



Regional Transportation Improvement Program (RTIP)

SFY 2026 - SFY 2029

April 28, 2025



Table of Contents

1 - Introduction.....	2
2 - Performance Based Planning & Programming.....	5
3 - Air Quality Conformity	8
4 - Environmental Justice Analysis.....	9
5 - Title VI & ADA Compliance.....	15
6 - Public Involvement	15
7 - Previous RTIP Accomplishments	18
8 - Projects.....	22
9 -Fiscal Constraint Analysis	40
10 -Approval Resolution	41

- APPENDIX A** – Title VI/ADA Policy & Public Participation Plan
APPENDIX B – Glossary of Definitions, Abbreviations & Funding Types
APPENDIX C – Individual Highway Project List
APPENDIX D – Grouped Highway Project List
APPENDIX E – Grouped Transit Project List
APPENDIX F – Public Involvement Documentation

1 - Introduction

RTPO Overview

The Ohio Mid-Eastern Governments Association (OMEGA) is organized as a ten-county Council of Governments pursuant to Section 167 of the Ohio Revised Code and is designated by the Appalachian Regional Commission as a Local Development District and by the US Department of Commerce, Economic Development Administration, as an Economic Development District. OMEGA's mission is to "provide a pathway to enhance community and economic growth in our region." OMEGA is organized as 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.



Figure 1-1 – OMEGA RTPO Region

Moving Ahead for Progress in the 21st Century (MAP-21) was the federal transportation bill (signed into law in 2012) that first provided guidance to formally designate Regional

Transportation Planning Organizations (RTPOs) to assist the state Departments of Transportation (DOTs) in conducting the nonmetropolitan transportation planning process (23 USC 135). In July 2013, the Ohio Department of Transportation (ODOT) began designating RTPOs and funding them to provide planning services to the RTPO region's local government members. RTPO responsibilities include the review and coordination of transportation system project investments with regional community and economic development plans. RTPOs also conduct a broad range of transportation planning activities within their regions and are responsible for creating several key recurring planning documents (see 23 CFR 450.210(d)). These required planning documents include:

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

On January 27, 2016, former governor John Kasich, pursuant to United States Code, Title 23, Section 135 (m), officially designated OMEGA as an Ohio Regional Transportation Planning Organization (RTPO). The OMEGA RTPO includes Carroll, Columbiana, Coshocton, Guernsey, Harrison, Holmes, Muskingum, and Tuscarawas Counties. Transportation planning activities for Jefferson and Belmont counties are handled by the Metropolitan Planning Organizations (MPOs) of Brooke-Hancock-Jefferson Metropolitan Planning Commission (BHJ) and the Bel-O-Mar Regional Council, respectively.

As an RTPO, OMEGA identifies local transportation needs, conducts planning, assists local governments, and supports the statewide transportation planning to provide a voice for the non-metropolitan region OMEGA represents. In June 2025, OMEGA will be completing a comprehensive Long-Range Regional Transportation Plan (LRTP) which will become effective on July 1, 2025. This plan collects goals, recommendations, and projects to meet the infrastructure and economic development needs of the region, while addressing all modes of transportation: roads, bridges, bicycle/pedestrian, air, rail, waterways, and ports. Following the development of this plan, OMEGA focused on providing technical assistance (e.g., grant writing, GIS mapping, traffic counts, and safety analyses) and working with communities on project planning to advance transportation and infrastructure projects beyond the conceptual phase.

In 2022, the Ohio Legislature created the RTPO Capital Allocation Program as a part of the state's Surface Transportation Block Grant allocation from the US Department of Transportation. This program provides an annual amount of project funding to each RTPO based upon population and land area and allows for local control of awarding funding to transportation within an RTPO region. The program was renewed in the SFY 2024-2025 biennial transportation budget and again in the SFY 2026-2027 transportation budget.

RTIP Overview

The RTIP is a comprehensive and financially constrained listing of regional transportation projects and services that are scheduled for some phase of implementation within the four-year Statewide Transportation Improvement Program (STIP) period. The projects identified within this program were selected through a continuous, comprehensive, and cooperative planning effort between OMEGA, the State of Ohio, and local entities, and are in alignment with the goals of the OMEGA 2025-2050 LRTP. The projects have funding commitments from a variety of federal, state, and local sources. The program of projects maintains a balance of local and regional needs and includes projects from multimodal forms of transportation, including highways, public transportation or transit, bicycles, and pedestrians.

The development of the RTIP is the responsibility of OMEGA and is developed on a biennial basis in conjunction with the Statewide Transportation Improvement Program (STIP). Public comments are addressed and coordinated within the RTIP. Once the RTIP is adopted by the OMEGA Executive Board, it is submitted for consideration to ODOT for inclusion by reference in the Ohio STIP. **Figure 1-2** provides a timeline of the OMEGA RTIP development process.

OMEGA is also including a list of priority projects that are currently unfunded and have been identified by stakeholders. Should funding become available, these projects can be reasonably

expected to begin construction between 2026 and 2029.

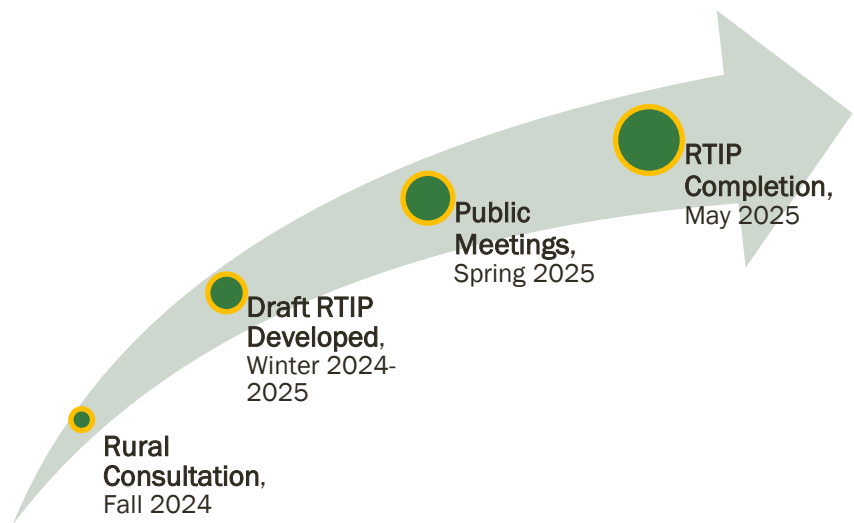


Figure 1-2 – RTIP Development Schedule

Consistency with the Long-Range Transportation Plan

OMEGA will be completing its long-range transportation plan in June 2025. The 2025-2050 plan update began alongside RTIP development in Fall 2024. The long-range plans are federally required to cover a minimum 20-year time horizon and must analyze all transportation needs over that time, including roadway, bridge, transit, and non-motorized modes of travel.

The goals, objectives, and strategies stated in the LRTP establish OMEGA’s overall approach to the prioritization of transportation projects and investments. These goals and their descriptions are included below in **Table 1-1**.

	Goal	Description
1	Preservation	Preserve Regional Assets
2	Safety	Increase Safety of Regional Infrastructure
3	Development	Facilitate Economic & Community Development
4	Resiliency	Develop and Maintain Regional Resiliency
5	Quality of Life	Enhance Quality of Life for Visitors and Residents

Table 1-1 – LRTP Goals

Glossary of Terms and Acronyms

A glossary of terms and acronyms is available in **Appendix B**.

2 - Performance Based Planning & Programming

Introduction to Transportation Performance Management

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

As an RTPO, OMEGA was not required to adopt or set benchmarks for these performance measures, and instead chose to support statewide efforts. Therefore, in March 2023, the OMEGA Executive Board, upon the recommendation of the Transportation Advisory Committee, adopted a resolution supporting the statewide targets for Transportation Performance Management.

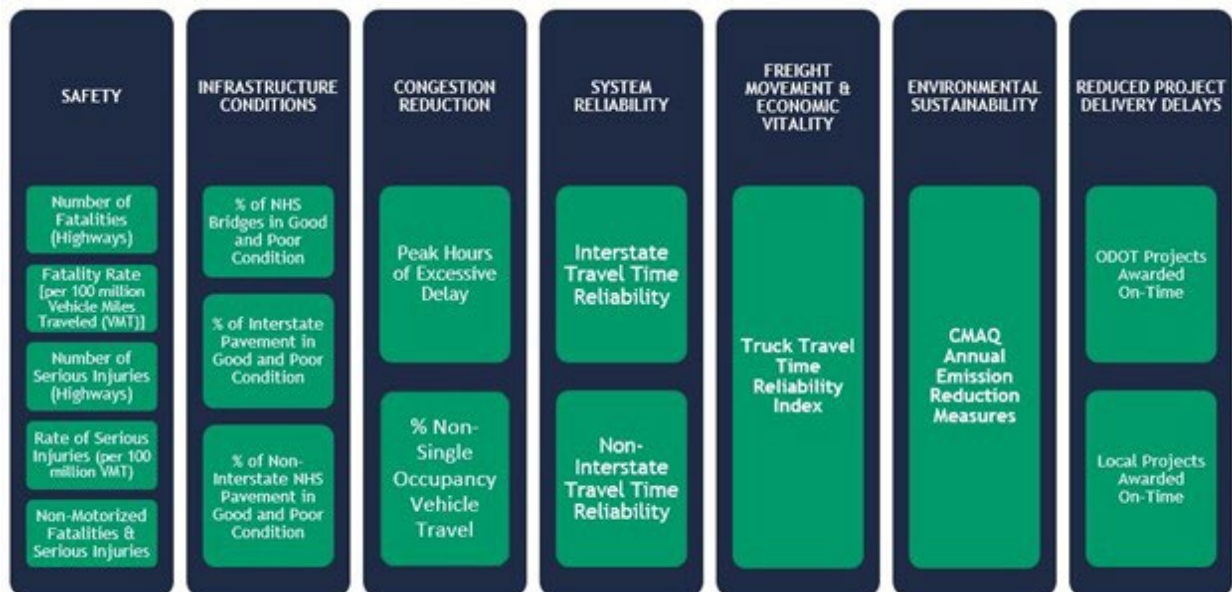


Figure 2-1 – National Transportation Goal Areas & Performance Measures Source: ODOT

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

OMEGA's Federal Transportation Performance Measures

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

PM 1: Safety Performance Measures

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

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

Table 2-1 – Statewide Safety Targets

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

Total Safety Projects	Total Safety \$ (Millions)	Projects with HSIP \$	HSIP \$ (Millions)
49	\$43.8 M	11	\$7.0 M

Table 2-2 – Safety Projects in OMEGA Region

PM 2: Infrastructure Condition Measures

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

A bridge is defined by the federal government as a structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between under copings of abutments or spring lines of arches, or extreme ends of openings for multiple boxes; it includes multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening (23 CFR 650.305).

Infrastructure Condition Measures and Targets					
Performance Measure	Baseline (2021)	2-Year Performance (2023)	2-Year Target (2023)	4-Year Target (2025)	2-Year Target Met?
Interstate Pavement Condition					
% Good	72.9%	75.4%	> 55%	> 55%	Yes
% Poor	0.1%	0.1%	< 1%	< 1%	Yes
Non-Interstate NHS Pavement Condition					
% Good	46.4%	50.4%	> 40%	> 40%	Yes
% Poor	1.9%	1.3%	< 2%	< 2%	Yes
NHS Bridge Conditions					
% Good	60.9%	60.8%	> 55%	> 55%	Yes
% Poor	2.0%	2.0%	< 3%	< 3%	Yes

Table 2-3 – ODOT Infrastructure Condition Measures

The tables below show the total projects and amounts of money being invested to maintain and improve pavement and bridge conditions in the OMEGA region during the STIP period.

Road Type	Number of Projects	Lane Miles Improved ¹	Construction \$ (Millions) ²
Interstate	8	217	\$58.1 M
Non-Interstate NHS	9	103	\$78.8 M

¹ Sum of road segments on RTIP that have pavement treatments

² Projects that have construction contract funds assigned to specifically to improving pavement condition of interstate or Non-Interstate NHS segments.

Table 2-4 – RTIP Projects Improving Pavements

Number of Projects	Bridges Improved ¹	Construction \$ (Millions) ²
8	16	\$34.0 M

¹ Sum of bridges on RTIP that have bridge treatments.

² Projects that have construction contract funds assigned to specifically improve bridges on the NHS system.

Table 2-5 – RTIP Projects Improving NHS Bridges

PM 3: Travel Time Reliability

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

System Reliability Measures and Targets					
Performance Measure	Baseline (2021)	2-Year Performance (2023)	2-Year Target (2023)	4-Year Target (2025)	2-Year Target Met?
Travel Time Reliability (TTR) - Interstates	98.8%	97.1%	> 85.0%	> 85.0%	Yes
Travel Time Reliability (TTR) - Non-Interstates	96.4%	95.9%	> 80.0%	> 80.0%	Yes
Truck Travel Time Reliability (TTTR) Index	1.19	1.22	< 1.50	< 1.50	Yes

Table 2-6 – ODOT Travel Time Reliability Performance Measures

The table below shows the total projects and amount of money being invested to improve travel time reliability on the NHS system in the OMEGA region during the STIP period.

Road Type	Number of Projects ¹	Construction \$ (Millions) ²
Interstate	0	\$0.0 M
Non-Interstate NHS	0	\$0.0 M

¹ Projects that have one of the following primary project purposes (Bridge Expansion, Intersection Expansion, Interchange Expansion, New Roadway, Add Through Lane(s), Rail Grade Separation, Transport System Mgmt. and Ops) or Projects that have funding with one of the following enhancements (Auxiliary Lanes, New Traffic Control Devices, Rail Grade Separation, Signal Coordination, Turn Lanes, 2-Way Left Turn Lanes, Widened Bridges, Widened Intersections) or that have one of the following Federal improvement codes (New Construction, Reconstruction – Added Capacity, Bridge – New Construction, Bridge Replacement – Added Capacity, Rail/Highway Crossing, Traffic Management Engineering – HOV).

² Sum of construction costs for RTIP projects that meet criteria 1 above.

Table 2-7 – RTIP Projects Improving Travel Time Reliability

While congestion and air quality measures are not applicable to the OMEGA region, the table below highlights the investment into active and alternative transportation to provide a more complete picture of upcoming improvements to the regional transportation system.

