



# TRANSPORTATION IMPROVEMENT PROGRAM STATE FISCAL YEAR 2024–2027



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

This report was prepared by the Mid-Ohio Regional Planning Commission (MORPC), 111 Liberty St., Columbus, OH 43215, 614-228-2663, with funding from the Federal Highway Administration, Federal Transit Administration, Ohio Department of Transportation, and Delaware, Fairfield, Franklin, Licking and Union Counties. The contents of this report reflect the views of MORPC, which is solely responsible for the information presented herein.

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### Included with this document

Appendix A: Transit Supportive Documentation

Appendix B: Policies for Managing MORPC-Attributable Funds

Appendix C: MORPC Complete Streets Policy

Appendix D: MORPC Smart Streets Policy

Appendix E: Policy for Revising the TIP

Appendix F: Documentation of MORPC Transportation Policy Committee Adoption of the SFY  
2024-2027 TIP

### Separate from this document (provided upon request):

Appendix 1: Central Ohio Air Quality Conformity Determination Documentation

Appendix 2: Public Involvement

Appendix 3: Environmental Justice Technical Analysis

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## 1. Introduction

The Transportation Improvement Program (TIP) for the Mid-Ohio Regional Planning Commission (MORPC) is a staged, four-year schedule of transportation improvements using (or expected to use) funds administered by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA), the Ohio Department of Transportation (ODOT), and other projects that have significant air quality impacts. MORPC's TIP is a component of the Statewide TIP (STIP).

The federal highway and transit acts of 1962 and 1964 respectively required that each urbanized area, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative and comprehensive (3C) transportation planning process. This process results in plans and programs that are consistent with the comprehensively planned development of the urbanized area. The TIP, along with the Metropolitan Transportation Plan (MTP), is a key element of this process.

The most recent transportation act, the Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Law (BIL), continued the above requirements. For Central Ohio to remain eligible for federal transportation funding, the planning process must demonstrate that the Columbus area is in compliance with federal requirements.

In metropolitan areas, a Metropolitan Planning Organization (MPO) is the organization designated to carry out the 3C process. The governor designates the MPOs for different urban areas of a state, and the Transportation Policy Committee of MORPC has been so designated for the Columbus area. The Transportation Policy Committee meets monthly and is responsible for approving the MTP, the TIP and other work of the MPO. The Transportation Policy Committee includes representatives from communities within the transportation planning area, ODOT, the Central Ohio Transit Authority (COTA), and the Delaware County Transit (DCT).

### MORPC Planning Area

The MORPC TIP covers the MORPC transportation planning area, which comprises Franklin and Delaware counties, New Albany, Pataskala and Etna Township in Licking County, Bloom and Violet townships in Fairfield County and Jerome Township in Union County.

### Federal Requirements

The final planning regulations to implement federal transportation law, issued by the U.S. Department of Transportation on May 27, 2016, included specific requirements for development and content of TIPs. These are summarized below and addressed within this document.

**Time Period** – *The TIP shall cover at least a four-year period and be updated at least every four years.* The financial tables and project tables included in this document cover SFYs 2024-2027. ODOT and the MPOs have established a two-year update cycle.

**Public Comment** – *The TIP process shall provide opportunity for public review and comment on the TIP.* Section 2 in this document summarizes the public participation process.

**Performance Targets** – *The TIP shall be designed to make progress toward achieving performance targets and include a description of the anticipated effects linking investment*



*priorities to the performance targets.* Section 6 in this document contains information about the Performance Targets.

**Specific Project Information** – *The TIP is to list capital and non-capital surface transportation projects to use a variety of federal funds or regionally significant projects requiring FHWA or FTA action. For each project or project phase the TIP shall include sufficient descriptive material including type of work, termini, length, total cost, amount of federal funds, and responsible agency. Line items may be used for projects that are not considered to be of appropriate scale for individual identification.* The detailed project listing organized by county, route and section in Section 8 provides complete detail for each project. Other project listing tables provide portions of the information. Line items are also included in Section 8.

**Consistency with the Metropolitan Transportation Plan** – *Each project or project phase in the TIP shall be consistent with the Metropolitan Transportation Plan.* For each project included in the detailed project listing, an MTP reference is provided.

**Financial Plan** – *The TIP shall include a financial plan including system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways and public transportation.* Section 4 of this document discusses the expected financial resources, and Section 6 provides tables summarizing the TIP fiscal balance.

**Prioritization Process** – *The TIP should identify the criteria and process for prioritizing projects from the Metropolitan Transportation Plan for inclusion in the TIP.* Section 5 discusses the project selection process.

**Status of Projects from SFY 2021-2024 TIP** – *The TIP should list major projects from the previous TIP that were implemented or delayed.* Section 3 lists completed and delayed projects.

**Transportation Control Measures** – *The TIP should describe the progress in implementing TCMs.* Section 8 discusses TCMs.

**Air Quality** – *The TIP shall document conformity with the State Implementation Plan.* Section 8 shows the air quality conformity determination.

**Environmental Justice** – *The TIP shall document that the needs of those traditionally underserved by existing transportation systems, specifically low-income and minority populations, are sought out and considered as well as not disproportionately affected by the program of projects.* This is included in Section 8.

## Document Organization

This TIP document is organized into nine sections and eight appendices. The first eight sections provide information on the TIP development process and how the TIP meets the federal requirements listed in the previous section. Section 9 provides the detailed project listing and map along with four subset listings of projects.

Appendices are included with the main TIP document and are as follows:

- Appendix A provides Transit Supportive Documentation
- Appendix B is the Policies for Managing MORPC-Attributable Funds



- Appendix C is the MORPC Complete Streets Policy
- Appendix D is the MORPC Smart Streets Policy
- Appendix E contains the Policy for Revising the TIP
- Appendix F the MORPC Policy Committee Resolution Adopting the SFY 2024-2027 TIP

Finally, three separate appendices, provided upon request, give specific details on the following items:

- Appendix 1: Central Ohio Air Quality Conformity Determination Documentation
- Appendix 2: Public Involvement
- Appendix 3: Environmental Justice Technical Analysis

## 2. TIP Development Process and Public Involvement

Coordination among MORPC, ODOT, transit providers, and local governments and public participation are all important elements in preparation of the TIP. The agency coordination is ongoing throughout the process beginning with initial data collection. Public participation occurs after the draft TIP is prepared and must be completed before adoption of the TIP by MORPC. Details of the public participation process are available in Appendix 2. As part of MORPC's TIP, COTA and DCT's programs of projects are included in the public participation process.

### Initial Data Collection

Starting in the Summer of 2022, local governments, COTA, DCT and ODOT were solicited for changes to the TIP. Initially, this is focused on projects in which MORPC-attributable funding has been committed to previously and agencies applying for MORPC-attributable funding for new projects. The process of evaluating and selecting projects to use MORPC-attributable funding, which includes public participation, is discussed further in Section 5. In the fall of 2022, MORPC began coordination with ODOT to obtain information on projects it is developing and begins gathering information on significant projects being developed exclusively with local funding. The information collected is included in the project listings for the TIP and for Statewide Line Items (SLIs).

### Draft TIP

A draft TIP is prepared that considers all information received from the local governments, COTA, DCT, ODOT and the public. It is reviewed by MORPC's Transportation Advisory Committee (TAC) and Community Advisory Committee (CAC). This draft is fiscally balanced for all funding sources. It includes air quality conformity documentation and the environmental justice technical analysis. On February 1, it is provided to ODOT for its formal review. During the review, the schedules of some projects may be adjusted based on updated information and to ensure fiscal balance of the Statewide Transportation Improvement Program (STIP). Notice of its availability is sent to local governments. It is also made available to the public.

### Final Draft TIP

A final draft TIP is prepared after the following:

- comments are received from ODOT
- a second air quality conformity documentation has been completed, if necessary
- comments received from local governments and the public have been reviewed

The final draft TIP is made available to local governments and to the public. The final draft TIP will be posted online at <https://www.morpc.org/program-service/transportation-improvement-program/>. An open house will held on March 28th, 2023 to receive public comment on the TIP. It is also provided to the 12 ODOT districts, ODOT Central Office, and to the other 16 Ohio MPOs for public review.

## Final TIP

MORPC approval of the TIP takes place in May at the regularly scheduled meeting of the Transportation Policy Committee. Following approval, copies of the approval resolution are provided to ODOT, who then provides it to FHWA and FTA. FHWA will coordinate the air quality conformity review and approval with FTA and U.S. EPA.

## Ongoing Maintenance of the TIP

To monitor the changes in TIP projects, implementing agencies and/or consultants are contacted to request updates on project progress. A report entitled the "Project Status Report" shows the updated project status for MORPC-funded projects. The report is provided monthly to the MORPC TAC and made available to the Transportation Policy Committee and upon request.

STIP/TIP revisions are needed only for federal- and state-funded projects that require federal approval or authorization action prior to the next scheduled biennial STIP/TIP update. There are two categories of STIP/TIP revisions: formal amendments and administrative modifications. Major changes require a TIP amendment, which requires the approval of MORPC's Transportation Policy Committee. Minor changes may be approved by MORPC's Transportation & Infrastructure Development Director. For details on TIP revisions, see the Policy for Revising the TIP in Appendix D.

## 3. Status of Projects from the SFY 2021-2024 TIP

The previous TIP covered SFYs 2021-2024. Project phases included in the previous TIP were either authorized/sold during that TIP, delayed, cancelled or otherwise not implemented. Tables 1 and 2, described below, show the disposition of these project phases.

FTA Section 5307 and 5339 funding include the federal fiscal year in which the funding was apportioned to the Columbus UZA in the funding source for reference.

### Project Phases Completed

Table 1 shows the project phases that were included in the SFY 2021-2024 TIP (including amendments) and that were authorized/sold during SFYs 2021-2023. Projects are sorted first by project type and second by the county-route-section (CRS). It includes authorized right-of-way (RW) and construction (CO) phases for any project and all authorized phases with non-local funding sources (including federal and state sources). It includes project phases that were expected to be authorized in SFY 2023, even if they had not yet been authorized at the time that this document was prepared.

### Project Phases Delayed

Table 2 identifies the project phases that were listed in SFYs 2021-2023 in the previous TIP (including amendments) but were delayed from the listed year to SFY 2024 or later. Projects are sorted by the county-route-section (CRS). If the phase was delayed to a SFY covered by this

TIP, the updated information is shown on the table, and the detailed project listing contains complete information. The table also shows project phases that were cancelled, merged with another project, or delayed beyond SFY 2027. However, no additional information about them is included in this document.

Project delays occur for a variety of reasons. In many cases the environmental or right-of-way acquisition processes take longer than expected. Other reasons for delays include unexpected additional time needed for utility relocation, coordination with railroad companies, redesign of a project, budget constraints or limitations and changes in regulations.

**Table 1. Phases Included in the SFY 2021 to 2024 TIP that Were Authorized**

**Arterial Expansion**

MORPC ID:	PID:	Agency:	CRS:	Source	Phase	Amount	SFY
3893	NA	Columbus	DEL-Lyra Dr-Extension				
Lyra Dr from N of Gemini Pl to Powell Rd, New Roadway/Intersection Modification							
				Private	ROW	\$400,000	2021
				Local	Con	\$4,226,686	2022
3835	113900	Delaware County TID	DEL-North Extension-Phase 2				
North Rd from Shanahan Rd to Peachblow Rd, New Roadway							
				State	Con	\$250,000	2021
				Local	Con	\$2,382,000	2021
3212	103626	Delaware	DEL-US036-11.030				
US-36 & SR-37 from W of Foley St & E of East St to SR-521, Major Widening/Bridge Replacement							
				HSIP	PE DD	\$374,279	2021
				Federal	Con	\$6,897,263	2023
				Local	Con	\$7,335,390	2023
				Local-Other	Con	\$2,000,000	2023
				State	Con	\$1,600,000	2023
				STBG-M	Con	\$18,609,158	2023
3805	NA	Grandview Heights	FRA-Grandview Yard-Street Extens				
Yard St, Bobcat Ave & Swan St, New Roadway							
				Private	Con	\$2,188,454	2021
				SCIP	Con	\$6,179,230	2021
3796	NA	Dublin	FRA-Hyland-Croy Rd-Post Preserve				
Hyland-Croy Rd at Post Preserve, Interchange Modification/Safety Improvement							
				Local	Con	\$270,000	2023
3837	111158	ODOT	FRA-Innovation Campus Way West-				
Innovation Campus Way West, New Roadway							
				ODOT J&C	Con	\$250,000	2022
				ODSA	Con	\$250,000	2022
				Local	Con	\$1,356,531	2022
3886	115783	Gahanna	FRA-Tech Center Drive Extension--				
Tech Center Drive Extension, New Roadway/Safety Improvement							
				Local	Con	\$119,060	2023
				ODOT J&C	Con	\$77,183	2023
				ODSA	Con	\$280,000	2023
3817	113532	Dublin	FRA-University Boulevard--				
University Boulevard from Shier Rings Road to Eitermann Road, New Roadway/Signals							
				ODSA	Con	\$2,500,000	2022
				Local	Con	\$10,362,500	2022
				Private	Con	\$7,587,500	2022
				ODOT J&C	Con	\$150,000	2022
				State	Con	\$250,000	2022
929	105734	Columbus	FRA-SR016-08.24				
E Broad St from I-270 to Outerbelt St, Major Widening/Intersection Modification							
				Local	ROW	\$1,040,000	2023
				STBG-M	ROW	\$1,560,000	2023

Some phases in State Fiscal Year (SFY) 2023 had not yet been authorized at the time this table was created. Because they had not been moved to 2024, it is assumed they will be authorized in 2023.

Local funds are included in this table for the ROW and Construction phases only.

\* Project was part of a Statewide Line Item

**Table 1. Phases Included in the SFY 2021 to 2024 TIP that Were Authorized**

<b>MORPC ID:</b> 1272	<b>PID:</b> 95516	<b>Agency:</b> Worthington	<b>CRS:</b> FRA-CR084-01.36	
Worthington-Galena Rd from Wilson Bridge/Huntley Rds to Sancus Blvd, Major Widening/Intersection Modification				
			<b>Source</b>	<b>Phase</b>
			Local	Con
			Federal	Con
			STBG-M	Con
			Local	Con
			STBG-M	Con
			<b>Amount</b>	<b>SFY</b>
			\$2,806,371	2021
			\$236,760	2021
			\$6,813,284	2021
			\$43,800	2022
			\$106,200	2022
<b>MORPC ID:</b> 3856	<b>PID:</b> 115792	<b>Agency:</b> Franklin County	<b>CRS:</b> FRA-CR122-0.00	
Alum Creek Drive from SR 317 to Groveport Rd, Major Widening/Bridge Replacement				
			<b>Source</b>	<b>Phase</b>
			Federal	PE Envir
			<b>Amount</b>	<b>SFY</b>
			\$1,306,363	2022
<b>MORPC ID:</b> 3940	<b>PID:</b> 116322	<b>Agency:</b> ODOT	<b>CRS:</b> FRA-SR161-15.80	
SR 161 from IR 270 to US 62, Major Widening/Interchange Modification				
			<b>Source</b>	<b>Phase</b>
			ODOT J&C	PE Envir
			State	Con
			State	PE DD
			ODOT J&C	PE Envir
			State	PE Envir
			<b>Amount</b>	<b>SFY</b>
			\$3,830,031	2022
			\$85,600,000	2023
			\$6,000,000	2023
			\$1,500	2023
			\$4,300,421	2023
<b>MORPC ID:</b> 3876	<b>PID:</b> 113663	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR270-32.92	
* I-270 at Easton Way, Interchange Modification				
			<b>Source</b>	<b>Phase</b>
			HSIP	PE Envir
			State Safety	PE Envir
			HSIP	PE DD
			State Safety	PE DD
			<b>Amount</b>	<b>SFY</b>
			\$235,941	2021
			\$26,216	2021
			\$213,840	2022
			\$23,760	2022
<b>MORPC ID:</b> 3865	<b>PID:</b> 113789	<b>Agency:</b> Etna Township	<b>CRS:</b> LIC-Global Way-Pt 2	
Global Way from Refugee Rd to new terminus, New Roadway				
			<b>Source</b>	<b>Phase</b>
			ODSA	Con
			ODOT J&C	Con
			Local	Con
			<b>Amount</b>	<b>SFY</b>
			\$300,000	2022
			\$100,000	2022
			\$541,406	2022
<b>MORPC ID:</b> 1453	<b>PID:</b> 80748	<b>Agency:</b> Dublin	<b>CRS:</b> UNI-US33-24.87	
US-33 at SR-161/Post Rd, Interchange Modification				
			<b>Source</b>	<b>Phase</b>
			CRRSAA-M	Con
			Local	Con
			STBG-M	Con
			State	Con
			Federal	Con
			State	Con
			Local	Con
			<b>Amount</b>	<b>SFY</b>
			\$9,324,175	2022
			\$14,800,700	2022
			\$2,675,825	2022
			\$3,338,700	2022
			\$12,764,000	2022
			\$15,037	2023
			\$250,000	2023
<b>Total for Arterial Expansion (51 project phases)</b>			<b>\$234,149,564</b>	

**Bicycle & Pedestrian**

<b>MORPC ID:</b> 3910	<b>PID:</b> 113474	<b>Agency:</b> Pickerington	<b>CRS:</b> FAI-CR009-01.60	
* Long Rd & W Columbus St from Poplar St to N Hill Rd, Sidewalks				
			<b>Source</b>	<b>Phase</b>
			Federal	Con
			HSIP	Con
			<b>Amount</b>	<b>SFY</b>
			\$34,128	2022
			\$341,312	2022
<b>MORPC ID:</b> 3413	<b>PID:</b> NA	<b>Agency:</b> Dublin	<b>CRS:</b> FRA-Avery Rd Sidewalk Connections-	
Avery Rd Sidewalk Connections, Sidewalks				
			<b>Source</b>	<b>Phase</b>
			Local	Con
			<b>Amount</b>	<b>SFY</b>
			\$75,000	2021

Some phases in State Fiscal Year (SFY) 2023 had not yet been authorized at the time this table was created. Because they had not been moved to 2024, it is assumed they will be authorized in 2023.

