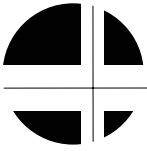


CLARK COUNTY-SPRINGFIELD

TRANSPORTATION COORDINATING COMMITTEE

**FY05
PLANNING
WORK
PROGRAM**



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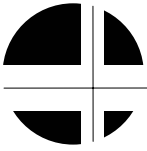
* Non-voting Member

Leonard Hartoog

Springfield Public Works Director

Tina Roberts

Planning Director, City of New Carlisle



Transportation Study

Larry W. Himes	Transportation Director
J. Lamar Daniel	Transportation Planner II
Eric B. Ottoson	Transportation Planner II
Scott G. Schmid	Transportation Planner I
Joyce A. Davis	Administrative Secretary
Sue E. Harber	Fiscal Officer

Phone	937-324-7751
Fax	937-328-3940
Email	ccstcc@ci.springfield.oh.us
Website	www.co.clark.oh.us/tcc
Address	Springfield City Hall, 4 th Floor 76 East High Street Springfield, OH 45502

This report was prepared in cooperation with the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, the Ohio Department of Transportation, the Ohio Public Works Commission, the West Central Ohio Port Authority, transit and rail freight service providers, and the local governments of Clark County.

The preparation and publication of this document was financed cooperatively by the Federal Highway Administration, the Federal Transit Administration, the Ohio Department of Transportation, Clark County, the West Central Ohio Port Authority and the City of Springfield.

The contents of this Plan reflect the views of the Clark County-Springfield Transportation Study, which is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official view and policies of the Ohio Department of Transportation or the U.S. Department of Transportation. This Plan does not constitute a standard, specification or regulation.

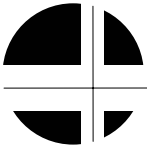
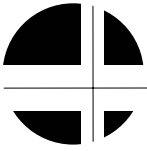


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Introduction

The Clark County-Springfield Area Transportation Study was organized in 1964 to comply with the requirements of the Federal-Aid Highway Act of 1962. The organization is more commonly known by the name of its policy committee, the Clark County-Springfield Transportation Coordinating Committee, or TCC.

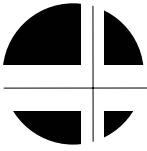
The TCC is the metropolitan planning organization (MPO) for transportation in Clark County as designated by the Ohio Department of Transportation acting in behalf of the Governor in accordance with federal law (23 USC 134). The MPO is the forum for cooperative transportation decision-making by the principal elected officials of general purpose local government. The TCC is composed of local elected and appointed officials, transportation professionals, and citizen members. **The TCC reviews and approves plans and programs involving expenditures of federal-aid transportation funds in Clark County.**

The TCC is responsible for the federally-mandated cooperative, comprehensive and continuing transportation planning process. The Study staff maintains this planning process through the work elements developed annually in this Planning Work Program (PWP). The PWP describes the work necessary to maintain the transportation planning process and serves as the budgeting mechanism. The transportation planning process implemented through the PWP is described in the Prospectus, dated June, 1996.

As the MPO, the TCC must fulfill the requirements of the planning regulations for the Clark County - Springfield area to maintain eligibility for Federal highway and transit funds through the Ohio Department of Transportation. The Transportation Equity Act for the 21st Century (TEA-21) recognized that transportation improvements impact the economy, environment, and community quality of life. TEA-21 considered the sixteen metropolitan planning factors established under ISTEA, the previous federal-aid Act, and reduced them to seven.

The metropolitan planning processes must consider transportation projects and strategies that will:

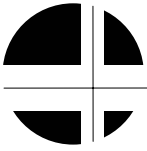
- **Support the economic vitality** of the United States, the States and metropolitan areas, especially by enabling global competitiveness, productivity and efficiency;
- **Increase the safety and security of the transportation system** for motorized and non-motorized users;
- **Increase the accessibility and mobility options** available to people and freight;



-
- **Protect and enhance the environment, promote energy conservation, and improve quality of life;**
 - **Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;**
 - **Promote efficient system management and operation; and**
 - **Emphasize the preservation of the existing transportation system.**

Current planning regulations identify five additional requirements of the planning process:

- **A pro-active public involvement process;**
- **Consistency with Title VI of the Civil Rights Act of 1964;**
- **Identification of actions necessary to comply with the Americans with Disabilities Act of 1990;**
- **Provide for the involvement of traffic, ridesharing, transportation safety and enforcement agencies, port authorities, airports and appropriate private operators;**
- **Provide for the involvement of environmental resource and permit agencies as appropriate.**



Planning Work Program

The work activities for the FY 2005 Planning Work Program are outlined below and reflect the "standard transportation planning process activities" leading to the development of the Transportation Plan and the Transportation Improvement Program. Specific information is included in the Work Elements.

Transportation Improvement Program

The Transportation Improvement Program (TIP) is one priority for the FY 2005 Planning Work Program. The biennial TIP document for the FY2006-2009 will be prepared in FY 2005.

The key TIP issues for FY 2005 are:

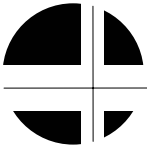
- Coordinating and monitoring the construction program; and
- Obtaining discretionary federal-aid and other funding for unfunded priority projects; and
- Managing the TCC's federal-aid sub-allocations in accordance with ODOT business rules; and
- Using alternative financing methods so programmed federal-aid projects can be built when they are "ready-to-go" and despite increased project costs; and
- Maintaining conformity of the TIP with the Clean Air Act Amendments of 1990 and new air quality standards; and
- Incorporating the electronic STIP/TIP procedures into the TIP development process; and

Re-Authorization of Federal Surface Transportation Programs

Analyzing the final surface transportation programs resulting from the re-authorization and then incorporating necessary changes into local plans and programs will be another priority in FY05.

Upper Valley Pike Study

The Upper Valley Pike Study started in FY04 and will be completed in FY05. The staff will continue work with the technical committee and the consultant, EMH&T, to complete the strategic plan for the area. The consultant services are 100% funded by ODOT.



The area of the SR4/US/40/US68 interchange, including the Upper Valley Pike intersection is designated as a “hot spot” by ODOT for congestion and crashes. Short, intermediate and long term changes may be identified in the planning process. It is envisioned that the study recommendations will be used to prepare an application to ODOT’s Safety and Congestion Program.

I-70 Interchange IJS/IMS

Staff will participate in a combined Interchange Justification Study (IJS) for the proposed interchange on I-70 at Burnett Road and an Interchange Modification Study (IMS) for the existing interchange at I-70 and SR 72.