Total Non-SOV Projects ¹	Total Non-SOV \$ (Millions)	Non-SOV Projects with CMAQ \$	Non-SOV CMAQ \$ (Millions)
12	\$14.1 M	N/A	N/A

¹ Projects that have a primary project purpose related to one of the following (Pedestrians, Bicycles, Rideshare) or that have one of the following Federal improvement codes (Facilities for Pedestrians & Bicycles).

Table 2-8 – RTIP Projects Improving Non-Single Occupancy Vehicle (SOV) Travel

3 - Air Quality Conformity

According to the US EPA's "Green Book", there are no counties within the OMEGA RTPPO with a designated status of "Non-Attainment" or being a "Maintenance" area for one of the criteria pollutants. Therefore, an air quality conformity analysis is not required.

4 - Environmental Justice Analysis

Environmental Justice requires all federally funded agencies, including OMEGA, to identify and address disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations, to the greatest extent practicable and permitted by law. Agencies must also develop strategies to address any disproportionate and adverse impacts that are brought to light.

There are three fundamental environmental justice principles:

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

OMEGA utilizes a four-step process for the analysis in our Transportation Improvement Program. This process is applied to all transportation related projects in OMEGA's RTIP, including those on roads, bridges, pedestrian and bicycle infrastructure, and public transit.

1. Public Outreach & Engagement
2. Development of the Regional Demographic Profile
3. Consideration of Environmental Effects
4. Technical Analysis of Planned and Programmed Projects

For additional information, please refer to OMEGA's current [Title VI/Public Participation Plan](#), also found in **Appendices B & C**.

Public Outreach & Inclusion

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

- County-specific public involvement meetings
- OMEGA's Transportation Advisory Committee Meetings
- Documents and meeting presentations can be made available in languages other than English upon request.

Environmental Justice Analysis

The following analysis demonstrates the anticipated impact of the projects programmed within the SFY 2026-2029 RTIP on the OMEGA region's minority and low-income populations.

County	Median Household Income	% Minority Population
Carroll	\$64,675	6.8%
Columbiana	\$58,474	9.8%
Coshocton	\$54,687	6.7%
Guernsey	\$55,756	7.5%
Harrison	\$53,851	7.7%
Holmes	\$74,774	4.2%
Muskingum	\$59,203	11.5%
Tuscarawas	\$64,494	8.8%

Table 4-1 – Median Household Income and % Minority Population by County

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 complete the Environmental Justice assessment. The profile summarizes the data for both population groups by U.S. Census Tract. 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 RTPPO counties within the OMEGA region were used to analyze minority populations and income levels. There are 113 census tracts in the eight-county RTPPO region as of the 2023 census from ACS.

Although minorities and persons in poverty live throughout the OMEGA region, many are concentrated in specific locations and neighborhoods in or near urbanized 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. Based on data from the 2019 - 2023 ACS, minorities comprise 8.6% of the population within OMEGA RTPPO census tracts. Therefore, any census tract with a percentage above 8.6% was considered to have a regionally significant concentration of minority populations, see **Figure 4-1**.

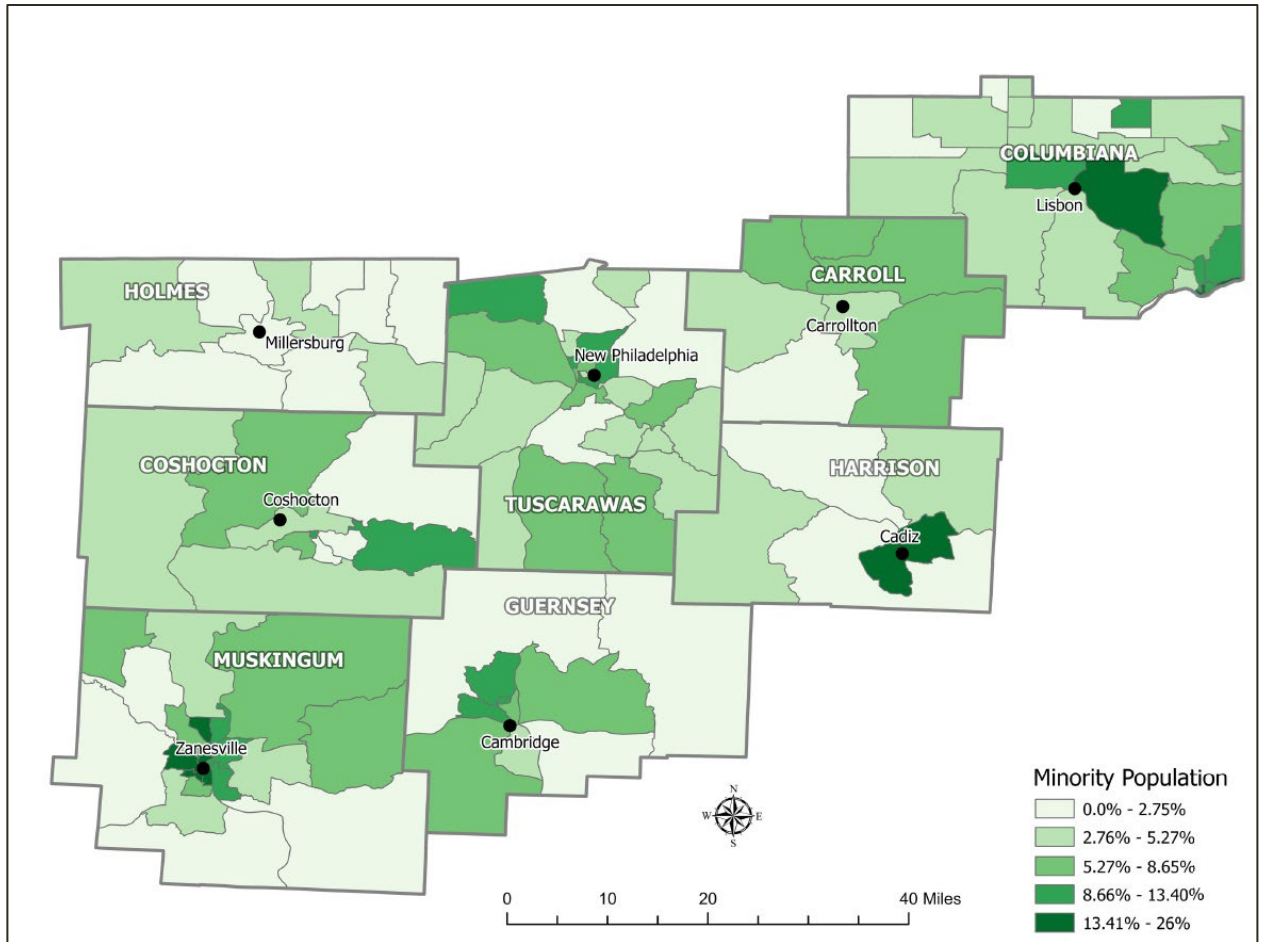


Figure 4-1

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. Therefore, any census tract with an MHI below \$61,487 was considered to have a regionally significant concentration of low-income residents, see **Figure 4-2**.

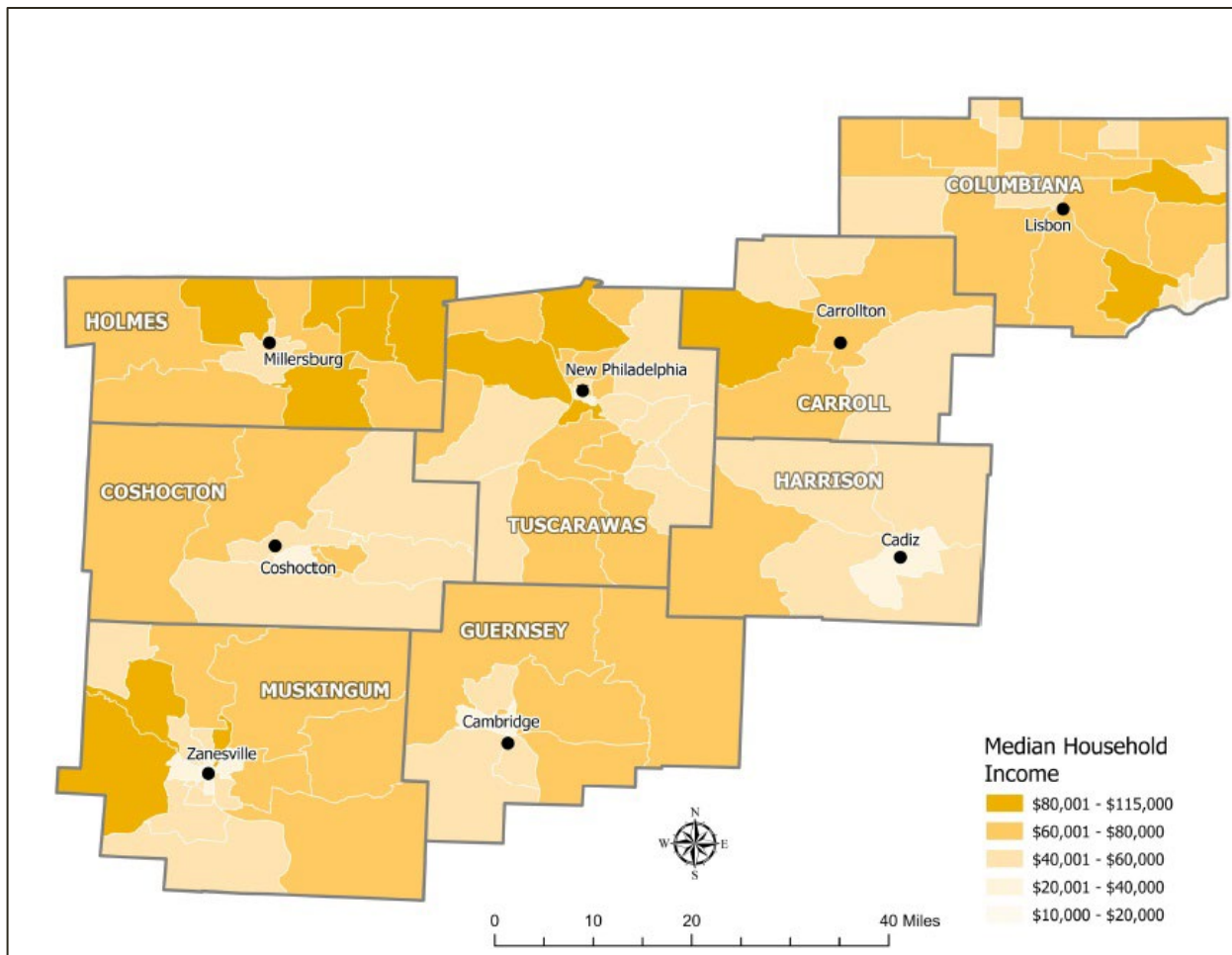


Figure 4-2

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 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 4-3**.

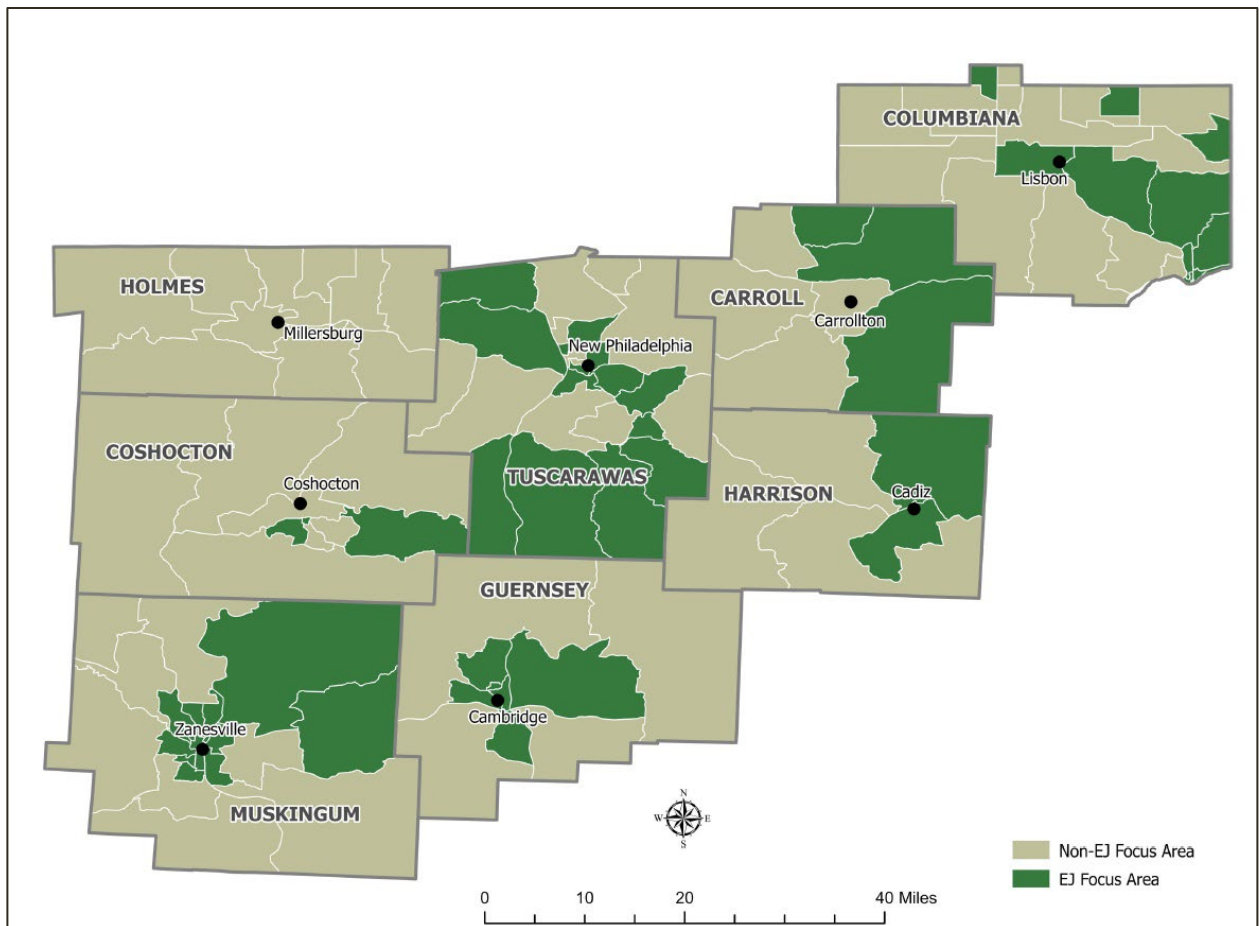


Figure 4-3

Analysis of Environmental Effects on OMEGA Projects

During the project review process, a project's location was mapped to identify if the project would affect an Environmental Justice population. Projects not located within an Environmental Justice population were exempt from further analysis.