Local funds are included in this table for the ROW and Construction phases only.

\* Project was part of a Statewide Line Item

**Table 1. Phases Included in the SFY 2021 to 2024 TIP that Were Authorized**

<b>MORPC ID:</b> 3814	<b>PID:</b> 113293	<b>Agency:</b> ODOT	<b>CRS:</b> FRA-Columbus PSIP FY 2021-
* Columbus PSIP FY 2021, Curb Ramps			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			HSIP   Con   \$2,160,108   2021
			Local   Con   \$214,012   2021
			HSIP   PE DD   \$32,703   2021
<b>MORPC ID:</b> 3912	<b>PID:</b> 113727	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-Olive St/Floral Ave-
* Olive St & Floral Ave, Sidewalks			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			HSIP   ROW   \$90,000   2023
<b>MORPC ID:</b> 3858	<b>PID:</b> NP	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-Refugee Rd--
Refugee Rd from Noe Bixby to Blue Moon, Sidewalks			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			Local   Con   \$3,345,317   2023
<b>MORPC ID:</b> 3283	<b>PID:</b> 105736	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-Souder Ave-Multi-Use Path
Souder Ave from W Broad St to Dublin Rd, Multi-Use Path/New Bridge			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			TAP-M   Con   \$3,904,938   2023
			Local   Con   \$1,101,393   2023
<b>MORPC ID:</b> 3677	<b>PID:</b> 110844	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-SRTS 17th/Ann-Sidewalks
* 17th Ave & Ann St at multiple segments, Sidewalks			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			Federal   Con   \$115,000   2022
			HSIP   Con   \$969,986   2022
<b>MORPC ID:</b> 3678	<b>PID:</b> 109136	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-SRTS Kingsford Rd-Sidewalks
* Kingsford Rd from Eakin Rd to Briggs Rd, Sidewalks			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			Local   Con   \$149,174   2022
			HSIP   Con   \$258,484   2022
<b>MORPC ID:</b> 3471	<b>PID:</b> 106396	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-SRTS-Toronto St
* Toronto St from Trevitt St to N Champion Ave, Sidewalks/Bicycle Lanes			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			SRTS   Con   \$338,210   2022
<b>MORPC ID:</b> 3415	<b>PID:</b> NA	<b>Agency:</b> Dublin	<b>CRS:</b> FRA-Wilcox Rd-Northcliff Blvd
Wilcox Rd from Northcliff Blvd to Heather Glen Blvd, Multi-Use Path			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			Local   Con   \$160,000   2021
<b>MORPC ID:</b> 2951	<b>PID:</b> 99744	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-CR014-01.99
Refugee Road from Winchester Pike to Hamilton Road, Multi-Use Path/Bridge Replacement			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			Local   Con   \$3,801,594   2022
			TAP-M   Con   \$3,667,965   2022
<b>Total for Bicycle &amp; Pedestrian (18 project phases)</b>			<b>\$20,759,325</b>

**Bridge Repair & Replacement**

<b>MORPC ID:</b> 3181	<b>PID:</b> 101428	<b>Agency:</b> ODOT 5	<b>CRS:</b> D05-BC-FY2021
* Various locations in District 5, Preventive Bridge Maintenance			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			State   Con   \$108,385   2021
			Federal   Con   \$391,794   2021
<b>MORPC ID:</b> 2994	<b>PID:</b> 96320	<b>Agency:</b> ODOT 5	<b>CRS:</b> D05-BH-FY2021
* US 40 at spot locations between Franklin Co line & York Rd, Culvert Maintenance			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			Federal   Con   \$370,628   2021
			State   Con   \$88,542   2021

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Local funds are included in this table for the ROW and Construction phases only.

\* Project was part of a Statewide Line Item

**Table 1. Phases Included in the SFY 2021 to 2024 TIP that Were Authorized**

<b>MORPC ID:</b> 3241	<b>PID:</b> 100689	<b>Agency:</b> ODOT 6	<b>CRS:</b> D06-Bridge Repair FY21-	
* District 6 Bridge Repair FY21, Bridge Repair			<u>Source</u>	<u>Phase</u>
			State	Con
			Federal	Con
			<u>Amount</u>	<u>SFY</u>
			\$81,314	2021
			\$653,426	2021
<b>MORPC ID:</b> 3926	<b>PID:</b> 112664	<b>Agency:</b> ODOT 6	<b>CRS:</b> D06-FY23 Bridge-Repair	
* Alum Creek Dr at SR-104, Bridge Repair			<u>Source</u>	<u>Phase</u>
			State	Con
			<u>Amount</u>	<u>SFY</u>
			\$629,033	2023
<b>MORPC ID:</b> 3624	<b>PID:</b> 109156	<b>Agency:</b> ODOT 6	<b>CRS:</b> DEL-US023-07.60	
* US-23 at 9 bridges between Cheshire Rd & Main Rd, Bridge Maintenance Activities/Culvert Maintenance			<u>Source</u>	<u>Phase</u>
			State	PE Envir
			Federal	PE Envir
			Federal	PE DD
			State	PE DD
			State	PE DD
			Federal	PE DD
			<u>Amount</u>	<u>SFY</u>
			\$154,439	2021
			\$617,756	2021
			\$612,000	2022
			\$153,000	2022
			\$60,000	2023
			\$240,000	2023
<b>MORPC ID:</b> 3935	<b>PID:</b> 115987	<b>Agency:</b> ODOT	<b>CRS:</b> DEL-US023-Bridge Repair	
* US 23 at 6 Structures, Bridge Maintenance Activities			<u>Source</u>	<u>Phase</u>
			Federal	Con
			State	Con
			<u>Amount</u>	<u>SFY</u>
			\$352,800	2023
			\$89,200	2023
<b>MORPC ID:</b> 3816	<b>PID:</b> 113198	<b>Agency:</b> ODOT 6	<b>CRS:</b> DEL-US036-17.95	
* US 36 at I-71, Bridge Deck Replace			<u>Source</u>	<u>Phase</u>
			State	PE Envir
			Federal	PE Envir
			State	PE DD
			Federal	PE DD
			State	Con
			Local	Con
			Federal	Con
			<u>Amount</u>	<u>SFY</u>
			\$67,179	2021
			\$604,607	2021
			\$12,272	2023
			\$110,449	2023
			\$635,600	2023
			\$261,000	2023
			\$4,441,400	2023
<b>MORPC ID:</b> 3690	<b>PID:</b> 107754	<b>Agency:</b> ODOT 6	<b>CRS:</b> DEL-SR229-00.21 Bridges	
* SR-229 at 5 bridges, Preventive Bridge Maintenance			<u>Source</u>	<u>Phase</u>
			State	PE Envir
			State	PE Envir
			State	PE DD
			<u>Amount</u>	<u>SFY</u>
			\$386,371	2022
			\$363,629	2023
			\$750,000	2023
<b>MORPC ID:</b> 3634	<b>PID:</b> 105433	<b>Agency:</b> ODOT 6	<b>CRS:</b> DEL-SR521-10.35/12.75	
* SR-521 at 4 structures, Bridge Replacement/Guardrail Maintenance			<u>Source</u>	<u>Phase</u>
			Federal	PE Envir
			State	PE Envir
			Federal	PE DD
			State	PE DD
			<u>Amount</u>	<u>SFY</u>
			\$661,896	2021
			\$165,474	2021
			\$51,533	2023
			\$12,883	2023
<b>MORPC ID:</b> 3626	<b>PID:</b> 108702	<b>Agency:</b> Whitehall	<b>CRS:</b> FRA-Etna St / Elbern Ave-Pt1&Pt2	
* Etna St / Elbern Ave at 2 bridges, Bridge Replacement			<u>Source</u>	<u>Phase</u>
			Federal	Con
			MB	Con
			Local	Con
			<u>Amount</u>	<u>SFY</u>
			\$34,339	2021
			\$1,031,741	2021
			\$172,120	2021
<b>MORPC ID:</b> 3395	<b>PID:</b> NA	<b>Agency:</b> Franklin County	<b>CRS:</b> FRA-Refugee Rd-Big Walnut Creek	
Refugee Rd at Big Walnut Creek, Bridge Rehabilitation			<u>Source</u>	<u>Phase</u>
			Local	Con
			<u>Amount</u>	<u>SFY</u>
			\$2,600,000	2021

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**Table 1. Phases Included in the SFY 2021 to 2024 TIP that Were Authorized**

<b>MORPC ID:</b> 3896	<b>PID:</b> NA	<b>Agency:</b> Franklin County	<b>CRS:</b> FRA-Sunbury Rd-Woodward	
Sunbury Rd at N of Woodward Ave, Bridge Rehabilitation			<u>Source</u>	<u>Phase</u>
			Local	ROW
			Local	Con
			SCIP	Con
				<u>Amount</u>
				\$65,000
				\$119,361
				\$999,999
				<u>SFY</u>
				2023
				2023
				2023
<b>MORPC ID:</b> 3277	<b>PID:</b> 105741	<b>Agency:</b> Franklin County	<b>CRS:</b> FRA-CR016-01.30	
Agler Rd at Alum Creek, Bridge Replacement			<u>Source</u>	<u>Phase</u>
			SCIP	Con
			Local	Con
			STBG-M	Con
				<u>Amount</u>
				\$931,708
				\$2,266,113
				\$4,011,169
				<u>SFY</u>
				2022
				2022
				2022
<b>MORPC ID:</b> 3334	<b>PID:</b> 104947	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-US023-00.25 L&R	
* US-23 at Big Walnut Creek, Bridge Deck Overlay			<u>Source</u>	<u>Phase</u>
			State	Con
			Federal	Con
				<u>Amount</u>
				\$117,724
				\$470,896
				<u>SFY</u>
				2021
				2021
<b>MORPC ID:</b> 3931	<b>PID:</b> 115265	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-US033-03.79	
* US 33 at Scioto River, Bridge Rehabilitation			<u>Source</u>	<u>Phase</u>
			Federal	PE Envir
			State	PE Envir
			State	PE DD
			Federal	PE DD
			Federal	PE Envir
			State	PE Envir
				<u>Amount</u>
				\$469,838
				\$117,459
				\$90,000
				\$360,000
				\$370,962
				\$92,741
				<u>SFY</u>
				2022
				2022
				2023
				2023
				2023
				2023
				2023
<b>MORPC ID:</b> 3645	<b>PID:</b> 108081	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-033-08.75 (Culvert)	
* US 33 at 0.25 mi NW of Fishinger Rd, Culvert Maintenance			<u>Source</u>	<u>Phase</u>
			State	PE Envir
			State	PE DD
				<u>Amount</u>
				\$380,000
				\$100,000
				<u>SFY</u>
				2023
				2023
<b>MORPC ID:</b> 3623	<b>PID:</b> 109659	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR070-20.29	
* Courtright Rd at I-70 & NS RR, Bridge Deck Replacement/Sidewalks			<u>Source</u>	<u>Phase</u>
			State	ROW
			Federal	ROW
			Federal	PE DD
			State Safety	ROW
			State	PE DD
			Federal	Con
			State Safety	Con
			State	Con
				<u>Amount</u>
				\$1,122
				\$11,583
				\$59,156
				\$165
				\$6,573
				\$2,470,500
				\$130,000
				\$144,500
				<u>SFY</u>
				2022
				2022
				2022
				2022
				2022
				2023
				2023
				2023
<b>MORPC ID:</b> 3232	<b>PID:</b> 88611	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-SR104-09.29/9.42/9.70	
* SR-104 at 6th St, RR overpass, and Groveport Rd, Bridge Maintenance Activities			<u>Source</u>	<u>Phase</u>
			State	PE Envir
			Federal	PE Envir
			Federal	PE DD
			State	PE DD
				<u>Amount</u>
				\$137,774
				\$551,096
				\$48,571
				\$12,143
				<u>SFY</u>
				2022
				2022
				2023
				2023
<b>MORPC ID:</b> 3637	<b>PID:</b> 105498	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR270-00.96/1.52/9.30	
* Gantz, McComb & Trabue Rds over I-270, Bridge Deck Replacement			<u>Source</u>	<u>Phase</u>
			State	PE Envir
			Federal	PE Envir
			State	PE DD
			Federal	PE DD
				<u>Amount</u>
				\$165,474
				\$661,896
				\$12,883
				\$51,532
				<u>SFY</u>
				2021
				2021
				2023
				2023

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**Table 1. Phases Included in the SFY 2021 to 2024 TIP that Were Authorized**

<b>MORPC ID:</b> 3339	<b>PID:</b> 104977	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR270-06.17
* Sullivant Ave at I-270, Bridge Replacement			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>
	State	Con	\$180,761
	Federal	Con	\$1,626,849
	Local	Con	\$49,300
			<b>SFY</b>
			2022
			2023
<b>MORPC ID:</b> 3254	<b>PID:</b> 102023	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR270-45.84
* Winchester Pk at I-270, Bridge Deck Replacement			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>
	State	Con	\$152,756
	Federal	Con	\$1,374,800
			<b>SFY</b>
			2023
			2022
<b>MORPC ID:</b> 3761	<b>PID:</b> 111640	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-SR315-02.78
SR-315 at Olentangy River, 5th Ave & King Ave, Bridge Deck Overlay/Resurfacing			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>
	State	PE Envir	\$160,346
	Federal	PE Envir	\$641,383
	State	PE DD	\$13,179
	Federal	PE DD	\$52,715
			<b>SFY</b>
			2021
			2021
			2022
			2022
<b>MORPC ID:</b> 3929	<b>PID:</b> 114985	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-SR315-04.15
* SR-315 at Woody Hayes Dr, Bridge Maintenance Activities			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>
	State	Con	\$121,074
	Federal	Con	\$484,296
			<b>SFY</b>
			2022
			2022
<b>MORPC ID:</b> 3340	<b>PID:</b> 104980	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-SR315-11.66
* Wilson Bridge Rd at SR-315, Bridge Deck Overlay			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>
	Federal	PE DD	\$26,514
	State	PE DD	\$6,629
	State	Con	\$322,200
	Federal	Con	\$1,288,800
			<b>SFY</b>
			2022
			2022
			2023
			2023
<b>MORPC ID:</b> 3230	<b>PID:</b> 103621	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-SR317-16.68
* Hamilton Rd at Big Walnut Creek, Bridge Deck Overlay			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>
	State	Con	\$136,148
	Federal	Con	\$544,592
			<b>SFY</b>
			2022
			2022
<b>MORPC ID:</b> 875	<b>PID:</b> 105761	<b>Agency:</b> Franklin County	<b>CRS:</b> FRA-CR376-0.87
Winchester Pike at Georges Creek, Bridge Replacement			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>
	Local	Con	\$341,142
	STBG-M	Con	\$931,314
			<b>SFY</b>
			2022
			2022
<b>MORPC ID:</b> 3335	<b>PID:</b> 104949	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-SR665-14.00
* SR-665 at Scioto River, Bridge Rehabilitation			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>
	Federal	Con	\$853,976
	State	Con	\$213,494
			<b>SFY</b>
			2022
			2022
<b>MORPC ID:</b> 3762	<b>PID:</b> 111641	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR670-0.31
IR 670 at FRA-670-0.31, Bridge Maintenance Activities			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>
	Federal	PE Envir	\$346,161
	State	PE Envir	\$37,832
	Federal	PE Envir	\$696,379
	State	PE Envir	\$77,375
	Federal	PE DD	\$98,526
	State	PE DD	\$10,947
			<b>SFY</b>
			2021
			2021
			2022
			2022
			2023
			2023

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**Table 1. Phases Included in the SFY 2021 to 2024 TIP that Were Authorized**

<b>MORPC ID:</b> 3628	<b>PID:</b> 111340	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR670-03.31			
* I-670 from High St to Summit St (US 23), Bridge Maintenance Activities						
			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			State	PE DD	\$4,075	2021
			Federal	PE DD	\$36,671	2021
			Federal	PE Envir	\$1,771	2022
			State	PE Envir	\$197	2022
			State	Con	\$326,375	2023
			Federal	Con	\$2,937,375	2023
<hr/>						
<b>MORPC ID:</b> 3906	<b>PID:</b> 107000	<b>Agency:</b> ODOT 6	<b>CRS:</b> UNI-SR736-04.08			
* SR-736 at Robinson Run (just S of Taylor Rd), Bridge Deck Replacement						
			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			State	ROW	\$31,000	2022
<b>Total for Bridge Repair &amp; Replacement (99 project phases)</b>					<b>\$46,519,696</b>	
<hr/>						
<b>Enhancement</b>						
<hr/>						
<b>MORPC ID:</b> 3113	<b>PID:</b> 101940	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-US033-30.99			
* US-33 from Bowen Rd to Fairfield Co Line, Noise Walls						
			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			State	Con	\$1,258,360	2023
<hr/>						
<b>MORPC ID:</b> 3947	<b>PID:</b> 117607	<b>Agency:</b> ODOT	<b>CRS:</b> FRA-SR161-15.80			
SR 161 from I-270 to Us 62, Noise Walls						
			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			State	PE DD	\$500,000	2023
			State	PE Envir	\$1,500,000	2023
<hr/>						
<b>MORPC ID:</b> 3508	<b>PID:</b> 106877	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-SR315-07.13			
* SR-315 from Garrett Dr to Henderson Rd, Noise Walls						
			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			State	Con	\$939,890	2022
			Federal	Con	\$2,708,030	2022
<hr/>						
<b>MORPC ID:</b> 3670	<b>PID:</b> 107262	<b>Agency:</b> ODOT 5	<b>CRS:</b> LIC-IR070-01.90			
* IR 70 at S of I70 parrallel to Freeway Dr in Russel Heights, Noise Walls						
			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			Federal	Con	\$735,966	2022
			State	Con	\$81,774	2022
<b>Total for Enhancement (7 project phases)</b>					<b>\$7,724,020</b>	
<hr/>						
<b>Freeway Expansion</b>						
<hr/>						
<b>MORPC ID:</b> 2427	<b>PID:</b> 90200	<b>Agency:</b> ODOT 6	<b>CRS:</b> DEL-IR071-07.91			
I-71 at Sunbury Pkwy, New Interchange/Study						
			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			State	PE Envir	\$1,195,935	2022
<hr/>						
<b>MORPC ID:</b> 556	<b>PID:</b> 77555	<b>Agency:</b> ODOT 5	<b>CRS:</b> FAI-US033-02.64			
US-33 from Allen Rd to Pickerington Rd, New Interchange						
			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			State Safety	PE Envir	\$2,457,797	2021
			Federal	PE Envir	\$52,920	2022
			State	PE Envir	\$713,362	2022
			State	PE DD	\$300,000	2023
<hr/>						
<b>MORPC ID:</b> 3088	<b>PID:</b> 96808	<b>Agency:</b> ODOT 5	<b>CRS:</b> FAI-IR070-00.00 (FEF-4)			
I-70 from Brice Rd to Taylor Rd, Major Widening/Interchange Modification						
			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			State	PE Envir	\$500,000	2023
			Federal	PE Envir	\$4,500,000	2023