The City of Springfield will have the lead responsibility for the project, with consultant services being employed. The consultant services contract will be funded by the City of Springfield and ODOT.

SR 334 at Derr Road

Project development will continue for the construction of roadway access (all movements) to and from Derr Road to SR 334. The staff will participate on the technical committee with ODOT, Springfield and Clark County and work the consulting engineer in selection of the preferred alternate for the project.

SR 794 at Springfield-Beckley Airport

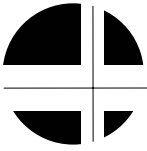
Staff will continue working with stakeholders on a plan to address OANG security needs and further consolidation of guard and reserve units in the vicinity of Springfield-Beckley Airport. Changes to SR794 in proximity of the OANG unit are needed to comply with security standards for force protection.

Hospital Facility

It is possible that a decision to merge the two hospitals in Clark County will be made at some time during the year. If agreed, it is expected that the merged hospital will undertake an initiative to construct a new facility. If so, staff will work with local stakeholders with regard to the transportation needs of a new facility. Staff will assist in obtaining funding to partly finance the projects addressing those transportation needs.

Project Support

At the project level, the Study will assist local jurisdictions with the implementation of the various short range plan (trail, transit, rail, etc.) recommendations relative to the



Comprehensive Plan, thoroughfare plan, access management, and near-term project development. For example, the staff is participating on the technical committee to assist the Access Management Advisory Committee in preparing Access Management Regulations for county and township roads (outside municipalities). Work will continue to document the adequacy of operation and maintenance of the existing transportation system.

Geographic Information System

The Study will continue participating with the local Geographic Information System users group and supporting the Land Information System development with the Clark County Engineer and other local government offices.

The Study will use its GIS for input to the transportation model, access management, surveillance of the natural and built environment, and for project planning purposes.

The Transportation Study will continue building a traffic data base for planning and project development. This work activity is an ongoing surveillance item. In FY04, the Study published a traffic count map.

ACCESS OHIO

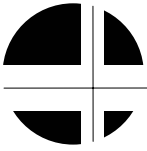
The Study will participate with ODOT on ACCESS OHIO public involvement and planning in the study area. ACCESS OHIO is the state's transportation plan.

ITS Architecture

The regional architecture for Intelligent Transportation System (ITS) elements in the Dayton/Springfield Freeway Management System was adopted in FY04. FY05 work by the staff will be to re-apply to ODOT's Transportation Review Advisory Council (TRAC) for funding. A joint application among ODOT, MVRPC and TCC was prepared and submitted in FY04.

Freight Planning

Study staff will work with freight data provided through ODOT and with local freight service providers to identify transportation projects to improve time performance, safety and infrastructure.



Regional Air Quality

With the regulatory change to an 8 hour ozone standard, the Dayton-Springfield area is now designated as non-attainment for ozone. The area must prepare a new plan to meet the standards, which will be a multi-year effort. The Miami Valley Regional Planning Commission is the lead agency, by agreement with the TCC, for air quality planning. However, the Study's work activity will be significant at times during the planning process with ODOT and OEPA.

Public Involvement

The Study will follow the adopted public improvement process in FY05. Activities include maintenance of the website, newsletters and public meeting using the “open house” format. The update of the Transportation Improvement Program (TIP) in cooperation with ODOT will follow the adopted methodologies. The Study will participate with local jurisdictions and ODOT in public information activities. Environmental Justice is an integral part of the TIP process,

Transit and Paratransit Planning

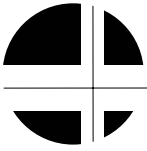
The Transit Development Plan will be updated in FY 2005. Work will likely focus on incorporating transit and paratransit services and facilities in conjunction with the proposed new hospital in the area. Federal funding in support of this effort will be an issue for FY 2005.

The Transportation Study will also provide assistance to the City of Springfield in satisfying planning and reporting requirements of the Ohio Department of Transportation and the Federal Transit Administration.

The public transportation services will be working to improve and expand access to jobs and job training in and around Clark County. Coordination of paratransit services among WorkPlus, local agencies and Springfield City Area Transit will continue in FY2005. The coordination program is the basis for the award of vehicles under the FTA Specialized Transportation Program.

Bicycle/Pedestrian

The Clark County Trail Pan will be updated in FY05. Staff will continue working with local and regional groups to develop the trail system within the county and to make regional linkages. Staff will also work to promote “walkable communities” in Clark County.



Rail Freight Administration and Planning – WESTCO Port Authority

In FY 97, the West Central Ohio Port Authority, Clark County, and the TCC executed a memorandum of understanding for the Study to provide for the administration of WESTCO for the board of directors. Work will continue in FY2005 as the Study serves as the business office for WESTCO. The Study will also prepare a Rail Development Plan for WESTCO.

Railroad Grade Crossing Safety

Efforts to improve at-grade crossings in Clark County will continue. In FY05, the emphasis will be on developing a safety plan for the Norfolk Southern corridor in Springfield. The Railroad Crossing Safety Plan was first prepared in FY01 and will be updated in FY05 in cooperation with the local Task Force.

Rideshare Services

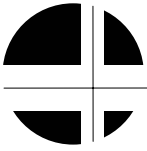
Rideshare supporting activities -- ride matching, vanpools, marketing and park and ride lots -- will continue in FY2005 in Clark County under the short range planning work element. The Study will continue to coordinate with the rideshare agencies in Dayton, Columbus, and Cincinnati areas with referrals, shared marketing and match list activities. Monitoring the usage of existing park & ride lots and vanpools in Clark County will continue. New facilities and services will be initiated as the need and opportunity arises.

Air Quality Program

The Study's Air Quality Program will continue in FY2005. The activities will include public awareness advertising, fare reduction on Air Pollution Advisory days and a gas cap replacement project. Public information notices will be issued on Air Pollution Advisory days in cooperation with the Miami Valley Regional Planning Commission.

Scenic Byways

Staff will participate with the National Road Alliance, the Ohio National Road Association, the Lower Valley Pike Scenic By-way Committee, the Ohio Historical Society and ODOT on scenic by-way planning efforts and project assistance for Clark County. See also the Coordination Services for the Ohio National Road Association.



Infrastructure Program Support – OPWC District 11

Local program support includes work for the District 11 Public Works Integrating Committee. The Study will continue its efforts pursuant to a Memorandum of Understanding between the Board of Clark County Commissioners and the TCC. The Integrating Committee was formed to oversee infrastructure repair and replacement in an eight county area.