Projects contained within Environmental Justice areas were not found to have adverse effects to the local populations, as these projects were not creating/expanding capacity and generally were found to be beneficial to the area due to increased safety, enhanced aesthetics, and/or connectivity for non-motorized users of the transportation system. As shown in **Figure 4-4**, projects were overlaid on an Environmental Justice map.

2026 - 2029 Roadway, Bridge, and Culvert Projects and Omega RTPPO EJ Focus Areas

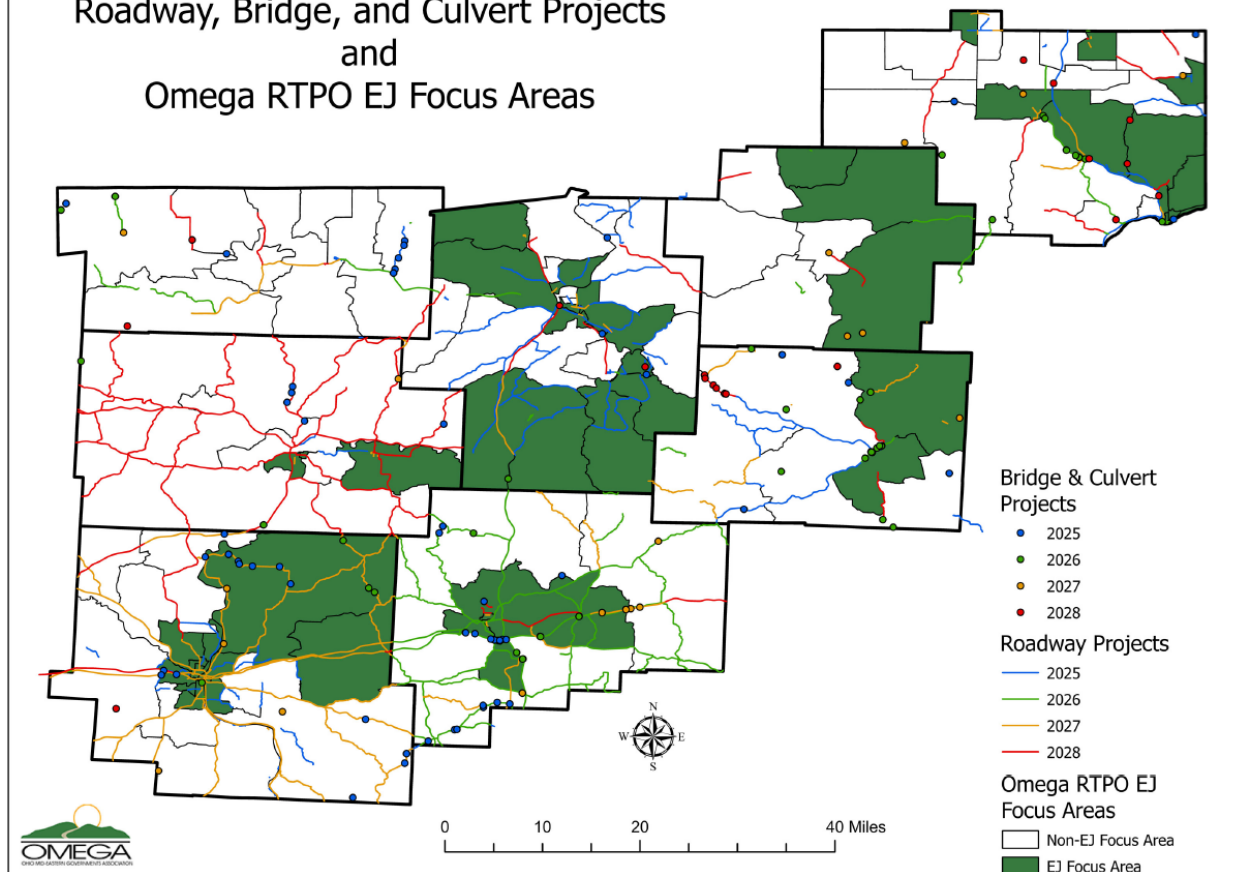


Figure 4-4

5 - Title VI & ADA Compliance

Title VI

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

OMEGA does not tolerate discrimination in any of its programs, services, or activities, and will not discriminate against anyone on the basis of race, color, national origin, gender, age, disability, religion, income, sexual orientation, gender identity, or family status.

Any person who believes that he or she has been excluded from participation in or has been denied the benefits or services of any program administered by OMEGA, on the basis of race, color, national origin, gender, age, disability, or income status may file a complaint of discrimination under Title VI, other non-discrimination statutes, and executive orders. A complaint may be filed directly with OMEGA, the Ohio Department of Transportation, the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). Please contact Dr. Vicki Maple, Executive Director of OMEGA to file a complaint or if you have any questions. You may also refer to the OMEGA Title VI Plan at www.omegadistrict.org for additional information and any related forms and procedures.

Throughout the SFY 2026 – 2029 planning process, OMEGA engaged in several outreach measures to ensure that the various Title VI communities had the opportunity to participate in the transportation planning process. These outreach measures included:

- Document translation service, upon request;
- ADA-accessible meeting locations for all meetings;
- Printed copies of maps, presentations, or other documents upon request;
- Meetings published using social and traditional media and sent to local organizations within EJ areas.

OMEGA embraces diversity and inclusivity and provides an environment of non-discrimination. The SFY 2026 – 2029 RTIP planning process was conducted with these important considerations in mind and is compliant with all Title VI regulations and requirements.

ADA

The Americans with Disabilities Act (ADA) prohibits discrimination based on disability and requires all public agencies to provide safe, equal access to their programs, activities, and facilities. OMEGA values the input of all the region's residents into the transportation planning process, and took the following measures to ensure that everyone, regardless of their abilities, could access and engage in the SFY 2026 – 2029 RTIP planning process:

- Holding meetings at ADA-compliant facilities
- Availability of ADA compliant parking and transit facilities
- Available accommodations for the visually or hearing impaired.

OMEGA carefully considered the needs of all of our region’s residents throughout the SFY 2026 – 2029 RTIP planning process, meeting or exceeding all ADA requirements. A full copy of OMEGA’s Title VI Policy is available in **Appendix A**.

6 - Public Involvement

A key component of the RTIP development process is to facilitate a proactive public involvement review and comment process associated with the program. OMEGA coordinated the public involvement process with ODOT and followed the public involvement policies adopted by OMEGA. The public involvement schedule of activities was also concurrent with ODOT’s STIP public involvement schedule. OMEGA led Rural Consultation meetings in conjunction with ODOT Districts 5 and 11 in October 2024. Rural Consultation meetings were targeted at local elected officials and allowed for upcoming projects to be discussed with ODOT. One meeting was held in Muskingum County for Coshocton, Guernsey, and Muskingum Counties (District 5), a second meeting was held in Tuscarawas County for Carroll, Columbiana, Harrison, Holmes, and Tuscarawas Counties (District 11), and a third, combined meeting was held in Guernsey County for those who could not attend their District meetings. In and person and virtual options were available.

In accordance with OMEGA’s Public Participation Plan, the public comment period was open for 45 days following release of the plan. Responses to comments were issued within 15 days upon receipt. Significant comments received during public involvement necessitate written responses. OMEGA also hosted in-person meetings in each of the eight RTPO counties to finalize the list of projects in the RTIP for 2026-2029. The RTIP thoroughly documented the public involvement schedule, process, and outcomes. Copies of the public notices, meeting agendas, attendance lists, public comments and responses are documented in **Appendix F**.

Date	Time	Location	Organizations Involved	Counties
10/15/24	1:00 – 3:00 pm	Muskingum County Conference & Welcome Center 205 N 5 th St. Zanesville, Ohio 43701	OMEGA, ODOT, Local Jurisdictions	Coshocton, Guernsey, & Muskingum
10/17/24	1:00 – 3:00 pm	ODOT District 11 Offices, 2201 Reiser Avenue SE, New Philadelphia, Ohio	OMEGA, ODOT, Local Jurisdictions	Carroll, Columbiana, Harrison, Homes, & Tuscarawas
10/23/24	9:00 – 11:00 am	Ohio Mid-Eastern Governments Association 326 Highland Avenue, Suite B Cambridge, Ohio 43725	OMEGA, ODOT, Local Jurisdictions	All OMEGA RTPO Region Counties
3/14/2025	3:30-5:30 pm	Carroll County District Library 70 2nd St NE Carrollton, OH 44615	OMEGA, Local Jurisdictions. General Public	Carroll
3/18/2025	8:00-9:00 am	Tuscarawas County EDC EDFA 339 Oxford St Dover, OH 44622	OMEGA, Local Jurisdictions. General Public	Tuscarawas
3/20/2025	4:30-6:3 pm	Lepper Library 303 E Lincoln Way Lisbon, OH 44432	OMEGA, Local Jurisdictions. General Public	Columbiana
3/22/2025	8:00-11:00 am	Harvest Ridge 8880 OH-39 Millersburg, OH 44654	OMEGA, Local Jurisdictions. General Public	Holmes
3/25/2025	3:00-5:00 pm	Coshocton Community Room 637 Chestnut Street Coshocton, OH 43812	OMEGA, Local Jurisdictions. General Public	Coshocton
3/27/2025	3:30-5:30 pm	Crossroad Branch - Guernsey County Library 63500 Byesville Road Cambridge, OH 43725	OMEGA, Local Jurisdictions. General Public	Guernsey
4/1/2025	4:00-6:00 pm	Puskarich Public Library 200 E Market St Cadiz, OH 43907	OMEGA, Local Jurisdictions. General Public	Harrison
4/3/2025	2:00-4:00 pm	Muskingum County Conference & Welcome Center 205 N 5 th St Zanesville, OH 43701	OMEGA, Local Jurisdictions. General Public	Muskingum

Table 6-1 – Public Involvement Schedule

7 – Previous RTIP Accomplishments

This chapter will highlight the status of projects from the previous version of the OMEGA RTIP (SFY 2024 – 2027). 131 projects had a phase completed during this period. Table 7-1 shows the counts by type of project.

Project Type	Number of Projects	Percent of Projects
Pedestrian/Bicycle	10	7.6%
Bridges & Culverts	41	31.3%
Other	13	9.9%
Safety	25	19.1%
Rail	1	0.8%
Roadway	41	31.3%

Completed Projects

The following table illustrates the projects completed during the SFY 2024 – 2027 RTIP cycle.

PID	Project	Location	Type of Work	Obligated FY
97491	CAR SR 542 5.61	CAR	Bridge Preservation	2022
106764	CAR SR 43 23.12	CAR	Bridge Preservation	2022
107494	CAR SR 542 0.000	CAR	Roadway Minor Rehab	2022
108813	CAR SR 43 3.910	CAR	Bridge Preservation	2023
110471	CAR-43-16.07	CAR	Intersection Improvement (Safety)	2022
113987	CAR Meter & Mirth Reconstruction	CAR	Roadway Improvement (Jobs & Commerce)	2022
114419	CAR/HAS-212-VAR	CAR	Roadway Minor Rehab	2023
119467	CAR CR 27 6.17	CAR	Bridge Preservation	2024
119904	CAR Orange Twp	CAR	Traffic Control (Safety)	2024
119914	CAR Fox Twp	CAR	Traffic Control (Safety)	2024
119998	CAR CR 54 3.96	CAR	Roadway Minor Rehab	2024
120135	CAR Rose Twp	CAR	Traffic Control (Safety)	2024
22329	COL CR 430 0.30	COL	Roadway Improvement (Safety)	2022
76989	COL SR 14 5.71	COL	Bridge Preservation	2023
97495	COL SR 45 23.70	COL	Bridge Preservation	2024
99616	COL SR 39 20.81	COL	Bridge Preservation	2023
100577	COL SR 14 1.42	COL	Bridge Preservation	2023
100593	COL-30-31.32, COL-39-19.83	COL	Roadway Minor Rehab	2023
104684	COL Washington Street Bridge	COL	Bridge Preservation	2022
105042	COL Elizabeth Street Bridge	COL	Bridge Preservation	2021
105127	COL SR 45 3.36	COL	Culvert Preservation	2022
107545	COL-62/VAR-14.12/VAR	COL	Roadway Minor Rehab	2023
107569	COL SR 7 3.560	COL	Roadway Minor Rehab	2024
108703	COL Park/Springfield/Heck	COL	Roadway Minor Rehab	2022

PID	Project	Location	Type of Work	Obligated FY
109017	COL East Lincoln St Conn Trail	COL	Bike Facility	2024
109415	COL CR 400 1.08	COL	Bridge Preservation	2023
109526	COL TR 776 0.75	COL	Drainage System Maintenance	2024
109663	COL SR 14T 0.000	COL	Roadway Minor Rehab	2024
111412	COL Duquesne Street Sidewalks	COL	Pedestrian Facilities	2024
111896	COL Park Drive Bridge	COL	Bridge Preservation	2023
112124	COL SR 344 0.29	COL	Roadway Minor Rehab	2023
112459	COL CR 404 Westville Lake Bridge	COL	Bridge Preservation	2022
112810	COL-164/644-15.72/3.96	COL	Roadway Minor Rehab	2024
112913	COL SR 170 11.42025	COL	Roadway Minor Rehab	2023
114058	COL Dresden Avenue Phase 1	COL	Roadway Minor Rehab	2024
115104	COL SR 7 2.91	COL	Geologic Maintenance / Slide Repair	2023
119570	COL-7-27.47	COL	Traffic Control (Safety)	2023
93141	COS SR 83 00.00	COS	Roadway Minor Rehab	2023
109744	COS/LIC SR 79/657 00.00/00.00	COS	Roadway Minor Rehab	2024
117349	COS SRTS Bicycle Training	COS	Ped/Bike Non-Infrastructure	2023
119491	COS SR 60 01.34	COS	Bridge Preservation	2024
120134	COS Linton Twp	COS	Traffic Control (Safety)	2024
93001	GUE/MUS/COS SR 662 0.00/0.00/0.0	GUE	Roadway Major Rehab	2022
94320	GUE US 22/40 07.62/08.23	GUE	Roadway Minor Rehab	2022
98037	GUE SR 513/SR 761 00.00/00.00	GUE	Roadway Minor Rehab	2023
101667	GUE CR 35 09.86 (Clark Street)	GUE	Roadway Major Rehab	2020
106433	GUE CR 503 00.00 (Steubenville)	GUE	Roadway Major Rehab	2021
110245	GUE SR 209 08.56	GUE	Bridge Preservation	2022
111285	GUE CR VAR PM RPM FY2023	GUE	Traffic Control (Safety)	2023
111607	GUE SR 265 05.68	GUE	Geologic Maintenance / Slide Repair	2023
113832	GUE CR 33 03.38	GUE	Bridge Preservation	2024
115279	GUE IR 70 09.40	GUE	Transport System Mgmt and Ops (TSMO)	2021
115476	GUE SR 265 16.10	GUE	Geologic Maintenance / Slide Repair	2022
117043	GUE SR 285 09.00	GUE	Traffic Control (Safety)	2022
117195	FACD05 GUECG Wash Bay Repairs	GUE	Building / Facility Maintenance	2022
119714	GUE CR 95 0.00	GUE	Roadway Minor Rehab	2024
121066	GUE 1SP 01.07	GUE	Bridge Preservation	2025
100038	HAS SR 151 4.850	HAS	Bridge Preservation	2022
110323	HAS US 250 3.91	HAS	Bridge Preservation	2022
111484	HAS VAR GR Phase 2	HAS	Roadside / Median Improvement (Safety)	2023