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**Table 1. Phases Included in the SFY 2021 to 2024 TIP that Were Authorized**

<b>MORPC ID:</b> 3295	<b>PID:</b> 105523	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR070/71 Part1 (4R)-Part2 (6R)	
70/71 Part1 (4R); Part2 (6R), Major Widening/Interchange Modification				
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	State	PE DD	\$896,600	2021
	Local	Con	\$9,400,730	2022
	State	Con	\$145,220,702	2022
	Bond	Con	\$24,000,000	2022
	Federal	Con	\$22,944,773	2022
	STBG-M	Con	\$4,609,058	2022
	NHFP	Con	\$105,000,000	2022
	State	PE DD	\$393,462	2022
	State	PE DD	\$50,000	2023
<b>MORPC ID:</b> 2877	<b>PID:</b> 95639	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR070-22.61 (FEF-1A)	
I-70 at I-270 (East Outerbelt), Interchange Modification				
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	Federal	PE DD	\$170,747	2021
	State	PE DD	\$18,972	2021
	State	ROW	\$1,561,150	2021
	State	Con	\$8,057,984	2022
	Federal	Con	\$75,060,381	2022
	Federal	PE DD	\$60,677	2022
	State	PE DD	\$15,169	2022
	State	ROW	\$34,500	2022
	Federal	Con	\$1,120,000	2023
	State	Con	\$280,000	2023
<b>MORPC ID:</b> 3089	<b>PID:</b> 98232	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR070-22.85 (FEF-1B&C	
I-70 at I-270 (East Outerbelt), Interchange Modification				
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	Federal	ROW	\$880,480	2023
	State	ROW	\$220,120	2023
<b>MORPC ID:</b> 3640	<b>PID:</b> 105435	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR071/270-28.27/25.99A	
* I-71 & I-270 (North Outerbelt), Interchange Modification/Bridge Deck Replace				
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	Federal	PE Envir	\$758,421	2021
	State	PE Envir	\$84,269	2021
	State	PE Envir	\$608,753	2022
<b>MORPC ID:</b> 3521	<b>PID:</b> 107201	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR071-00.00	
I-71 from Pickaway Co Line to SR-665, Major Widening				
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	Federal	Con	\$45,426,528	2021
	State	Con	\$6,462,324	2021
	State	Con	\$300,000	2022
<b>MORPC ID:</b> 3294	<b>PID:</b> 105453	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR071-17.46 (Proj 3B)	
I-70/I-71 Innerbelt (Phase 3B), Major Widening/New Roadway				
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
	State	Con	\$75,000	2021
	NHFP	Con	\$15,000	2021
	NHFP	Con	\$675,000	2021
	NHFP	Con	\$450,000	2022
	STBG-M	Con	\$94,531	2022
	State	Con	\$50,000	2022

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**Table 1. Phases Included in the SFY 2021 to 2024 TIP that Were Authorized**

<b>MORPC ID:</b> 2872	<b>PID:</b> 92616	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR270-51.50
I-270 (South Outerbelt) at US-23, Interchange Modification			
		<b>Source</b>	<b>Phase</b>
		State	PE DD
		State	ROW
		State Safety	Con
		State	Con
		ODOT J&C	Con
		Local	Con
		HSIP	Con
		Federal	Con
		<b>Amount</b>	<b>SFY</b>
		\$340,912	2022
		\$50,000	2023
		\$460,850	2023
		\$2,493,159	2023
		\$279,114	2023
		\$660,000	2023
		\$4,147,646	2023
		\$20,018,291	2023
<b>MORPC ID:</b> 3892	<b>PID:</b> 112602	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-SR315-Goodale St
SR-315 at Goodale St, Interchange Modification			
		<b>Source</b>	<b>Phase</b>
		Local	Con
		ODOT J&C	Con
		<b>Amount</b>	<b>SFY</b>
		\$1,475,877	2022
		\$150,000	2022
<b>Total for Freeway Expansion (50 project phases)</b>			<b>\$494,791,195</b>
<b>ITS &amp; TDM</b>			
<b>MORPC ID:</b> 3550	<b>PID:</b> 107619	<b>Agency:</b> ODOT 5	<b>CRS:</b> D05-FY 2022 Signal-Upgrade
* District 5 Signal Upgrade FY22, Signals			
		<b>Source</b>	<b>Phase</b>
		State	ROW
		State	Con
		<b>Amount</b>	<b>SFY</b>
		\$5,000	2021
		\$1,132,030	2022
<b>MORPC ID:</b> 3656	<b>PID:</b> 110445	<b>Agency:</b> ODOT 6	<b>CRS:</b> DEL-US036-04.97
* US-36 at SR-257, Signalization			
		<b>Source</b>	<b>Phase</b>
		State	Con
		State Safety	Con
		Federal	Con
		<b>Amount</b>	<b>SFY</b>
		\$2,287	2021
		\$20,863	2021
		\$208,350	2021
<b>MORPC ID:</b> 2941	<b>PID:</b> 105799	<b>Agency:</b> Delaware	<b>CRS:</b> DEL-US036-07.87
Delaware Signal System Upgrade, Signals			
		<b>Source</b>	<b>Phase</b>
		CMAQ-M	Con
		Local	Con
		CMAQ-M	Con
		<b>Amount</b>	<b>SFY</b>
		\$573,454	2021
		\$312,838	2022
		\$1,815,000	2022
<b>MORPC ID:</b> 3590	<b>PID:</b> 110521	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-Columbus Signal System, Phase F-
Columbus Signal System, Phase F, Signalization			
		<b>Source</b>	<b>Phase</b>
		CMAQ-M	Con
		Local	Con
		<b>Amount</b>	<b>SFY</b>
		\$10,771,751	2023
		\$946,968	2023
<b>MORPC ID:</b> 2946	<b>PID:</b> 99738	<b>Agency:</b> Grandview Heights	<b>CRS:</b> FRA-Grandview Heights Signals Interconnect-
Grandview Heights Signals Interconnect, Signalization			
		<b>Source</b>	<b>Phase</b>
		CMAQ-M	Con
		<b>Amount</b>	<b>SFY</b>
		\$11,666	2021
<b>MORPC ID:</b> 3052	<b>PID:</b> 99036	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-MORPC FY 21-Rideshare
Gohio Commute, SFY 2021, Ridesharing			
		<b>Source</b>	<b>Phase</b>
		CMAQ-M	Plan
		<b>Amount</b>	<b>SFY</b>
		\$700,000	2021
<b>MORPC ID:</b> 3419	<b>PID:</b> 105637	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-MORPC FY 22-Rideshare
Gohio Commute, SFY 2022, Ridesharing			
		<b>Source</b>	<b>Phase</b>
		CMAQ-M	Plan
		<b>Amount</b>	<b>SFY</b>
		\$700,000	2022
<b>MORPC ID:</b> 3420	<b>PID:</b> 105638	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-MORPC FY 23-Rideshare
Gohio Commute, SFY 2023, Ridesharing			
		<b>Source</b>	<b>Phase</b>
		CMAQ-M	Plan
		<b>Amount</b>	<b>SFY</b>
		\$700,000	2023

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<b>MORPC ID:</b> 3802	<b>PID:</b> NA	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-Neil Ave-Signals				
Neil Ave at 8 intersections between Buttles Ave & 11th Ave, Signals				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Local	Con	\$1,748,958	2021
				SCIP	Con	\$1,000,000	2021
<b>MORPC ID:</b> 3897	<b>PID:</b> NA	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-Summit St-Signals				
Summit St from Warren St to E 7th Ave, Signals				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Local	Con	\$1,467,052	2023
				Local	ROW	\$150,000	2023
				LTIP	Con	\$999,999	2023
<b>MORPC ID:</b> 3593	<b>PID:</b> 113309	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-SR161-10.85				
SR 161 at Huntley/Sinclair, Signalization				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				STBG-M	ROW	\$82,500	2022
				Local	ROW	\$20,625	2022
				STBG-M	Con	\$701,668	2023
<b>Total for ITS &amp; TDM (22 project phases)</b>						<b>\$24,071,008</b>	
<b>Maintenance</b>							
<b>MORPC ID:</b> 3946	<b>PID:</b> 101254	<b>Agency:</b> ODOT 5	<b>CRS:</b> D05-GR FY2021-Ding N Dent				
District 5 Guardrail Repair, Guardrail Maintenance				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	Con	\$920,070	2021
<b>MORPC ID:</b> 3680	<b>PID:</b> 111195	<b>Agency:</b> ODOT 6	<b>CRS:</b> D06-City NHS Guardrail Upgrade--				
* City NHS Guardrail Upgrade, Guardrail Upgrade/Replace				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Federal	Con	\$79,263	2021
				HSIP	Con	\$792,648	2021
<b>MORPC ID:</b> 3700	<b>PID:</b> 100773	<b>Agency:</b> ODOT 6	<b>CRS:</b> D06-Crackseal PPM FY22A--				
* Crackseal PPM FY22A at Various routes throughout District Six, Crack Sealing				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	Con	\$409,490	2022
<b>MORPC ID:</b> 3728	<b>PID:</b> 112108	<b>Agency:</b> ODOT 6	<b>CRS:</b> D06-ELEC-FY22				
* Electrical Maintenance FY22 at Distict 6, Electrical Maintenance				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	Con	\$527,340	2022
				State Safety	Con	\$23,163	2022
<b>MORPC ID:</b> 3647	<b>PID:</b> 111511	<b>Agency:</b> ODOT 6	<b>CRS:</b> D06-GR-FY21				
* District 6 Guardrail Repair FY21, Guardrail Maintenance				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	Con	\$424,770	2021
<b>MORPC ID:</b> 3649	<b>PID:</b> 112224	<b>Agency:</b> ODOT 6	<b>CRS:</b> D06-GR-FY22				
* District 6 Guardrail Repair FY22, Guardrail Maintenance				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	Con	\$556,260	2022
<b>MORPC ID:</b> 3722	<b>PID:</b> 105863	<b>Agency:</b> ODOT 6	<b>CRS:</b> D06-PMA FY23--				
* PMA FY23 at District 6, Pavement Marking				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	Con	\$539,000	2023
<b>MORPC ID:</b> 3246	<b>PID:</b> 100768	<b>Agency:</b> ODOT 6	<b>CRS:</b> D06-PMA-FY21				
* Auxiliary Pavement Marking (FY21 & 22) at various routes throughout District Six, Pavement Marking				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	Con	\$385,300	2021

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<b>MORPC ID:</b> 3245	<b>PID:</b> 100766	<b>Agency:</b> ODOT 6	<b>CRS:</b> D06-PMF-FY21				
* Fast Dry Pavement Marking FY21 at Various routes throughout District Six, Pavement Marking				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Federal	Con	\$2,712,719	2021
				State	Con	\$690,951	2021
<b>MORPC ID:</b> 3726	<b>PID:</b> 108082	<b>Agency:</b> ODOT 6	<b>CRS:</b> D06-PMF-FY23				
* Fast Dry Pavement Marking FY23 at District 6, Pavement Marking				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	Con	\$3,913,000	2023
<b>MORPC ID:</b> 3247	<b>PID:</b> 100769	<b>Agency:</b> ODOT 6	<b>CRS:</b> D06-RPM-FY21				
* District 6 Raised Pavement Markers, Raised Pavement Markers				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	Con	\$257,960	2021
<b>MORPC ID:</b> 3730	<b>PID:</b> 105862	<b>Agency:</b> ODOT 6	<b>CRS:</b> D06-RPM-FY23				
* Raised Pavement Marking FY23 at District 6, Raised Pavement Markers				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	Con	\$220,000	2023
<b>MORPC ID:</b> 3710	<b>PID:</b> 91904	<b>Agency:</b> ODOT 6	<b>CRS:</b> D06-SP FY21 Priority--				
* SP FY21 Priority at Various locations in D6 - to be determined, Minor Pavement Rehabilitation				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	Con	\$131,962	2021
				Federal	Con	\$1,187,658	2021
<b>MORPC ID:</b> 3708	<b>PID:</b> 110696	<b>Agency:</b> ODOT 6	<b>CRS:</b> D06-SP FY23 Concrete--				
* SP FY23 Concrete at Various routes throughout District Six, Minor Pavement Rehabilitation				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	Con	\$2,648,800	2023
<b>MORPC ID:</b> 3704	<b>PID:</b> 110699	<b>Agency:</b> ODOT 6	<b>CRS:</b> D06-SP FY23 General--				
* SP FY23 General at Various general system routes throughout District , Minor Pavement Rehabilitation				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	Con	\$1,040,000	2023
<b>MORPC ID:</b> 3673	<b>PID:</b> 109345	<b>Agency:</b> ODNR	<b>CRS:</b> DEL-Delaware WLA-Resurface				
* Delaware Wildlife Area Resurface, Parks/Resurfacing				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	Con	\$14,926	2021
<b>MORPC ID:</b> 3930	<b>PID:</b> 115259	<b>Agency:</b> ODOT	<b>CRS:</b> DEL-Radnor Twp Sign Grant-				
* Radnor Twp Sign Grant, Signage				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				HSIP	Con	\$3,356	2022
<b>MORPC ID:</b> 3276	<b>PID:</b> 105739	<b>Agency:</b> Delaware County	<b>CRS:</b> DEL-Red Bank Rd-Resurfacing				
Red Bank Rd from Smothers Rd to Gorsuch Rd, Resurfacing				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Local	Con	\$550,192	2023
				STBG-M	Con	\$825,288	2023
<b>MORPC ID:</b> 3927	<b>PID:</b> 113402	<b>Agency:</b> Delaware County	<b>CRS:</b> DEL-VAR CR GR-FY22				
* S Old State Rd & Red Bank Rd, Guardrail Upgrade/Replace				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				HSIP-C	Con	\$250,000	2022
				Local	Con	\$38,675	2022

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<b>MORPC ID:</b> 3683	<b>PID:</b> 109070	<b>Agency:</b> ODOT 6	<b>CRS:</b> DEL-US036-00.00
* US 36 from Union County Line to E of Section Line Rd, Major Rehabilitation			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	State	PE Envir	\$604,841
	HSIP	PE Envir	\$685,738
	State Safety	PE Envir	\$76,193
	Federal	PE DD	\$90,278
	State	PE DD	\$22,569
	State	ROW	\$100,000
<b>MORPC ID:</b> 3707	<b>PID:</b> 110050	<b>Agency:</b> ODOT 6	<b>CRS:</b> DEL-SR037-23.00
* SR 37 & SR 521 from Sunbury Corp Limit & Delaware Corp Limit to Licking County & S of Three B's & K, Minor Pavement Rehabilitation			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	Federal	Con	\$2,177,864
	State	Con	\$544,466
<b>MORPC ID:</b> 3682	<b>PID:</b> 109074	<b>Agency:</b> ODOT 6	<b>CRS:</b> DEL-US042-02.28
* US 42 from NE of SR-257 to E of Fern Dr, Major Rehabilitation			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	State Safety	PE DD	\$499,800
	Local	Con	\$111,902
	Federal	Con	\$3,254,908
	HSIP	Con	\$991,374
	State	Con	\$691,943
	State Safety	Con	\$110,153
<b>MORPC ID:</b> 3646	<b>PID:</b> 108799	<b>Agency:</b> ODOT 6	<b>CRS:</b> DEL-SR315-Drainage Impr
* SR-315 from Jewett Rd to Sherborne Ln, Maintenance Activity			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	State	PE DD	\$10,000
	State	ROW	\$100,000
<b>MORPC ID:</b> 3716	<b>PID:</b> 110618	<b>Agency:</b> ODOT 6	<b>CRS:</b> DEL-SR750-2.170
* Portions of SR-750 & SR-665, Resurfacing			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	Local	Con	\$349,945
	State	Con	\$48,890
	Federal	Con	\$670,983
<b>MORPC ID:</b> 3679	<b>PID:</b> 105922	<b>Agency:</b> Fairfield County	<b>CRS:</b> FAI-CR VAR GR-FY2022
* Fairfield Co Guardrail, Guardrail Upgrade/Replace			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	Local	Con	\$9,642
	HSIP-C	Con	\$200,000
<b>MORPC ID:</b> 1699	<b>PID:</b> 25436	<b>Agency:</b> ODOT 5	<b>CRS:</b> FAI-IR070-00.00/LIC-70-00
* I-70 from Franklin Co line to 0.16 miles E of SR-158, Resurfacing			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	Federal	Con	\$10,221,804
	State	Con	\$1,135,756
<b>MORPC ID:</b> 3933	<b>PID:</b> 115582	<b>Agency:</b> ODOT	<b>CRS:</b> FAI-2022 CEAO Sign-Upgrade
* Fairfield County Sign Upgrade, Signage			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	Local	Other	\$10,325
	HSIP-C	Other	\$41,300
<b>MORPC ID:</b> 3934	<b>PID:</b> 115583	<b>Agency:</b> ODOT	<b>CRS:</b> FRA-2022 CEAO Sign-Upgrade
* Franklin County Sign Upgrade, Signage			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	Local	Other	\$12,346
	HSIP-C	Other	\$49,384