The Ohio Public Works Commission provides funds for this purpose with its State Capital Improvement Program from infrastructure bonds and the Local Transportation Improvement Program funds (gas tax). The costs for the local program support are being paid by the Ohio Public Works Commission and the eight counties in the District — Champaign, Clark, Darke, Greene, Madison, Miami, Preble, and Union.

Clean Ohio Conservation and Brownfield Programs – OPWC District 11

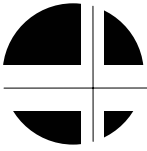
In FY02, the Study added responsibility for District 11 program support for the Clean Ohio Conservation Program and the Clean Ohio Revitalization Program, which are four-year programs arising from State Issue 1. The cost is being paid by the eight counties in the District.

Coordination Services – Ohio National Road Association

The Study began providing coordination services for the Ohio National Road Association (ONRA) in FY04. This work activity will continue in FY05 pursuant to the agreement among ONRA, the Ohio Historical Society, Clark County and TCC. The cost is paid by the Ohio Historical Society with funds from FHWA and ONRA. The Historic National Road crosses 10 counties in Ohio. It is designated by the Federal Highway Administration as an All American Road

Cooperative Effort

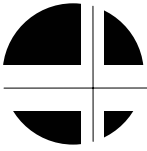
The Planning Work Program is carried out with the cooperation and assistance of various federal, state and local agencies including the Federal Highway Administration, the Federal Transit Administration, the Federal Rail Administration, the Ohio Department of Transportation, the Ohio Rail Development Commission, the Ohio Environmental Protection Agency, the City of Springfield, the Clark County Engineer, the City of New Carlisle, the villages and townships of Clark County, the Springfield Bus Company, the Clark County Planning Commission, the National Trail Parks & Recreation District, the Clark County Park District, the Miami Valley Regional Planning Commission, the



Regional Air Pollution Control Agency, the West Central Ohio Port Authority and transportation providers.

ODOT Support

The direction, assistance and technical expertise of the Ohio Department of Transportation is utilized in the routine operation of the Transportation Study and upon demand as specific needs arise. The ODOT Office of Urban and Corridor Planning and the District Seven office provide ongoing liaison with the Transportation Study.



Short Range Planning

Objective

To develop alternative transportation improvement actions that address near-term needs.

Element 601.1 - Short Range Planning

Purpose

To conduct studies and develop information for decision-makers and to identify projects for implementation either in the Transportation Improvement Program or in the normal operating or capital improvement budgets of the participating agencies.

Previous Work

In FY04, staff started work with the study team and consultant for the SR4/US40/US68/Upper Valley Pike study to address crash and congestion problems.

The Study participated in field review meetings with ODOT District 7 and local governments to initiate project development. Documentation was prepared and CMAQ eligibility determinations were obtained for several local projects.

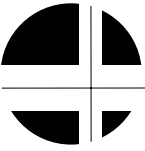
Staff participated in the Dayton-Springfield Freeway Management System planning process. As a part of the team with MVRPC and ODOT, staff participated in work sessions and kept local jurisdictions informed.

The access management planning process required under the Ohio Revised Code was started in FY03 with the Clark County Engineer and the Clark County Planning Commission.

Regarding rail in the area, the Rail Development Plan for the West Central Ohio Port Authority was prepared. Working with the Railroad Grade Crossing Safety Task Force, staff initiated safety planning work on the Norfolk Southern corridor in Springfield.

Staff worked with scenic by-way planning groups including the National Road Alliance, the Ohio National Road Association, the Lower Valley Pike Scenic By-way Committee, the Ohio Historical Society and ODOT.

In trail planning, staff worked with the Simon Kenton Pathfinders, the National Trail Parks and Recreation District, the Ohio-to-Erie Trail Fund, the City of Springfield, MVRPC and others with project development, funding and cooperation efforts.



For pedestrians, information regarding truncated domes and other design requirements for local jurisdictions to comply with accessibility standards. Projects to improve sidewalk, curb and gutter were identified relative to the SCAT routes and road maintenance projects.

Methodology

Short range planning activities will have an emphasis on safety and congestion initiatives, management systems and other modes.

In FY05, the continuing planning activity will be the US 40/US 68/Upper Valley Pike Sub-area Study. The area is designated as a "hot spot" by ODOT. The study is being performed by a consultant with a cooperative effort among the staff, ODOT and local jurisdictions.

Another continuing activity will be working with the Access Management Advisory Committee to develop access management regulations for county and township roads under ORC Section 5552.

The Study will participate with ODOT, locals and a consultant on a combined Interchange Justification Study (Burnett Road) and Interchange Modification Study (State Route 72) locations on Interstate 70.

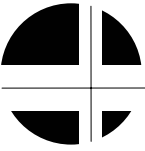
The Study's travel demand model will be used to evaluate various road improvements. Transportation System Management (TSM) measures will be considered to increase efficiency of the existing system.

The Study will continue work with the Railroad Grade Crossing Safety Task Force. The Railroad Grade Crossing Safety Plan will be updated to reflect projects completed and new initiatives. The Norfolk Southern corridor in Springfield will be continuing priority initiative.

Staff will review, rank and present TRAC applications to the TCC for prioritization and forward recommendations to the review council.

The Study will participate with the OARC Transportation Committee, FHWA, and ODOT on TEAM-21 activities. With regard to management systems, the Study will work with ODOT and local governments as needed.

Work will continue with the West Central Ohio Port Authority, the Ohio Rail Development Commission, the Indiana & Ohio Central Railroad, rail users and others in



continued development of the rail freight system. A rail development plan update will be prepared.

The Study will work with local governments on developing and prioritizing transportation projects for federal-aid and state funds (e.g. OPWC) as a part of their respective capital improvement planning. The various management systems will be employed in this regard.

The Study will work with local officials, MVRPC, RAPCA, OEPA, and others on addressing air quality planning under the new 8-hour ozone standard, including State Implementation Plan development.

Rideshare activities will be provided for Clark County residents and employers. This will include ridematching, vanpools, marketing and park and ride lots.

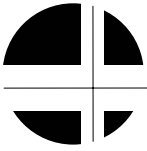
Among other activities, the Study will continue working with MVRPC, ODOT, and locals to implement projects in the Intelligent Transportation System Early Deployment Plan and the Dayton-Springfield Freeway Management System Plan consistent with the National ITS Architecture and "good practices", that may be applicable to the Clark County area.