PID	Project	Location	Type of Work	Obligated FY
111485	HAS VAR PM Phase 3	HAS	Traffic Control (Safety)	2023
111506	HAS SR 342 3.880	HAS	Geologic Maintenance / Slide Repair	2024
111507	HAS US 22 3.590	HAS	Geologic Maintenance / Slide Repair	2023
112295	HAS SR 646 6.33	HAS	Intersection Improvement (Safety)	2023
114172	HAS SR 9 17.78	HAS	Bridge Preservation	2023
114420	HAS SR 519 6.38	HAS	Roadway Minor Rehab	2023
115220	HAS VAR GR Phase 3	HAS	Roadside / Median Improvement (Safety)	2024
117011	HAS SR 258 1.11	HAS	Geologic Maintenance / Slide Repair	2023
117041	HAS CR51 Reconstruction	HAS	Roadway Improvement (Jobs & Commerce)	2023
117380	HAS CR 27 0.45	HAS	Bridge Preservation	2023
119831	HAS German Twp	HAS	Traffic Control (Safety)	2024
120007	HAS TR 96 0.00	HAS	Roadway Minor Rehab	2024
120197	HAS CR 22 3.98	HAS	Roadway Minor Rehab	2024
100093	HOL CR 23 2.28	HOL	Bridge Preservation	2023
100641	HOL/WAY-83/VAR-14.70/VAR	HOL	Roadway Minor Rehab	2024
100674	HOL-557-0.00, HOL-643-0.00	HOL	Roadway Major Rehab	2022
102463	HOL SR 39 6.720	HOL	Roadway Minor Rehab	2024
107541	HOL US 62 5.660	HOL	Roadway Minor Rehab	2023
109041	HOL SR 520 11.80/12.91	HOL	Geologic Maintenance / Slide Repair	2022
110753	HOL TR 123 2.17	HOL	Bridge Preservation	2023
111413	HOL S. Washington St. Sidewalks	HOL	Pedestrian Facilities	2023
111449	HOL SR 241 8.92	HOL	Pedestrian Facilities	2023
111665	HOL US 62 20.660	HOL	Culvert Preservation	2023
111666	HOL-39/754-11.17/.16,TUS-93-10.8	HOL	Culvert Preservation	2023
113557	HOL SR 514 4.510	HOL	Geologic Maintenance / Slide Repair	2023
114360	HOL-62/557 Safety Study	HOL	Safety Related Studies	2021
115429	HOL Mohican Valley Trail Phase 1	HOL	Shared Use Path	2024
115465	HOL County Trail Repair	HOL	Shared Use Path	2023
116999	HOL Brickyard Rd. Reconstruction	HOL	Roadway Improvement (Jobs & Commerce)	2023
118875	HOL SR 39 28.99	HOL	Traffic Control (Safety)	2023
8809	MUS US 22 09.95	MUS	Culvert Preservation	2023
93142	MUS SR 284 00.00	MUS	Roadway Minor Rehab	2024
95497	MUS SR 60 14.61/17.93	MUS	Roadway Minor Rehab	2023
101730	MUS CR 66A 00.00	MUS	Bridge Preservation	2022
102531	MUS SR 60 00.29/00.89	MUS	Culvert Preservation	2019

PID	Project	Location	Type of Work	Obligated FY
107158	MUS SR 146/340 31.42/03.26	MUS	Geologic Maintenance / Slide Repair	2023
110173	MUS IR 70 25.90	MUS	Geologic Maintenance / Slide Repair	2023
110919	MUS CR 5 04.10 Clay Pike	MUS	Bridge Preservation	2023
111270	MUS TR 49 00.56 (Multiuse Path)	MUS	Shared Use Path	2023
111300	MUS CR VAR PM FY2024	MUS	Traffic Control (Safety)	2024
111302	Project Catalyst - AMG Vanadium	MUS	Railroad Improvements & Rehabilitation	2021
113796	MUS TR 274 00.10 Lower Kroft	MUS	Bridge Preservation	2023
114654	MUS SR 16 13.70	MUS	Bridge / Culvert Maintenance	2022
115529	MUS CR 46 04.39 Darlington	MUS	Bridge Preservation	2023
117328	MUS TR 297 0.42 Adams	MUS	Bridge Preservation	2024
117329	MUS CR 67 2.86 Piper	MUS	Bridge Preservation	2023
117330	MUS TR 118 0.98 Schoolhouse	MUS	Bridge Preservation	2023
120241	MUS Salem Twp	MUS	Traffic Control (Safety)	2024
120245	MUS Monroe Twp	MUS	Traffic Control (Safety)	2024
88927	TUS SR 800 3.820	TUS	Bridge Preservation	2023
102408	TUS/HAS-250-23.47/0.00	TUS	Roadway Major Rehab	2022
102478	TUS US 250 0.000	TUS	Roadway Minor Rehab	2021
105121	TUS-77-(0.06)(5.89)	TUS	Culvert Preservation	2023
106686	TUS Dover Canal Park Path	TUS	Bike Facility	2021
107134	TUS CR 99 0.71	TUS	Bridge Preservation	2022
107549	TUS SR 258 0.490	TUS	Roadway Minor Rehab	2024
107570	TUS-77-20.73, TUS-250-11.88	TUS	Roadway Minor Rehab	2023
108143	TUS SR 416 4.74	TUS	Bridge Preservation	2023
110400	TUS-39-19.94, TUS-212-5.11	TUS	Roadway Minor Rehab	2023
111598	TUS VAR GR Phase 6	TUS	Roadside / Median Improvement (Safety)	2023
111634	TUS CR 82 3.40	TUS	Roadway Improvement (Safety)	2023
112815	TUS IR 77 0.000	TUS	Roadway Minor Rehab	2024
113790	TUS US 250 12.320	TUS	Bridge Preservation	2022
114061	TUS New Phila Paving Phase 1	TUS	Roadway Minor Rehab	2023
114080	TUS Trenton Avenue	TUS	Roadway Minor Rehab	2024
115243	TUS VAR PM Phase 5	TUS	Traffic Control (Safety)	2023
115349	TUS Miskimen Drive Sidewalks	TUS	Pedestrian Facilities	2024
115932	TUS Walnut Street Turn Lane	TUS	Roadway Improvement (Jobs & Commerce)	2023
118869	TUS SR 93 8.63	TUS	Traffic Control (Safety)	2023
120187	TUS Jefferson Twp	TUS	Traffic Control (Safety)	2024
120196	TUS Warwick Twp	TUS	Roadway Improvement (Safety)	2024

Carry Forward Projects

Projects listed below were funded through the RTPO Capital Allocation, with funding awarded from OMEGA's Fiscal Year 2025 capital allocation. Most projects will carry over into State Fiscal Year 2026 and beyond as projects make their way through ODOT's project development process.

PID	Project	Phase	Sponsor
123086	COS US 36 20.29 (Multi-Use Path Phase III)	OTH	Coshocton County
TBD	Kent State Tuscarawas Pedestrian Bridge	OTH	KSU Tusc
TBD	Sandy Valley Trail Connection	ENV	Brown Township
120494	Bridge Street Bridge Replacement	ENV, DD	Bowerston
123908	North 1 st Street Improvements	ENV, DD	Dennison
TBD	Downtown Sidewalks	ENV, DD	Newcomerstown

8 - Projects

The following sections provide information on the lists of projects that where a phase will be implemented within the SFY 2026-2029 period. Outlined below are projects that are compiled by ODOT. There is also a review of transit projects in the OMEGA region. For rural areas, transit projects are included in the Statewide Line-Item List and are not individually identified. OMEGA will amend the Regional Transportation Improvement Plan as needed to incorporate newly funded projects with phases between SFY 2026-2029.

Project Overview

Funding for projects comes from federal, state, and local sources. Transportation funding is authorized by the US Congress, the Ohio General Assembly, county commissioners, and municipal councils. For State Fiscal Years 2026-2029, a total of **\$494,854,168** is programmed to be spent on transportation projects throughout the OMEGA RTPO region. **Figure 8-1** shows the amount of funding forecast to be spent by level of government. Federal funds total 64.6% of all scheduled funding. The State of Ohio is contributing 28.4%, with local sources and labor constituting 4.4%. The RTPO STBG Allocation is contributing less than 0.5%.

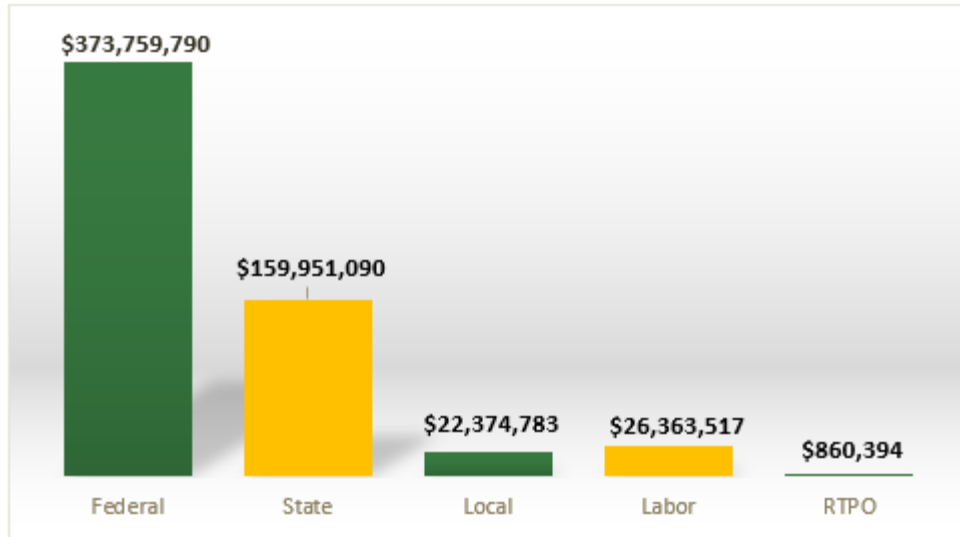


Figure 8-1

Figure 8-2 displays the percentage of programmed funding by county and **Figure 8-3** shows approximate funding totals each county will receive for projects programmed for State Fiscal Years 2026-2029. These range from \$15.5 million in Coshocton County to \$109.1 million in Harrison County. Higher totals in Harrison and Guernsey counties are attributable to Interstate (or other freeway) and bridge projects. The totals shown do not include district-wide programmed projects within the county.

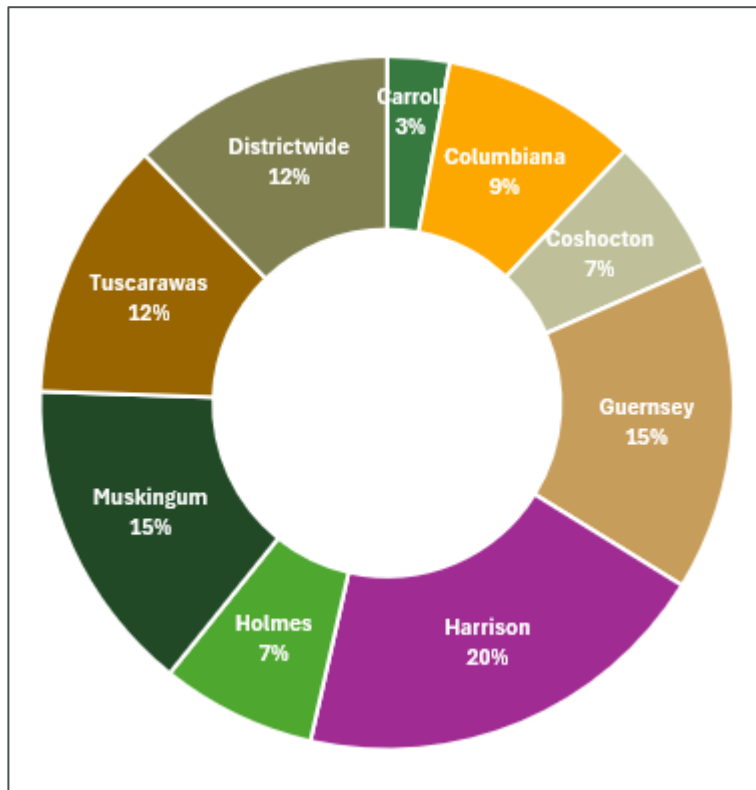


Figure 8-2 – Percent of Funding by County

County	Funding Total
Carroll	\$16 Million
Columbiana	\$50 Million
Coshocton	\$35 Million
Guernsey	\$85 Million
Harrison	\$109 Million
Holmes	\$40 Million
Muskingum	\$81 Million
Tuscarawas	\$67 Million
Districtwide Projects (D5 + D11)	\$68 Million

Figure 8-3 – Total Funding by County

All these projects also align closely with the goals and objectives of OMEGA's Regional Transportation Plan. OMEGA's highest priority is the preservation and maintenance of existing transportation systems. As illustrated in **Figure 8-4**, approximately 74% of the funding for transportation projects over the next four years is for preservation and maintenance.

