is moving to the next phase in 2025 and 2026 with funding from ODOT and Tuscarawas County partners. This study will select a preferred alternative to take before the Transportation Review Advisory Council (TRAC) in 2026 to secure funding for the interchange reconstruction. OMEGA will continue support the project partners.

I-70/I-77 Interchange

Just south of Cambridge in Guernsey County is the I-70/I-77 interchange which contains several ramps requiring traffic entering the freeway to merge from the left. While there is neither a history of severe crashes nor high traffic volumes at this interchange, OMEGA will continue monitoring the area and advocate for the modernization of the interchange configuration, should it become an area of regional and/or statewide traffic concern.

STRATEGIES & RECOMMENDATIONS

The recommendations and strategies in this section will guide OMEGA's RTPO program efforts across the next 25 years. The Long-Range Transportation Plan will seek to advance the goals and objectives developed by OMEGA's constituent communities.

GOAL 1: PRESERVE REGIONAL ASSETS

- Develop a prioritized list of infrastructure improvements based on current conditions, age, and/or use
- Advocate local communities to be able to enact Road Use Maintenance Agreements (RUMAs) for additional industrial uses
- Increase flexibility to implement weight restrictions on local roads
- Create a data clearinghouse for the OMEGA region to provide standardized current infrastructure and land use conditions to local, county, and regional officials
- Explore methods for forecasting transportation system conditions (e.g., travel patterns, pavement condition, congestion metrics)
- Coordinate with county engineers and municipalities to prioritize upgrading roadways to at least the current minimum geometric standards within available funding limits
- Track regional commuting patterns to determine roads and bridges that experience the highest amounts of use and/or vehicle weight
- Collaborate with regional partners on public information campaigns to educate regional residents and businessowners on transportation issues
- Explore funding opportunities for piloting innovative materials to assist with extending the maximum useful life of regional transportation infrastructure
- Assess factors affecting road segments with LOS D, E, and F, and support improvements to bring them up to a C or better
- Address congestion and capacity on existing roads before constructing new ones
- Program projects in four-year cycles for the OMEGA's Surface Transportation Block Grant (STBG) capital allocation

STRATEGIES & RECOMMENDATIONS

GOAL 2: INCREASE SAFETY OF REGIONAL INFRASTRUCTURE

- Encourage communities to plan for all users of the transportation network, to include motorists, pedestrians, bicyclists, transit riders, and Amish buggies (Complete Streets)
- Plan for wider travel lanes to accommodate slow-moving vehicles (e.g. Amish buggies, bicyclists, agricultural equipment)
- Develop and deploy road safety awareness campaigns with regional partners
- Deploy safety education campaigns across the region to reduce distracted driving and other potentially dangerous driving scenarios (e.g. CarFit, Take Control Teen Driving Program)
- Work with communities to develop access management plans for new and existing corridors
- Continue support for Safe Routes to School planning and funding across the region
- Analyze safety targets at the regional level annually
- Facilitate the development of projects to simultaneously improve safety and reduce congestion
- Update the regional safety plan to be compliant with federal Safe Streets and Roads for All (SS4A) requirements and consistent with the Safe System Approach and ODOT statewide roadway safety goals
- Assist regional partners with identification of locations to install proven highway safety countermeasures
- Participate in county-level Safe Community Coalitions and educate counties without them of the benefits
- Communicate with local and regional law enforcement about the barriers to increased roadway safety patrol
- Advocate for resources to conduct safety studies and road safety audits across the region
- Support temporary demonstration projects to test safety improvements

STRATEGIES & RECOMMENDATIONS

GOAL 3: FACILITATE ECONOMIC & COMMUNITY DEVELOPMENT

- Research and disseminate funding opportunities for communities; assist in applying for and administering funds, if requested
- Elevate projects that create and retain jobs
- Identify intermodal facilities and projects that can increase their use
- Prioritize freight system needs
- Identify roads with high volumes from oil and shale traffic
- Advocate for the development of regionally significant corridors
- Lead or assist in regional corridor planning
- Develop short-term plans for communities to implement new programs (e.g., Safe Routes to School, Park Improvement Plans, etc.)
- Support workforce development programs including services to transport students to said programs
- Convene local and regional officials, transit providers, educators, and business leaders to discuss mobility needs
- Assess transportation needs of current and future industrial and commercial developments as well as downtown/Main Street business districts
- Evaluate strategies to reduce or divert truck traffic from Main Street cores
- Survey shipping needs of downtown business owners
- Track transportation investments in industrial/commercial developments and town centers
- Develop relationships with railroad, maritime, and aviation providers to understand their needs
- Monitor regional economic drivers and determine transportation improvement to support them
- Balance community and economic development needs with conservation of natural resources and environmentally sensitive areas

STRATEGIES & RECOMMENDATIONS

GOAL 4: DEVELOP & MAINTAIN REGIONAL RESILIENCY

- Incorporate green infrastructure into the planning phases of projects to reduce environmental impacts from development (e.g., bioswales for improved drainage, permeable pavements in parking areas)
- Assist local governments in the development of emergency response plans in coordination with local EMA directors
- Prioritize transportation investments to support area or site development efforts to diversify regional economies
- Facilitate transportation to educational institutions and opportunities for communities to learn new strategies to improve economic and physical resiliency
- Identify high-risk areas and critical infrastructure for extreme weather impacts and support planning to mitigate them
- Track cost effectiveness of transportation system components
- Conduct a needs assessment for the security of the regional transportation system
- Support improvements in public safety centers and services
- Evaluate system redundancy within and between modes of transportation
- Position the region to respond to technological innovation affecting the transportation system (e.g., AI, electric vehicles, autonomous vehicles, intelligent transportation systems)

STRATEGIES & RECOMMENDATIONS

GOAL 5: ENHANCE QUALITY OF LIFE FOR RESIDENTS AND VISITORS

- Support the development of interconnected active transportation networks
- Support community efforts to revitalize, rehabilitate, or develop economic and recreational spaces
- Encourage communities to adopt Public Rights-of-Way Access Guidelines (PROWAG) design standards
- Research strategies to fund streetscaping
- Explore methods of increasing parking in downtown areas without compromising the character of the neighborhood
- Provide information to communities to update parking requirements in their local land use ordinances, where applicable, and to show the connection between land use/zoning and the transportation system
- Develop a public awareness campaign around walking, biking, and parking myths vs. facts
- Monitor regional air quality and the impact resulting from the regional transportation system
- Encourage incorporation of bicycle and pedestrian considerations at the inception of projects to widen or rehabilitate road and bridges
- Determine total transportation investments in disadvantaged areas
- Plan for micromobility and walkability in downtown and developed area
- Assemble a regional coalition to apply for Recreation Economy for Rural Communities (RERC) planning funds
- Research best practices to reduce single-occupancy vehicle trips in rural areas and disseminate to employers and other regional partners
- Encourage bicycle and pedestrian infrastructure in new developments
- Identify noise pollution hot spots in the region, and explore solutions
- Educate communities on in-fill development options
- Look into resources to initiate and sustain tourism-based transit
- Utilize OMEGA traffic counters to track the number of cyclists along major roadways with significant use (e.g., state routes in Amish Country)

LONG-RANGE PROJECTS

The following pages contain lists of transportation projects in each of the eight RTPO counties that are priorities over the next 25 years. Each table contains the name, sponsor, description, location, projected cost, and relevant funding sources for each project.

Additionally, this list of projects can help the TAC when allocating funds in future STBG Capital Allocation cycles as well as guiding OMEGA RTPO staff funding application outreach.