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<b>MORPC ID:</b> 3317	<b>PID:</b> NA	<b>Agency:</b> Grove City	<b>CRS:</b> FRA-Demorest Rd-Phase 2			
Demorest Rd from Basswood Ave to Southwest Blvd, Minor Pavement Rehabilitation/Multi-Use Path			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			Local	ROW	\$265,000	2022
			Local	Con	\$440,688	2023
			SCIP	Con	\$1,999,999	2023
<b>MORPC ID:</b> 3895	<b>PID:</b> NA	<b>Agency:</b> Whitehall	<b>CRS:</b> FRA-E Broad St-Phase 1			
E Broad St from west of Maplewood Ave to Robinwood Ave, Reconstruction/Multi-Use Path			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			SCIP	ROW	\$75,000	2022
			SCIP	Con	\$2,768,052	2023
<b>MORPC ID:</b> 3859	<b>PID:</b> NP	<b>Agency:</b> Grandview Heights	<b>CRS:</b> FRA-Fairview Ave-First Ave			
Fairview Ave from First Ave to Third Ave, Reconstruction/Signalization			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			Local	ROW	\$486,000	2022
			SCIP	Con	\$1,999,900	2023
<b>MORPC ID:</b> 3648	<b>PID:</b> 112225	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-GR-FY22			
* Guardrail Repair FY22 at Various locations throughout Franklin County, Guardrail Maintenance			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			State	Con	\$1,506,260	2022
<b>MORPC ID:</b> 3732	<b>PID:</b> 112239	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-Landscape Maintenance FY22--			
* Landscape Maintenance FY22 at Franklin County, Landscape Maintenance			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			State	Con	\$695,320	2023
<b>MORPC ID:</b> 3781	<b>PID:</b> NA	<b>Agency:</b> Upper Arlington	<b>CRS:</b> FRA-McCoy Road-Mountview Road			
McCoy Road from Mountview Road to Kenny Road, Resurfacing			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			Local	Con	\$1,017,000	2021
<b>MORPC ID:</b> 3782	<b>PID:</b> NA	<b>Agency:</b> Upper Arlington	<b>CRS:</b> FRA-McCoy Road-Riverside Drive			
McCoy Road from Riverside Drive to Mountview Road, Resurfacing			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			Local	Con	\$1,180,000	2022
<b>MORPC ID:</b> 3733	<b>PID:</b> 111515	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-MOW-FY21			
* Mowing FY21 at Franklin County, Mowing			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			State	Con	\$857,790	2021
<b>MORPC ID:</b> 3731	<b>PID:</b> 112238	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-MOW-FY22			
* Mowing FY22 at Franklin County, Mowing			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			State	Con	\$935,340	2022
<b>MORPC ID:</b> 3884	<b>PID:</b> 115139	<b>Agency:</b> ODOT	<b>CRS:</b> FRA-Pleasant Township Sign Grant-			
* Pleasant Township Sign Grant, Signage			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			HSIP	Con	\$7,697	2022
<b>MORPC ID:</b> 3804	<b>PID:</b> NA	<b>Agency:</b> Franklin County	<b>CRS:</b> FRA-Saltzgaber Rd, Swisher Rd & Toy Rd-			
Saltzgaber Rd, Swisher Rd & Toy Rd, Reconstruction/Intersection Modification			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			LTIP	Con	\$702,602	2021
			Private	Con	\$1,060,000	2021
			Local	Con	\$383,918	2021

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**Table 1. Phases Included in the SFY 2021 to 2024 TIP that Were Authorized**

<b>MORPC ID:</b> 3684	<b>PID:</b> 112219	<b>Agency:</b> Grove City	<b>CRS:</b> FRA-Tigerpoly--				
* Seeds Road/Enterprise Pkwy from South Meadows Dr to Grove City Limits, Major Rehabilitation				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				Local	Con	\$1,586,561	2021
				ODSA	Con	\$350,000	2021
				ODOT J&C	Con	\$45,000	2021
<b>MORPC ID:</b> 3807	<b>PID:</b> CC20X/C	<b>Agency:</b> Groveport	<b>CRS:</b> FRA-W Bixby Rd-Phase 2				
W Bixby Rd from Madison-Christian School to Three Creeks Metro Park entrance, Reconstruction/Multi-Use Path				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				SCIP	Con	\$1,710,852	2021
<b>MORPC ID:</b> 3724	<b>PID:</b> 109111	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-US023-22.75 Signing				
* US-23 at North and South of I-270 interchange, Signage				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				HSIP	Con	\$645,740	2021
				Federal	Con	\$64,570	2021
<b>MORPC ID:</b> 3878	<b>PID:</b> 113758	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-US033-04.36				
* Riverside Dr from N of Fishinger Rd to S of Martin Rd, Pavement Marking				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				State	Con	\$10,537	2021
				Federal	Con	\$42,150	2021
<b>MORPC ID:</b> 3769	<b>PID:</b> 112584	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-US033-22.93				
US 33 from I-70 to 0.5 mi west of I-270, Minor Pavement Rehabilitation				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				Federal	Con	\$2,210,592	2022
				State	Con	\$552,648	2022
				Local	Con	\$431,440	2022
<b>MORPC ID:</b> 3798	<b>PID:</b> NA	<b>Agency:</b> Bexley	<b>CRS:</b> FRA-US040-03.57				
S Drexel Ave & Grandon Ave, Reconstruction				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				SCIP	Con	\$4,860,364	2021
<b>MORPC ID:</b> 2482	<b>PID:</b> 86645	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-US040-10.550				
* W Broad St (US-40) from Guilford Ave to RR east of SR-315, Resurfacing/Bicycle Lanes				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				State	Con	\$3,495	2021
				Local	Con	\$1,949,985	2021
				Federal	Con	\$740,483	2021
<b>MORPC ID:</b> 3697	<b>PID:</b> 106274	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-US040-15.99				
* US 40 at segments on Broad St & Drexel Ave, Minor Pavement Rehabilitation				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				Federal	Con	\$349,191	2023
				Local	Con	\$154,338	2023
				State	Con	\$3,960	2023
<b>MORPC ID:</b> 3713	<b>PID:</b> 108150	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-US040-22.450				
* US 40 from Reynoldsburg Corp to Licking County Line, Resurfacing				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				State	Con	\$8,304	2021
				Federal	Con	\$809,704	2021
				Local	Con	\$275,812	2021
<b>MORPC ID:</b> 3810	<b>PID:</b> NA	<b>Agency:</b> Reynoldsburg	<b>CRS:</b> FRA-US040-23.93				
E Main St from Davidson Dr to Jackson St, Reconstruction				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				SCIP	Con	\$1,999,999	2021
				Local	Con	\$800,592	2021

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<b>MORPC ID:</b> 3281	<b>PID:</b> 105816	<b>Agency:</b> Upper Arlington	<b>CRS:</b> FRA-CR052-02.87				
Fishinger Rd from Mountview Rd to Tremont Rd, Reconstruction				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Local	Con	\$4,520,951	2022
				STBG-M	Con	\$4,632,560	2022
				Local	ROW	\$100,000	2022
<b>MORPC ID:</b> 3720	<b>PID:</b> 112403	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR070-Pump ST-1&1A				
* I-70 at Pump Stations ST-1 & ST-1A, Maintenance Activity				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	PE Envir	\$344,162	2021
				State	PE DD	\$113,809	2023
<b>MORPC ID:</b> 3768	<b>PID:</b> 112968	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-SR161-18.63 Cable Bar				
SR 161 from Hamilton Rd to Babbit Rd, Guardrail Upgrade/Replace				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				HSIP	Con	\$1,202,896	2021
<b>MORPC ID:</b> 3809	<b>PID:</b> NA	<b>Agency:</b> Madison Twp	<b>CRS:</b> FRA-TR231-00.00				
Rager Rd from Groveport Rd to US 33, Reconstruction				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				LTIP	Con	\$364,574	2021
				Local	Con	\$82,000	2021
<b>MORPC ID:</b> 3481	<b>PID:</b> 106264	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-SR256-00.00				
* SR-256 (Lancaster Ave) from Main St (US 40) to S of Farmsbury Dr, Preventive Pavement Maintenance				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Federal	Con	\$401,232	2023
				Local	Con	\$109,244	2023
				State	Con	\$5,064	2023
<b>MORPC ID:</b> 3808	<b>PID:</b> NA	<b>Agency:</b> Jackson Twp	<b>CRS:</b> FRA-TR268-00.00				
Hiner Rd from Borrer Rd to SR-104, Resurfacing				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Local	Con	\$130,000	2021
				LTIP	Con	\$200,700	2021
<b>MORPC ID:</b> 3475	<b>PID:</b> 106243	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR270-18.79				
* I-270 from US 33 W interchange to Rear approach of RR bridge, Resurfacing/Bridge Deck Overlay				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	Con	\$488,953	2021
				Federal	Con	\$4,400,577	2021
<b>MORPC ID:</b> 3928	<b>PID:</b> 113986	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR270-37.00				
* I-270 from 0.40 mi W of Hamilton Rd to 0.97 mi S of Broad, Minor Pavement Rehabilitation				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	Con	\$1,129,024	2023
				Federal	Con	\$10,161,216	2023
<b>MORPC ID:</b> 3771	<b>PID:</b> 112798	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR270-43.180				
I-270 (East Outerbelt) from RR bridge S of I-70 to N of Alum Creek Dr, Minor Pavement Rehabilitation				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Federal	PE DD	\$900,000	2023
				State	PE DD	\$100,000	2023
<b>MORPC ID:</b> 1496	<b>PID:</b> 79666	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR270-48.470				
* I-270 from 0.51 mi E of Alum Creek to 0.23 mi W of Parsons Ave, Resurfacing				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	Con	\$824,635	2021
				Federal	Con	\$7,206,592	2021

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<b>MORPC ID:</b> 3714	<b>PID:</b> 110693	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR270-SP FY21 Concrct			
* I-270 at locations in Franklin County, Minor Pavement Rehabilitation						
			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			Federal	Con	\$1,233,439	2021
			State	Con	\$140,053	2021
<b>MORPC ID:</b> 3685	<b>PID:</b> 100774	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR270-VAR SP FY22P			
* Spot Paving FY22 Franklin Co Priority Routes, Minor Pavement Rehabilitation						
			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			State	Con	\$2,268,480	2022
<b>MORPC ID:</b> 3772	<b>PID:</b> 112800	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-SR665-9.900			
SR 665 at Various locations, Minor Pavement Rehabilitation						
			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			State	Con	\$422,208	2023
			Local	Con	\$697,692	2023
			Federal	Con	\$2,757,101	2023
<b>MORPC ID:</b> 3706	<b>PID:</b> 110051	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR670-00.87			
* I-670 from W of Grandview Ave to ramp from 4th St (US 23D), Minor Pavement Rehabilitation						
			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			Federal	Con	\$7,759,683	2022
			State	Con	\$862,187	2022
<b>MORPC ID:</b> 2967	<b>PID:</b> 93109	<b>Agency:</b> ODOT 5	<b>CRS:</b> LIC-US040-00.00			
* US 40 from Franklin/Licking County Line to SR-37, Resurfacing/Signalization						
			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			Local	Con	\$313,302	2021
			Federal	Con	\$15,878,104	2021
			State	Con	\$3,976,764	2021
			State	Con	\$34,966	2023
<b>MORPC ID:</b> 3719	<b>PID:</b> 110585	<b>Agency:</b> ODOT 6	<b>CRS:</b> UNI-SR004-24.35/0.00/0.00			
* SR-4 from SR-37 to S of Boundary Rd, Resurfacing						
			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			State Safety	Con	\$1,922	2021
			State	Con	\$338,929	2021
			Federal	Con	\$1,356,100	2021
			HSIP	Con	\$17,295	2021
<b>MORPC ID:</b> 3681	<b>PID:</b> 111381	<b>Agency:</b> ODOT 6	<b>CRS:</b> UNI-US042-04.92			
* US 42 from Watkins-California Rd to W of SR-745, Major Rehabilitation/Intersection Modification						
			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			State	PE Envir	\$363,400	2021
			Federal	PE Envir	\$1,453,600	2021
			Federal	PE DD	\$91,549	2022
			Federal	PE Envir	\$952,079	2022
			State	PE Envir	\$238,020	2022
			State	PE DD	\$22,887	2022
			State	ROW	\$900,000	2023
<b>Total for Maintenance (136 project phases)</b>						
<b>\$157,450,025</b>						

**Safety & Minor Widening**

<b>MORPC ID:</b> 3405	<b>PID:</b> NA	<b>Agency:</b> Delaware County	<b>CRS:</b> DEL-Home Rd-Perry to US-23			
Home Rd from Perry Rd to US-23, Minor Widening						
			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			Local	Con	\$4,000,000	2021
<b>MORPC ID:</b> 3919	<b>PID:</b> 115600	<b>Agency:</b> Delaware County TID	<b>CRS:</b> DEL-Home Rd-Sawmill Pwy Imp			
* Sawmill Pkwy at Home Rd, Intersection Modification/Multi-Use Path						
			<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
			State	Con	\$400,000	2022
			Local	Con	\$3,700,000	2022
			LTIP	Con	\$495,000	2022

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<b>MORPC ID:</b> 3002	<b>PID:</b> 97431	<b>Agency:</b> Delaware County	<b>CRS:</b> DEL-CR013-05.02	
* Lewis Center Rd at Worthington Rd/Rome Corners Rd, Intersection Modification				
			<b>Source</b>	<b>Phase</b>
			HSIP	PE Envir
			HSIP	ROW
			<b>Amount</b>	<b>SFY</b>
			\$279,240	2021
			\$250,000	2022
<b>MORPC ID:</b> 3661	<b>PID:</b> 110797	<b>Agency:</b> ODOT 6	<b>CRS:</b> DEL-US023-01.39	
* US-23 at Powell Rd (SR-750), Intersection Modification				
			<b>Source</b>	<b>Phase</b>
			State Safety	ROW
			Federal	Con
			State Safety	Con
			State	Con
			<b>Amount</b>	<b>SFY</b>
			\$33,166	2021
			\$307,017	2022
			\$30,557	2022
			\$3,556	2022
<b>MORPC ID:</b> 3879	<b>PID:</b> 113769	<b>Agency:</b> Delaware	<b>CRS:</b> DEL-US023-09.67	
* US 23 at Hull Dr, Intersection Modification				
			<b>Source</b>	<b>Phase</b>
			HSIP	PE Envir
			HSIP	PE DD
			HSIP	Con
			Local	Con
			<b>Amount</b>	<b>SFY</b>
			\$33,155	2021
			\$9,021	2022
			\$385,384	2023
			\$267,704	2023
<b>MORPC ID:</b> 3268	<b>PID:</b> 104502	<b>Agency:</b> ODOT 6	<b>CRS:</b> DEL-US036-18.79	
* US-36/SR-37 at Galena Rd, Intersection Modification/Bridge Deck Overlay				
			<b>Source</b>	<b>Phase</b>
			State Safety	PE Envir
			Federal	ROW
			Local	ROW
			State	ROW
			State Safety	ROW
			Federal	Con
			Local	Con
			State	Con
			State Safety	Con
			<b>Amount</b>	<b>SFY</b>
			\$10,548	2021
			\$444,154	2022
			\$332,675	2022
			\$49,350	2022
			\$863,546	2022
			\$60,800	2023
			\$1,033,327	2023
			\$122,950	2023
			\$1,434,000	2023
<b>MORPC ID:</b> 3659	<b>PID:</b> 111819	<b>Agency:</b> Delaware County	<b>CRS:</b> DEL-US036-19.93	
* US-36/SR-37 at Carter's Corner Rd/Domigan Rd, Intersection Modification				
			<b>Source</b>	<b>Phase</b>
			Local	Con
			HSIP	Con
			<b>Amount</b>	<b>SFY</b>
			\$1,744,332	2023
			\$1,139,900	2023
<b>MORPC ID:</b> 3322	<b>PID:</b> 104623	<b>Agency:</b> ODOT 6	<b>CRS:</b> DEL-SR061-04.71	
* SR-61 at Wilson Rd (SR-656), Intersection Modification				
			<b>Source</b>	<b>Phase</b>
			Federal	Con
			Local	Con
			State	Con
			State Safety	Con
			Federal	ROW
			State	ROW
			State Safety	ROW
			<b>Amount</b>	<b>SFY</b>
			\$1,242,827	2021
			\$426,882	2021
			\$88,632	2021
			\$104,773	2021
			\$210,865	2021
			\$2,891	2021
			\$26,632	2021
<b>MORPC ID:</b> 3665	<b>PID:</b> 111806	<b>Agency:</b> Delaware County	<b>CRS:</b> DEL-TR119-00.56	
* Sawmill Rd at Presidential Pkwy, Intersection Modification				
			<b>Source</b>	<b>Phase</b>
			Local	Con
			Federal	Con
			<b>Amount</b>	<b>SFY</b>
			\$640,708	2023
			\$500,000	2023
<b>MORPC ID:</b> 3657	<b>PID:</b> 110446	<b>Agency:</b> ODOT 6	<b>CRS:</b> DEL-SR315-00.86	
* SR-315 at Jewett Rd, Intersection Modification				
			<b>Source</b>	<b>Phase</b>
			State Safety	PE Envir
			State Safety	PE Envir
			State Safety	PE Envir
			State Safety	PE DD
			<b>Amount</b>	<b>SFY</b>
			\$29,698	2021
			\$88,782	2022
			\$87,807	2023
			\$50,000	2023