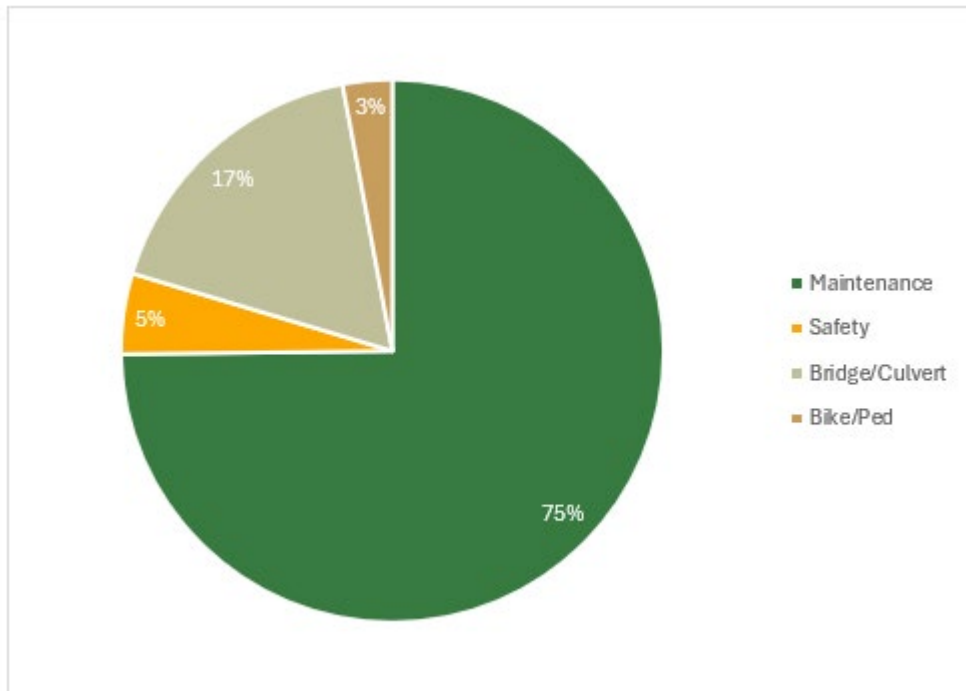


Figure 8-4 – Funding by OMEGA Priority

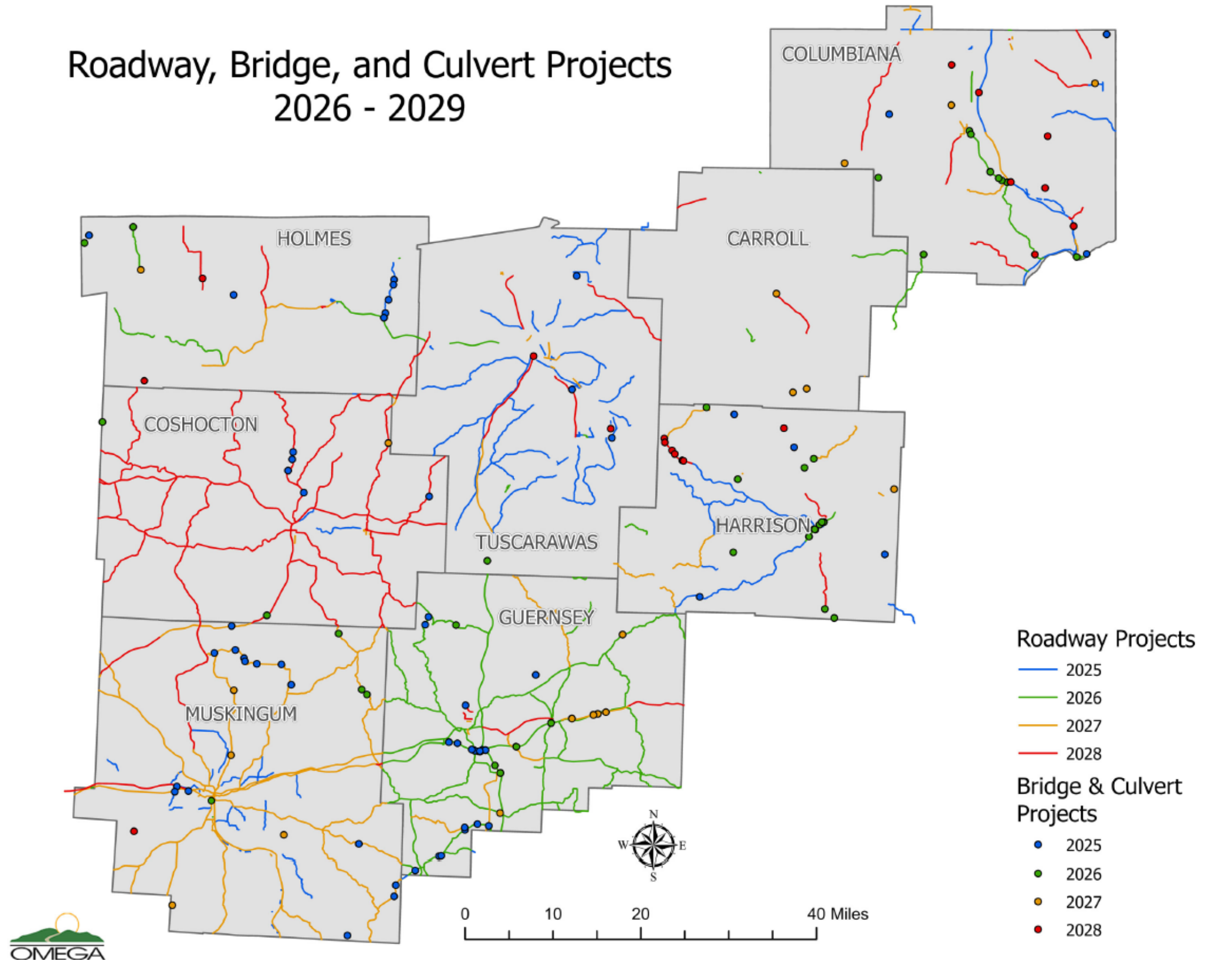
8.1 – Individual Project Lists

Appendix C provides the project list of the individual highway projects scheduled for some phase of implementation during the SFY 2026 – 2029 RTIP period. Ordinarily the OMEGA RTPO region does not have any, but the two project IDs included are for the major rehabilitation and expansion of US Route 22 in Harrison County. These projects have been planned and selected in accordance with the ODOT project selection process of the associated program. All of the projects detailed in this section are consistent with the OMEGA long-range transportation plan.

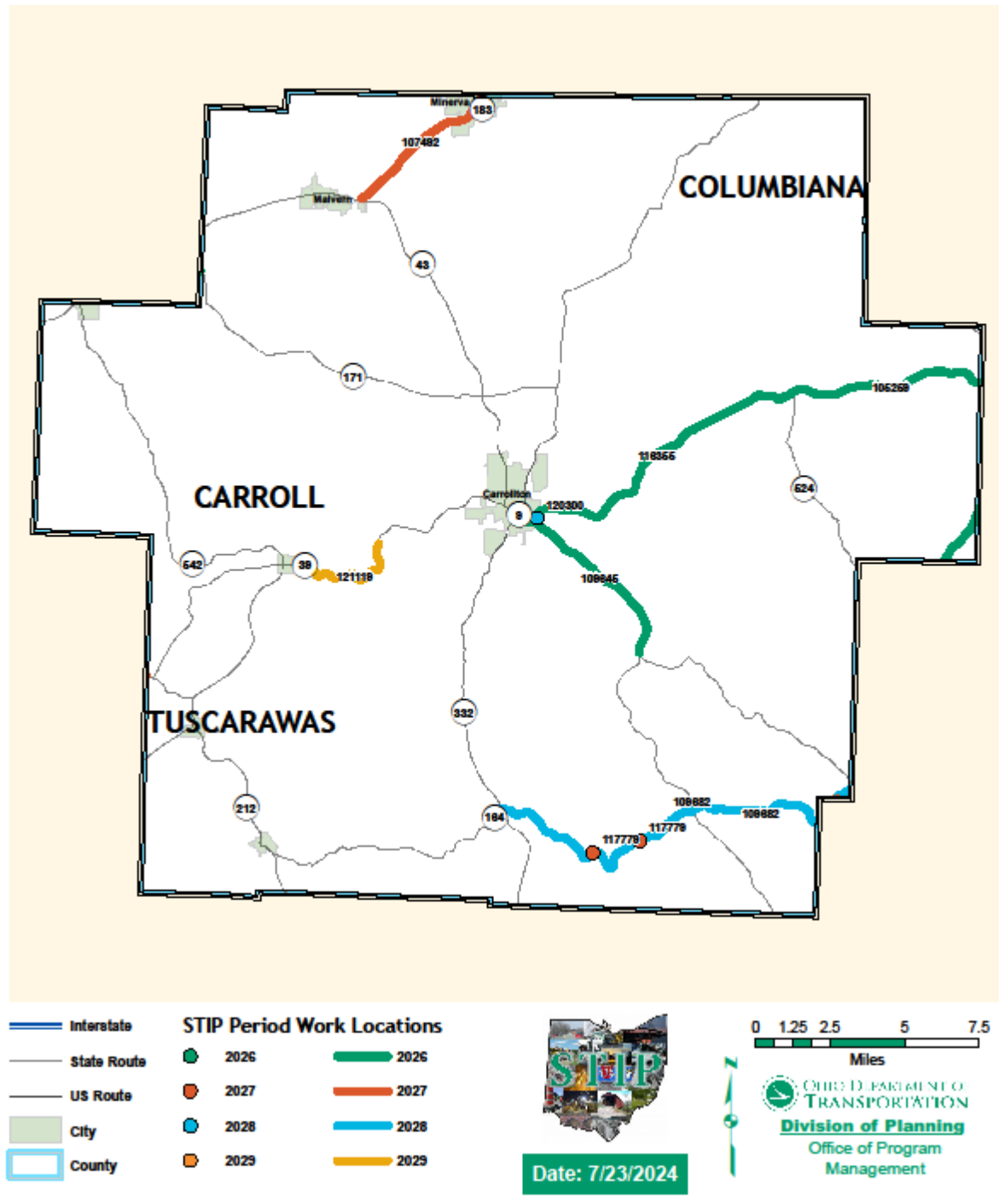
8.2 – Grouped Project Lists

Projects not considered to be of appropriate scale for individual identification in a given program year may be grouped by category or program. These projects are grouped and identified in the STIP and TIPs as Grouped Projects. The projects utilizing Grouped Projects are non-controversial in nature, have an air-quality status of exempt, and have a negligible environmental impact. Additionally, these projects are not regionally significant, non-capacity adding, and consistent with state, regional, and/or local long-range transportation plans. **Appendix D** includes the Grouped Projects List which provides a definition of each Grouped Project and the Project Report which identifies the currently programmed projects utilizing Grouped Project funding in the STIP period. The Grouped Project Report is a fluid document and is for informational purposes only. Title 23 Chapter 1 Subchapter E Part 450 Subpart B §450.218 (j) may be referenced for the provision of grouped projects in the STIP/RTIP as named by ODOT. Maps showing the locations of these projects are on the pages which follow. For more information about these projects, please see **Appendix D** and search for a specific project using the County and the Project Identification Number (PID) shown on these maps.

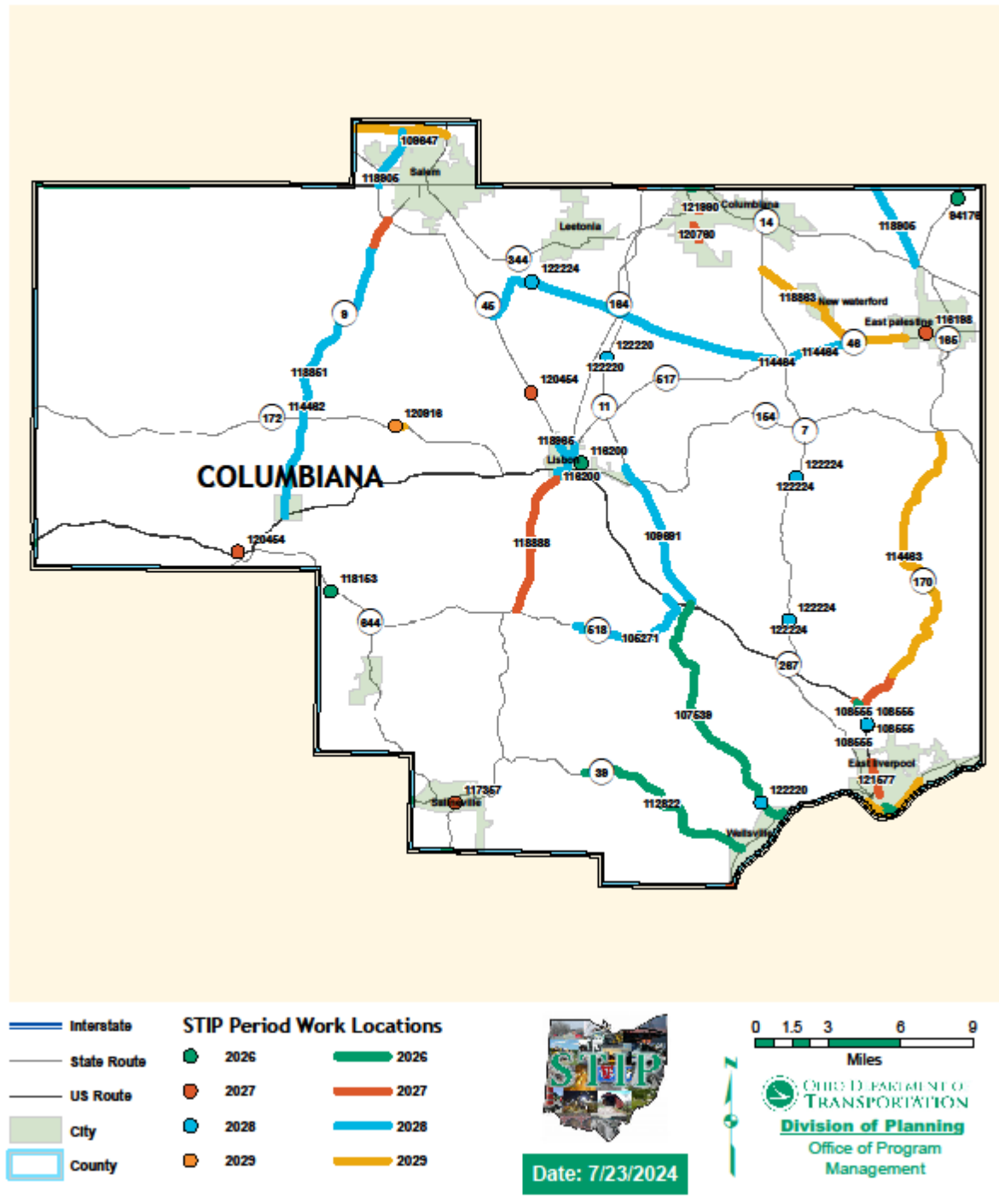
Roadway, Bridge, and Culvert Projects 2026 - 2029