CARROLL COUNTY

| Project Name | Project Sponsor | Description | Project Location | Project Type | Project Cost | Projected Funding Source |
|--|---------------------------|--|--|-------------------------------|--------------|-------------------------------|
| SR 9 Intersection Improvements | Augusta Township | Install proven safety countermeasures and adjust configuration to support wide truck turning radii | Augusta Rd and Aurora Rd | Safety | TBD | HSIP |
| SR 9 Rehabilitation & Enhancement | Augusta Township | Improve structural integrity of SR 9 because of increased truck traffic | Kensington to Carrollton | Road | TBD | ODOT Paving, HSIP |
| Sandy Valley Trail Connection | Brown Township | Shared-use path in Brown Township | Abandoned rail line parallel to OH-43 and OH-183 from Stark County Line to Minerva | Bike/Pedestrian/Buggy | \$5,000,000 | TAP, ODNR |
| Dellroy to Carrollton Trail | Carroll County | Shared-use path from Dellroy to Carrollton | Follows OH-39 and OH-332 along abandoned railroad right-of-way | Bike/Pedestrian/Buggy | \$15,000,000 | TAP, ODNR |
| SR 164 @ CR 58 | Carroll County | Intersection Improvements | SR 164 @ CR 58 | Safety | \$1,000,000 | HSIP |
| SR 164 @ CR 59 | Carroll County | Intersection Improvements | SR 164 @ CR 59 | Safety | \$500,000 | HSIP |
| SR 164 @ SR 9 | Carroll County | Intersection Improvements | SR 164 @ SR 9 | Safety | \$500,000 | HSIP |
| SR 164 @ TR 316 | Carroll County | Intersection Improvements | SR 164 @ TR 316 | Safety | \$750,000 | HSIP |
| SR 171 @ CR 20 | Carroll County | Intersection Improvements | SR 171 @ CR 20 | Safety | \$250,000 | HSIP |
| SR 39 Trail | Carroll County | Shared-use path from Carrollton to Salineville along SR-39 | OH-39 from Carrollton Public Square to Salineville E Main St bridge | Bike/Pedestrian/Buggy | \$15,000,000 | TAP, ODNR |
| SR 43 @ SR 39 | Carroll County | Intersection Improvements | SR 43 @ SR 39 | Safety | \$360,000 | HSIP |
| SR 43 Expansion | Carroll County | Expand SR 43 to connect Carroll County to Route 30 | Trump Road (Carrollton) to US-30 | Road | TBD | TRAC, RAISE, INFRA, MEGA |
| SR 9 @ SR 39 & SR 43 | Carroll County | Intersection Improvements | SR 9 @ SR 39 & SR 43 | Safety | \$500,000 | HSIP |
| Ivory Rd North | Harrison Township | Rehabilitation from oil/gas trucks on road without a RUMA | OH-171 to King Road | Road | \$50,000 | Local Road Oil & Shale |
| Atwood Lake North Trail | MWCD | Separated shared-use path along the north side of Atwood Lake | OH-212 from Cemetery Bay trailhead to Dellroy | Bike/Pedestrian/Buggy | \$10,000,000 | TAP, ODNR, MWCD |
| Leesville to Atwood Lake Trail | MWCD | Create a trail to connect to Atwood Lake | Leesville circle to Lodge Rd | Bike/Pedestrian/Buggy | TBD | TAP, HSIP, ODNR, MWCD |
| Dyewood Rd | Orange Township | Widen and improve road leading into FFA Camp Muskingum | TR 130 (Dyewood Road) from Autumn Rd SW to FFA Camp Muskingum gate | Safety | \$3,000,000 | HSIP |
| 3rd St SRTS Improvements | Village of Carrollton | Improve sidewalks, signs, and crossings near Carrollton Elementary | 3rd St NE from Park Ave to N Lisbon St | Safety | TBD | SRTS, TAP |
| Canton Rd Sidewalks | Village of Carrollton | Install sidewalks and pedestrian crossings along with reducing number of driveways | OH-43 (Canton Road) from Trump Road to W Main Street | Safety; Bike/Pedestrian/Buggy | \$500,000 | TAP |
| Public Square Safety Improvements | Village of Carrollton | Safety Improvements | Both sides of Public Square from Main St to 2nd St S | Safety | \$200,000 | HSIP |
| Streetscape Enhancements | Village of Carrollton | Improve lighting, signage, landscaping, and other elements of Downtown Carrollton | Main St, Lisbon St, and Public Square | Other | \$1,500,000 | TAP |
| Truck traffic mitigation | Village of Carrollton | Repair roads and examine truck detour due to damage of trucks traveling through the village | Downtown Carrollton | Safety | TBD | HSIP, Local Roads Oil & Shale |
| Roundabout | Village of Dellroy | Replace signal with roundabout | Main St and Smith St | Safety | TBD | HSIP |
| Streetscaping | Village of Dellroy | Improve lighting, signage, landscaping, and other elements of Downtown Dellroy | Main St | Other | TBD | TAP, CDBG |
| Trail along Atwood Lake w/ Boat Ramp | Village of Dellroy/MWCD | Create a trail through the village and along the lake | From old school parcel to SR 542 | Bike/Pedestrian/Buggy | TBD | TAP, ODNR, MWCD |
| Southwest Carroll County Trail | Village of Leesville | Shared-use path connecting Atwood Lake to the sponsoring Villages and connect to the Roswell Trail | OH-212 from Bowerston to Lodge Road SW | Bike/Pedestrian/Buggy | \$16,000,000 | TAP, ODNR |
| Trail from Leesville to Leesville Lake | Village of Leesville/MWCD | Create a trail to Leesville Lake | Leesville circle to shore of Leesville Lake | Bike/Pedestrian/Buggy | TBD | TAP, ODNR, MWCD |
| Streetscaping | Village of Malvern | Improve lighting, signage, landscaping, and other elements of Downtown Malvern | Reed Ave from Water St to Lady Lane | Other | TBD | TAP, CDBG |
| Downtown Streetscaping - S Market St | Village of Minerva | Continuing the downtown streetscape and crossing improvements | S Market St from Stark County Line to Plain St | Other | \$1,400,000 | TAP |
| Streetscaping | Village of Sherrodsville | Improve lighting, signage, landscaping, and other elements of Downtown Malvern | N Church St and S Sherrod St | Other | TBD | TAP, CDBG |

COLUMBIANA COUNTY

| Project Name | Project Sponsor | Description | Project Location | Project Type | Project Cost | Projected Funding Source |
|---|----------------------------|---|--|-----------------------|--------------|--------------------------|
| Columbiana to Leetonia Corridor | City of Columbiana | Shared-use path along old trolley easement owned by First Energy | From Cherry St (Leetonia) to S Main St (Columbiana) | Bike/Pedestrian/Buggy | \$5,700,000 | TAP, ODNR |
| Downtown-Firestone Farms Connector | City of Columbiana | Improve multimodal connectivity between Downtown and Firestone Farms development | Main St traffic circle to Town Center Ave | Transit | TBD | TAP, ODNR |
| Walking Trail along Railroad | City of Columbiana | Construct a walking trail along the Youngstown & Southeastern rail line | E Park St to County Line Rd | Bike/Pedestrian/Buggy | \$705,740 | TAP, ODNR |
| Downtown Diamond Enhancements | City of East Liverpool | Removal of slip lane and expansion of pedestrian area around the fountain | Downtown Diamond: Market St, E 6th, & Dresden Ave | Bike/Pedestrian/Buggy | \$200,000 | HSIP, TAP |
| East Liverpool Riverfront Trail - Phase 2 | City of East Liverpool | Shared-use path and/or protected bike lanes | Pennsylvania Ave to Elizabeth St | Bike/Pedestrian/Buggy | \$4,000,000 | TAP, ODNR |
| Broadway Pedestrian Alley & Additional Parking | City of Salem | Construct a parking deck in Downtown Salem to then convert Broadway to a pedestrian-only space | Downtown Salem | Bike/Pedestrian/Buggy | TBD | TAP |
| Downtown Traffic Signal Upgrades | City of Salem | Upgrade traffic signals | State St | Safety | TBD | HSIP |
| EV Charging Station | City of Salem | Install EV charging stations | Downtown Salem | Other | TBD | NEVI |
| Historic Downtown Sidewalks - Phase 2 | City of Salem | Sidewalk upgrades throughout downtown | E 2nd St, S Lincoln Ave, E Pershing St | Bike/Pedestrian/Buggy | \$877,887 | TAP, ODNR |
| Historic Downtown Sidewalks - Phase 3 | City of Salem | Sidewalk upgrades throughout downtown | Pershing Ave to Broadway and Ellsworth | Bike/Pedestrian/Buggy | TBD | TAP, ODNR |
| Historic Trolley Rides | City of Salem | Use the Salem Historical Society trolley for rides across downtown | Downtown Salem | Transit | TBD | Transit, ARC/GOA |
| Pedestrian connection to Kent State Salem | City of Salem | Create a shared use path from downtown to KSU Salem | SR 45/S Lincoln Ave | Bike/Pedestrian/Buggy | TBD | TAP, ODNR |
| Pedestrian enhancements to industrial park | City of Salem | Create a safe pedestrian-way from downtown to the industrial park | Pennsylvania Ave from Jennings St to Industrial Park | Bike/Pedestrian/Buggy | TBD | TAP, ODNR |
| Pennsylvania Ave Culvert | City of Salem | Repair culvert along Pennsylvania Ave | Pennsylvania Ave | Bridge | TBD | OPWC |
| CR 403 Knox School Road Realignment | Columbiana County Engineer | Road realignment to remove two 90-degree bends and three additional curves | Intersection of TR-801 Buck Rd, south approximately 3,000 ft to CR-403 | Road | TBD | ODOT Paving, OPWC, CEAO |
| CR 413 Steubenville Pike Slip | Columbiana County Engineer | Slip repair approx. 1000 feet | Wayne Twp. Sec. 25 | Road | TBD | ODOT Paving, OPWC, CEAO |
| CR 428 St. Clair Ave Upgrade | Columbiana County Engineer | Widen roadway for 1.25 miles and provide a turn lane to reduce congestion | Approx. 0.75 miles - beginning at the E. Liverpool City limits north to TR 930 McGuffey Road. (St. Clair section 27) | Road | \$7,000,000 | ODOT Paving, OPWC, CEAO |
| CR 430 (Calcutta Smith Ferry Rd) Phase 6 | Columbiana County Engineer | Widen roadway for 0.5 mi | Vernon Dell Tractor to Bell School Road | Road | \$2,500,000 | ODOT Paving, OPWC, CEAO |
| CR 430 Super 2 Highway | Columbiana County Engineer | Two-lane highway with sufficient right of way purchased to enable additional lanes to be built as needed | SR 11 to PA Line | Road | TBD | ODOT Paving, OPWC, CEAO |
| CR 432 Bye Rd | Columbiana County Engineer | Revise the horizontal curvature of the existing roadway to eliminate an almost 90-degree bend in the road | Beginning approx. 950 ft west of SR-170 then approx. 700 ft of road realignment (Middleton section 11) | Road | TBD | ODOT Paving, OPWC, CEAO |
| CR 433 Need Rd Bridge | Columbiana County Engineer | Replacement bridge with single 180' span on new abutments and eliminating steep approaches | CR 443 near SR 46 | Bridge | \$1,000,000 | Municipal Bridge, CEAO |
| CR 444A Railroad Overpass to Salem | Columbiana County Engineer | Eliminate at-grade railroad crossing by building an overpass bridge | S Lincoln Ave at Chestnut Grove Rd/Snyder Rd | Safety, Bridge | TBD | USDOT |
| KNO-094-13 Westville-Lake Rd Bridge Replacement | Columbiana County Engineer | Replace concrete bridge approx. 16 feet in length | Knox Twp. Sec. 13 and 14 on CR 404 Westville Lake Road | Bridge | TBD | CEAO, OPWC |
| SR 11 | Columbiana County Engineer | Evaluate SR 11 corridor for transportation enhancements to support economic development | SR 11 corridor from Mahoning County Line to East Liverpool | Road | TBD | ODOT Paving, OPWC, CEAO |
| UNI-052-12 St. Line Road Bridge Replacement | Columbiana County Engineer | Total bridge replacement of existing truss bridge, approx. 51' in length | Unity Twp. Sec. 12 on TR 945 State Line Road | Bridge | TBD | STBG, CEAO, OPWC |
| US 30 Expansion | Columbiana County Engineer | Create a new alignment for US 30 with two travel lanes in each direction | From Lisbon to Stark County Line | Road | TBD | TRAC, MEGA, INFRA, RAISE |