The Study will continue transportation enhancement planning activities. A multi-purpose trail plan will be updated with the National Trail and Clark County Park Districts. The Study will continue assisting with the corridor management planning activities for the National Road and local scenic byway activities. Staff will work with the Center City Association and others regarding streetscape plans for downtown Springfield.

The Study staff will work with local governments and ODOT to identify existing or potential future transportation corridors where preservation may be necessary to prevent destruction or loss.

End Products

ODOT Safety Program Application	(8/04)
Access Management Regulations	(11/04)
Railroad Grade Crossing Safety Plan Update	(12/04)
Multi-Use Trail Plan Update including map	(2/05)
Rail Development Plan Update	(4/05)
TRAC Applications/Ranking	(5/05)
I-70 IJS/IMS	(6/05) (Consultant-Springfield)
Rideshare Program	(ongoing)



Short Range Planning

Objective

To develop alternative transportation improvement actions that address near-term needs.

Element 601.2 - SR4/US40/US68/Upper Valley Pike Sub-area Study

Purpose

To prepare and distribute a study of the area that recommends a program of projects to reduce congestion and improve safety.

Previous Work

In FY04, the consultant for the Upper Valley Pike Study was employed to conduct the study working with staff and stakeholders.

Previously, staff, together with ODOT Urban & Corridor Planning and ODOT District 7 prepared a corridor plan for I-70 that cited the need for further study at this interchange area (parallel route and alternate route for I-70).

This area is identified by ODOT as a "hot spot" for congestion and safety

Methodology

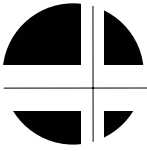
The study will follow the Draft "Guidelines for Developing a Scope of Services for ODOT Funded Planning Studies (Steps 1-4 of Project Development Process (PDP) for Major Projects)" dated March, 2003.

A local study team of Study staff, the County Engineer and ODOT District 7 will participate in the planning process.

End Product

SR4/US40/US68/Upper Valley Pike Sub-area Study

(11/04)



Transportation Improvement Program

Objective

To program and monitor transportation projects that are eligible for federal financial assistance.

Element 602.1 – Transportation Improvement Program

Purpose

To develop and monitor the progress of a multi-year program of fundable, prioritized local transportation improvements that will utilize federal-aid transportation funds.

Previous Work

FY 2004-2007 Transportation Improvement Program (biennial) with Air Quality Conformity determination; State Infrastructure Bank and MPO loans

Methodology

The Study will review and update the Transportation Improvement Program in cooperation with the local jurisdictions, ODOT and transportation operators as needed. The existing program will be revised to add, drop or modify projects. The program will be fiscally balanced annually in accordance with business rules. Staff will also work with the planned electronic submittal.

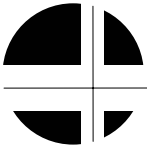
The Transportation Improvement Program, as amended, will be made available for public review and comment as a part of the state-wide process and the TCC's public involvement plan.

Federal and State-aid programs for highway and transit improvements are analyzed annually. The progress of all projects in the program will be monitored through quarterly TIP/STIP meetings with ODOT District 7 and project sponsors.

End Product

Ongoing management of TIP projects and MPO sub-allocated funds
Quarterly review meetings with ODOT District 7 and local project sponsors.

Initial Draft TIP	(2/05)
Second Draft TIP and Air Quality Conformity	(4/05)
FY2006-2009 TIP	(5/05)



Surveillance

Objective

To maintain the basic data required for input to the continuing transportation planning process

Element 605.1 - Surveillance

Purpose

To monitor the developing and changing conditions within the study area and to assess the effectiveness of various transportation plans and programs through the collection and analysis of data items.

Previous Work

Continuous and ongoing work element with several data items collected on an annual basis. A traffic count map was published in FY04.

In FY04, the functional classification map was updated.

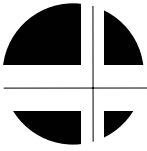
Methodology

Growth and development indicators, socio-economic data, and the physical characteristics of the transportation system are monitored through data collection and analysis. Data collected from various sources are reviewed, analyzed, evaluated, and compared to forecasts to determine if the various assumptions of the planning program are still valid, in order to ensure that effective transportation improvement projects are being programmed. An update of variables will be submitted to ODOT in electronic format.

In FY2004, the Study staff will continue work mapping transportation data and preparing exhibits. Transportation data will be used in transit and paratransit planning, travel demand forecasting, land use planning, long range transportation plan, etc. The Study will continue participating in the local Geographic Information Systems users group.

The Study will update population, social and economic characteristics of the area, keeping TEA-21 planning factors current.

Information on the physical and operating conditions of the existing transportation system is collected. Data on traffic volumes, traffic accidents, parking, and roadway



characteristics will be collected, analyzed, and updated. The Study will collect data regarding operation and maintenance of the existing transportation system.

ODOT video equipment will be used to study problem areas, both before and after improvements are made, in order to fully assess problems, develop and recommend solutions, and monitor the effectiveness of completed projects.

Local governmental agencies will be notified of data availability for short range planning activities. See Work Element 601.1.

The Study, working in cooperation with the Ohio Department of Transportation Technical Services, District 7, City and County Engineers, will update and expand its traffic count files through the continuing collection of traffic data.

Data needed for the model validation that is not provided by the 2000 Census will be developed. Socio-economic activity of the region is monitored through the annual collection of data on dwelling units, school enrollment, employment, and automobiles. These data items are obtained directly from local government building inspection departments, local school boards and colleges, and the Ohio Bureau of Motor Vehicles and are compared to previous forecasts to assess the accuracy of the long range transportation plan and to ensure that effective transportation improvement projects are being programmed.

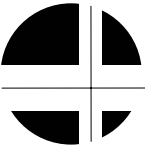
The Study will provide available planning data to those in the public and private sector involved in economic/community development and plan implementation to ensure that transportation and land use plans are adequately considered in proposed major developments. Proposals for major zoning changes requests will be reviewed and evaluated for their impact on the transportation system.

The Study will participate as needed in using results of the household travel survey.

Suggestions and recommendations will be made to provide for compatibility between land use changes and the transportation network consistent with the Transportation Plan and the Comprehensive Plan.

Access management exhibits will be prepared to document the classification system and the locations where corridor management plans have been or should be prepared. The ODOT and local policies will be reconciled.

In cooperation with the Clark County Engineer, a County Roadway Safety Plan will be developed in cooperation with the Clark County Engineer's office and others to inventory



existing conditions and prioritize candidate projects to replace or upgrade safety features along the county roads.