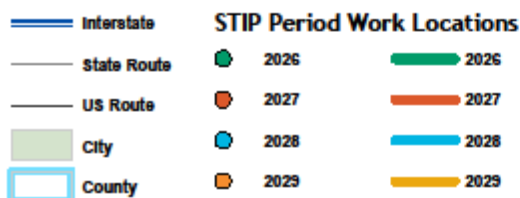
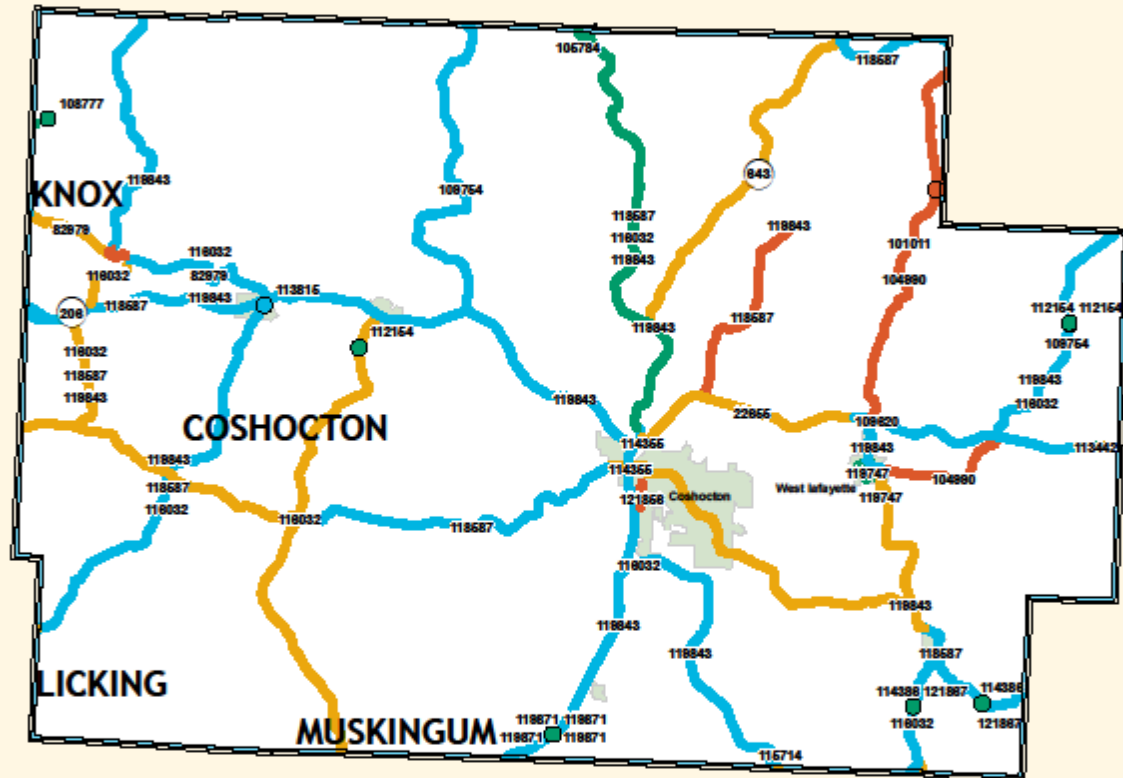
2026 - 2029 Construction Projects CARROLL County



2026 - 2029 Construction Projects COLUMBIANA County



2026 - 2029 Construction Projects COSHOCKTON County

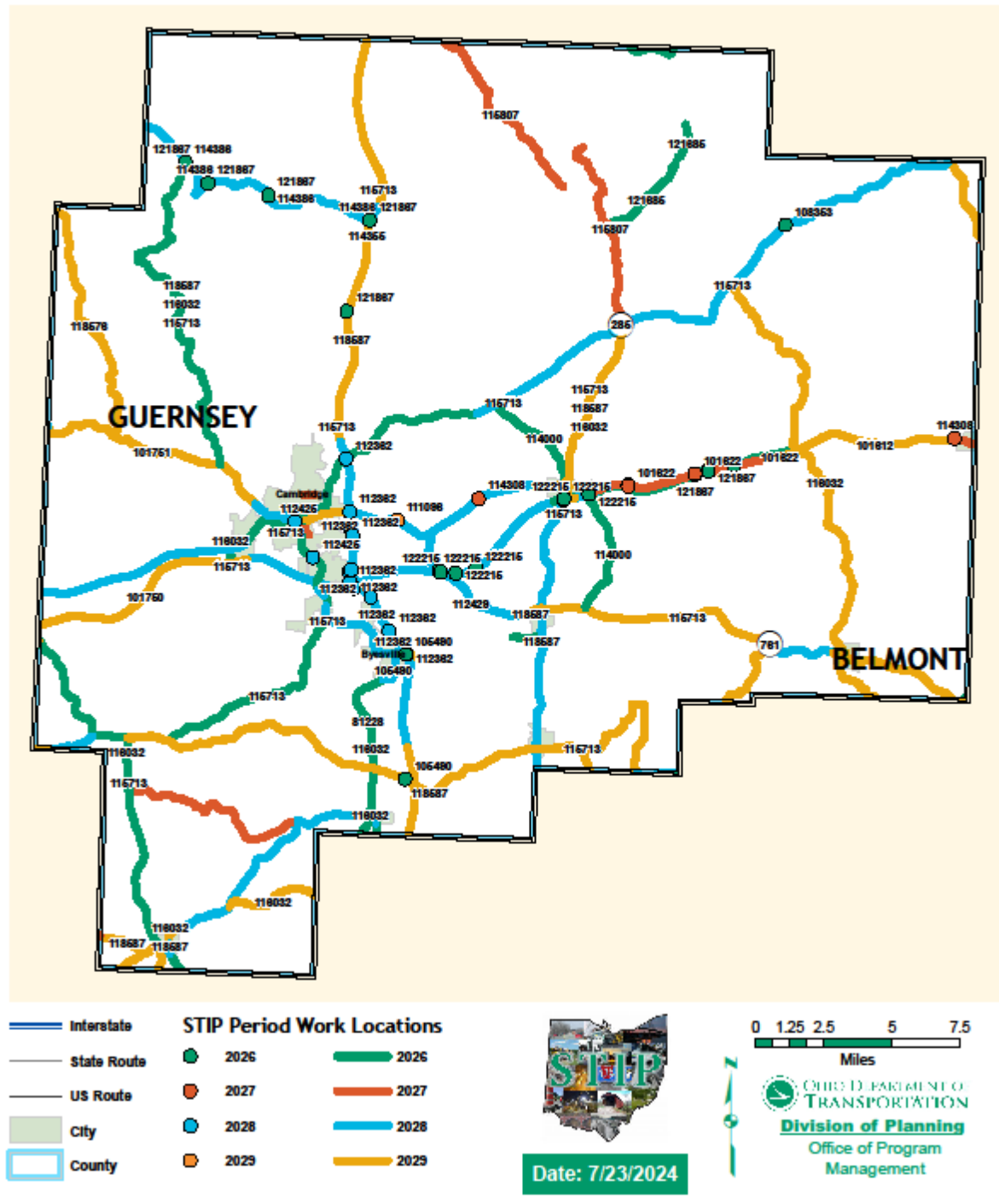


Date: 7/23/2024

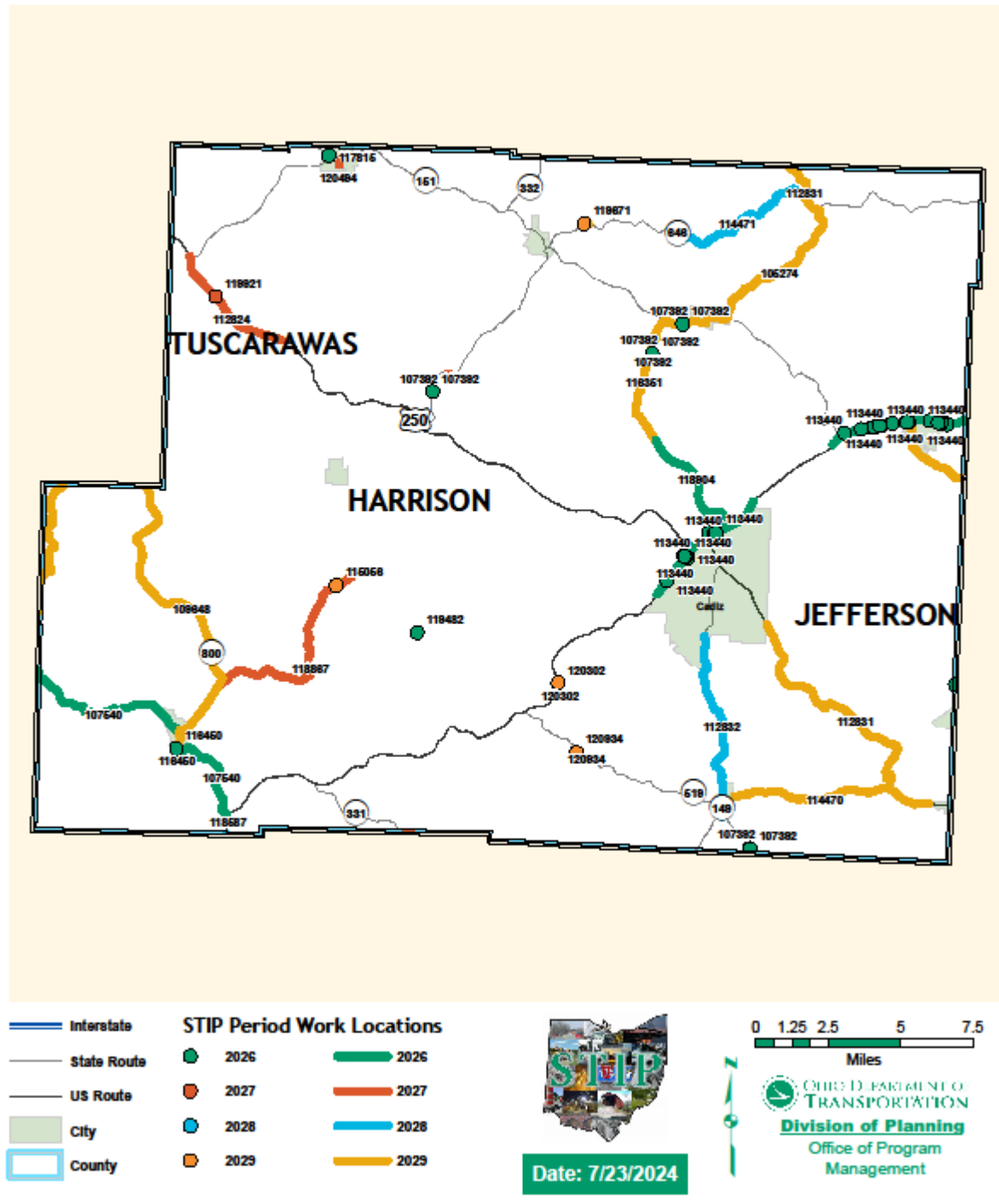


**OHIO DEPARTMENT OF
TRANSPORTATION**
Division of Planning
Office of Program
Management

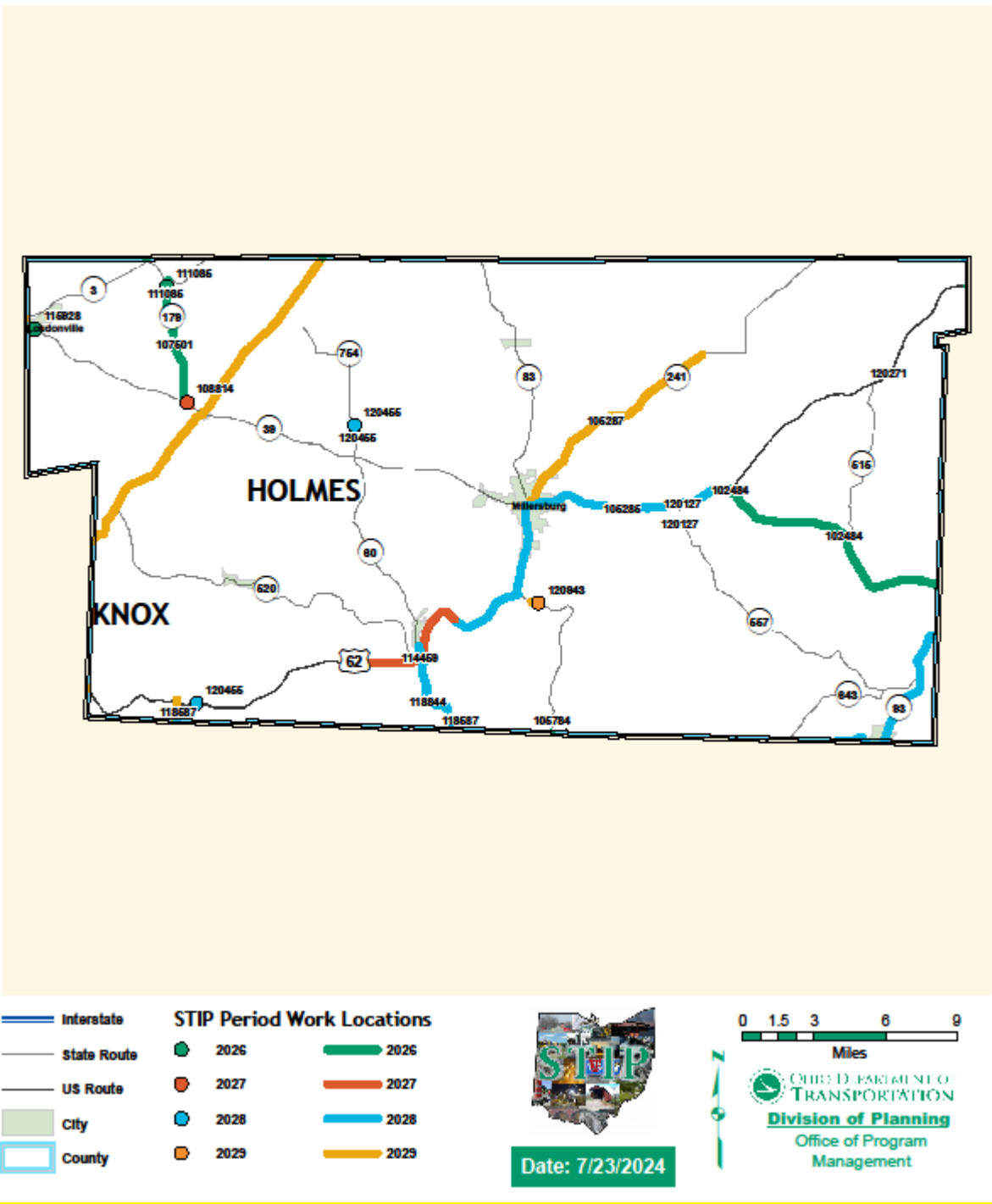
2026 - 2029 Construction Projects GUERNSEY County