COLUMBIANA COUNTY (CON'T)

| Project Name | Project Sponsor | Description | Project Location | Project Type | Project Cost | Projected Funding Source |
|--|----------------------------------|---|---|-----------------------|--------------|--------------------------|
| WES-285-18 Bates Rd | Columbiana County Engineer | Total bridge replacement of existing concrete slab bridge, approx. 12' in length | West Twp. Sec. 18 on TR 810 Bates Road | Bridge | TBD | CEAO, OPWC |
| Supplemental Transit | Columbiana County Mayors | Collaborate with CARTS to provide expanded on-demand ride services especially outside of standard business hours | Countywide | Transit | TBD | 5310, 5311 |
| Guilford Lake State Park Connector | Columbiana County Park District | Shared-use path and/or protected bike lanes connecting to Little Beaver Creek Greenway | Guilford Lake to Little Beaver Creek Greenway Trail in Tee garden | Bike/Pedestrian/Buggy | \$7,100,000 | TAP, ODNR |
| Little Beaver Creek Greenway Trail Extension - Phase 1 | Columbiana County Park District | East Liverpool Complete Street | Broadway, Jackson St, St. Clair Ave | Bike/Pedestrian/Buggy | \$19,000,000 | TAP, ODNR |
| Little Beaver Creek Greenway Trail Extension - Phase 2 | Columbiana County Park District | Calcutta to Lisbon On-street Trail Improvements | CR 430, East Liverpool Rd, SR 7, Middle Beaver Rd | Bike/Pedestrian/Buggy | \$12,300,000 | TAP, ODNR |
| Little Beaver Creek Greenway Trail Extension - Phase 3 | Columbiana County Park District | Calcutta to Lisbon Shared Use Path | CR 430, East Liverpool Rd, SR 7, Middle Beaver Rd | Bike/Pedestrian/Buggy | \$6,700,000 | TAP, ODNR |
| Countywide Signage and Wayfinding | Columbiana County Port Authority | Deploy locally branded signage to direct drivers, cyclists, and pedestrians within and between destinations | Countywide | Other | \$1,000,000 | TAP |
| Utica Shale Loop | Utica Shale Academy | Trail loop in downtown Salineville | Main St near Kiwanis Park and Church St | Bike/Pedestrian/Buggy | TBD | TAP, ODNR |
| Market St Streetscape | Village of East Palestine | New light poles and aesthetic enhancements | Market St from Taggart St to Leake St | Other | \$500,000 | TAP |
| Negley Path | Village of East Palestine | Construct a walking path from East Palestine Village Park to Negley | From Leslie Run Drive to Negley (SR 170) | Bike/Pedestrian/Buggy | TBD | TAP, ODNR |
| Bike Lane Extension to Trail Head | Village of Leetonia | Extend the separated bike ways from Main Street to western trail head | Washington St and E Main St/Pine | Bike/Pedestrian/Buggy | TBD | TAP, ODNR |
| Front Street Streetscaping | Village of Leetonia | Enhance the streetscape with lighting, decorative elements, and landscaping | Front St from Oak St to Chestnut St | Other | TBD | TAP |
| Railroad Crossing Safety Improvements | Village of Leetonia | Improve safety features for all modes of travel interacting with the railroad line in downtown | Chestnut St and Front St | Safety | TBD | HSIP |
| Salem to Leetonia Connector | Village of Leetonia | Shared-use path along SR 344 | From S Lincoln Ave (Salem) to Washington St (Leetonia) | Bike/Pedestrian/Buggy | \$10,600,000 | TAP, ODNR |
| Bike Lanes | Village of Lisbon | Bike lanes along Nelson and Jefferson Streets and converting the roads to one-way | Maple St to E Chestnut St | Bike/Pedestrian/Buggy | \$100,000 | TAP |
| Northern Sidewalks | Village of Lisbon | Create and improve sidewalks along N Market St, Saltwell Rd, and Dickey Dr | Dickey Dr, Saltwell Rd from Dickey Dr to N Market N Market from Saltwell Rd to Vista Dr | Bike/Pedestrian/Buggy | TBD | TAP |
| Parking Lot Pedestrian Ways | Village of Lisbon | Create pedestrian walk ways through interconnected parking lots in downtown | Downtown Lisbon | Bike/Pedestrian/Buggy | TBD | TAP |
| Sidewalks in Town | Village of Lisbon | Improve and extend sidewalk network | Villagewide | Bike/Pedestrian/Buggy | TBD | TAP, SRTS |
| Willow Grove Park Bridge | Village of Lisbon | Build a bridge from the Greenway Trail to Willow Grove Park over Little Beaver Creek | Maple St to Willow Grove Park | Bike/Pedestrian/Buggy | \$930,140 | TAP, ODNR |
| Replace Traffic Signal | Village of New Waterford | Current traffic signal is so outdated that the Village has trouble procuring parts for it. This would replace the signal with a more current model. | Main St & State St | Safety | \$300,000 | HSIP |
| State Street Pedestrian Bridge | Village of New Waterford | Create a pedestrian connection from State Street down into the village park | State St and Taylor Ave down into Village Park | Bike/Pedestrian/Buggy | TBD | TAP, ODNR |
| Streetscaping | Village of Salineville | New light poles, sidewalks, curbs, and aesthetic enhancements | Main St from Water St (W) to Water St E | Other | \$1,250,000 | TAP |
| Riverwalk Extension | Village of Wellsville | Extend the brick walking path further along the riverfront | East along Riverside Ave | Bike/Pedestrian/Buggy | TBD | TAP, ODNR |
| Streetscaping | Village of Wellsville | New light poles, sidewalks, curbs, and aesthetic enhancements | Main St and E 3rd St | Other | \$2,000,000 | TAP |