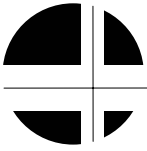
End Product

Various data files and exhibits current through 2004.

Technical documentation for agencies and the general public on the impact of developments on the transportation system

Data for work element 601.1.

County Roadway Safety Plan	(1/05)
Annual Update for Traffic Count Data Base	(5/05)



Long Range Planning

Objective

To develop and maintain the Transportation Plan with a minimum 20 year planning horizon for Clark County

Element 610.1 – Long Range Plan

Purpose

To plan for the long range multi-modal transportation needs of Clark County.

Previous Work

The 2030 Transportation Plan and conformity determination was completed in FY04.

Methodology

The Study and ODOT Office of Technical Services will work to continue updating the travel demand model for Clark County. Staff will also work as needed on the development of the state-wide travel demand model currently under development.

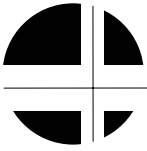
Staff will work with ODOT, local jurisdictions and transportation operators to implement projects identified in the 2030 Transportation Plan.

The Study will participate in the Ohio Model Users Group and coordinate with the Miami Valley Regional Planning Commission on modeling issues.

The Study will meet periodically with the Clark County Planning Commission to measure progress on the mutual goals, objectives and strategies of the Transportation Plan and the county Comprehensive Plan.

End Product

Current Travel Demand Model
Model Validation Report for 2000 Network (TBD)



Special Projects

Objective

To conduct programs, projects or studies using federal-aid transportation funds.

Element 665.1 – Air Pollution Advisory Program

Purpose

To indicate to the public that alternative modes of transportation should be taken on days that have been declared air pollution advisory alert (Air Pollution Advisory Days).

Previous Work

SCAT fare reduction
Gas cap replacement project
Seasonal ozone awareness publicity

Methodology

For FY2005, the Study will again provide SCAT fare assistance on air pollution advisory days and an awareness promotion campaign for the ozone and PM 2.5 (yearly) season. The fare assistance allow for a free fare on the SCAT system. Advertising will publicize the reductions and maintain awareness of air quality.

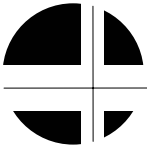
The gas cap replacement project will continue in cooperation with the Miami Valley Regional Planning Commission (MVRPC) and possibly the Clark County Solid Waste District.

Air Pollution Advisory Days will be publicized in cooperation with RAPCA and MVRPC.

PM 2.5/Ozone awareness activities will be included with Transit Week promotions.

End Product

Public awareness campaign;
Media announcements during air pollution advisory alerts;
Fare assistance for SCAT during air pollution advisory days;
Gas cap replacement project.



Objective

To develop and evaluate alternative strategies for improving transit and paratransit services.

Element 674.1 – Paratransit Planning

Purpose

To plan for and support paratransit coordination efforts among paratransit providers and to comply with the Americans with Disabilities Act of 1990 (ADA) making services more effective, accessible, and efficient.

Previous Work

Specialized Transportation Program
Coordination program activities for paratransit vehicles
WorkPlus Transportation Service
Report on ADA service in the Springfield service area
SCAT Paratransit Service

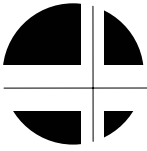
Methodology

The Study staff will continue the planning effort for the Community Transportation Plan for Welfare to Work in cooperation with the Clark County Department of Job and Family Services, Springfield City Area Transit (SCAT), local agencies and paratransit providers, and other interest groups. Efforts will be aimed at improving the mobility in a coordinated manner. The specialized transportation program and the rideshare/vanpool program will be included. Job and employment training access will be a priority.

The Study staff will analyze ADA paratransit ridership trends and trip characteristics to assist the ADA Paratransit Committee, the City of Springfield and Springfield City Area Transit with ensuring that ADA paratransit service is provided in compliance with the city's plan for complementary paratransit and ADA legislation.

End Product

Specialized Vehicle Inspections	(as needed)
Maximum Vehicle Utilization Plan	(4/05)
Specialized Transportation Program/Evaluation of Applications	(4/05)
ADA Ridership Analysis	(4/05)



Public Transportation

Objective

To develop and evaluate alternative strategies for improving transit and paratransit services.

Element 674.2 – Transit Planning

Purpose

To collect and analyze transit and socio-economic data in the area, to develop and assist with the implementation of plans and programs to improve service, to address the planning requirements of the Federal Transit Administration (FTA) and the ODOT Office of Transit.

Previous Work

Work in FY04 included the Transit Development Plan, transit system performance exhibits, bus routing changes and SCAT system/trail map, Title VI certification and the public transportation inventory. Staff assisted with experimental paratransit service.

Methodology

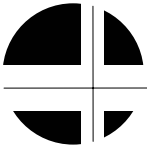
Work will be directed to implement service recommendations of the Area-wide Transit/Paratransit Study with the City of Springfield and Clark County.

The Study will provide technical assistance to the City and SCAT in the areas of planning and implementing operating and capital projects, recordkeeping and reporting, transit financing, administrative practices, service improvements, and interpretation of TEA-21 and other FTA/ODOT rules and regulations. The Study will work with the City of Springfield, Springfield City Area Transit and local employers to develop service options for access to jobs.

The Study will participate with the stakeholders in development of multi-modal transportation plans in conjunction with a proposed new hospital.

End Product

Transit Program Applications	(9/04)
Multi-modal Transportation Center Plan	(consultant)
Annual Transit Development Plan update	(4/05)
Ohio Public Transit data certification	(4/05)
Title VI Certification Update	(4/05) (if needed)



Local Program Support

Objective

To provide staff services as required to meet the terms of local agreements.

Element 682.1 – Infrastructure Program Support – OPWC District 11

Purpose

To provide administrative and program management support to the District 11 Public Works Integrating Committee, its Executive Committee, and its various subcommittees;

To provide subdivisions in the eight county District 11 region with technical support regarding the rules and regulations of the Ohio Public Works Commission's State Capital Improvements Program, Local Transportation Improvement Program and small government program.

To comply with the terms and conditions of Clark County's agreement with the Ohio Public Works Commission.

Previous Work

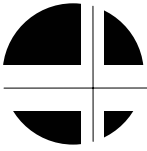
FY2005 is the seventeenth year the Study staff has provided support for the infrastructure program. In FY04, the Study staff prepared the district's consolidated package of applications for SCIP, LTIP, and small government projects for funding cycle 18. Study staff worked with the staff of the OPWC on program requirements.