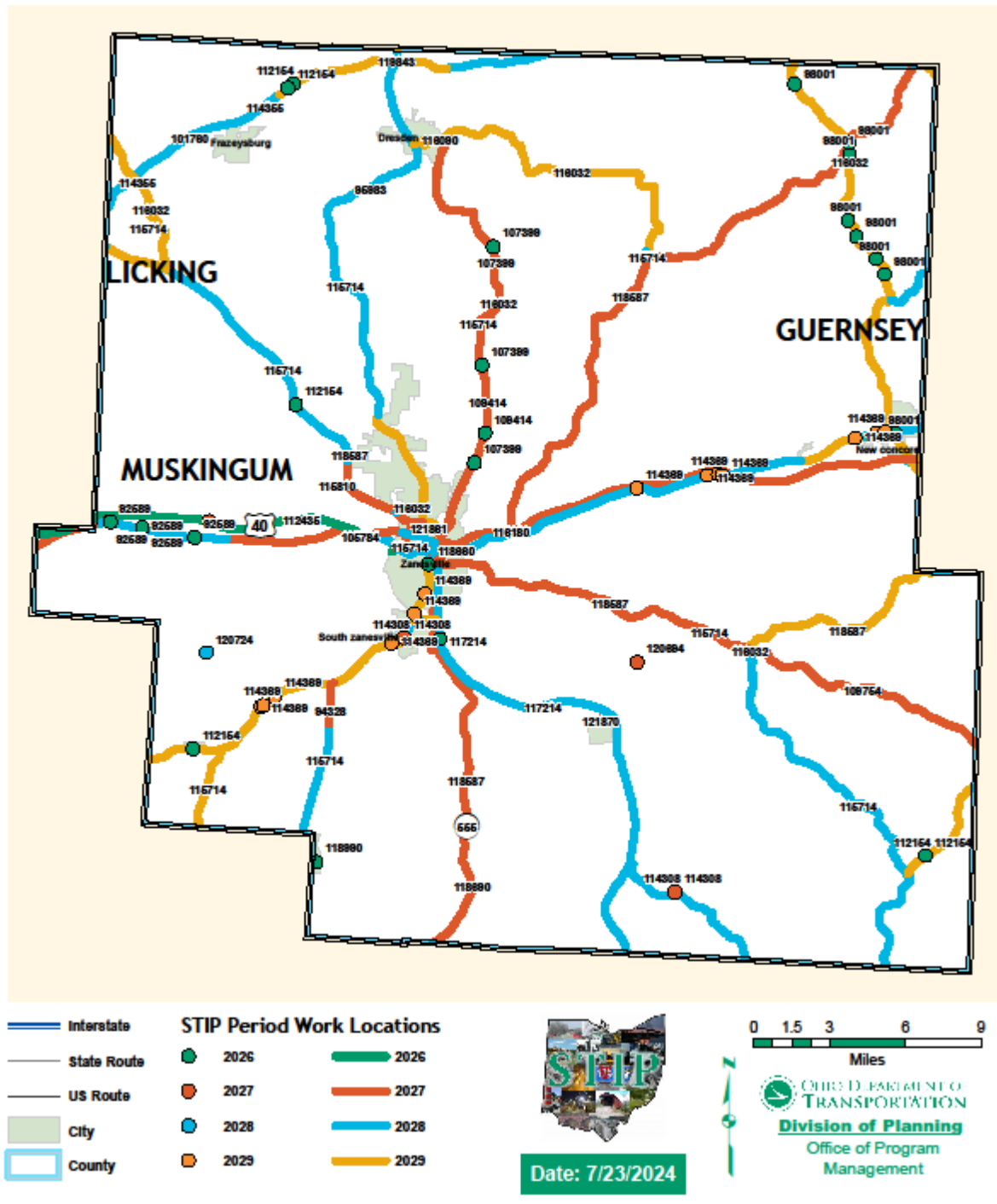
2026 - 2029 Construction Projects HARRISON County



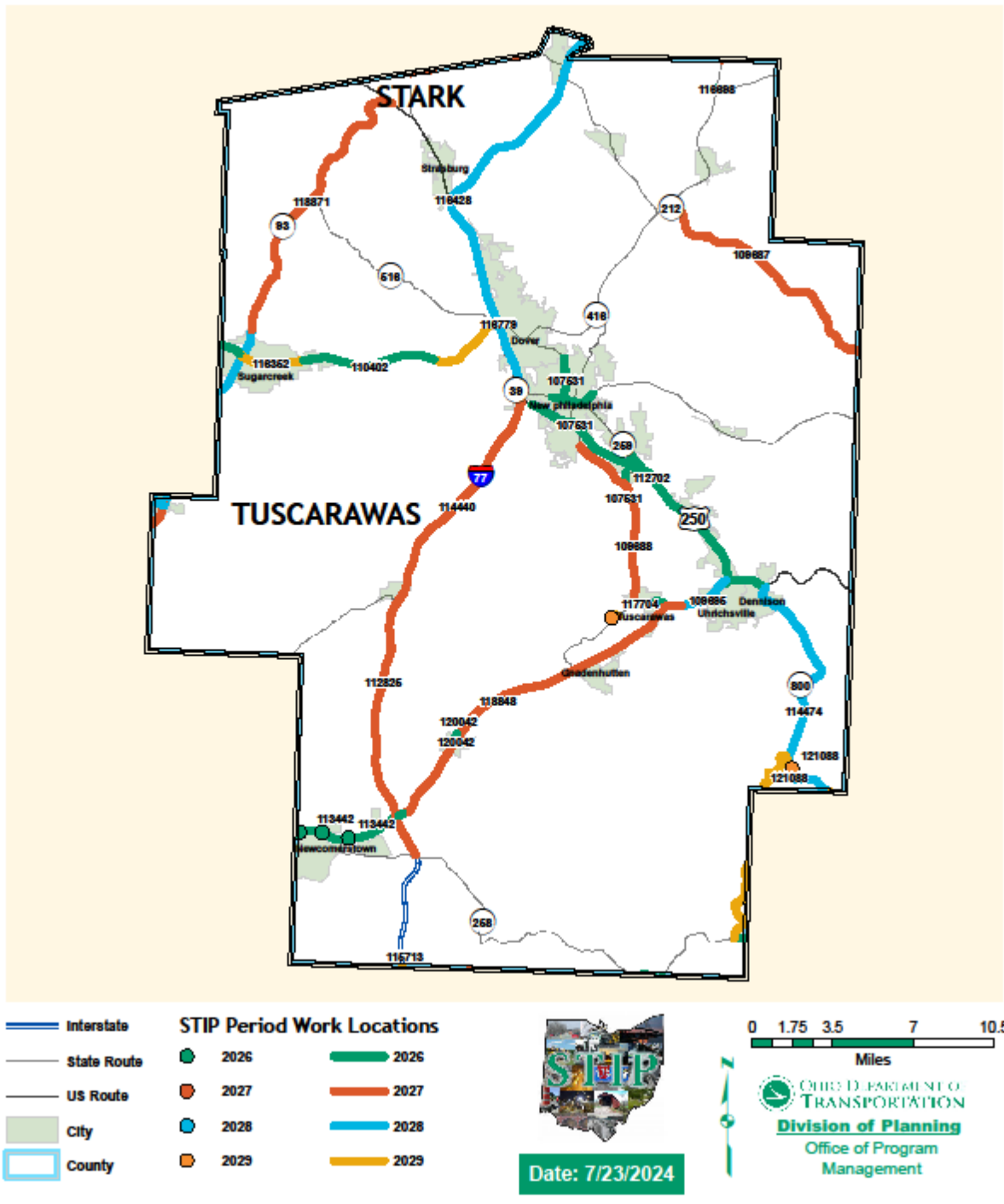
2026 - 2029 Construction Projects HOLMES County



2026 - 2029 Construction Projects MUSKINGUM County



2026 - 2029 Construction Projects TUSCARAWAS County



Several projects on the Grouped Project list were either explicitly recommended in OMEGA's Regional Transportation Plan, funded through the RTP Capital Allocation, or submitted to competitive funding programs and aligned with the regional goals set by the plan. These projects include:

COUNTY	PID	DESCRIPTION
Columbiana	117785 124011	Shared Use Path connecting Downtown East Liverpool to the Ohio River Riverfront along various routes (Phases 1.1 & 1.2)
Coshocton	121856	Sidewalk and curb ramps along 2nd Street (CR 271)
Coshocton	119747	Sidewalks along W Union St, S Oak Street, 5th Street, 6th Street, 7th Street, and Plainfield Road in the Village of West Lafayette
Guernsey	122161	SRTS - along the south side of Clairmont Ave from 10th St. to Clark St near Cambridge Primary School
Guernsey	121855	Replacement of sidewalks, curbs, curb ramps, and related work along South 11th Street in the City of Cambridge
Harrison	120494	Bridge Street bridge replacement in the Village of Bowerston
Muskingum	121870	Pedestrian facilities along Old River Rd/Front Street (CR 6) in the Village of Philo
Tuscarawas	120042	Construction of sidewalk along E. Main St (US 36), School St, Arch St, and St Clairsville St in the Village of Port Washington
Tuscarawas	120044	Reconstruction of sidewalk along Wooster Ave (US 250) and 1st and 2nd St (NW) in the Village of Strasburg

Table 8-2 – OMEGA-Assisted Projects

8.3 – Rural Transit Overview

The ODOT's Office of Transit administers the funding for many programs that use a variety of funding sources: federal, state, and local. The FTA is the major source of federal funding to pay for rural and small urban transit systems' operating and capital expenses. ODOT Office of Transit receives an annual apportionment of federal assistance for capital and operating expenses and sets aside funds from these apportionments for planning expenses. ODOT then allocates the remaining funds based on a transit system's budget history and the use of a performance measure formula to distribute to sub-recipients.

The Enhanced Mobility for Seniors and Individuals with Disabilities (5310) is a specialized transportation program available as authorized by FTA, 49 USC Section 5310. This program is intended to enhance mobility for seniors and persons with disabilities by providing FTA funds for programs in small urbanized and rural areas. These programs serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Funds are available each Federal Fiscal Year and are distributed through a competitive application process. The program provides 80% of the cost of capital projects; the remaining 20% must be provided by local funding, which may be derived from other federal (non-U.S. DOT) transportation sources or the Federal Lands Highway Program. This program also allows for operations and capitalized maintenance for 5310-acquired vehicles that can be used for up to 50% of the total cost. For eligibility criteria and application information may be found on the ODOT Office of Transit webpage:

<http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Specialized.aspx>.

The Rural Transit Program (5311) is authorized by the Federal Transit Administration, 49 USC Section 5311. The program consists of Federal and State funds which are used to assist with operating and capital expenses in the provision of general public transportation services in rural areas. Section 5311 funds can be used for up to 50% of the net project cost of operating expenses and up to 80% of the cost of capital projects. State General Revenue funds, through the Ohio Public Transportation Grant Program, are also available to provide up to 30% local match of eligible operating costs and up to 10% of the local share costs of capital projects. The application and the proposal process for the 5311 program can be found on the ODOT Office of Transit webpage:

<http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/Rural.aspx>.

The Bus & Bus Facilities (5339) Program is a federal discretionary grant to improve the State of Good Repair of transit agencies using grant money to purchase and maintain bus and facility infrastructure. For additional information on the 5339 program, please contact David Keller in the ODOT Office of Transit at David.Keller@dot.ohio.gov or (614) 387-2392.

The 5310, 5311, and 5339 programs are included in the TIP and Ohio's STIP by the Grouped Project List, which can be found in **Appendix E**. As these programs are annual distributions, only estimated statewide yearly program costs are provided¹.

2026-2029 OMEGA Transit TIP

ODOT E-STIP

Fiscal Constraints

STIP Year	2025	2026			2027			2028			2029		
STIP Fund Type	Carry Forward	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance
ODOT Administered Federal Funds													
5310 Small Urban / Rural (ODOT)	\$ -	\$285,942	\$285,942	\$ -	\$397,152	\$397,152	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5311	\$ -	\$8,884,143	\$8,884,143	\$ -	\$6,269,533	\$6,269,533	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5339 (ODOT)	\$ -	\$565,595	\$565,595	\$ -	\$565,595	\$565,595	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$9,735,680	\$ -	\$ -	\$7,232,280	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Funds													
State	\$ -	\$702,452	\$702,452	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$7,649,173	\$7,649,173	\$ -	\$6,510,219	\$6,510,219	\$ -	\$6,510,219	\$6,510,219	\$ -	\$6,510,219	\$6,510,219	\$ -
N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$7,232,280	\$7,232,280	\$ -	\$7,232,280	\$7,232,280	\$ -
Total	\$ -	\$ -	\$8,351,625	\$ -	\$ -	\$6,510,219	\$ -	\$ -	\$13,742,499	\$ -	\$ -	\$13,742,499	\$ -
Total	\$ -	\$18,087,304	\$18,087,304	\$ -	\$13,742,499	\$13,742,499	\$ -	\$13,742,499	\$13,742,499	\$ -	\$13,742,499	\$13,742,499	\$ -

Federal budgets are apportionment amounts assuming no inflation.

Note: The funding information is for S/TIP planning purposes only and is not intended to be the official record of carry forward, budgets, and fiscal balances.