COSHOCTON COUNTY

| Project Name | Project Sponsor | Description | Project Location | Project Type | Project Cost | Projected Funding Source |
|--|---------------------------------------|---|---|-----------------------|--------------|--------------------------|
| Clary Gardens Trail | City of Coshocton | Connect Clary Gardens to Roscoe Village with a shared use path | Clary Gardens private drive to N Whitewoman St (Roscoe Village) | Bike/Pedestrian/Buggy | TBD | TAP, ODNR |
| Dehart Ave | City of Coshocton | Install sidewalks and crosswalks | From S 16th St to S 14th St | Safety | TBD | SRTS, HSIP, TAP |
| Denman Ave | City of Coshocton | Fill in missing sidewalk gaps | From S 13th St to Fair St | Safety | TBD | SRTS, HSIP, TAP |
| Downtown Coshocton Roundabout Project | City of Coshocton | Convert the four intersections around the Court Square to single-lane roundabouts | Main St, N 3rd St, Chestnut St, N 4th St | Safety | \$400,000 | HSIP |
| Grant Ave | City of Coshocton | Construct new sidewalks | Dehart Ave S 14th St | Safety | TBD | SRTS, HSIP, TAP |
| Ohio Central Railroad | City of Coshocton | Develop a rail trail along rail bed | From Kenilworth Dr to Sleepy Hollow Dr | Safety | TBD | SRTS, HSIP, TAP |
| Osego Ave Safety Improvements | City of Coshocton | Install sidewalks and safety improvements for all modes | Denman Ave to Buckeye St | Safety | TBD | HSIP, TAP |
| S 13th St | City of Coshocton | Construct new sidewalks | Denman Ave to Sleepy Hollow Dr | Safety | TBD | SRTS, HSIP, TAP |
| S 14th St | City of Coshocton | Construct new sidewalks | Denman Ave to Sleepy Hollow Dr | Safety | TBD | SRTS, HSIP, TAP |
| S 14th St @ Sleepy Hollow Dr | City of Coshocton | Make intersection all-way stop and add high visibility crosswalks | S 14th St @ Sleepy Hollow Dr | Safety | TBD | SRTS, HSIP, TAP |
| S 15th St | City of Coshocton | Construct new sidewalks | Denman Ave to Grant Ave | Safety | TBD | SRTS, HSIP, TAP |
| S 16th St | City of Coshocton | Install sidewalks and crosswalks | Dehart Ave to Denman Ave; Kenilworth Ave and SR 541; Vine St and Kenilworth | Safety | TBD | SRTS, HSIP, TAP |
| Sleepy Hollow Dr & Fairy Falls Dr | City of Coshocton | Construct new sidewalks | From Osego Ave to S 14th St | Safety | TBD | SRTS, HSIP, TAP |
| South Coshocton Sidewalks | City of Coshocton | Installation of sidewalks along Browns Lane | S 2nd St to Cemetery Dr | Bike/Pedestrian/Buggy | \$150,000 | TAP, HSIP |
| SR 541/Cambridge Rd | City of Coshocton | Repair and replace sidewalks | From school campus north to Walnut St | Safety | TBD | SRTS, HSIP, TAP |
| Genesis Dr Extension | Coshocton County | Extend Genesis Drive to accommodate increased development along US-36 | TBD | Road | TBD | TBD |
| Genesis Trail | Coshocton County | Walking path around Genesis campus | Off-road near US-36 | Bike/Pedestrian/Buggy | TBD | ODNR, ARC |
| Lake Park to Airport Connector Trail | Coshocton County | Construct a trail between Lake Park and the airport | SR 83 to Airport Rd (off road) | Bike/Pedestrian/Buggy | TBD | TAP, ODNR |
| Plainfield Area Buggy Lanes | Coshocton County | Create bicycle/buggy lanes | Along SR 93 and SR 541 | Bike/Pedestrian/Buggy | TBD | TAP, HSIP, OPWC |
| SR 643 Buggy Lanes | Coshocton County | Create bicycle/buggy lanes | From SR 83 to SR 93 | Bike/Pedestrian/Buggy | TBD | TAP, HSIP, OPWC |
| Airport Road Extension | Coshocton County Engineer | Extend Airport Road to create second access road to the airport | Airport Rd to CR 193 | Road | \$3,000,000 | OPWC, ARC |
| CR 12 Buggy Lane | Coshocton County Engineer | Create six additional miles of bike/buggy lanes | SR 600 to TR 212 | Bike/Pedestrian/Buggy | \$6,000,000 | TAP, STBG, HSIP, ARC |
| CR 275 and portions of CR 273 and CR 271 | Coshocton County Engineer | Reconstruct roads to handle increased traffic to Three Rivers Plant and former generating station that is becoming an industrial park | Between SR 83 and Three Rivers Energy driveway | Road | \$2,000,000 | OPWC, ARC |
| Road Improvement Plan - INTEL impact | Coshocton County Engineer | Develop a road improvement plan development related to INTEL Project in Licking County | Countywide | Road | \$100,000 | STBG, Local funds |
| Columbus to Pittsburgh Corridor | Coshocton County Port Authority | Upgrade two-lane portions of OH-16 to a four-lane highway | SR 16/SR 60 ramps to CR 6 | Road | TBD | TRAC, RAISE, INFRA, MEGA |
| Wills Creek Mountain Bike Trail & Campground | MWCD | Develop a campground and mountain bike trail system at Wills Creek | Wills Creek Lake | Bike/Pedestrian/Buggy | \$3,000,000 | ODNR, MWCD |
| Multi-use Path Extension | Tri-County Active Transportation Plan | Extend multi-use path from Canal Lewisville to West Lafayette and Newcomerstown | Parallel to US 36 | Bike/Pedestrian/Buggy | \$25,000,000 | TAP, ODNR, HSIP, STBG |
| SR 93 Buggy Lane | Tri-County Active Transportation Plan | Create bicycle/buggy lanes along SR 93 | From West Lafayette to Baltic | Bike/Pedestrian/Buggy | \$13,000,000 | TAP, STBG, HSIP, ARC |
| Streetscaping | Village of Warsaw | Enhance the streetscape with lighting, decorative elements, and landscaping | Main St (US 36) | Other | TBD | TAP, HSIP |
| Warsaw Trail Connection | Village of Warsaw | Shared use path connecting Coshocton and Warsaw | Roscoe Village to Warsaw, parallel to US 36 | Bike/Pedestrian/Buggy | TBD | TAP, ODNR |
| Streetscaping | Village of West Lafayette | Enhance the streetscape with lighting, decorative elements, and landscaping | Main St | Other | TBD | TAP, HSIP |
| Waterworks Park Trail | Village of West Lafayette | Construct a multi-use path through the village park | Waterworks Park | Bike/Pedestrian/Buggy | TBD | TAP, ODNR |

GUERNSEY COUNTY

| Project Name | Project Sponsor | Description | Project Location | Project Type | Project Cost | Projected Funding Source |
|-------------------------------------|---|--|--|-----------------------|--------------|--------------------------|
| Buckeye Trail Enhancements | Buckeye Trail Association | Connect from Great Guernsey Trailhead through Old Washington to Salt Fork State Park | Salt Fork State Park to Corduroy Rd | Bike/Pedestrian/Buggy | \$20,000,000 | TAP, ODNR, HSIP, STBG |
| I-70/SR 209 Interchange | City of Cambridge | Reconfigure I-70/SR 209/CR 15 interchange | I-70/SR 209 Interchange | Safety | \$2,750,000 | HSIP |
| School Connector Multi Use Trail | City of Cambridge | Shared-use path between the city park and school campus | Clairmont Ave and N 10th St | Bike/Pedestrian/Buggy | \$2,000,000 | TAP, ODNR, HSIP, STBG |
| SR 209 @ Woodlawn Avenue | City of Cambridge | Intersection improvements | SR 209 @ Woodlawn Avenue | Safety | \$1,500,000 | HSIP |
| Great Guernsey Trail East Extension | Guernsey County | Extend Great Guernsey Trail from Lore City to Barnesville | Lore City Trailhead to Barnesville | Bike/Pedestrian/Buggy | \$28,500,000 | TAP, ODNR, STBG |
| National Road Bikeway East | Ohio Historic National Road Association | Create a multi-use trail and new trailheads from Fairview to Old Washington along US 40 | Parallel to I-70 along the north side | Bike/Pedestrian/Buggy | \$18,000,000 | TAP, ODNR, HSIP, STBG |
| National Road Bikeway West | Ohio Historic National Road Association | Create a multi-use trail parallel to US 40 from the Turner Trailhead in Downtown Cambridge to New Concord | US 22/40 from Turner Ave to Muskingum County Line | Bike/Pedestrian/Buggy | \$8,000,000 | TAP, ODNR, HSIP, STBG |
| Downtown Sidewalks | Village of Byesville | Improve and extend sidewalk network | Main St, S 2nd St | Bike/Pedestrian/Buggy | \$2,500,000 | TAP, SRTS |
| Streetscaping & Parking | Village of Byesville | Increase parking in Downtown Byesville and enhance the streetscape with lighting, decorative elements, and landscaping | Main St, S 2nd St | Other | \$2,000,000 | TAP |
| Sidewalks & Sharrows | Village of Old Washington | Add sharrow markings and improved sidewalks | Old National Road: Chestnut Lane to 2nd St | Bike/Pedestrian/Buggy | \$1,000,000 | TAP |
| Trail to School | Village of Old Washington | Develop an off-road trail from the village park to East Guernsey Local Schools campus | Beymer Rd to Norris Rd | Bike/Pedestrian/Buggy | \$800,000 | SRTS, TAP, ODNR |
| High St & Elm St Repaving | Village of Pleasant City | Repave High and Elm Streets | High: Main St to East St Elm: Church St to Orchard St | Road | \$175,000 | OPWC, CDBG |
| Main St Repaving | Village of Pleasant City | Repave Main Street | Marietta Rd to Pleasant Rd | Road | \$300,000 | OPWC, CDBG |