Methodology

The Study will serve as the business office necessary for the District Eleven Public Works Integrating Committee to communicate with its members, its subdivisions, the Ohio Public Works Commission, and the Ohio Small Government Capital Improvements Commission. Staff will provide technical instructions, forms and assistance enabling subdivisions to meet the program requirements for funding infrastructure repair and replacement projects. Staff will provide program management support for the District 11 structure by monitoring, keeping records, and reporting on the applications for and the use of funds by the subdivisions and will assist with seminars regarding the program.

End Product

Narrative and financial reports for the program;
Consolidated application packages for round nineteen (12/04)



Local Program Support

Objective

To provide staff services as required to meet the terms of local agreements.

Element 682.2 – Rail Freight Administration – WESTCO Port Authority

Purpose

To provide management services for the West Central Ohio Port Authority (WESTCO) Board of Directors including administration, marketing, planning, maintenance of the official plan and budget, and related business functions;

To serve as the primary point of contact for day-to-day business activities for the port authority and act as liaison for the WESTCO on rail freight planning issues with the ORDC, ODOT, ODOD, PUCO, FRA, Indiana & Ohio Central Railroad, local jurisdictions, shippers, and others.

Previous Work

In cooperation with the Ohio Department of Transportation, local jurisdictions, shippers, chambers of commerce, and the short line operator, the Study assisted with the planning and establishment of the Port Authority and the acquisition of rail freight lines in west central Ohio. In FY97, the Study commenced administrative services pursuant to a Memorandum of Understanding among Clark County, TCC, and WESTCO.

Methodology

The Study will work with interested parties regarding the preservation and maintenance of rail freight infrastructure and service in the WESTCO jurisdiction. The Study will assist WESTCO and the IOCR with managing track, bridges, at-grade crossings, etc. The Study will maintain data regarding carloadings and infrastructure. The Study will participate in system marketing activities, including the Cooperative Marketing Partnership. The Study will work with shippers, local jurisdictions, and the operator on planning rail infrastructure improvements that would contribute to increased rail usage, enhance safety, or improve operations.

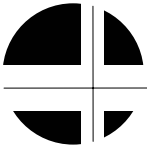
End Product

Administration services (ongoing)

Annual budget

(12/04)

Projects for inclusion in the 2005 Rail Development Plan (See 601.1)



Local Program Support

Objective

To provide staff services as required to meet the terms of local agreements.

Element 682.3 – Clean Ohio Program – OPWC District 11

Purpose

To provide administrative and program management support to the District 11 Public Works Integrating Committee, its Executive Committee and various subcommittees, and the Natural Resources Assistance Council, for the Clean Ohio Revitalization Program and the Clean Ohio Conservation Program (sub-programs of the Clean Ohio Program).

To provide subdivisions in the eight county District 11 region with technical support regarding the rules and regulations of the Clean Ohio Revitalization Program and the Clean Ohio Conservation Program.

Previous Work

The Study staff has provided support for the District 11 committees for sixteen years. The Clean Ohio Conservation Program Round Three was completed in FY04. The Clean Ohio Revitalization Program Round Two was completed in FY04.

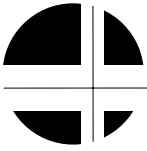
Methodology

The Study will serve as the business office necessary for the District Eleven Public Works Integrating Committee and the Natural Resources Assistance Council to communicate with its members, its subdivisions, the Ohio Public Works Commission and the Ohio Department of Development. Staff will provide technical instructions, forms and assistance enabling subdivisions to meet the program requirements for funding brownfield redevelopment projects and open space and watershed conservation projects.

Staff will provide program management support for the District 11 structure by monitoring, keeping records, and reporting on the applications for and the use of funds by the subdivisions and will assist with seminars regarding the program.

End Product

Narrative and financial reports for the program;	
Clean Ohio Revitalization Fund Submittal (Rnd. 3)	(TBD)
Clean Ohio Conservation Fund Submittal (Rnd. 4)	(6/05)



Local Program Support

Objective

To provide staff services as required to meet the terms of local agreements.

Element 682.4 – Coordination Services – Ohio National Road Association

Purpose

To provide staff services in overseeing and administering day-to-day operation of the Ohio National Road Association, with special emphasis on responding to inquiries regarding the Historic National Road, ONRA membership development, grant solicitation and coordination and oversight of Ohio National Road Corridor Management Plan programmatic initiatives.

Previous Work

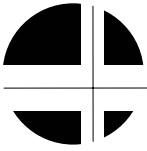
The TCC study staff has provided coordination services to the ONRA since October, 2003. Past services include meeting coordination, newsletter production, creation and maintenance of a stakeholders database and grant seeking.

Methodology

The Study will serve as the business office for the Ohio National Road Association for representation, coordination, communication and promotional efforts with its members, stakeholders and the media. Staff will maintain a database of ONRA stakeholders, administer and oversee FHWA-funded projects and programmatic initiatives, solicit grants and explore other potential byway funding sources and perform duties as requested by the president of the ONRA board.

End Product

Newsletters (2)	(3/05, 6/05)
ONRA Website Investigation	(1/05)
Initiate Roadside Archeology Study	(6/05)
Obtain Logo Trademark	(6/05)
CVB Cooperative Marketing Plan	(6/05)
Monthly Coordinator's Report	(monthly)
National Road Design Handbook	(ongoing coordination)
Financial Capacity-building Assistance	(ongoing)
Stakeholder Database	(ongoing maintenance)
Coordination Services	(ongoing)



Public Involvement

Objective

To communicate and document the work of the Transportation Study.

Element 697.1 – Public Involvement

Purpose

To inform local governmental agencies and the general public of the work performed by the Transportation Study and the plans and programs approved by the Transportation Coordinating Committee.

Previous Work

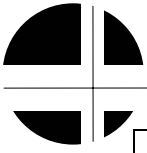
Public involvement process for the Transportation Plan and the Transportation Improvement Program and other project-specific activities. The process document was updated and adopted in FY03.

Methodology

The current, approved Public Involvement Program will be used as the guide for activities. The Study will maintain a website to make transportation planning information about the area available on the internet. The Study will participate with ODOT, Ohio FHWA, FTA and others on the State-wide Environmental Justice Task Force to bring ODOT and Ohio's MPOs into compliance with Title VI of the 1964 Civil Rights Act and Executive Order #12898 on Environmental Justice and the FHWA's Title VI MPO Self Assessment Tool". The Study will participate with local jurisdictions and ODOT District 7 in public involvement activities at the project planning stage and also during project development.