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<b>MORPC ID:</b> 3875	<b>PID:</b> 113662	<b>Agency:</b> ODOT 6	<b>CRS:</b> DEL-SR315-05.66		
* SR-315 at Hyatts Rd, Intersection Modification					
			<b>Source</b>	<b>Phase</b>	<b>Amount</b>
			HSIP	PE Envir	\$210,638
			State Safety	PE DD	\$89,216
			HSIP	PE Envir	\$148,116
			State Safety	PE Envir	\$16,457
			HSIP	ROW	\$400,000
<b>MORPC ID:</b> 3660	<b>PID:</b> 110922	<b>Agency:</b> ODOT 6	<b>CRS:</b> DEL-SR605-00.31		
* SR-605 at Fancher Rd, Intersection Modification					
			<b>Source</b>	<b>Phase</b>	<b>Amount</b>
			State Safety	PE DD	\$367,808
			HSIP	ROW	\$372,350
<b>MORPC ID:</b> 3666	<b>PID:</b> 110862	<b>Agency:</b> Fairfield County	<b>CRS:</b> FAI-CR007-01.94		
* Refugee Rd at four intersections, Intersection Modification					
			<b>Source</b>	<b>Phase</b>	<b>Amount</b>
			Federal	PE DD	\$59,224
			Local	ROW	\$30,222
			HSIP	ROW	\$272,002
<b>MORPC ID:</b> 3909	<b>PID:</b> 113400	<b>Agency:</b> ODOT 5	<b>CRS:</b> FAI-SR204-02.30		
* SR-204 at Milnor Rd, Intersection Modification					
			<b>Source</b>	<b>Phase</b>	<b>Amount</b>
			State	PE Envir	\$76,264
			HSIP	ROW	\$135,000
			State Safety	ROW	\$15,000
<b>MORPC ID:</b> 3911	<b>PID:</b> 113650	<b>Agency:</b> ODOT 5	<b>CRS:</b> FAI-SR204-04.30		
* SR-204 at Tollgate Rd, Intersection Modification					
			<b>Source</b>	<b>Phase</b>	<b>Amount</b>
			State Safety	PE Envir	\$52,743
<b>MORPC ID:</b> 3939	<b>PID:</b> 117463	<b>Agency:</b> ODOT	<b>CRS:</b> FRA-Arthur Drive connector--		
Arthur Drive connector from North Clara Circle to Lyman Drive, Intersection Modification/New Roadway					
			<b>Source</b>	<b>Phase</b>	<b>Amount</b>
			ODSA	Con	\$400,000
			ODOT J&C	Con	\$200,000
			Local	Con	\$1,069,650
<b>MORPC ID:</b> 3567	<b>PID:</b> 108642	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-Cleveland Ave-Ped Improve		
* Cleveland Ave from Camden Ave to Lehner Rd, Safety Improvement					
			<b>Source</b>	<b>Phase</b>	<b>Amount</b>
			HSIP	ROW	\$270,000
			Local	ROW	\$30,000
			HSIP	PE DD	\$207,000
			Local	Con	\$259,313
			HSIP	Con	\$1,026,000
<b>MORPC ID:</b> 2915	<b>PID:</b> NA	<b>Agency:</b> Grove City	<b>CRS:</b> FRA-Demorest Rd-Phase 1		
Demorest Rd from Rockbridge St to Basswood Ave, Minor Widening/Signalization					
			<b>Source</b>	<b>Phase</b>	<b>Amount</b>
			LTIP	ROW	\$323,825
			Private	Con	\$180,000
			LTIP	Con	\$3,350,524
			Local	Con	\$1,000,000
			FCIB	Con	\$1,000,000
			OFCC	Con	\$300,000
<b>MORPC ID:</b> 3853	<b>PID:</b> NP	<b>Agency:</b> Reynoldsburg	<b>CRS:</b> FRA-East Main St-Phase 2		
East Main St from Rosehill Rd to Lancaster Ave, Operational Upgrades/Streetscape					
			<b>Source</b>	<b>Phase</b>	<b>Amount</b>
			Local	Con	\$579,612
			SCIP	Con	\$1,999,999
			Local	ROW	\$110,000

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<b>MORPC ID:</b> 2840	<b>PID:</b> NA	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-Front/Marconi-Two-Way				
Front St and Marconi Blvd from W Broad St to Hickory St, Operational Upgrades/Signals				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				SCIP	Con	\$4,803,523	2023
				Local	Con	\$4,195,195	2023
<b>MORPC ID:</b> 3843	<b>PID:</b> 113435	<b>Agency:</b> Hilliard	<b>CRS:</b> FRA-Hilliard-Main St-Ped Improve				
Main St at various locations, Safety Improvement				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				Federal	Con	\$969,560	2021
				Local	Con	\$138,024	2021
<b>MORPC ID:</b> 3316	<b>PID:</b> CC24X/C	<b>Agency:</b> Grove City	<b>CRS:</b> FRA-Home Rd-Phase 1				
Home Rd from Hoover Rd to Gantz Rd, Minor Widening/Multi-Use Path				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				Local	ROW	\$50,000	2021
				SCIP	Con	\$1,824,770	2021
<b>MORPC ID:</b> 3785	<b>PID:</b> NA	<b>Agency:</b> Grove City	<b>CRS:</b> FRA-Orders Road-Old Haughn Road				
Orders Road from Old Haughn Road to Baptist Church Grove City, Minor Widening				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				Local	Con	\$2,925,000	2021
<b>MORPC ID:</b> 3811	<b>PID:</b> NA	<b>Agency:</b> Whitehall	<b>CRS:</b> FRA-Poth Rd--				
Poth Rd from Yearling Rd to Woodcliff Dr, Minor Widening				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				LTIP	Con	\$3,692,646	2021
<b>MORPC ID:</b> 3908	<b>PID:</b> 110913	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-Project Situ--				
* McKinley Ave at Souder Ave, Intersection Modification				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				Local	Con	\$1,435,000	2022
				ODOT J&C	Con	\$175,000	2022
				ODSA	Con	\$1,000,000	2022
<b>MORPC ID:</b> 3920	<b>PID:</b> 115601	<b>Agency:</b> Franklin County TID	<b>CRS:</b> FRA-Rohr Rd Corridor-Improvement				
* Rohr Rd, Minor Widening/Intersection Modification				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				State	PE DD	\$68,000	2022
<b>MORPC ID:</b> 3925	<b>PID:</b> 117388	<b>Agency:</b> Franklin County TID	<b>CRS:</b> FRA-Taylor Station Rd-Roundabout				
* Taylor Station Rd at Claycraft Rd/Research Rd, Intersection Modification				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				State	PE DD	\$48,500	2023
<b>MORPC ID:</b> 3786	<b>PID:</b> NA	<b>Agency:</b> Reynoldsburg	<b>CRS:</b> FRA-Waggoner Rd-Phase 1				
Waggoner Rd from E Main St to Priestley Dr, Minor Widening/Multi-Use Path				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				Local	ROW	\$321,979	2022
				Local	Con	\$3,218,735	2023
				SCIP	Con	\$3,500,000	2023
<b>MORPC ID:</b> 3664	<b>PID:</b> 111796	<b>Agency:</b> Franklin County	<b>CRS:</b> FRA-CR003-05.64				
* Norton Rd at Kropp/Grove City Rd, Intersection Modification				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				HSIP	Con	\$1,474,000	2023
				Local	Con	\$1,631,235	2023
<b>MORPC ID:</b> 2918	<b>PID:</b> 98557	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-CR003-12.96				
Hilliard-Rome Rd at Feder Rd/Fisher Rd, Intersection Modification/Sidewalks				<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
				Local	Con	\$3,915,674	2021
				HSIP	Con	\$1,843,500	2021
				CMAQ-M	Con	\$4,523,360	2021

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**Table 1. Phases Included in the SFY 2021 to 2024 TIP that Were Authorized**

<b>MORPC ID:</b> 3669	<b>PID:</b> 110587	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-SR003-19.38	
SR 3 (Cleveland Ave) at Hudson St, Intersection Modification				
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	State Safety	PE Envir	\$15,183	2021
	State Safety	PE Envir	\$543,548	2022
	HSIP	ROW	\$1,305,000	2023
	State Safety	ROW	\$145,000	2023
<b>MORPC ID:</b> 3723	<b>PID:</b> 110799	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-SR003-20.40	
* Westerville Rd (SR-3) from Agler Rd to Oakland Park Ave, Operational Upgrades				
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	Federal	Con	\$28,172	2022
	State Safety	Con	\$31,300	2022
	HSIP	Con	\$281,698	2022
	State	Con	\$3,130	2022
<b>MORPC ID:</b> 3651	<b>PID:</b> 110378	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-SR003-22.90	
* Westerville Rd (SR-3) at Morse Rd, Intersection Modification				
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	State Safety	PE Envir	\$445,554	2021
	Federal	ROW	\$635,715	2022
	State Safety	ROW	\$70,635	2022
	Federal	Con	\$2,306,544	2023
	State Safety	Con	\$256,283	2023
<b>MORPC ID:</b> 3663	<b>PID:</b> 111077	<b>Agency:</b> Franklin County	<b>CRS:</b> FRA-CR006-05.34	
* Reynoldsburg-New Albany Rd at Havens Rd, Intersection Modification/Multi-Use Path				
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	Local	ROW	\$250,000	2022
	HSIP	Con	\$2,375,000	2023
	Local	Con	\$13,890	2023
	HP	Con	\$3,000,000	2023
	LTIP	Con	\$999,999	2023
<b>MORPC ID:</b> 3514	<b>PID:</b> 107240	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-CR014-01.99	
* Refugee Rd at Winchester Pk, Intersection Modification				
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	HSIP	Con	\$511,077	2021
	Local	Con	\$113,573	2021
<b>MORPC ID:</b> 3217	<b>PID:</b> 101787	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-CR015 (Livingston)-James Rd	
* Livingston Ave at James Rd, Intersection Modification				
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	SCIP	Con	\$233,960	2021
	HSIP	PE DD	\$9,532	2021
	Local	Con	\$189,055	2021
	HSIP	Con	\$2,333,191	2021
	HSIP	PE DD	\$2,893	2022
<b>MORPC ID:</b> 3653	<b>PID:</b> 110388	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-SR016-04.84	
* E Broad St at James Rd, Intersection Modification				
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	State Safety	PE Envir	\$911,273	2021
	Federal	ROW	\$407,361	2022
	Local	ROW	\$135,787	2022
	Federal	Con	\$2,831,027	2023
	Local	Con	\$158,397	2023
	LTIP	Con	\$1,162,279	2023
<b>MORPC ID:</b> 3650	<b>PID:</b> 110377	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-SR016-10.20	
* E Broad St at Reynoldsburg-New Albany Rd, Intersection Modification				
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	Local	Con	\$500,000	2023

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<b>MORPC ID:</b> 3658	<b>PID:</b> 109494	<b>Agency:</b> Franklin County	<b>CRS:</b> FRA-CR017-11.80
* Morse Rd at Babbitt Rd, Intersection Modification			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	Local	ROW	\$1,027,000
	Local	Con	\$1,160,772
	LTIP	Con	\$1,257,750
	Federal	Con	\$1,745,000
<b>MORPC ID:</b> 3639	<b>PID:</b> 111534	<b>Agency:</b> ORDC	<b>CRS:</b> FRA-CR019-Park Rd NS/CSX
* Park Rd at NS & CSX RR, RR-Hwy Xing Safety Improvement			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	RRPD	Con	\$107,112
<b>MORPC ID:</b> 3652	<b>PID:</b> 110380	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-US023-04.19
* US-23 at Rathmell Rd, Intersection Modification			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	State Safety	PE Envir	\$54,050
	State Safety	ROW	\$4,500
	Federal	ROW	\$40,500
	ODOT J&C	PE DD	\$70,886
	State Safety	ROW	\$8,000
	Federal	ROW	\$72,000
<b>MORPC ID:</b> 3324	<b>PID:</b> 104704	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-CR026 (Georgesville)-Hall Rd
* Georgesville Rd at Hall Rd (CR-125), Intersection Modification/Multi-Use Path			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	HSIP	PE DD	\$36,000
	Local	ROW	\$17,700
	HSIP	ROW	\$159,300
<b>MORPC ID:</b> 1149	<b>PID:</b> NA	<b>Agency:</b> Hilliard	<b>CRS:</b> FRA-CR029-Walcutt Rd
Scioto Darby Rd at Walcutt Rd, Intersection Modification/Multi-Use Path			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	SCIP	Con	\$1,975,000
	Local	Con	\$651,000
<b>MORPC ID:</b> 3667	<b>PID:</b> 112035	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-US033-06.15
* US 33 at Hayden Run Rd, Intersection Modification			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	State Safety	PE Envir	\$57,417
	HSIP	PE Envir	\$516,749
	State Safety	PE DD	\$8,503
	State	PE DD	\$135,000
	HSIP	PE DD	\$76,523
	State Safety	ROW	\$3,200
	HSIP	ROW	\$28,800
<b>MORPC ID:</b> 3914	<b>PID:</b> 113744	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-US033-21.71
* US 33 at Petzinger Rd, Intersection Modification			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	State Safety	PE Envir	\$20,000
	State	PE Envir	\$121,012
	Federal	PE Envir	\$484,050
	HSIP	PE Envir	\$180,000
<b>MORPC ID:</b> 1199	<b>PID:</b> NA	<b>Agency:</b> Hilliard	<b>CRS:</b> FRA-CR039-Cosgray Rd
Cosgray Rd at Woodsview Way, Intersection Modification			
	<u>Source</u>	<u>Phase</u>	<u>Amount</u>
	Local	ROW	\$275,000
	Local	Con	\$3,191,090
	LTIP	Con	\$429,010

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<b>MORPC ID:</b> 3871	<b>PID:</b> 110379	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-US040-20.10			
* E Main St at Hamilton Rd (SR-317), Intersection Modification						
			<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
			State Safety	ROW	\$9,350	2021
			HSIP	ROW	\$84,150	2021
			State Safety	PE Envir	\$22,666	2022
			HSIP	Con	\$1,255,678	2023
			Federal	Con	\$87,897	2023
			State Safety	Con	\$139,519	2023
			State	Con	\$9,766	2023
<b>MORPC ID:</b> 3364	<b>PID:</b> 111899	<b>Agency:</b> New Albany	<b>CRS:</b> FRA-US062-30.34			
* Johnstown Rd (US 62) from Thurston Hall Blvd/Theisen Rd to Smith's Mill Rd, Operational Upgrades/Multi-Use Path						
			<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
			Local	Con	\$6,019,696	2023
			SCIP	Con	\$1,439,775	2023
			HSIP	Con	\$2,079,675	2023
<b>MORPC ID:</b> 3629	<b>PID:</b> 109164	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR071-19.10 (HSR)			
I-71 from I-670 to I-270 (North Outerbelt), Operational Upgrades/Minor Pavement Rehabilitation						
			<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
			State	PE Envir	\$513,194	2022
			Federal	PE Envir	\$4,618,750	2022
<b>MORPC ID:</b> 3877	<b>PID:</b> 113718	<b>Agency:</b> Franklin County	<b>CRS:</b> FRA-CR075-00.97			
* Cleveland Ave from Huy Rd to Cooke Rd, Operational Upgrades						
			<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
			HSIP	PE Envir	\$161,000	2021
			HSIP	ROW	\$500,000	2023
			HSIP	PE DD	\$70,088	2023
<b>MORPC ID:</b> 718	<b>PID:</b> 105732	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-CR096-01.71			
Cassady Ave from CSX Railroad to north of E 7th Ave, Minor Widening/Intersection Modification						
			<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
			CMAQ-M	ROW	\$1,685,100	2023
			Local	ROW	\$385,665	2023
<b>MORPC ID:</b> 3880	<b>PID:</b> 113949	<b>Agency:</b> Franklin County	<b>CRS:</b> FRA-CR122-01.82			
* Alum Creek Dr at Bixby Rd, Intersection Modification/Bridge Maintenance Activities						
			<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
			HSIP	Con	\$51,100	2021
			Local	Con	\$59,768	2021
<b>MORPC ID:</b> 3936	<b>PID:</b> 116059	<b>Agency:</b> ORDC	<b>CRS:</b> FRA-CR143-CAMY			
* Sullivant Ave at Camp Chase Railway, RR-Hwy Xing Safety Improvement						
			<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
			RRPD	PE Envir	\$25,000	2022
			RRPD	PE DD	\$11,000	2023
			RRPD	Con	\$325,015	2023
<b>MORPC ID:</b> 3206	<b>PID:</b> NA	<b>Agency:</b> Union Co	<b>CRS:</b> FRA-SR161-00.82			
SR-161 at Cosgray Rd, Intersection Modification						
			<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
			Private	Con	\$1,000,000	2021
			Local	Con	\$3,187,500	2021
<b>MORPC ID:</b> 3654	<b>PID:</b> 110436	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-SR161-12.04			
* Dublin-Granville Rd (SR-161) at Karl Rd, Intersection Modification						
			<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
			State Safety	ROW	\$210,000	2021
			State Safety	PE Envir	\$7,993	2023
			Local	Con	\$379,440	2023
			State Safety	Con	\$193,368	2023
			Federal	Con	\$1,740,314	2023