HARRISON COUNTY

| Project Name | Project Sponsor | Description | Project Location | Project Type | Project Cost | Projected Funding Source |
|-------------------------------------|----------------------------------|--|--|-----------------------|--------------------|------------------------------------|
| Germano Sidewalks | German Township | Install or repair sidewalks on both sides of SR 9 in Germano | SR 9 from Cemetery to TR 148 | Bike/Pedestrian/Buggy | TBD | TAP, ODNR, CDBG |
| SR 800 @ SR 342 | Harrison County | Intersection Improvements | SR 800 @ SR 342 | Safety | \$500,000 | HSIP |
| SR 9 @ SR 151 | Harrison County | Intersection Improvements | SR 9 @ SR 151 | Safety | \$1,000,000 | HSIP |
| Trail and Infrastructure Corridor | Harrison County | Create a recreation and infrastructure corridor on the abandoned rail line owned by the county | Holloway/Belmont County Line to Stillwater | Bike/Pedestrian/Buggy | TBD | TAP, ODNR, STBG |
| US 22 @ SR 800 | Harrison County | Realignment of intersection to increase sight distance, reduce curve radii | US 22 @ SR 800 | Safety | \$1,500,000 | HSIP |
| Columbus to Pittsburgh Corridor | Harrison County CIC | Upgrade two-lane portions of US-250 to a four-lane highway | US 250 from Dennison to Cadiz | Road | TBD | TRAC, RAISE, INFRA, MEGA |
| County bridge repairs | Harrison County Engineer | Increase pace and funding for county bridge rehabilitation and replacement | Countywide | Bridge | \$1.5 million/year | TBD |
| County road paving | Harrison County Engineer | Increase pace and funding for county road repaving | Countywide | Road | \$1.5 million/year | TBD |
| Conotton Creek Trail Extension | Harrison County Trail Plan | Extend the Conotton Creek Trail east to the Jefferson County line | Jewett Trail Head to Jefferson County Line | Bike/Pedestrian/Buggy | \$16,000,000 | TAP, ODNR, STBG |
| US 22 @ Industrial Park Rd | Harrison County/Village of Cadiz | Repair deteriorating pavement at intersection | US 22 @ Industrial Park Rd | Safety | TBD | HSIP, OPWC |
| US 250 RR overpass | ODOT District 11 | Replacement of substandard RR overpass and intersection improvements | US 250 & SR 151 | Safety | \$14,397,801 | HSIP |
| Adena Connector | Village of Adena | A multi-use trail connecting Adena to Cadiz | Court St & Market Ave (Cadiz) to W Main St (Adena) | Bike/Pedestrian/Buggy | \$14,000,000 | TAP, ODNR, STBG |
| Sidewalks & Streetscaping | Village of Bowerston | Improve the sidewalks and streetscape in downtown Bowerston | Main St | Bike/Pedestrian/Buggy | TBD | TAP, HSIP |
| Cadiz Loop | Village of Cadiz | Shared use path connecting downtown to the Harrison Hills School and Sally Buffalo Park | Liggett Lane through Sally Buffalo Park to Old Route 22 to Market St | Bike/Pedestrian/Buggy | \$3,000,000 | TAP, ODNR, STBG |
| Gravel Road Improvements | Village of Cadiz | Replace four gravel roads | Scott Dr., Silva Dr., Jeffery Dr., and Stacy Dr. | Road | \$546,800 | OPWC |
| Martin Ave SRTS Improvements | Village of Cadiz | Install and repair sidewalk | Martin Ave from E Market St to Country Club Dr | Safety | TBD | SRTS |
| Sidewalk Improvements | Village of Cadiz | Implement recommendations in forthcoming active transportation plan | Villagewide | Bike/Pedestrian/Buggy | TBD | TAP, HSIP |
| Streetscaping | Village of Cadiz | Enhance the streetscape with lighting, decorative elements, and landscaping | Market St and Main St | Other | \$3,000,000 | TAP |
| Main St Bike Lane and Streetscaping | Village of Jewett | Create a bike lane along Main St and enhance the streetscape with lighting, decorative elements, and landscaping | Main St | Bike/Pedestrian/Buggy | TBD | TAP, ODNR, HSIP, STBG, CDBG |
| Franklin St Improvements | Village of New Athens | Repave Franklin St | Wheeling St to S Main St | Road | \$251,890 | OPWC |
| South Main St Improvements | Village of New Athens | Install sidewalk and new catch basins from Village Hall to southern village limits | S Main St (SR 9) | Bike/Pedestrian/Buggy | \$335,000 | ODOT Paving, OPWC, CEAO, TAP, STBG |
| Main St Bike Lane and Streetscaping | Village of Scio | Create a bike lane along Main St and enhance the streetscape with lighting, decorative elements, and landscaping | Main St | Bike/Pedestrian/Buggy | TBD | TAP, ODNR, HSIP, STBG, CDBG |

HOLMES COUNTY

| Project Name | Project Sponsor | Description | Project Location | Project Type | Project Cost | Projected Funding Source |
|---|---------------------------------------|--|---|-----------------------|--------------|----------------------------------|
| Sidewalks & Streetscapes | Berlin Township | Create or improve sidewalks throughout Berlin | Main St, Elm St, Somerset Dr, Parkwood Dr, CR 356, Rhine & Ruhr | Bike/Pedestrian/Buggy | \$2,482,000 | TAP, HSIP |
| Sidewalks & Streetscapes | Clark Township | Enhance Charm with an inviting streetscape, sidewalks, bike/buggy lanes, and an alternative truck route | SR 557 | Bike/Pedestrian/Buggy | TBD | TAP, HSIP |
| Countywide Wayfinding | Holmes County | Develop and deploy wayfinding for all modes | Countywide | Other | TBD | TAP, STBG |
| EV Charging Stations | Holmes County | Install charging stations throughout the county | Countywide | Other | TBD | NEVI |
| Public e-Bikes | Holmes County | Create an e-Bike bike share program | Countywide | Other | TBD | TAP, STBG, ARC/GOA |
| Streetscaping & Safety Improvements | Holmes County | Improve the pedestrian experience and safety in Benton | SR 241 and CR 207 | Bike/Pedestrian/Buggy | TBD | TAP, HSIP |
| CR 160 Multimodal Project | Holmes County Engineer | Widen 4.8 mi of CR 160 to allow space for bicycles and buggies | Winesburg to Mt. Hope | Bike/Pedestrian/Buggy | \$15,000,000 | TAP, OPWC, HSIP, STBG |
| CR 600 Multimodal Project | Holmes County Engineer | Create bike/buggy lanes | From Charm to Holmes/Coshocton County border | Bike/Pedestrian/Buggy | \$6,000,000 | TAP, OPWC, HSIP, STBG |
| Mohican Greenway Corridor | Holmes County Engineer | Shared-use path along Mohican River | Mohican River (Holmes County portion) | Bike/Pedestrian/Buggy | \$10,000,000 | TAP, ODNR, MWCD |
| HOL SR 557 S.843 | ODOT & Holmes County | Widen the lanes and asphalt shoulders along SR 557 from Charm to US 62 to create bicycle and buggy lanes | SR 557 SLM 5.843 – SLM 10.187 | Bike/Pedestrian/Buggy | \$24,000,000 | BUILD, RURAL |
| Streetscaping & Safety Improvements | Salt Creek Township | Improve the pedestrian experience and safety in Mt. Hope | SR 241 and TR 77 | Safety | TBD | TAP, HSIP |
| Holmes County Trail | Tri-County Active Transportation Plan | Complete the final segment between Killbuck and Glenmont | Near SR 520 | Bike/Pedestrian/Buggy | TBD | TAP, ODNR |
| SR 39 Buggy Lanes East | Tri-County Active Transportation Plan | Create bike/buggy lanes | From Millersburg to Sugarcreek | Bike/Pedestrian/Buggy | TBD | TAP, OPWC, HSIP, STBG |
| SR 39 Buggy Lanes West | Tri-County Active Transportation Plan | Create bike/buggy lanes | From Nashville to Millersburg | Bike/Pedestrian/Buggy | TBD | TAP, OPWC, HSIP, STBG |
| Trail Connections | Village of Glenmont | Create shared use paths and improved sidewalks throughout the village, connecting to key destinations | Depot St, Galatian St, Clifton St | Bike/Pedestrian/Buggy | \$3,300,000 | TAP, HSIP |
| Bikeways & Streetscape | Village of Holmesville | Create safe bikeways for trail users and connect to businesses in the village | Benton Rd, Millersburg St, and E Jackson St | Bike/Pedestrian/Buggy | \$3,400,000 | TAP, HSIP |
| Killbuck Creek Water Trail | Village of Killbuck | Construct paddle sports access ramp | Turtle Pond Preserve along Killbuck Creek | Other | TBD | ODNR, MWCD, State Capital Budget |
| S Main St Widening & Sidewalks | Village of Killbuck | Widening Main Street and adding a bike lane to connect to the ACGP project | E Front St to southern village limits | Bike/Pedestrian/Buggy | \$1,067,000 | TAP, HSIP |
| Fairgrounds Trail | Village of Millersburg | Millersburg to Fairgrounds | Along SR 39 | Bike/Pedestrian/Buggy | TBD | TAP, ODNR |
| Sidewalks & Streetscaping | Village of Millersburg | Improve sidewalks and streetscape in downtown Millersburg | Downtown Millersburg | Bike/Pedestrian/Buggy | TBD | TAP, HSIP |
| Trail Connections & Public Water Access | Village of Millersburg | Create a trail connection from downtown to the Holmes County Trail and public water access to Killbuck Creek | W Clinton & N Washington + Creek access ramps at Crissey Memorial Swimming Pool | Bike/Pedestrian/Buggy | \$1,100,000 | ODNR, MWCD, State Capital Budget |
| Main St Improvements | Village of Nashville | Improve the pedestrian experience and safety in Nashville | Main St | Other | TBD | TAP, HSIP |
| Sidewalks & Streetscapes | Walnut Creek Township | Improve the pedestrian experience and safety in Walnut Creek | SR 515 from SR 39 to TR 444 | Bike/Pedestrian/Buggy | \$2,500,000 | TAP, HSIP |