Figure 8-5 – Transit Funding by Funding Account

¹ ODOT Office of Transit

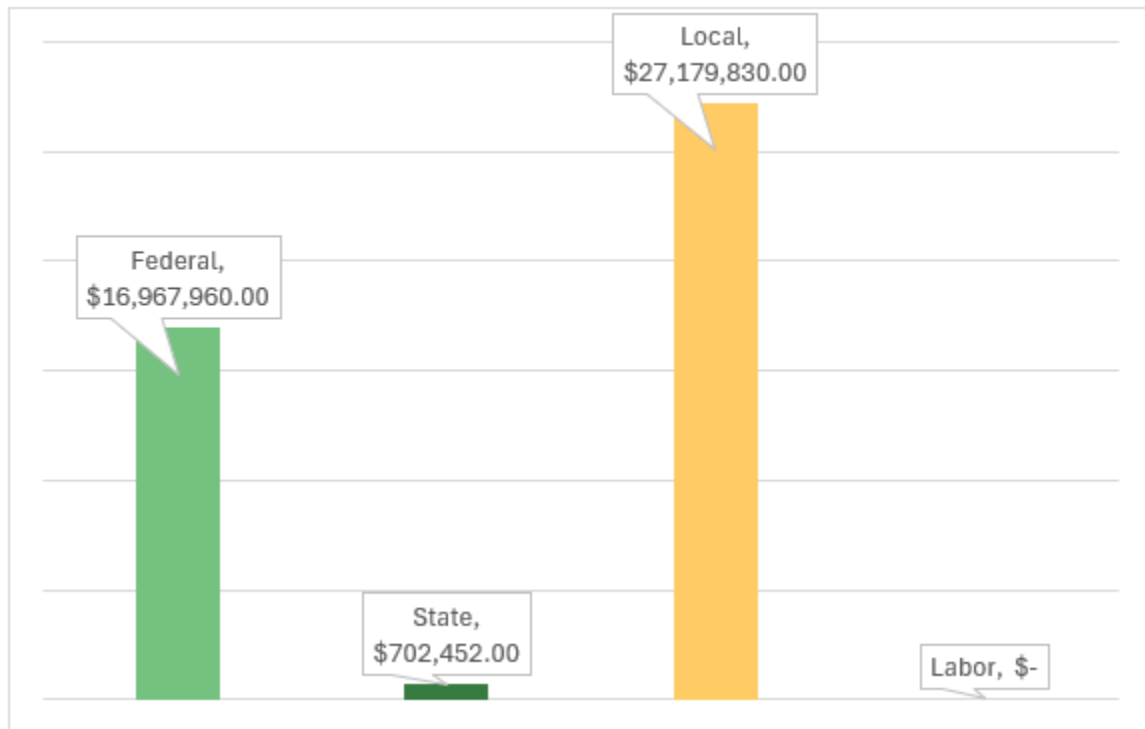


Figure 8-6 – Transit Funding by Cost Share

8.4 – Illustrative Projects

The illustrative projects portion of the RTIP includes all projects that are not currently programmed for funding through any local, state, or federal funding source OR projects with funding sources not managed by ODOT (e.g. Safe Streets and Roads for All (SS4A), CDBG Critical Infrastructure, Ohio Public Works Commission, Ohio Department of Natural Resources). While some of the following projects are not scheduled for implementation during the SFY 2026 – 2029 RTIP cycle, they could be amended into the RTIP should additional funding become available.

The projects are listed alphabetically within each RTPO county by the project lead. The list also includes funding applications that were submitted but not awarded at the time of publication. Projects are categorized in the same way that OMEGA accepts applications for the RTPO Capital Allocation, namely Road, Bridge, Safety, and Alternative Transportation (bicycle, pedestrian, buggy, transit).

COUNTY	PROJECT LEAD	PROJECT NAME	PROJECT TYPE
Carroll	Brown Township	Sandy Valley Trail Connection*	Alternative Transportation
Carroll	Leesville	Rockets Trail*	Alternative Transportation
Carroll	Muskingum Watershed Conservancy District	Cemetery Bay to East Marina Trail*	Alternative Transportation
Columbiana	Columbiana (City)	Columbiana Mahoning Walking Path*	Alternative Transportation
Columbiana	Columbiana County Engineer	Calcutta Smith Ferry Road (CR-430) – Phase VI	Road
Columbiana	Columbiana County Engineer	US 30 Realignment	Road
Columbiana	Columbiana County Engineer	CR 413 Steubenville Pike Slip	Road
Columbiana	Columbiana County Engineer	COL-CR 428-2.49	Road
Columbiana	Columbiana County Engineer	UNI-245-27 Neeld Rd Bridge Replacement	Bridge
Columbiana	Columbiana County Engineer	SR 45 Grade Crossing Elimination	Bridge
Columbiana	Columbiana County Engineer	WES-285-18 Bates Rd	Bridge
Columbiana	Columbiana County Engineer	KNO-094-13 Westville-Lake Rd Bridge Replacement	Bridge
Columbiana	Columbiana County Engineer	UNI-052-12 St. Line Road Bridge Replacement	Bridge
Columbiana	Lisbon	Willow Grove Park Bridge*	Alternative Transportation
Columbiana	Salem	Historic Downtown Sidewalks – Phase II*	Alternative Transportation
Coshocton	Coshocton County Engineer	CR 621 Multi-Use Path – Phase III	Alternative Transportation
Coshocton	Coshocton County	Genesis Trail	Alternative Transportation
Guernsey	Byesville	Main Street & 2nd Street Sidewalk and Lighting Safety Improvement*	Alternative Transportation
Guernsey	Cambridge	Great Guernsey Trail Extension & Turner Trailhead*†	Alternative Transportation
Guernsey	Cambridge	Southgate Parkway Multimodal Improvements – Phases I† & II*	Alternative Transportation
Guernsey	Old Washington	Park to School Trail*	Alternative Transportation
Guernsey	Pleasant City	Elm Street Repaving	Road
Guernsey	Pleasant City	High Street Repaving	Road
Guernsey	Pleasant City	Main Street Repaving	Road
Harrison	Bowerston	Gordon Street Culvert†	Road
Harrison	Bowerston	Main Street Culvert Replacement	Road

COUNTY	PROJECT LEAD	PROJECT NAME	PROJECT TYPE
Harrison	Jewett & Scio	Conotton Creek Trail Towns [†]	Alternative Transportation
Harrison	Scio	College Street & Eastport Road Resurfacing [†]	Road
Holmes	Holmesville	Bikeways & Streetscape	Alternative Transportation
Holmes	Killbuck	Streetscape and Trail Connection [†]	Alternative Transportation
Holmes	Killbuck	S Main Street Widening and Sidewalks*	Alternative Transportation
Muskingum	Frazeyburg	Clay Street Bike Path	Alternative Transportation
Muskingum	Muskingum County Engineer	SR 146 Expansion	Road
Muskingum	Muskingum County Engineer	CR 35 (Dillon Falls Road) Improvements	Road
Muskingum	Muskingum Valley Park District	Muskingum Recreational Trail Extension	Alternative Transportation
Muskingum	New Concord	Bridging The Gap: Reconnecting South Liberty	Road/Rail/Safety
Muskingum	Zanesville	Downtown Streetscape [†]	Alternative Transportation
Tuscarawas	Mineral City	Mineral City Park Trail [†]	Alternative Transportation
Tuscarawas	New Philadelphia	Bluebell Drive Sidewalks	Safety
Tuscarawas	New Philadelphia	Roswell Trail	Alternative Transportation
Tuscarawas	New Philadelphia	Waterworks Trail	Alternative Transportation
Tuscarawas	New Philadelphia	South Side Trail Project	Alternative Transportation
Tuscarawas	Strasburg	Wooster Avenue Pedestrian Enhancement Project – Phase II*	Alternative Transportation
Tuscarawas	Tusc Parks, Dover, New Philadelphia	Ohio & Erie Towpath Trail*	Alternative Transportation

* - pending Transportation Alternatives (TAP) or Special Pedestrian & Bicycle application

† - funding not administered through ODOT (FHWA, ODNR, OPWC, ODOD, etc.)

9 –Fiscal Constraint Analysis

For a project to be included in the RTIP and STIP per federal regulations, reasonable fiscal constraint must be maintained. Fiscal constraint is maintained by keeping estimated transportation improvements within reasonably anticipated budgets. As OMEGA has limited sub-allocated funding with the RTP/O Capital Allocation funding, the ODOT STIP addresses fiscal constraint for the majority of the OMEGA program. The RTP/O Allocation projections are estimated based on a continuation of prior authorized amounts.

2026-2029 OMEGA Highway TIP

ODOT E-STIP

Fiscal Constraints

STIP Year	2025	2026			2027			2028			2029		
STIP Fund Type	Carry Forward	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance	Budget	Estimate	Cumulative Balance
Federal Funds													
Discretionary / Earmark	\$ -	\$786,316	\$786,316	\$ -	\$160,822	\$160,822	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Programs	\$ -	\$22,959,258	\$22,959,258	\$ -	\$21,201,142	\$21,201,142	\$ -	\$8,387,630	\$8,387,630	\$ -	\$1,200,000	\$1,200,000	\$ -
Major Programs	\$ -	\$31,464,643	\$31,464,643	\$ -	\$4,961,534	\$4,961,534	\$ -	\$5,700,000	\$5,700,000	\$ -	\$29,360,000	\$29,360,000	\$ -
MPO STBG	\$ -	\$506,760	\$506,760	\$ -	\$270,315	\$270,315	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$1,654,158	\$1,654,158	\$ -	\$2,940,798	\$2,940,798	\$ -	\$5,808,054	\$5,808,054	\$ -	\$ -	\$ -	\$ -
Preservation	\$ -	\$45,612,043	\$45,612,043	\$ -	\$56,686,986	\$56,686,986	\$ -	\$49,701,560	\$49,701,560	\$ -	\$67,645,592	\$67,645,592	\$ -
PROTECT	\$ -	\$4,881,009	\$4,881,009	\$ -	\$ -	\$ -	\$ -	\$428,000	\$428,000	\$ -	\$ -	\$ -	\$ -
RTP/O STBG	\$1,255,751	\$1,133,025	\$499,694	\$1,889,082	\$1,133,025	\$60,700	\$2,961,407	\$1,133,025	\$300,000	\$3,794,432	\$1,133,025	\$ -	\$4,927,457
Safety	\$ -	\$4,257,087	\$4,257,087	\$ -	\$1,468,083	\$1,468,083	\$ -	\$5,718,000	\$5,718,000	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$112,620,969	\$1,889,082	\$ -	\$87,750,379	\$2,961,407	\$ -	\$76,043,244	\$3,794,432	\$ -	\$98,205,592	\$4,927,457
Other Funds													
State	\$ -	\$51,779,911	\$51,779,911	\$ -	\$40,031,679	\$40,031,679	\$ -	\$34,227,726	\$34,227,726	\$ -	\$33,911,774	\$33,911,774	\$ -
Labor	\$ -	\$7,838,840	\$7,838,840	\$ -	\$4,946,793	\$4,946,793	\$ -	\$6,064,206	\$6,064,206	\$ -	\$7,513,678	\$7,513,678	\$ -
Local	\$ -	\$13,136,477	\$13,136,477	\$ -	\$5,729,169	\$5,729,169	\$ -	\$3,485,293	\$3,485,293	\$ -	\$23,844	\$23,844	\$ -
II/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$72,755,228	\$ -	\$ -	\$50,707,642	\$ -	\$ -	\$43,777,225	\$ -	\$ -	\$41,449,295	\$ -
Total	\$1,255,751	\$186,009,528	\$185,376,197	\$1,889,082	\$139,530,345	\$138,458,020	\$2,961,407	\$120,653,494	\$119,820,469	\$3,794,432	\$140,787,912	\$139,654,887	\$4,927,457

Federal budgets are apportionment amounts assuming no inflation.

Note: The funding information is for S/TIP planning purposes only and is not intended to be the official record of carry forward, budgets, and fiscal balances.

Table 9-1

All projects identified in the maps within **Chapter 8** and detailed in **Appendices C, D, and E** are fiscally constrained as shown in **Table 9-1**.

10 –Approval Resolution



RESOLUTION NO. 2025-03
ADOPTING THE SFY 2026–SFY 2029
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Ohio Mid-Eastern Governments Association (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, the OMEGA Executive Board serves as the policy and decision-making body through which local governments conduct the OMEGA RTPO transportation planning process; and

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

WHEREAS the OMEGA RTPO SFY 2026 - 2029 RTIP records the transportation improvement projects, their scopes of work, funding sources, and funding amount, that will be implemented in the OMEGA RTPO region over the next four years; and

WHEREAS the projects recorded in the OMEGA RTPO 2026 - 2029 RTIP are consistent with the OMEGA RTPO Regional Transportation Plan; and

WHEREAS the OMEGA RTPO SFY 2026-2029 RTIP is fiscally constrained; and

WHEREAS the Transportation Advisory Committee recommended that the Executive Board approve the SFY 2026-2029 RTIP; and

WHEREAS the OMEGA SFY 2026-2029 RTIP 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 SFY 2026 – 2029 RTIP.

Section 2: The Executive Board affirms that the public had adequate opportunity to comment on the OMEGA SFY 2026 - 2029 RTIP.


Section 3: The Executive Board approves submission of the OMEGA 2026 – 2029 RTIP to the Ohio Department of Transportation, for inclusion in the Ohio 2026 – 2029 Statewide Transportation Improvement Program.

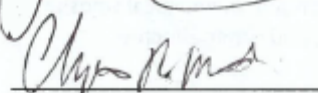
Section 4: The Rural Consultation Procedures will be followed to address all changes to the OMEGA SFY 2026 -2029 RTIP.

Section 5: If applicable, any final comments regarding the plan that are received from ODOT, board members, and/or general public will be addressed upon their receipt by OMEGA.

Section 6: If any of these comments result in substantive changes to the OMEGA SFY 2026 - 2029 RTIP, then such changes will be brought forth to the Executive Board for approval.

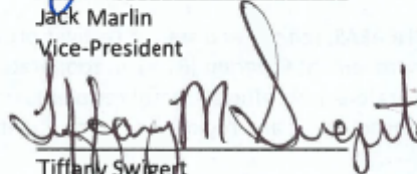
DATE:


Joel Day
President


Christopher Mcdranski
Secretary



Jack Marlin
Vice-President


Tiffany Swigert
Treasurer