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<b>MORPC ID:</b> 3591	<b>PID:</b> 110376	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-SR161-12.83	
SR-161 at Maple Canyon Ave, Intersection Modification				
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	State Safety	ROW	\$40,000	2021
	Local	ROW	\$400,000	2021
	Federal	ROW	\$360,000	2021
	Federal	Con	\$3,240,000	2022
	Local	Con	\$1,337,558	2022
	State Safety	Con	\$360,000	2022
<b>MORPC ID:</b> 3913	<b>PID:</b> 113730	<b>Agency:</b> Franklin County	<b>CRS:</b> FRA-CR172-00.75	
* Ferris Rd at Walford St, Intersection Modification				
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	HSIP	Con	\$669,691	2023
	Local	Con	\$61,000	2023
<b>MORPC ID:</b> 3833	<b>PID:</b> 111037	<b>Agency:</b> ODOT	<b>CRS:</b> FRA-2020 Sign Upgrade--	
* Sign Upgrade at Franklin County, Traffic Control				
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	HSIP	Con	\$2,772	2021
	Local	Con	\$693	2021
<b>MORPC ID:</b> 3882	<b>PID:</b> 114210	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR270-08.29 & 17.28	
* I-270 (West Outerbelt) at I-70 & US 33/SR-161, Safety Improvement				
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	Federal	Con	\$974,457	2021
	HSIP	Con	\$585,000	2021
	State	Con	\$108,273	2021
	State Safety	Con	\$65,000	2021
<b>MORPC ID:</b> 3874	<b>PID:</b> 113655	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR270-12.50	
* I-270 at Cemetery Rd, Intersection Modification/Bridge Maintenance Activities				
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	Federal	PE DD	\$7,150	2021
	HSIP	PE DD	\$31,294	2021
	State	PE DD	\$1,787	2021
	State Safety	PE DD	\$3,477	2021
	State Safety	Con	\$118,563	2022
	State	Con	\$37,315	2022
	HSIP	PE Envir	\$141,071	2022
	Local	Con	\$2,940	2022
	HSIP	Con	\$1,067,071	2022
	Federal	Con	\$335,831	2022
	State Safety	PE Envir	\$15,675	2022
<b>MORPC ID:</b> 3599	<b>PID:</b> 109581	<b>Agency:</b> Franklin County	<b>CRS:</b> FRA-SR317-01.46	
* SR-317 (London-Groveport Rd) at Lockbourne Rd, Intersection Modification				
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	Federal	Con	\$1,261,063	2022
	Local	Con	\$110,250	2022
	Private	Con	\$175,000	2022
	State Safety	Con	\$140,118	2022
<b>MORPC ID:</b> 3394	<b>PID:</b> 109493	<b>Agency:</b> Franklin County	<b>CRS:</b> FRA-SR317-05.09	
* London-Groveport Rd (SR-317) at Rohr Rd, Intersection Modification				
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	LTIP	Con	\$1,942,750	2023
	Local	Con	\$1,528,794	2023
	HSIP	Con	\$1,181,250	2023
<b>MORPC ID:</b> 3806	<b>PID:</b> NA	<b>Agency:</b> Groveport	<b>CRS:</b> FRA-SR317-08.77	
S Hamilton Rd at Higgins Blvd/Directors Blvd, Intersection Modification				
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>	<b>SFY</b>
	Private	Con	\$310,311	2021
	LTIP	Con	\$472,689	2021

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<b>MORPC ID:</b> 3924	<b>PID:</b> 116359	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-SR665-05.18		
* SR-665 at Lambert Rd, Intersection Modification				<u>Source</u>	<u>Phase</u>
				HSIP	PE Envir
				State Safety	PE Envir
				<b>Amount</b>	<b>SFY</b>
				\$38,035	2023
				\$342,311	2023
<b>MORPC ID:</b> 3799	<b>PID:</b> NA	<b>Agency:</b> Canal Winchester	<b>CRS:</b> FRA-SR674-04.10		
Gender Rd at Winchester Rd & Canal St, Intersection Modification				<u>Source</u>	<u>Phase</u>
				SCIP	Con
				Local	Con
				<b>Amount</b>	<b>SFY</b>
				\$1,000,000	2021
				\$91,780	2021
<b>MORPC ID:</b> 3838	<b>PID:</b> 111091	<b>Agency:</b> ODOT	<b>CRS:</b> STW-ATCMTD Truck Platoon Grant-		
ATCMTD Truck Platoon Grant, Operational Upgrades/Planning Activity				<u>Source</u>	<u>Phase</u>
				State	Other
				Local	Other
				ATCMTD	Other
				<b>Amount</b>	<b>SFY</b>
				\$1,930,000	2022
				\$2,174,674	2022
				\$4,104,674	2022
<b>MORPC ID:</b> 3570	<b>PID:</b> 107822	<b>Agency:</b> ODOT 6	<b>CRS:</b> UNI-US042-03.91		
* US-42 and Industrial Pkwy from Watkins-California Rd to Monterey Dr, Minor Widening/Signals				<u>Source</u>	<u>Phase</u>
				HSIP	ROW
				Local	ROW
				<b>Amount</b>	<b>SFY</b>
				\$792,000	2023
				\$88,000	2023
<b>Total for Safety &amp; Minor Widening (224 project phases)</b>				<b>\$167,276,299</b>	
<b>Study or Other</b>					
<b>MORPC ID:</b> 3937	<b>PID:</b> 117155	<b>Agency:</b> ODOT	<b>CRS:</b> D06-Studies 2022-1		
* District 6 Safety Studies 2022, Study				<u>Source</u>	<u>Phase</u>
				HSIP	Other
				State Safety	Other
				<b>Amount</b>	<b>SFY</b>
				\$115,532	2022
				\$12,837	2022
<b>MORPC ID:</b> 3818	<b>PID:</b> 112768	<b>Agency:</b> ODOT 6	<b>CRS:</b> D06-US 23-		
US 23, Corridor Study				<u>Source</u>	<u>Phase</u>
				SPR-S	Other
				STBG-M	Other
				STBG-T	Other
				SPR	Other
				STBG-T	Other
				STBG-M	Other
				Federal	PE Envir
				State	PE Envir
				<b>Amount</b>	<b>SFY</b>
				\$100,000	2021
				\$187,311	2021
				\$187,312	2021
				\$400,000	2021
				\$62,688	2022
				\$62,686	2022
				\$1,600,000	2022
				\$400,000	2022
<b>MORPC ID:</b> 3923	<b>PID:</b> 115803	<b>Agency:</b> ODOT	<b>CRS:</b> DEL-US023-Signal Timing		
* US 23 from Olentangy Meadows Dr to Cheshire Rd, Study				<u>Source</u>	<u>Phase</u>
				HSIP	Other
				<b>Amount</b>	<b>SFY</b>
				\$74,000	2022
<b>MORPC ID:</b> 3921	<b>PID:</b> 115775	<b>Agency:</b> Franklin County	<b>CRS:</b> FRA-2021 STIC Project-		
* Franklin County STIC 2021, Study				<u>Source</u>	<u>Phase</u>
				State	Other
				Local	Other
				<b>Amount</b>	<b>SFY</b>
				\$45,000	2022
				\$4,451	2022
<b>MORPC ID:</b> 3872	<b>PID:</b> 113121	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-Central Ohio Greenways Planning-		
Central Ohio Greenways Planning, Planning Activity				<u>Source</u>	<u>Phase</u>
				STBG-M	Plan
				<b>Amount</b>	<b>SFY</b>
				\$200,000	2021
<b>MORPC ID:</b> 3932	<b>PID:</b> 115490	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-Cols SRTS Program-Evaluation		
* Columbus SRTS Program Evaluation, Ped/Bike Non-Infrastructure				<u>Source</u>	<u>Phase</u>
				SRTS	Other
				<b>Amount</b>	<b>SFY</b>
				\$32,950	2022

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**Table 1. Phases Included in the SFY 2021 to 2024 TIP that Were Authorized**

<b>MORPC ID:</b> 3873	<b>PID:</b> 113625	<b>Agency:</b> Columbus	<b>CRS:</b> FRA-Cols SRTS Signage-FY21
* Columbus Safe Routes to Schools Signage, Ped/Bike Non-Infrastructure			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			SRTS Other \$46,000 2021
<b>MORPC ID:</b> 3922	<b>PID:</b> 115781	<b>Agency:</b> ODOT	<b>CRS:</b> FRA-Connected-Intersections
* SR-161 at Dublin Center Dr & Sawmill Rd, Study			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			State Other \$64,050 2023
<b>MORPC ID:</b> 3881	<b>PID:</b> 114078	<b>Agency:</b> ODOT	<b>CRS:</b> FRA-High Street-Signal Timing
* High St at near OSU, Study			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			HSIP Other \$101,931 2021
<b>MORPC ID:</b> 3573	<b>PID:</b> 110238	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-insight2050 TAP-FY21
insight2050 Technical Assistance Program FY21, Planning Activity			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			STBG-M Plan/Prog \$200,000 2021
<b>MORPC ID:</b> 3574	<b>PID:</b> 110239	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-insight2050 TAP-FY22
insight2050 Technical Assistance Program FY22, Planning Activity			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			STBG-M Plan/Prog \$200,000 2022
<b>MORPC ID:</b> 3575	<b>PID:</b> 110240	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-insight2050 TAP-FY23
insight2050 Technical Assistance Program FY23, Planning Activity			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			STBG-M Plan/Prog \$200,000 2023
<b>MORPC ID:</b> 3862	<b>PID:</b> 115208	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-LinkUs Reg Cor Png-
LinkUs Reg Cor Png, Planning Activity/Transit Activity			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			CRRSAA-M Plan \$500,000 2022
<b>MORPC ID:</b> 3051	<b>PID:</b> 99112	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-MORPC FY 21 Supp-Planning
Supplemental Planning, SFY 2021, Planning Activity			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			STBG-M Plan \$350,000 2021
<b>MORPC ID:</b> 2933	<b>PID:</b> 99007	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-MORPC FY 21-AQ Program
Air Quality Awareness, SFY 2021, Air Quality Project			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			CMAQ-M Plan \$550,000 2021
<b>MORPC ID:</b> 3421	<b>PID:</b> 105644	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-MORPC FY 22 Supp-Planning
Supplemental Planning, SFY 2022, Planning Activity			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			STBG-M Plan \$350,000 2022
<b>MORPC ID:</b> 3417	<b>PID:</b> 105648	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-MORPC FY 22-AQ Program
Air Quality Awareness, SFY 2022, Air Quality Project			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			CMAQ-M Plan \$550,000 2022
<b>MORPC ID:</b> 3422	<b>PID:</b> 105645	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-MORPC FY 23 Supp-Planning
Supplemental Planning, SFY 2023, Planning Activity			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			STBG-M Plan \$350,000 2023
<b>MORPC ID:</b> 3418	<b>PID:</b> 105649	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-MORPC FY 23-AQ Program
Air Quality Awareness, SFY 2023, Air Quality Project			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			CMAQ-M Plan \$550,000 2023
<b>MORPC ID:</b> 3425	<b>PID:</b> 109288	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-Paving the Way-FY21
Paving the Way, SFY 2021, Program Administration			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			STBG-M PE \$100,000 2021

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**Table 1. Phases Included in the SFY 2021 to 2024 TIP that Were Authorized**

<b>MORPC ID:</b> 3580	<b>PID:</b> 110228	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-Paving the Way-FY22
Paving the Way, SFY 2022, Program Administration			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			STBG-M PE \$100,000 2022
<b>MORPC ID:</b> 3907	<b>PID:</b> 109356	<b>Agency:</b> Dublin	<b>CRS:</b> FRA-US033-03.70 Smart Tec
* US 33 at SR-161/SR-257, Preliminary Development			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			State PE Envir \$112,500 2023
<b>MORPC ID:</b> 3883	<b>PID:</b> 114910	<b>Agency:</b> ODOT	<b>CRS:</b> FRA-US062-07.18 to 8.34
* US-62 from Southwest Blvd to I-270 WB ramps, Study			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			State Safety Other \$3,575 2021
			HSIP Other \$32,175 2021
<b>MORPC ID:</b> 2752	<b>PID:</b> 93497	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR071-09.74
I-71 from Stringtown Rd to SR-315, Preliminary Engineering/Major Widening			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			State PE Envir \$325,000 2021
<b>MORPC ID:</b> 3824	<b>PID:</b> 110273	<b>Agency:</b> ODOT 6	<b>CRS:</b> FRA-IR071-HSR Feasibility
I-71 from I-670 to SR-161, Preliminary Development			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			State Safety Other \$185,140 2021
			HSIP PE Envir \$450,000 2022
			State Safety PE Envir \$50,000 2022
<b>MORPC ID:</b> 3918	<b>PID:</b> 115599	<b>Agency:</b> Licking County TID	<b>CRS:</b> LIC-Refugee Rd-Widening
Refugee Rd from Mink St to Etna Pkwy, Preliminary Development			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			State ROW \$210,000 2022
			SIB Con \$6,990,000 2023
<b>MORPC ID:</b> 3917	<b>PID:</b> 115571	<b>Agency:</b> New Albany	<b>CRS:</b> LIC-Slice-2021
* Local Roads in New Albany (Licking Co), Preliminary Development			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			ODOT J&C PE \$850,000 2022
<b>Total for Study or Other (40 project phases)</b>			<b>\$16,905,138</b>

### Transit Capital

<b>MORPC ID:</b> 3741	<b>PID:</b> 111773	<b>Agency:</b> DCT	<b>CRS:</b> DEL-DCT 2021 Vehicle Expansion-
DCT 2021 Vehicle Expansion, Transit Expansion Capital			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			Local-Transit Other \$900,000 2021
			STBG-S Other \$229,643 2022
			CRP-F Other \$323,514 2023
<b>MORPC ID:</b> 3274	<b>PID:</b> 104524	<b>Agency:</b> DCT	<b>CRS:</b> DEL-DCT 2021 Vehicle Replacement-
DCT 2021 Vehicle Replacement, Transit Replacement Capital			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			Local-Transit Other \$360,000 2021
<b>MORPC ID:</b> 3742	<b>PID:</b> 111778	<b>Agency:</b> DCT	<b>CRS:</b> DEL-DCT 2022 Vehicle Replacement-
DCT 2022 Vehicle Replacement, Transit Replacement Capital			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			STBG-S Other \$148,093 2022
<b>MORPC ID:</b> 3746	<b>PID:</b> 111782	<b>Agency:</b> DCT	<b>CRS:</b> DEL-DCT 2023 Vehicle Replacement-
DCT 2023 Vehicle Replacement, Transit Replacement Capital			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			CRP-F Other \$485,271 2023
<b>MORPC ID:</b> 3870	<b>PID:</b> 115540	<b>Agency:</b> DCT	<b>CRS:</b> DEL-DCT Delaware Facility HVAC Replace-
DCT Delaware Facility HVAC Replace, Transit Replacement Capital			
			<b>Source</b> <b>Phase</b> <b>Amount</b> <b>SFY</b>
			STBG-S Other \$69,250 2022

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**Table 1. Phases Included in the SFY 2021 to 2024 TIP that Were Authorized**

<b>MORPC ID:</b> 3869 <b>PID:</b> 115539 <b>Agency:</b> DCT DCT Delaware Mobility Develop Plan, Transit Activity/Planning Activity	<b>CRS:</b> DEL-DCT Delaware Mobility Develop Plan-
	<u>Source</u> <u>Phase</u> <u>Amount</u> <u>SFY</u>
	STBG-S    Other    \$500,000    2022
<b>MORPC ID:</b> 3900 <b>PID:</b> 113661 <b>Agency:</b> DCT DCT SFY 2021 Urban Transit Program, Transit Activity	<b>CRS:</b> DEL-DCT SFY 2021 Urban Transit Program-
	<u>Source</u> <u>Phase</u> <u>Amount</u> <u>SFY</u>
	State    Other    \$149,321    2021
<b>MORPC ID:</b> 3820 <b>PID:</b> 113728 <b>Agency:</b> DCT FY21 Delaware County Transit Board OTP2, Transit Activity	<b>CRS:</b> DEL-FY21 Delaware County Transit Board OTP2
	<u>Source</u> <u>Phase</u> <u>Amount</u> <u>SFY</u>
	State Transit    Other    \$848,711    2021
<b>MORPC ID:</b> 3866 <b>PID:</b> 115416 <b>Agency:</b> FCDPC * 5310 & Large UZA CRRSAA, Transit Replacement Capital	<b>CRS:</b> FAI-5310 & Large UZA CRRSAA-
	<u>Source</u> <u>Phase</u> <u>Amount</u> <u>SFY</u>
	Sec 5310    Other    \$129,600    2022
<b>MORPC ID:</b> 3867 <b>PID:</b> 115454 <b>Agency:</b> COTA Bus Security Cameras, Transit Activity	<b>CRS:</b> FRA-Bus Security Cameras--
	<u>Source</u> <u>Phase</u> <u>Amount</u> <u>SFY</u>
	State    Other    \$2,668,766    2022
<b>MORPC ID:</b> 3053 <b>PID:</b> 99929 <b>Agency:</b> COTA COTA 2021-2024 Bus Replacement, Transit Replacement Capital	<b>CRS:</b> FRA-COTA 2021-2024 Bus Replacement-
	<u>Source</u> <u>Phase</u> <u>Amount</u> <u>SFY</u>
	FFY18 Sec 5339    Other    \$225,783    2021
	FFY19 Sec 5339    Other    \$2,175,505    2021
	FFY20 Sec 5339    Other    \$1,081,712    2021
	Local-Transit    Other    \$7,830,365    2021
	CMAQ-M    Other    \$7,174,384    2021
	FFY20 Sec 5339    Other    \$1,495,163    2023
	FFY21 Sec 5307    Other    \$7,174,384    2023
	Local-Transit    Other    \$2,167,388    2023
<b>MORPC ID:</b> 3891 <b>PID:</b> 116001 <b>Agency:</b> COTA COTA 2022 DERG Buses, Transit Replacement Capital	<b>CRS:</b> FRA-COTA 2022 DERG Buses-
	<u>Source</u> <u>Phase</u> <u>Amount</u> <u>SFY</u>
	DERG    Other    \$1,966,240    2022
	Local-Transit    Other    \$491,560    2022
<b>MORPC ID:</b> 3840 <b>PID:</b> 114449 <b>Agency:</b> COTA COTA 21 DERG Buses, Transit Replacement Capital	<b>CRS:</b> FRA-COTA 21 DERG Buses-
	<u>Source</u> <u>Phase</u> <u>Amount</u> <u>SFY</u>
	Local-Transit    Other    \$472,217    2021
	DERG    Other    \$1,888,867    2021
<b>MORPC ID:</b> 3868 <b>PID:</b> 115536 <b>Agency:</b> COTA COTA Automatic Passenger Counter, Transit Activity	<b>CRS:</b> FRA-COTA Automatic Passenger Counter-
	<u>Source</u> <u>Phase</u> <u>Amount</u> <u>SFY</u>
	STBG-S    Other    \$1,000,000    2022
	Local-Transit    Other    \$700,000    2022
<b>MORPC ID:</b> 3286 <b>PID:</b> 105114 <b>Agency:</b> COTA COTA Bus Shelters, Transit Activity	<b>CRS:</b> FRA-COTA Bus Shelters-
	<u>Source</u> <u>Phase</u> <u>Amount</u> <u>SFY</u>
	Local-Transit    Other    \$80,000    2021
<b>MORPC ID:</b> 3749 <b>PID:</b> 112218 <b>Agency:</b> COTA COTA Corridor Shelters, Transit Activity	<b>CRS:</b> FRA-COTA Corridor Shelters-
	<u>Source</u> <u>Phase</u> <u>Amount</u> <u>SFY</u>
	Local-Transit    Other    \$240,900    2023
<b>MORPC ID:</b> 3841 <b>PID:</b> 114759 <b>Agency:</b> COTA COTA Demonstration of Enhanced Data Infrastructure, Transit Activity/ITS	<b>CRS:</b> FRA-COTA Demonstration of Enhanced Data Inf
	<u>Source</u> <u>Phase</u> <u>Amount</u> <u>SFY</u>
	Local-Transit    Other    \$400,000    2021
	Sec 5312    Other    \$600,000    2021