MUSKINGUM COUNTY

| Project Name | Project Sponsor | Description | Project Location | Project Type | Project Cost | Projected Funding Source |
|--|---|---|---|-----------------------|--------------|--------------------------|
| Intersection Improvements | City of Zanesville | Improve safety at intersections across the city, implementing SS4A action plan | Citywide | Safety | TBD | HSIP, STBG, SS4A |
| McIntire Terrace Pedestrian Connectivity | City of Zanesville | Improve pedestrian connections in the McIntire Terrace Historic District | McIntire Terrace Historic District | Bike/Pedestrian/Buggy | TBD | TAP, HSIP |
| Putnam Ave Improvements | City of Zanesville | Connect and improve sidewalks and curb ramps in the Putnam neighborhood | US-22 to Cleveland Ave | Bike/Pedestrian/Buggy | \$1,150,000 | STBG |
| Muskingum River Bridge | Muskingum County Engineer | Build a bridge for motorized traffic across the Muskingum River | N River Rd | Bike/Pedestrian/Buggy | \$30,000,000 | TRAC, RAISE, INFRA, MEGA |
| SR 146 (Newark Rd) Improvements | Muskingum County Engineer | Widen SR 146 to four lanes | from SR 16 to Northpoint Drive | Road | \$40,000,000 | TRAC, RAISE, INFRA, MEGA |
| SR 146 to US 40 Connector | Muskingum County Engineer | Create a connector road between SR 146 and US 40 to redirect truck and local road traffic | Northpoint & SR 146 to Kopchak Rd & US 40 | Road | \$40,000,000 | TRAC, RAISE, INFRA, MEGA |
| US 22 to SR-93 Connector | Muskingum County Engineer | Create a corridor road between SR 93 and US 22 to redirect truck and local road traffic | Kopchak Rd & US 40 to US 22 & SR 93 | Road | \$50,000,000 | TRAC, RAISE, INFRA, MEGA |
| Hollow Trail | Muskingum University | Add lighting and resurface and finish the trail | Muskingum University Campus | Bike/Pedestrian/Buggy | TBD | TAP, SRTS |
| Glass Rock Trail | Muskingum Valley Park District | Construct a shared use trail along an abandoned rail line from OH Southern line to Glass Rock in Fairfield County | Putnam Greenway to Glass Rock | Bike/Pedestrian/Buggy | TBD | TAP |
| Northern Muskingum Trail | Muskingum Valley Park District | Create a multi-use trail from the Licking County border to the Coshocton County border and connect to the Muskingum Recreational Trail in Dresden | Black Run to Adams Mills | Bike/Pedestrian/Buggy | TBD | TAP |
| Pedestrian Bridge | Muskingum Valley Park District | Install a pedestrian trail bridge across the Muskingum River | Zanesville Park to N River Rd | Bike/Pedestrian/Buggy | TBD | TAP |
| Riverfront Trail | Muskingum Valley Park District | Connect Muskingum Recreational Trail and Zane's Landing Trail | Jaycee Riverside Park to Jackson Island | Bike/Pedestrian/Buggy | TBD | TAP |
| National Road Bikeway | Ohio Historic National Road Association | Connect the eastern and western bike lanes into a trail alignment, including bikeways in the Village of New Concord | US 40 from I-70 Exit 152 ramps to I-17 Exit 164 ramps | Bike/Pedestrian/Buggy | \$20,393,000 | TAP, ODNR, HSIP |
| Streetscaping | Village of Dresden | Enhance the streetscape with lighting, decorative elements, and landscaping | Main St, W 9th St, and E Muskingum Ave | Other | TBD | TAP |
| Traffic Light Upgrade | Village of Dresden | Upgrade the traffic signal | Intersection of SR 60 and SR 208 | Safety | TBD | HSIP |
| Clay St Bike Path | Village of Frazeyburg | Install a bike path to the park | Frew Park at Canal Road to W 1st St | Bike/Pedestrian/Buggy | TBD | TAP, ODNR |
| Bridging The Gap: Reconnecting South Liberty | Village of New Concord | Reconnect Liberty Road where railroad crossing no longer exists | Liberty Rd and Liberty St | Safety | \$1,650,000 | RTAPP |
| Downtown Streetscaping | Village of New Concord | Enhance the streetscape with lighting, decorative elements, and landscaping | Main St from SR 83 to Liberty St | Other | TBD | TAP |
| Friendship Dr and Westview Dr Intersection | Village of New Concord | Install RRFB, signs, and traffic calming | Friendship Dr @ Westview Dr | Safety | TBD | HSIP, SRTS |
| Friendship Dr Safety Improvement Project | Village of New Concord | New sidewalk installation | Montgomery St to Liberty Rd | Bike/Pedestrian/Buggy | \$650,000 | TAP, HSIP |
| John Glenn High School Road Safety Improvement Project | Village of New Concord | New sidewalk installation | John Glenn School Road | Safety | \$400,000 | HSIP, SRTS |
| Liberty Rd Intersection Alignment Project | Village of New Concord | Relocate S Friendship Dr/S Liberty Rd intersection 50' to the north | S Friendship Dr/S Liberty Rd | Safety | \$350,000 | HSIP |
| Liberty Rd Safety Improvement Project | Village of New Concord | New sidewalk installation | Liberty Rd | Bike/Pedestrian/Buggy | \$475,000 | TAP, HSIP |
| Main St and SR 83 | Village of New Concord | Intersection safety improvements | Main St @ SR 83 | Safety | TBD | HSIP |
| Main St Crosswalks | Village of New Concord | Update crosswalks at all signalized intersections | From SR 83 to Liberty | Safety | TBD | SRTS, HSIP |
| Trail to The Wilds | Village of New Concord/The Wilds | Create a bicycle and pedestrian connection between New Concord and The Wilds | New Concord to The Wilds | Bike/Pedestrian/Buggy | TBD | TAP, ODNR, Foundations |

MUSKINGUM COUNTY (CON'T)

| Project Name | Project Sponsor | Description | Project Location | Project Type | Project Cost | Projected Funding Source |
|---|--|--|------------------------------------|-----------------------|--------------|--------------------------|
| Connector Trail | Village of New Concord/Village of Norwich | Create a trail between the villages of Norwich and New Concord | Parallel to US 40 | Bike/Pedestrian/Buggy | TBD | TAP, ODNR, Foundations |
| Main St Paving and Streetscape | Village of Norwich | Repave Main St and enhance the streetscape with lighting, decorative elements, and landscaping | Main St | Road | TBD | TAP, HSIP |
| Sidewalk Enhancements | Village of Norwich | Improve sidewalks along Main St | Main St | Bike/Pedestrian/Buggy | TBD | TAP, HSIP |
| Columbus to Pittsburgh Corridor | Zanesville-Muskingum County Port Authority | Upgrade two-lane portions of OH-16 to a four-lane highway | Dresden to Coshocton County border | Road | TBD | TRAC, RAISE, INFRA, MEGA |
| Eastpointe Rail Spur Addition | Zanesville-Muskingum County Port Authority | Expand rail spur | Eastpoint Business Park | Other | \$750,000 | Jobs & Commerce |
| National Road Business Park - Turn lane | Zanesville-Muskingum County Port Authority | Add a left turn lane along US 40 to enter the National Road Business Park | US 40 and Hicks Rd | Safety | \$1,714,545 | HSIP |