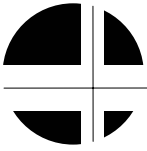
End Product

Website	(ongoing)
Newsletters (2)	(1/05, 6/05)
Public Involvement Activities	(ongoing)
ACCESS OHIO Public Involvement	(as needed)
Title VI Self Assessment	(TBD)



Funding Rationale

Work Element	Funding Sources	Rationale
601.1	US DOT/ODOT/TCC	Consolidated Planning Grant Program
601.2	US DOT/ODOT	SPR Program
602.1	US DOT/ODOT/TCC	Consolidated Planning Grant Program
605.1	US DOT/ODOT/TCC	Consolidated Planning Grant Program
610.1	US DOT/ODOT/TCC	Consolidated Planning Grant Program
665.1	MPO's CMAQ	MPO's CMAQ 100% funding for Air Quality Program; Toll Revenue Credit
674.1	US DOT/ODOT/TCC	Consolidated Planning Grant Program
674.2	FTA 5307/ODOT/TCC	Transit exclusive; Pass through by City of Springfield
682.1	OPWC/COUNTIES	Exclusive per Memorandum of Understanding between TCC and Clark County for Infrastructure Program Support
682.2	WESTCO	Exclusive per Memorandum of Understanding among TCC, WESTCO and Clark County for Rail Freight Administration
682.3	CLEAN OHIO/ COUNTIES	Exclusive per Memorandum of Understanding among the District 11 Public Works Integrating Committee, Clark County Commissioners and TCC
682.4	OHIO HISTORIC PRESERVATION	Exclusive per Agreement among TCC, Ohio Historical Society, ONRA and Clark County
697.1	US DOT/ODOT/TCC	Consolidated Planning Grant Program

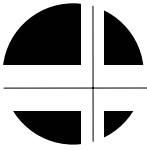


Direct Labor Hour Distribution

	601	602	605	610	665	674	682	697	Total
Director	580	56	32	120	8	30	724	48	1,598
Planner II	312	20	564	340	96	300	0	36	1,668
Planner II	0	0	200	360	16	1120	0	32	1,728
Planner I (Vac.)	0	0	0	0	0	0	1752	56	1,808
Planner I	560	600	472	40	0	0	80	56	1,808
Planner I (Vac.)	300	0	800	345	20	100	100	140	1,808
Admin. Secretary	0	0	0	0	0	0	0	0	0
Fiscal Officer (P.T.)	0	0	0	0	0	0	0	0	0
Intern (P.T.)	0	0	0	0	0	0	0	0	0
Total	1,752	676	2,068	1,208	140	1,550	2,656	368	10,418

Salary Range By Job Classification

Director	\$60,000 - \$80,000
Planner II	\$35,000 - \$52,500
Planner I	\$26,500 - \$40,000
Administrative Secretary	\$18,000 - \$32,000
Fiscal Officer (Part Time)	\$20,000 - \$28,000



Financial Responsibility by Cost Category

Detail relative to funding for 601.1, 602, 605, 610, 674.1 and 697 may be found in the USDOT Consolidated Grant Planning Program and ODOT's SPR-PL-PR Planning and Research Program.

Detail relative to funding for 601.2 may be found in ODOT's SPR-PL-PR Planning and Research Program.

MPO's CMAQ funding is used for Work Element 665.1 - Ozone Action Program. 100% CMAQ under the Toll Revenue Credit Program.

FTA5307 and state matching grant funds are passed through by the City of Springfield for Work Element 674.2.

OPWC/Local funding is provided by the Ohio Public Works Commission (\$40,000) and by each of the eight counties (two cents per capita) covered by the District Eleven Public Works Integrating Committee. The OPWC funds are used first before using funds provided by the counties.

WESTCO Port Authority local share funding (\$5,000) for the comprehensive planning program is used as TCC local share for match on subcategory 601 for work in Clark County per a Memorandum of Understanding among WESTCO, TCC, and Clark County for transportation planning. WESTCO funding (\$45,000) for work element 682.2 is 100% for administration per a Memorandum of Understanding for Administration among WESTCO, TCC and Clark County.

Clean Ohio funding (\$40,000) is provided by the eight counties in OPWC District 11 by pro-rated shares based on the 2000 population of each county.

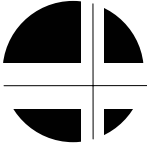
The Ohio State Historic Preservation Office provides \$48,250 for ONRA coordination services.

The Clark County Engineer provides \$30,000 for local share funding for FY05.

The City of Springfield provides \$20,000 for local share funding for FY05.

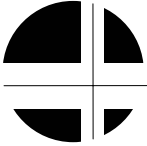
The West Central Ohio Port Authority provides \$5,000 for local share funding for FY05.

All planning work elements are the responsibility of the Transportation Study. Consultant services are used on Work Element 601.2.



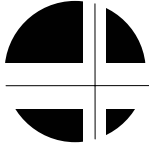
Financial Responsibility by Cost Category

	<u>USDOT</u>	<u>ODOT</u>	<u>SPR</u>	<u>CMAQ</u>	<u>FTA</u>	<u>ODOT</u>	<u>OPWC</u>	<u>WESTCO</u>	<u>CLEAN</u> <u>OHIO</u>	<u>ONRA</u>	<u>LOCAL</u>	<u>TOTAL</u>
601 SHORT RANGE PLANNING												
<u>601.1 Short Range Planning</u>												
Direct Labor	\$36,800	\$4,600									\$4,600	\$46,000
Fringe Benefits	\$26,128	\$3,266									\$3,266	\$32,660
Direct Expenses	\$8,896	\$1,112									\$1,112	\$11,120
Indirect Expenses	\$19,872	\$2,484									\$2,484	\$24,840
<u>601.2 Upper Valley Pike Study</u>												
Direct Expenses	\$0	\$10,000	\$40,000								\$0	\$50,000
Total	\$91,696	\$21,462									\$11,462	\$164,620
602 TRANSPORTATION IMPROVEMENT PROGRAM												
<u>602.1 Transportation Improvement Program</u>												
Direct Labor	\$9,600	\$1,200									\$1,200	\$12,000
Fringe Benefits	\$6,816	\$852									\$852	\$8,520
Direct Expenses	\$2,400	\$300									\$300	\$3,000
Indirect Expenses	\$5,184	\$648									\$648	\$6,480
Total	\$24,000	\$3,000									\$3,000	\$30,000
605 CONTINUING PLANNING												
<u>605.1 Surveillance</u>												
Direct Labor	\$32,000	\$4,000									\$4,000	\$40,000
Fringe Benefits	\$22,720	\$2,840									\$2,840	\$28,400
Direct Expenses	\$1,280	\$160									\$160	\$1,600
Indirect Expenses	\$17,280	\$2,160									\$2,160	\$21,600
Total	\$73,280	\$9,160									\$9,160	\$91,600