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<b>MORPC ID:</b> 3511	<b>PID:</b> 107394	<b>Agency:</b> COTA	<b>CRS:</b> FRA-COTA Electric Bus-
COTA Electric Bus, Transit Activity			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>
	Sec 5307	Other	\$2,200,000
			<b>SFY</b>
			2021
<b>MORPC ID:</b> 3744	<b>PID:</b> 112208	<b>Agency:</b> COTA	<b>CRS:</b> FRA-COTA Electric Buses - Full Route-
COTA Electric Buses - Full Route, Transit Replacement Capital			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>
	DERG	Other	\$432,977
	Local-Transit	Other	\$617,023
	Sec 5307	Other	\$1,150,000
	Local-Transit	Other	\$8,800,000
	FFY21 Sec 5339	Other	\$1,949,779
	FFY21 Sec 5307	Other	\$12,607,861
	State	Other	\$2,785,977
	Local-Transit	Other	\$698,261
			<b>SFY</b>
			2021
			2021
			2021
			2022
			2023
			2023
			2023
			2023
<b>MORPC ID:</b> 3755	<b>PID:</b> 112217	<b>Agency:</b> COTA	<b>CRS:</b> FRA-COTA Electric Charging Stations-
COTA Electric Charging Stations, Transit Activity			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>
	Local-Transit	Other	\$329,850
	Local-Transit	Other	\$500,000
	Sec 5307	Other	\$1,600,000
	Local-Transit	Other	\$1,000,000
			<b>SFY</b>
			2021
			2022
			2022
			2023
<b>MORPC ID:</b> 3938	<b>PID:</b> 117641	<b>Agency:</b> COTA	<b>CRS:</b> FRA-COTA Electric Infrastructure-
COTA Electric Infrastructure, Transit Activity			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>
	FFY23 Sec 5307	Other	\$7,000,000
	Local-Transit	Other	\$7,000,000
			<b>SFY</b>
			2023
			2023
<b>MORPC ID:</b> 3754	<b>PID:</b> 112184	<b>Agency:</b> COTA	<b>CRS:</b> FRA-COTA Fields Ave Renov & CNG Conv-
COTA Fields Ave Renov & CNG Conv, Transit Activity			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>
	FFY18 Sec 5339	Other	\$2,132,000
	FFY18 Sec 5307	Other	\$14,086,569
	FFY17 Sec 5307	Other	\$5,513,431
	FFY19 LowNo	Other	\$2,600,000
	Local-Transit	Other	\$6,083,000
			<b>SFY</b>
			2021
			2021
			2021
			2021
			2021
<b>MORPC ID:</b> 3736	<b>PID:</b> 112116	<b>Agency:</b> COTA	<b>CRS:</b> FRA-COTA High Capacity Transit E Main St Corr
COTA High Capacity Transit E Main St Corr, Transit Expansion Capital			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>
	Local-Transit	Other	\$20,000,000
	Local-Transit	Other	\$550,000
	STBG-M	PE DD	\$750,000
	STBG-S	Other	\$2,200,000
	Local-Transit	Other	\$1,125,000
	FFY23 Sec 5307	Other	\$375,000
			<b>SFY</b>
			2021
			2022
			2022
			2022
			2023
			2023
<b>MORPC ID:</b> 3289	<b>PID:</b> 105118	<b>Agency:</b> COTA	<b>CRS:</b> FRA-COTA High Capacity Transit NW Corridor-
COTA High Capacity Transit NW Corridor, Transit Expansion Capital			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>
	Local-Transit	Other	\$800,000
	STBG-M	PE DD	\$1,500,000
	Local-Transit	Other	\$400,000
	Local-Transit	Other	\$9,600,000
	FFY23 Sec 5307	Other	\$2,000,000
			<b>SFY</b>
			2021
			2022
			2022
			2023
			2023
<b>MORPC ID:</b> 3894	<b>PID:</b> 116500	<b>Agency:</b> COTA	<b>CRS:</b> FRA-COTA High Capacity Transit W Broad St C
COTA High Capacity Transit W Broad St Corr, Transit Expansion Capital			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>
	STBG-M	PE DD	\$750,000
	FFY23 Sec 5307	Other	\$375,000
	Local-Transit	Other	\$1,125,000
			<b>SFY</b>
			2022
			2023
			2023

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**Table 1. Phases Included in the SFY 2021 to 2024 TIP that Were Authorized**

<b>MORPC ID:</b> 3753 <b>PID:</b> 112195 <b>Agency:</b> COTA COTA McKinley Ave Phase 3C Const, Transit Activity	<b>CRS:</b> FRA-COTA McKinley Ave Phase 3C Const-																																				
	<table border="1"> <thead> <tr> <th><u>Source</u></th> <th><u>Phase</u></th> <th><u>Amount</u></th> <th><u>SFY</u></th> </tr> </thead> <tbody> <tr> <td>Local-Transit</td> <td>Other</td> <td>\$6,200,000</td> <td>2021</td> </tr> <tr> <td>FFY20 Sec 5307</td> <td>Other</td> <td>\$4,800,000</td> <td>2021</td> </tr> <tr> <td>FFY18 Sec 5307</td> <td>Other</td> <td>\$3,127,253</td> <td>2021</td> </tr> <tr> <td>FFY19 Sec 5307</td> <td>Other</td> <td>\$8,872,747</td> <td>2021</td> </tr> <tr> <td>FFY20 Sec 5307</td> <td>Other</td> <td>\$13,607,128</td> <td>2022</td> </tr> <tr> <td>Local-Transit</td> <td>Other</td> <td>\$13,574,068</td> <td>2022</td> </tr> <tr> <td>FFY19 Sec 5307</td> <td>Other</td> <td>\$8,818,804</td> <td>2022</td> </tr> <tr> <td>Local-Transit</td> <td>Other</td> <td>\$1,000,000</td> <td>2023</td> </tr> </tbody> </table>	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>	Local-Transit	Other	\$6,200,000	2021	FFY20 Sec 5307	Other	\$4,800,000	2021	FFY18 Sec 5307	Other	\$3,127,253	2021	FFY19 Sec 5307	Other	\$8,872,747	2021	FFY20 Sec 5307	Other	\$13,607,128	2022	Local-Transit	Other	\$13,574,068	2022	FFY19 Sec 5307	Other	\$8,818,804	2022	Local-Transit	Other	\$1,000,000	2023
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Local-Transit	Other	\$1,000,000	2023																																		
<b>MORPC ID:</b> 3752 <b>PID:</b> 112178 <b>Agency:</b> COTA COTA Mobility Innovation Tests, Transit Activity	<b>CRS:</b> FRA-COTA Mobility Innovation Tests-																																				
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Local-Transit	Other	\$299,992	2021																																		
Local-Transit	Other	\$1,283,896	2022																																		
<b>MORPC ID:</b> 3290 <b>PID:</b> 105119 <b>Agency:</b> COTA COTA Municipal Capital Partnerships, Transit Activity	<b>CRS:</b> FRA-COTA Municipal Capital Partnerships-																																				
	<table border="1"> <thead> <tr> <th><u>Source</u></th> <th><u>Phase</u></th> <th><u>Amount</u></th> <th><u>SFY</u></th> </tr> </thead> <tbody> <tr> <td>Local-Transit</td> <td>Other</td> <td>\$300,000</td> <td>2021</td> </tr> </tbody> </table>	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>	Local-Transit	Other	\$300,000	2021																												
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Local-Transit	Other	\$300,000	2021																																		
<b>MORPC ID:</b> 3429 <b>PID:</b> 105895 <b>Agency:</b> COTA COTA Paratransit Veh and Tech, Transit Replacement Capital	<b>CRS:</b> FRA-COTA Paratransit Veh and Tech-																																				
	<table border="1"> <thead> <tr> <th><u>Source</u></th> <th><u>Phase</u></th> <th><u>Amount</u></th> <th><u>SFY</u></th> </tr> </thead> <tbody> <tr> <td>Local-Transit</td> <td>Other</td> <td>\$2,367,619</td> <td>2021</td> </tr> <tr> <td>Local-Transit</td> <td>Other</td> <td>\$2,438,648</td> <td>2022</td> </tr> <tr> <td>Local-Transit</td> <td>Other</td> <td>\$368,374</td> <td>2023</td> </tr> <tr> <td>FFY21 Sec 5339</td> <td>Other</td> <td>\$447,542</td> <td>2023</td> </tr> <tr> <td>FFY21 Sec 5307</td> <td>Other</td> <td>\$1,019,954</td> <td>2023</td> </tr> </tbody> </table>	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>	Local-Transit	Other	\$2,367,619	2021	Local-Transit	Other	\$2,438,648	2022	Local-Transit	Other	\$368,374	2023	FFY21 Sec 5339	Other	\$447,542	2023	FFY21 Sec 5307	Other	\$1,019,954	2023												
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FFY21 Sec 5307	Other	\$1,019,954	2023																																		
<b>MORPC ID:</b> 3745 <b>PID:</b> 112199 <b>Agency:</b> COTA COTA Plus Operating Expansion, Transit Expansion Capital	<b>CRS:</b> FRA-COTA Plus Operating Expansion-																																				
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CRP-F	Other	\$2,820,000	2023																																		
<b>MORPC ID:</b> 3589 <b>PID:</b> 112115 <b>Agency:</b> COTA COTA Pre-Project Development at Two Corridors, Transit Activity	<b>CRS:</b> FRA-COTA Pre-Project Development-Two Corrid																																				
	<table border="1"> <thead> <tr> <th><u>Source</u></th> <th><u>Phase</u></th> <th><u>Amount</u></th> <th><u>SFY</u></th> </tr> </thead> <tbody> <tr> <td>STBG-M</td> <td>Other</td> <td>\$960,000</td> <td>2021</td> </tr> <tr> <td>Local-Transit</td> <td>Other</td> <td>\$240,000</td> <td>2021</td> </tr> </tbody> </table>	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>	STBG-M	Other	\$960,000	2021	Local-Transit	Other	\$240,000	2021																								
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STBG-M	Other	\$960,000	2021																																		
Local-Transit	Other	\$240,000	2021																																		
<b>MORPC ID:</b> 3854 <b>PID:</b> 116194 <b>Agency:</b> COTA COTA Reynoldsburg Park and Ride, Transit Activity	<b>CRS:</b> FRA-COTA Reynoldsburg Park and Ride-																																				
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FFY22 Sec 5339	Other	\$1,425,650	2023																																		
<b>MORPC ID:</b> 3839 <b>PID:</b> 114757 <b>Agency:</b> COTA COTA Rickenbacker Mobility Center, Transit Activity	<b>CRS:</b> FRA-COTA Rickenbacker Mobility Center-																																				
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STBG-M	Con	\$3,375,000	2023																																		
<b>MORPC ID:</b> 3899 <b>PID:</b> 113661 <b>Agency:</b> COTA COTA SFY 2021 Urban Transit Program, Transit Activity	<b>CRS:</b> FRA-COTA SFY 2021 Urban Transit Program-																																				
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Local funds are included in this table for the ROW and Construction phases only.

\* Project was part of a Statewide Line Item

**Table 1. Phases Included in the SFY 2021 to 2024 TIP that Were Authorized**

<b>MORPC ID:</b> 3288	<b>PID:</b> 105116	<b>Agency:</b> COTA	<b>CRS:</b> FRA-COTA Transit Center Facility Renovations/
COTA Transit Center Facility Renovations/Upgrades, Transit Activity			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>
	Local-Transit	Other	\$100,000
	Local-Transit	Other	\$250,000
			<b>SFY</b>
			2021
			2022
<b>MORPC ID:</b> 3750	<b>PID:</b> 112216	<b>Agency:</b> COTA	<b>CRS:</b> FRA-COTA TVM and Digital Management-
COTA TVM and Digital Management, Transit Activity			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>
	Local-Transit	Other	\$783,333
	Local-Transit	Other	\$783,333
	CRP-F	Other	\$500,000
	Local-Transit	Other	\$375,000
			<b>SFY</b>
			2021
			2022
			2023
			2023
<b>MORPC ID:</b> 3819	<b>PID:</b> 113728	<b>Agency:</b> COTA	<b>CRS:</b> FRA-FY21 COTA OTP2-
FY21 COTA OTP2, Transit Activity			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>
	State Transit	Other	\$2,050,000
			<b>SFY</b>
			2021
<b>MORPC ID:</b> 3890	<b>PID:</b> 115947	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-MORPC 5310 ARPA--
MORPC 5310 ARPA, Transit Activity			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>
	Sec 5310-ARPA	Capital	\$197,413
			<b>SFY</b>
			2022
<b>MORPC ID:</b> 3889	<b>PID:</b> 115946	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-MORPC 5310 CRRSAA--
MORPC 5310 CRRSAA, Transit Activity			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>
	Sec 5310-CRRSAA	Capital	\$198,641
			<b>SFY</b>
			2022
<b>MORPC ID:</b> 3888	<b>PID:</b> 115944	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-MORPC 5310 FFY2021--
MORPC 5310 FFY2021, Transit Activity			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>
	FFY21 Sec 5310	Capital	\$998,980
	FFY21 Sec 5310	Administrative	\$116,044
			<b>SFY</b>
			2022
			2022
<b>MORPC ID:</b> 3948	<b>PID:</b> 118044	<b>Agency:</b> MORPC	<b>CRS:</b> FRA-MORPC 5310 FFY2022-
MORPC 5310 FFY2022, Transit Activity			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>
	Sec 5310	Operating	\$627,290
	Sec 5310	Administrative	\$168,797
	Sec 5310	Capital	\$891,885
			<b>SFY</b>
			2023
			2023
			2023
<b>MORPC ID:</b> 3863	<b>PID:</b> 114970	<b>Agency:</b> ODOT	<b>CRS:</b> OH-Ohio RCI-
Ohio RCI, Transit Activity			
	<b>Source</b>	<b>Phase</b>	<b>Amount</b>
	State	Other	\$952,186
			<b>SFY</b>
			2021
<b>Total for Transit Capital (108 project phases)</b>			<b>\$275,912,823</b>

Some phases in State Fiscal Year (SFY) 2023 had not yet been authorized at the time this table was created. Because they had not been moved to 2024, it is assumed they will be authorized in 2023.

Local funds are included in this table for the ROW and Construction phases only.