TUSCARAWAS COUNTY

| Project Name | Project Sponsor | Description | Project Location | Project Type | Project Cost | Projected Funding Source |
|---|---------------------------------------|---|---|-----------------------|---------------|--|
| Downtown Improvement Projects | City of Dover | Continue implementing downtown improvements from the City's master plan | City of Dover | Bike/Pedestrian/Buggy | \$ 19,000,000 | TAP |
| Wooster Ave Improvements | City of Dover | Add turn lanes or widen Wooster Avenue | Deeds Dr to Strasburg City Limits | Road | TBD | HSIP, Small Cities |
| Battle Motors Intersection Improvements | City of New Philadelphia | Intersection safety improvements | Battle Motors Driveway and Reiser Ave | Safety | TBD | HSIP |
| Five Points Intersection | City of New Philadelphia | Intersection safety improvements | W High Ave, 7th St, Tuscarawas Ave | Safety | TBD | HSIP |
| Roswell Trail | City of New Philadelphia | Construct a shared use path from New Philadelphia to Roswell along SR 39 | Ridge Ave to Village of Roswell | Bike/Pedestrian/Buggy | \$ 4,000,000 | TAP, ODNR |
| Truck signage to follow Reiser Ave | City of New Philadelphia | Direct trucks to follow Reiser Ave instead of E High St | Reiser Ave | Safety | TBD | HSIP |
| Turn Lane for US 250 West ramp | City of New Philadelphia | Explore if a left-turn lane can be added in front of the Sunoco signal for traffic entering US 250 West | E High St (US 250 Business) at Sunoco signal | Safety | TBD | HSIP |
| University Dr Bridge | City of New Philadelphia | Bridge rehabilitation | University Dr NE over Beaverdam Creek | Bridge | TBD | Municipal Bridge |
| Citywide Road Safety Signs & Striping | City of Uhrichsville | Restripe pavement markings and replace road safety signs citywide | City of Uhrichsville | Safety | TBD | HSIP |
| North Wardell St Improvements | City of Uhrichsville | Full depth pavement and culvert replacement to handle trucks from US Well Services site | Trenton Ave to Parts Mart parcel | Road | \$ 1,291,644 | OPWC, Small Cities |
| Streetscaping | City of Uhrichsville | Improve lighting, signage, landscaping, and other elements of Downtown Uhrichsville | E 3rd St | Other | TBD | TAP |
| Trenton Ave | City of Uhrichsville | Repaving and rehabilitation of Trenton Avenue | From US-36 ramps to S Water St | Road | TBD | OPWC, Small Cities |
| Dennison Railroad Excursions | Dennison Depot Museum | Upgrade railroad infrastructure to offer passenger rail between Dennison and Coshocton | ORDC Rail Line from Jewett to Dresden | Other | \$ 6,000,000 | CRISI, RRIIF, ARC, ODOD |
| Lawrence Twp Industrial Park Access | Lawrence Township | Create a direct access route to the Lawrence Twp Industrial Park from SR 212 | SR-212/Park Ave intersection to Strasburg Bolivar Rd | Road | \$ 1,000,000 | ARC Access Roads |
| I-77 Bridge Replacement Project | ODOT D11 | Interstate bridge replacement program | All bridges between MM 20.18 & 23.61 | Bridge | \$ 48,000,000 | ODOT Bridge Funding |
| Dover-Strasburg Bike Lanes | Tri-County Active Transportation Plan | Build bike lanes from Dover to Strasburg | Columbia Rd/Wooster Ave from Dover to Strasburg | Bike/Pedestrian/Buggy | TBD | TAP, ODNR |
| Mineral City Connector Trail | Tri-County Active Transportation Plan | Construct a trail spur from the Towpath Trail to SE Stark County | Zoarville through Mineral City to Magnolia | Bike/Pedestrian/Buggy | TBD | TAP, ODNR |
| Roswell Trail Phase 2 | Tri-County Active Transportation Plan | Extend Roswell Trail to Carroll County | OH-39 corridor from Roswell to Sherrodsville | Bike/Pedestrian/Buggy | TBD | TAP, ODNR |
| Southeast Bike Lane Extension | Tri-County Active Transportation Plan | Connect and extend bike lanes along US-250 | New Philadelphia to Uhrichsville/Dennison | Bike/Pedestrian/Buggy | TBD | TAP, ODNR |
| Southwest Bike Lane Extension | Tri-County Active Transportation Plan | Continue bike lanes along 416/US-36 corridor | Village of Tuscarawas to Newcomerstown | Bike/Pedestrian/Buggy | TBD | TAP, ODNR |
| SR 39 Buggy Lanes | Tri-County Active Transportation Plan | Create bike/buggy lanes along SR 39 | Dover to Sugarcreek | Bike/Pedestrian/Buggy | TBD | TAP, ODNR, OPWC, CEO |
| Stone Creek Trail Extension | Tri-County Active Transportation Plan | Extend Stone Creek Trail to Dover | Lucy Bridge to SR 39/I-77 ramps | Bike/Pedestrian/Buggy | TBD | TAP, ODNR |
| Ohio & Erie Canal Towpath Trail | Tusc Parks; New Philadelphia; Dover | Complete the last remaining segments of the trail from Dover Dam to Waterworks Park | SR 416/SR 800 to Waterworks Park in New Philadelphia | Bike/Pedestrian/Buggy | \$ 20,000,000 | TAP, ATIP, ODNR, State Capital Budget, CDS |
| Columbus to Pittsburgh Corridor | Tuscarawas County | Upgrade two-lane portions of US-36 and US-250 to four-lane highways | US 36: I-77 ramps to CR 62; US 250: OH 800 intersection to Harrison County Line | Road | TBD | TRAC, RAISE, INFRA, MEGA |
| I-77/US 250 Interchange | Tuscarawas County | Interchange Improvements | I-77 Exit 81 | Safety | \$ 60,000,000 | TRAC, HSIP |
| SR 93 @ CR 75 Improvements | Tuscarawas County | Intersection Improvements | SR 93 @ CR 75 | Safety | \$ 1,000,000 | HSIP |
| Wilksire Hills "Escape Route" | Tuscarawas County | Create an additional route into Wilksire Hills area near Bolivar to alleviate congestion | Wilksire Hills/OH-212 corridor | Road | \$ 13,000,000 | OPWC, PROTECT |
| Pavement markings | Tuscarawas County Engineer | Centerline and edge line markings | Countywide | Safety | \$ 150,000 | HSIP |
| TUS-82-3-40 Safety widening | Tuscarawas County Engineer | Addressing a high-accident corridor by widening the travelled roadway and increasing berm width. | TUS-82 MM 3.40 | Safety | \$ 3,200,000 | HSIP |

TUSCARAWAS COUNTY (CON'T)

| Project Name | Project Sponsor | Description | Project Location | Project Type | Project Cost | Projected Funding Source |
|---|----------------------------|--|---|-----------------------|---------------|--------------------------|
| CR 14 Bridge | Tuscarawas County Engineer | Complete replacement of bridge over Tuscarawas River | River Hill Rd SE in Port Washington | Bridge | \$ 6,000,000 | CEAO, HSIP |
| CR 39 @ US Route 36 | Tuscarawas County Engineer | Intersection improvement to improve accessibility from US 36 East to CR 39 | CR 39 @ US Route 36 | Safety | \$ 725,000 | HSIP |
| CR 62 Bridge | Tuscarawas County Engineer | Complete replacement and realignment of the bridge. Project also includes addition of right turn lane, widening, and resurfacing along US 36 | Tuscarawas Rd SE from US 36 into Village of Tuscarawas | Bridge | \$ 10,241,294 | CEAO, HSIP |
| Newcomerstown Cross St bridge replacement | Tuscarawas County Engineer | Replace defective bridge with 30 ton legal load limit | Over Buckhorn Creek | Bridge | \$ 1,700,000 | Municipal Bridge |
| Barnhill Road Improvements | Village of Barnhill | Reconstruction of Barnhill Road | Valley Ln to Roxford Rd | Road | \$ 733,000 | OPWC |
| Gnadenhutten Street & Sidewalk Improvements | Village of Gnadenhutten | Resurface three streets and replace sidewalks on two streets | Resurface: Walnut St; E Main St; Tuscarawas Ave; Wolfe's Crossing Ext Sidewalks: E Main St; Walnut St | Road | \$ 1,598,500 | TAP |
| Streetscaping & Sidewalks | Village of Mineral City | Improving sidewalks and enhancing the lighting, landscaping, and aesthetics in downtown | High St from the village park to Lindentree Rd | Bike/Pedestrian/Buggy | TBD | TAP |
| Sidewalk Improvements | Village of Strasburg | Replace or install sidewalks throughout village | Tiger Dr (from 6th St N to school); Wooster Ave (from 2nd St N to 4th S N); 1st St S (from Wooster Ave to Railroad Ave) | Bike/Pedestrian/Buggy | TBD | TAP |
| Traffic Signal Upgrades | Village of Strasburg | Replace traffic signals | Along Wooster Ave | Safety | TBD | HSIP |
| Walking Path | Village of Strasburg | Extended park walking path into village | North end of the park along the creek to CR 99 | Bike/Pedestrian/Buggy | \$ 1,000,000 | TAP, ODNR |
| Streetscaping and Parking | Village of Zoar | Improve the streetscape and create off-street parking in Downtown Zoar | Main St | Other | \$ 4,000,000 | TAP |
| Towpath Trailhead | Village of Zoar | Create a new trailhead for the Ohio & Erie Towpath Trail | Main St (between 1st and 2nd) | Bike/Pedestrian/Buggy | \$ 1,400,000 | TAP, ODNR |

4 IMPLEMENTATION & MONITORING



A roadmap for implementation is the key to turning the vision of a planning effort into reality.

This chapter contains the following elements in service of the implementing this plan:

- 25-year forecast for transportation funding
- Objectives and performance measures for the LRTP goals

To monitor progress of the goals, objective, strategies, and projects of this plan, OMEGA will annually review the status of each goal, objective, and related strategy. A progress report will be presented to the OMEGA Transportation Advisory Committee and subsequently the Executive Board in mid-September along with the RTP Work Plan Completion Report.

FINANCIAL PLANNING

Projects contained in this plan are in initial concepts and have not had a detailed cost estimate completed. Once a project moves forward and funding is secured, OMEGA will ensure that projects are properly balanced between federal, state, and/or local shares based upon the financial forecast of the next 25 years of transportation funding, provided below by ODOT. If a project receives funding and is programmed by ODOT for completion, it will be added to the current Regional Transportation Improvement Plan (RTIP). Per Federal regulations, for a project to be included in the RTIP, and therefore included in the Statewide Transportation Improvement Plan (STIP), reasonable fiscal constraint must be maintained.