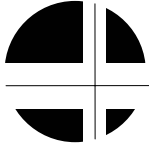
Financial Responsibility by Cost Category

	<u>USDOT</u>	<u>ODOT</u>	<u>SPR</u>	<u>CMAQ</u>	<u>FTA</u>	<u>ODOT</u>	<u>OPWC</u>	<u>WESTCO</u>	<u>CLEAN</u> <u>OHIO</u>	<u>ONRA</u>	<u>LOCAL</u>	<u>TOTAL</u>
610 LONG RANGE PLANNING												
<u>610.1 Long Range Plan</u>												
Direct Labor	\$21,600	\$2,700									\$2,700	\$27,000
Fringe Benefits	\$15,336	\$1,917									\$1,917	\$19,170
Direct Expenses	\$3,200	\$400									\$400	\$4,000
Indirect Expenses	\$11,664	\$1,458									\$1,458	\$14,580
Consultant Services	\$0	\$0									\$0	\$0
Total	\$51,800	\$6,475									\$6,475	\$64,750
665 SPECIAL PROJECTS												
<u>665.1 Ozone Action Program</u>												
Direct Labor				\$3,500								\$3,500
Fringe Benefits				\$2,485								\$2,485
Direct Expenses				\$22,125								\$22,125
Indirect Expenses				\$1,890								\$1,890
Total				\$30,000								\$30,000
674 MASS TRANSPORTATION												
<u>674.1 Paratransit Planning</u>												
Direct Labor	\$5,600	\$700									\$700	\$7,000
Fringe Benefits	\$3,976	\$497									\$497	\$4,970
Direct Expenses	\$480	\$60									\$60	\$600
Indirect Expenses	\$3,024	\$378									\$378	\$3,780
Total	\$13,080	\$1,635									\$1,635	\$16,350



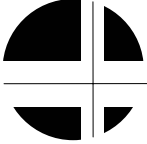
Financial Responsibility by Cost Category

	<u>USDOT</u>	<u>ODOT</u>	<u>SPR</u>	<u>CMAQ</u>	<u>FTA</u>	<u>ODOT</u>	<u>OPWC</u>	<u>WESTCO</u>	<u>CLEAN OHIO</u>	<u>ONRA</u>	<u>LOCAL</u>	<u>TOTAL</u>
<u>674.2 Transit Planning</u>												
Direct Labor					\$20,800	\$2,600					\$2,600	\$26,000
Fringe Benefits					\$14,768	\$1,846					\$1,846	\$18,460
Direct Expenses					\$7,600	\$950					\$950	\$9,500
Indirect Expenses					\$11,232	\$1,404					\$1,404	\$14,040
Total					\$54,400	\$6,800					\$6,800	\$68,000
682 LOCAL PROGRAM SUPPORT												
<u>682.1 Infrastructure Program Support</u>												
Direct Labor							\$20,500					\$20,500
Fringe Benefits							\$14,555					\$14,555
Direct Expenses							\$5,375					\$5,375
Indirect Expenses							\$11,070					\$11,070
Total							\$51,500					\$51,500
<u>682.2 Rail Freight Administration</u>												
Direct Labor								\$19,000				\$19,000
Fringe Benefits								\$13,490				\$13,490
Direct Expenses								\$2,250				\$2,250
Indirect Expenses								\$10,260				\$10,260
Total								\$45,000				\$45,000



Financial Responsibility by Cost Category

	<u>USDOT</u>	<u>ODOT</u>	<u>SPR</u>	<u>CMAQ</u>	<u>FTA</u>	<u>ODOT</u>	<u>OPWC</u>	<u>WESTCO</u>	<u>CLEAN OHIO</u>	<u>ONRA</u>	<u>LOCAL</u>	<u>TOTAL</u>
682.3 Clean Ohio Program Support												
Direct Labor									\$17,000			\$17,000
Fringe Benefits									\$12,070			\$12,070
Direct Expenses									\$1,750			\$1,750
Indirect Expenses									\$9,180			\$9,180
Total									\$40,000			\$40,000
682.4 ONRA Coordination Services												
Direct Labor										\$13,800		\$13,800
Fringe Benefits										\$9,798		\$9,798
Direct Expenses										\$7,950		\$7,950
Indirect Expenses										\$7,452		\$7,452
Total										\$39,000		\$39,000
697 PUBLIC INVOLVEMENT												
697.1 Public Involvement												
Direct Labor	\$8,000	\$1,000									\$1,000	\$10,000
Fringe Benefits	\$5,680	\$710									\$710	\$7,100
Direct Expenses	\$12,000	\$1,500									\$1,500	\$15,000
Indirect Expenses	\$4,320	\$540									\$540	\$5,400
Total	\$30,000	\$3,750									\$3,750	\$37,500



Financial Responsibility by Cost Category

<u>Total Financial Responsibility</u>	<u>USDOT</u>	<u>ODOT</u>	<u>SPR</u>	<u>CMAQ</u>	<u>FTA</u>	<u>ODOT</u>	<u>OPWC</u>	<u>WESTCO</u>	<u>OHIO</u>	<u>ONRA</u>	<u>LOCAL</u>	<u>TOTAL</u>
Direct Labor	\$113,600	\$14,200	\$0	\$3,500	\$20,800	\$2,600	\$20,500	\$19,000	\$17,000	\$13,800	\$16,800	\$241,800
Fringe Benefits	\$80,656	\$10,082	\$0	\$2,485	\$14,768	\$1,846	\$14,555	\$13,490	\$12,070	\$9,798	\$11,928	\$171,678
Direct Expenses	\$28,256	\$3,532	\$0	\$22,125	\$7,600	\$950	\$5,375	\$2,250	\$1,750	\$7,950	\$4,482	\$84,270
Indirect Expenses	\$61,344	\$7,668	\$0	\$1,890	\$11,232	\$1,404	\$11,070	\$10,260	\$9,180	\$7,452	\$9,072	\$130,572
Consultant Services (Carry-over)	\$0	\$10,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
Grand Total	\$283,856	\$45,482	\$40,000	\$30,000	\$54,400	\$6,800	\$51,500	\$45,000	\$40,000	\$39,000	\$42,282	\$678,320