Table 4-1 provides the projected funding for the next 25 years (\$3.1 billion), should transportation funding remain at current levels. These numbers can change depending on Congressional transportation reauthorization bills, Ohio state transportation budget bills, and locally available transportation allocations. The preliminary project costs in Chapter 3 take up less than 1/3 of the total projected funding. However, the high volume of bicycle and pedestrian projects may not match available sources without legislative policy changes. Since the vast majority of transportation projects in the region are initiated by ODOT, the financial planning for fiscal constraint falls with the ODOT district offices. OMEGA will continue applying for competitive grant programs as available to support locally initiated projects from our membership.

| OMEGA | | | | | | |
|--|--------------------|-------------|--------------------|-------------|-----------------|-------------|
| Long Range Transportation Plan Funding Projections | | | | | | |
| Year | Federal | Growth Rate | State | Growth Rate | Local | Growth Rate |
| SFY26 | \$79,208,019.44 | 2% | \$43,337,090.63 | 1.5% | \$2,268,314.70 | 0% |
| SFY27 | \$79,208,019.44 | 0% | \$43,553,776.08 | .5% | \$2,268,314.70 | 0% |
| SFY28 | \$79,208,019.44 | 0% | \$43,771,544.96 | .5% | \$2,268,314.70 | 0% |
| SFY29 | \$79,208,019.44 | 0% | \$43,990,402.68 | .5% | \$2,268,314.70 | 0% |
| SFY30 | \$79,208,019.44 | 0% | \$44,210,354.70 | .5% | \$2,268,314.70 | 0% |
| SFY31 | \$79,208,019.44 | 0% | \$44,210,354.70 | 0% | \$2,268,314.70 | 0% |
| SFY32 | \$79,208,019.44 | 0% | \$44,210,354.70 | 0% | \$2,268,314.70 | 0% |
| SFY33 | \$79,208,019.44 | 0% | \$44,210,354.70 | 0% | \$2,268,314.70 | 0% |
| SFY34 | \$79,208,019.44 | 0% | \$44,210,354.70 | 0% | \$2,268,314.70 | 0% |
| SFY35 | \$79,208,019.44 | 0% | \$44,210,354.70 | 0% | \$2,268,314.70 | 0% |
| SFY36 | \$79,208,019.44 | 0% | \$44,210,354.70 | 0% | \$2,268,314.70 | 0% |
| SFY37 | \$79,208,019.44 | 0% | \$44,210,354.70 | 0% | \$2,268,314.70 | 0% |
| SFY38 | \$79,208,019.44 | 0% | \$44,210,354.70 | 0% | \$2,268,314.70 | 0% |
| SFY39 | \$79,208,019.44 | 0% | \$44,210,354.70 | 0% | \$2,268,314.70 | 0% |
| SFY40 | \$79,208,019.44 | 0% | \$44,210,354.70 | 0% | \$2,268,314.70 | 0% |
| SFY41 | \$79,208,019.44 | 0% | \$44,210,354.70 | 0% | \$2,268,314.70 | 0% |
| SFY42 | \$79,208,019.44 | 0% | \$44,210,354.70 | 0% | \$2,268,314.70 | 0% |
| SFY43 | \$79,208,019.44 | 0% | \$44,210,354.70 | 0% | \$2,268,314.70 | 0% |
| SFY44 | \$79,208,019.44 | 0% | \$44,210,354.70 | 0% | \$2,268,314.70 | 0% |
| SFY45 | \$79,208,019.44 | 0% | \$44,210,354.70 | 0% | \$2,268,314.70 | 0% |
| SFY46 | \$79,208,019.44 | 0% | \$44,210,354.70 | 0% | \$2,268,314.70 | 0% |
| SFY47 | \$79,208,019.44 | 0% | \$44,210,354.70 | 0% | \$2,268,314.70 | 0% |
| SFY48 | \$79,208,019.44 | 0% | \$44,210,354.70 | 0% | \$2,268,314.70 | 0% |
| SFY49 | \$79,208,019.44 | 0% | \$44,210,354.70 | 0% | \$2,268,314.70 | 0% |
| SFY50 | \$79,208,019.44 | 0% | \$44,210,354.70 | 0% | \$2,268,314.70 | 0% |
| Total | \$1,980,200,486.01 | | \$1,103,070,262.98 | | \$56,707,867.50 | |

Table 4-1: Transportation Funding Projections (2026-2050)

SYSTEM PERFORMANCE REPORT

The objectives in the figures below were developed in OMEGA's 2020-2045 long-range plan. Some new measures have been added to the end for the Quality-of-Life goal added to this plan. Strategies to address these objectives are included in Chapter 3.

Goal 1: Preservation



Objective: Increase the number of miles in "Acceptable" pavement conditions on Federal Aid system

Benchmark: 84.9% (2019 - ODOT TIMS)

Target: 90% of all Federal Aid route pavements in Acceptable condition (Not met)

Trend: 82.6% (2023 - ODOT TIMS)



Objective: Reduce the number of bridges on the local system with a General Appraisal Rating of 4 or less

Benchmark: 265 (2018 - ODOT TIMS)

Target: 5 bridge replacements funded per year on local system (Unknown-CEAO)

Trend: 260 bridges w/ Appraisal 4 or less (2023 - ODOT TIMS)

Goal 2: Safety



Objective: Reduce the number and rate of fatal and serious injury crashes

Benchmark: 354 (5-year average 2015-2019 - ODOT GCAT)

Target: 2% reduction - statewide goal (Met)

Trend: 302 (5-year average 2019-2023 - ODOT GCAT)

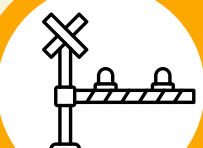


Objective: Reduce the number of fatal and serious injury non-motorized crashes

Benchmark: 24 (5-year average 2015-2019 - ODOT GCAT)

Target: 2% reduction - statewide goal (Not met)

Trend: 29 (5-year average 2019-2023 - ODOT GCAT)



Objective: Reduce at-grade railroad crossing crashes

Benchmark: 1 (5-year average 2015-2019 - ODOT GCAT)

Target: Zero at-grade incidents (Not met)

Trend: 2 (5-year average 2019-2023 - ODOT GCAT)

SYSTEM PERFORMANCE REPORT



Objective: Increase the number of commuters walking, biking, or riding transit

Benchmark: 3.9% (2018 American Community Survey)

Target: 5% share of commuters using transit or as pedestrians/bicyclists (Not met)

Trend: 4.4% (2023 American Community Survey)



Objective: Increase the average number of jobs accessible within 30 minutes by driving

Benchmark: 68.7% (2018 American Community Survey)

Target: 75% of all commuters within 30 minutes (Not met)

Trend: 68.2% (2023 American Community Survey)



Objective: Track the Median Household Income (MHI) for the region vs. statewide

Benchmark: 89.8% of Ohio MHI (2017 American Community Survey)

Target: Increase MHI relative to state level (Not met)

Trend: 88.2% of Ohio MHI (2023 American Community Survey)



Objective: Track the poverty level for the region vs. statewide

Benchmark: 11.3% vs OH 10.8% (2017 American Community Survey)

Target: Reduce poverty level relative to state level (Not met)

Trend: 13.7% vs OH 13.2% (2023 American Community Survey)



Objective: Track the education attainment level (high school and above) for region vs. statewide

Benchmark: 83.57% vs OH 89.37% (2017 American Community Survey)

Target: Increase educational attainment level relative to state level (Not met)

Trend: 85.23% vs OH 91.18% (2023 American Community Survey)

SYSTEM PERFORMANCE REPORT

Goal 4: Resiliency

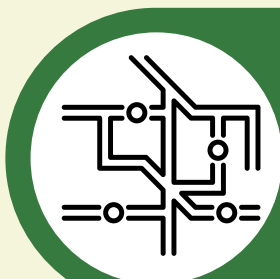


Objective: Decrease the number locations of major roadways at risk of flooding/slipping

Benchmark: 68 major roads (2019)

Target: 1 improvement programmed per RTIP cycle (TBD)

Trend: TBD



Objective: Increase redundancy of transportation routes

Benchmark: TBD

Target: 1 improvement programmed per RTIP cycle (NEW)

Trend: TBD

Goal 5: Quality of Life



Objective: Consider Complete Streets Implementation

Benchmark: 1 municipality (2018)

Target: 50% of all regional jurisdictions with policy/plan by 2045 (In progress)

Trend: Unknown



Objective: Increase the number of miles of trails or designated bike facilities

Benchmark: 712 miles (2020 - OMEGA geodatabases)

Target: Assist 1 community per year to plan/implement/fund designated bike facilities (Met)

Trend: XXX miles (2024); Assisted 3-5 communities per year with implementation applications

A

APPENDIX: PUBLIC INVOLVEMENT



The following pages include the full survey results, notices of public meetings, attendance lists, and agendas of the meetings held during this planning process.

OTHER INFRASTRUCTURE

This appendix includes non-transportation projects that were collected through the process of creating this plan. They are captured here to remain on OMEGA's radar for future project funding applications.

| COUNTY | PROJECT NAME | PROJECT SPONSOR | PROJECTED COST | PROJECT TYPE |
|------------|--|-----------------------------|----------------|----------------------|
| Carroll | Repair collapsing storm sewer | Village of Sherrodsville | TBD | Storm Sewer |
| Carroll | SR 9 Storm and Sanitary Sewer Replacements | Augusta Township | TBD | Water, Sewer |
| Columbiana | SR 170/Calcutta Drainage Upgrade | Columbiana County Engineer | TBD | Storm Sewer |
| Columbiana | Salem Industrial Park Phase III | City of Salem | \$1,000,000 | Economic Development |
| Harrison | Rest Area for Motorcyclists | German Township | TBD | Recreation |
| Holmes | Berlin WWTP Expansion | Holmes County Commissioners | \$5,000,000 | Sanitary Sewer |
| Holmes | Cherry Ridge Waterline Extension | Walnut Creek Water Company | \$4,450,000 | Water |

PROJECT SOLICITATION SURVEY

In early 2024, OMEGA distributed an online survey to the RTPPO member communities to solicit projects for inclusion in this plan.

RURAL CONSULTATION

- *Rural Consultation Circulation*
- *Agenda*
- *Attendance Sheets*
- *News Coverage*

TAC MEETINGS

The following items are included for both the November 2024 and March 2025 TAC meetings:

- *Email Reminder Circulation*
- *Agenda*
- *Minutes*
- *Attendance*

LRTP SURVEY

- *Announcement flyer*
- *Email circulation*
- *Survey questions*
- *Survey responses*

SPRING ENGAGEMENT

- *Email circulation*
- *Slides*
- *Attendance lists*
- *News coverage*