\* Project was part of a Statewide Line Item

**Table 2. Projects with a Phase in SFYs 2021-2023 of the Previous TIP that Was Not Authorized**

<b>MORPC ID:</b> 3794 <b>PID:</b> NA <b>Agency:</b> Franklin Avery Rd at Rings Road, Intersection Modification/Safety Improvement	<b>CRS:</b> -Avery Rd-Rings Road <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																				
<b>MORPC ID:</b> 3252 <b>PID:</b> 101430 <b>Agency:</b> ODOT 5 District 5 Bridge Cleaning FY23, Bridge Cleaning	<b>CRS:</b> D05-BC-FY 2023 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																				
<b>MORPC ID:</b> 3635 <b>PID:</b> 105842 <b>Agency:</b> ODOT 6 District 6 Bridge Repair FY29, Bridge Maintenance Activities	<b>CRS:</b> D06-Bridge Repair-FY29 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																				
<b>MORPC ID:</b> 3760 <b>PID:</b> 112713 <b>Agency:</b> ODOT 6 FY24 Bridge Repair at various locations, Bridge Maintenance Activities	<b>CRS:</b> D06-FY24 Bridge Repair-- <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																				
<b>MORPC ID:</b> 3687 <b>PID:</b> 100775 <b>Agency:</b> ODOT 6 SP FY22 General at various general system routes throughout D06, Minor Pavement Rehabilitation	<b>CRS:</b> D06-SP FY22 General-- <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																				
<b>MORPC ID:</b> 3778 <b>PID:</b> 112744 <b>Agency:</b> ODOT 6 FY23 - Chipseal, Minor Pavement Rehabilitation	<b>CRS:</b> DEL-FY23 - Chipseal-- <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																				
<b>MORPC ID:</b> 3398 <b>PID:</b> NA <b>Agency:</b> Delaware County Worthington Rd from Africa Rd to Highland Lakes Ave, Minor Widening/Intersection Modification	<b>CRS:</b> DEL-Worthington Rd-Phase 2 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																				
<b>MORPC ID:</b> 3002 <b>PID:</b> 97431 <b>Agency:</b> Delaware County * Lewis Center Rd at Worthington Rd/Rome Corners Rd, Intersection Modification	<b>CRS:</b> DEL-CR013-05.02 <table border="1"> <thead> <tr> <th>Source</th> <th>Phase</th> <th>Amount</th> <th>Revised SFY</th> </tr> </thead> <tbody> <tr> <td>Local</td> <td>Con</td> <td>\$234,470</td> <td>2024</td> </tr> <tr> <td>STBG-C</td> <td>Con</td> <td>\$937,880</td> <td>2024</td> </tr> <tr> <td>HSIP</td> <td>Con</td> <td>\$1,743,160</td> <td>2024</td> </tr> </tbody> </table>	Source	Phase	Amount	Revised SFY	Local	Con	\$234,470	2024	STBG-C	Con	\$937,880	2024	HSIP	Con	\$1,743,160	2024				
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Local	Con	\$234,470	2024																		
STBG-C	Con	\$937,880	2024																		
HSIP	Con	\$1,743,160	2024																		
<b>MORPC ID:</b> 3006 <b>PID:</b> 97715 <b>Agency:</b> ODOT 6 US 23 at 0.2 mi N of SR-315 (Oberlander Run), Culvert Maintenance	<b>CRS:</b> DEL-US023-08.95 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																				
<b>MORPC ID:</b> 3904 <b>PID:</b> 117010 <b>Agency:</b> ODOT 6 US 23 at Oberlander Run (0.2 mi N of SR 315), Culvert Maintenance/Minor Pavement Rehabilitation	<b>CRS:</b> DEL-US023-08.96 <table border="1"> <thead> <tr> <th>Source</th> <th>Phase</th> <th>Amount</th> <th>Revised SFY</th> </tr> </thead> <tbody> <tr> <td>State</td> <td>Con</td> <td>\$465,978</td> <td>2024</td> </tr> <tr> <td>Federal</td> <td>Con</td> <td>\$1,863,912</td> <td>2024</td> </tr> </tbody> </table>	Source	Phase	Amount	Revised SFY	State	Con	\$465,978	2024	Federal	Con	\$1,863,912	2024								
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State	Con	\$465,978	2024																		
Federal	Con	\$1,863,912	2024																		
<b>MORPC ID:</b> 3715 <b>PID:</b> 110619 <b>Agency:</b> ODOT 6 US-23 from N of Cottswold Dr to N of US-42, Minor Pavement Rehabilitation	<b>CRS:</b> DEL-US023-10.150 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																				
<b>MORPC ID:</b> 3718 <b>PID:</b> 110603 <b>Agency:</b> ODOT 6 * US-23 from North of Troutman Rd to Waldo Delaware Rd, Resurfacing	<b>CRS:</b> DEL-US023-17.750 <table border="1"> <thead> <tr> <th>Source</th> <th>Phase</th> <th>Amount</th> <th>Revised SFY</th> </tr> </thead> <tbody> <tr> <td>State</td> <td>Con</td> <td>\$502,308</td> <td>2025</td> </tr> <tr> <td>Federal</td> <td>Con</td> <td>\$2,009,232</td> <td>2025</td> </tr> </tbody> </table>	Source	Phase	Amount	Revised SFY	State	Con	\$502,308	2025	Federal	Con	\$2,009,232	2025								
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State	Con	\$502,308	2025																		
Federal	Con	\$2,009,232	2025																		
<b>MORPC ID:</b> 3696 <b>PID:</b> 106268 <b>Agency:</b> ODOT 6 * US 36 from SR-521 to Delaware Corp Limit, Minor Pavement Rehabilitation	<b>CRS:</b> DEL-US036-11.45 <table border="1"> <thead> <tr> <th>Source</th> <th>Phase</th> <th>Amount</th> <th>Revised SFY</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>Con</td> <td>\$589,644</td> <td>2026</td> </tr> <tr> <td>State</td> <td>Con</td> <td>\$49,287</td> <td>2026</td> </tr> <tr> <td>Local</td> <td>Con</td> <td>\$342,990</td> <td>2026</td> </tr> <tr> <td>Local</td> <td>Con</td> <td>\$13,720</td> <td>2026</td> </tr> </tbody> </table>	Source	Phase	Amount	Revised SFY	Federal	Con	\$589,644	2026	State	Con	\$49,287	2026	Local	Con	\$342,990	2026	Local	Con	\$13,720	2026
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Local	Con	\$342,990	2026																		
Local	Con	\$13,720	2026																		

\* Project is part of a Statewide Line Item



**Table 2. Projects with a Phase in SFYs 2021-2023 of the Previous TIP that Was Not Authorized**

<b>MORPC ID:</b> 3655 <b>PID:</b> 110444 <b>Agency:</b> ODOT 6 US-36 at Wilson Rd, Intersection Modification	<b>CRS:</b> DEL-US036-18.27 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																				
<b>MORPC ID:</b> 2992 <b>PID:</b> 96308 <b>Agency:</b> ODOT 6 US 36 at Prairie Run, Bridge Repair	<b>CRS:</b> DEL-US036-21.96 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																				
<b>MORPC ID:</b> 3502 <b>PID:</b> 106959 <b>Agency:</b> ODOT 6 I-71 at south of US-36/SR-37, New Interchange	<b>CRS:</b> DEL-IR071-08.91 (Ph A) <table border="1"> <thead> <tr> <th>Source</th> <th>Phase</th> <th>Amount</th> <th>Revised SFY</th> </tr> </thead> <tbody> <tr> <td>Local</td> <td>Con</td> <td>\$21,900,000</td> <td>2025</td> </tr> <tr> <td>Local</td> <td>Con</td> <td>\$1,533,000</td> <td>2025</td> </tr> <tr> <td>Federal</td> <td>Con</td> <td>\$8,560,000</td> <td>2025</td> </tr> <tr> <td>State</td> <td>Con</td> <td>\$2,140,000</td> <td>2025</td> </tr> </tbody> </table>	Source	Phase	Amount	Revised SFY	Local	Con	\$21,900,000	2025	Local	Con	\$1,533,000	2025	Federal	Con	\$8,560,000	2025	State	Con	\$2,140,000	2025
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State	Con	\$2,140,000	2025																		
<b>MORPC ID:</b> 3711 <b>PID:</b> 110055 <b>Agency:</b> ODOT 6 SR 257 from SR 37 to the Marion County Line, Minor Pavement Rehabilitation	<b>CRS:</b> DEL-SR257-14.230 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																				
<b>MORPC ID:</b> 3657 <b>PID:</b> 110446 <b>Agency:</b> ODOT 6 * SR-315 at Jewett Rd, Intersection Modification	<b>CRS:</b> DEL-SR315-00.86 <table border="1"> <thead> <tr> <th>Source</th> <th>Phase</th> <th>Amount</th> <th>Revised SFY</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>Con</td> <td>\$1,350,000</td> <td>2026</td> </tr> <tr> <td>Federal</td> <td>Con</td> <td>\$94,500</td> <td>2026</td> </tr> <tr> <td>State</td> <td>Con</td> <td>\$10,500</td> <td>2026</td> </tr> <tr> <td>State Safety</td> <td>Con</td> <td>\$150,000</td> <td>2026</td> </tr> </tbody> </table>	Source	Phase	Amount	Revised SFY	Federal	Con	\$1,350,000	2026	Federal	Con	\$94,500	2026	State	Con	\$10,500	2026	State Safety	Con	\$150,000	2026
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Federal	Con	\$94,500	2026																		
State	Con	\$10,500	2026																		
State Safety	Con	\$150,000	2026																		
<b>MORPC ID:</b> 3194 <b>PID:</b> 102124 <b>Agency:</b> ODOT 6 * Various locations on SR-315 from Hyatts Rd to Bunty Station Rd, Maintenance Activity/Culvert Maintenance	<b>CRS:</b> DEL-SR315-05.00/6.40/8.10 <table border="1"> <thead> <tr> <th>Source</th> <th>Phase</th> <th>Amount</th> <th>Revised SFY</th> </tr> </thead> <tbody> <tr> <td>State</td> <td>Con</td> <td>\$99,800</td> <td>2025</td> </tr> <tr> <td>Federal</td> <td>Con</td> <td>\$1,719,200</td> <td>2025</td> </tr> <tr> <td>State</td> <td>Con</td> <td>\$330,000</td> <td>2025</td> </tr> </tbody> </table>	Source	Phase	Amount	Revised SFY	State	Con	\$99,800	2025	Federal	Con	\$1,719,200	2025	State	Con	\$330,000	2025				
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Federal	Con	\$1,719,200	2025																		
State	Con	\$330,000	2025																		
<b>MORPC ID:</b> 3437 <b>PID:</b> NA <b>Agency:</b> Canal Winchester Greengate Blvd from Diley Rd & Howe Industrial Pkwy to Hill Rd, New Roadway	<b>CRS:</b> FAI-Greengate Blvd-Diley to Hill <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																				
<b>MORPC ID:</b> 3302 <b>PID:</b> NA <b>Agency:</b> Canal Winchester Hill Rd at Kings Crossing, Intersection Modification	<b>CRS:</b> FAI-Hill Rd-Kings Crossing <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																				
<b>MORPC ID:</b> 3787 <b>PID:</b> NA <b>Agency:</b> Reynoldsburg Blacklick Trail Extension from JFK Park to Broad St, Multi-Use Path	<b>CRS:</b> FRA-Blacklick Trail Extension-JFK Park <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																				
<b>MORPC ID:</b> 3304 <b>PID:</b> NA <b>Agency:</b> Canal Winchester Canal Winchester Bikeway Extension from Municipal Pool Lot to Stradley Place, Multi-Use Path	<b>CRS:</b> FRA-Canal Winchester Bikeway Extension <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																				
<b>MORPC ID:</b> 3355 <b>PID:</b> NA <b>Agency:</b> New Albany Dublin-Granville Rd from Harlem Rd to Greensward Rd, Multi-Use Path	<b>CRS:</b> FRA-Dublin-Granville Rd-Harlem Rd <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																				
<b>MORPC ID:</b> 3361 <b>PID:</b> NA <b>Agency:</b> New Albany Dublin-Granville Rd from New Albany west corp limit to Greensward Rd, Multi-Use Path	<b>CRS:</b> FRA-Dublin-Granville Rd-Path <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																				
<b>MORPC ID:</b> 3360 <b>PID:</b> NA <b>Agency:</b> New Albany Forest Dr at Smith's Mill Rd, Intersection Modification	<b>CRS:</b> FRA-Forest Dr-Smith's Mill Rd <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																				
<b>MORPC ID:</b> 3617 <b>PID:</b> NP <b>Agency:</b> Dublin Franklin St from North St to US-33/SR-161/Bridge St, New Roadway	<b>CRS:</b> FRA-Franklin St-North St <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																				

\* Project is part of a Statewide Line Item



**Table 2. Projects with a Phase in SFYs 2021-2023 of the Previous TIP that Was Not Authorized**

<b>MORPC ID:</b> 3793 <b>PID:</b> NA <b>Agency:</b> Dublin Franklin St from Waterford Dr to Historic District, Sidewalks	<b>CRS:</b> FRA-Franklin St-Waterford Dr <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>
<b>MORPC ID:</b> 3729 <b>PID:</b> 112256 <b>Agency:</b> ODOT 6 Freeway Lighting FY22 at Franklin County, Lighting	<b>CRS:</b> FRA-Freeway Lighting FY22-- <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>
<b>MORPC ID:</b> 3314 <b>PID:</b> NA <b>Agency:</b> Grove City Grant Run Trail from Hoover Rd to Buckeye Parkway, Multi-Use Path	<b>CRS:</b> FRA-Grant Run Trail-Hoover Rd <b>Source</b> <b>Phase</b> <b>Amount</b> <b>Revised SFY</b> Local        Con            \$2,481,000    2024
<b>MORPC ID:</b> 3300 <b>PID:</b> NA <b>Agency:</b> Canal Winchester Groveport Rd from Walnut Woods Metro Park to W of Gender Rd, Multi-Use Path	<b>CRS:</b> FRA-Groveport Rd-Bikeway <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>
<b>MORPC ID:</b> 3797 <b>PID:</b> NA <b>Agency:</b> Dublin Hyland-Croy Rd at McKittrick Rd, Intersection Modification	<b>CRS:</b> FRA-Hyland-Croy Rd-McKittrick Rd <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>
<b>MORPC ID:</b> 3734 <b>PID:</b> 111514 <b>Agency:</b> ODOT 6 Landscape Maintenance FY21 at Franklin County, Landscape Maintenance	<b>CRS:</b> FRA-Landscape Maintenance FY21-- <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>
<b>MORPC ID:</b> 3779 <b>PID:</b> N/A <b>Agency:</b> Upper Arlington Lane Ave from Riverside Dr to Tremont Road, Multi-Use Path	<b>CRS:</b> FRA-Lane Ave-Riverside Dr <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>
<b>MORPC ID:</b> 3297 <b>PID:</b> NA <b>Agency:</b> Hilliard Leppert Rd-Old Hilliard Connector, New Roadway	<b>CRS:</b> FRA-Leppert Rd-Old Hilliard Connector- <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>
<b>MORPC ID:</b> 3365 <b>PID:</b> CC27X/C <b>Agency:</b> New Albany Market St from Reynoldsburg-New Albany Rd to Dublin-Granville Rd, New Roadway	<b>CRS:</b> FRA-Market St-Reynoldsburg-New Albany <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>
<b>MORPC ID:</b> 3788 <b>PID:</b> NA <b>Agency:</b> New Albany Morse Rd at Beech Rd, Intersection Modification/Safety Improvement	<b>CRS:</b> FRA-Morse Rd-Beech Rd <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>
<b>MORPC ID:</b> 3784 <b>PID:</b> NA <b>Agency:</b> Grove City N Meadows Road from Haughn Road to Bill Lotz Way, New Roadway	<b>CRS:</b> FRA-N Meadows Road-Haughn Road <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>
<b>MORPC ID:</b> 3780 <b>PID:</b> NA <b>Agency:</b> Upper Arlington Nottingham Road from Sunset Drive to Mountview Road, Sidewalks	<b>CRS:</b> FRA-Nottingham Road-Sunset Drive <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>
<b>MORPC ID:</b> 3791 <b>PID:</b> NA <b>Agency:</b> Dublin Perimeter Drive from Avery-Muirfield Dr to Holt Dr, Sidewalks	<b>CRS:</b> FRA-Perimeter Drive-Avery-Muirfield Dr <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>
<b>MORPC ID:</b> 3789 <b>PID:</b> NA <b>Agency:</b> New Albany Reynoldsburg New Albany Rd at Walnut St, Intersection Modification/Safety Improvement	<b>CRS:</b> FRA-Reynoldsburg New Albany Rd-Walnut <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>
<b>MORPC ID:</b> 3366 <b>PID:</b> NA <b>Agency:</b> New Albany Reynoldsburg-New Albany Rd from Brandon Rd to Morse Rd, Multi-Use Path	<b>CRS:</b> FRA-Reynoldsburg-New Albany Rd-Brando <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>
<b>MORPC ID:</b> 3412 <b>PID:</b> NA <b>Agency:</b> Dublin Riverside Dr E from Emerald Pkwy to Hard Rd, Multi-Use Path	<b>CRS:</b> FRA-Riverside Dr E-Section 1 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>

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<b>MORPC ID:</b> 1561 <b>PID:</b> NA <b>Agency:</b> Canal Winchester Winchester Blvd from Gender Rd to Sims Road, New Roadway/Multi-Use Path	<b>CRS:</b> FRA-Winchester Blvd-Gender Rd
	<b>Source</b> <b>Phase</b> <b>Amount</b> <b>Revised SFY</b>
	Local        Con        \$15,500,000    2024
	Local        ROW        \$450,000        2024
<b>MORPC ID:</b> 3688 <b>PID:</b> 107759 <b>Agency:</b> ODOT 6 * SR 3 at I-71, Preventive Bridge Maintenance	<b>CRS:</b> FRA-003-17.44
	<b>Source</b> <b>Phase</b> <b>Amount</b> <b>Revised SFY</b>
	Federal     Con        \$416,000    2024
	State        Con        \$104,000    2024
<b>MORPC ID:</b> 3480 <b>PID:</b> 106260 <b>Agency:</b> ODOT 6 * Westerville Rd (SR-3) from Cleveland Ave to SR-161, Resurfacing/Operational Upgrades	<b>CRS:</b> FRA-SR003-19.91
	<b>Source</b> <b>Phase</b> <b>Amount</b> <b>Revised SFY</b>
	State        Con        \$398,287    2024
	Local        Con        \$429,510    2024
	Local        Con        \$17,180     2024
	Federal     Con        \$162,000    2024
	Federal     Con        \$2,091,853   2024
	State Safety    Con        \$18,000     2024
<b>MORPC ID:</b> 3662 <b>PID:</b> 110925 <b>Agency:</b> ODOT 6 Westerville Rd (SR-3) at Minerva Lake Rd/Corporate Dr, Intersection Modification	<b>CRS:</b> FRA-SR003-24.27 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>
<b>MORPC ID:</b> 3253 <b>PID:</b> 105768 <b>Agency:</b> Whitehall E Broad St at Hamilton Rd, Intersection Modification	<b>CRS:</b> FRA-SR016-06.87
	<b>Source</b> <b>Phase</b> <b>Amount</b> <b>Revised SFY</b>
	LTIP        Con        \$611,703    2024
	Local        Con        \$252,191    2024
	CMAQ-M    Con        \$5,055,577   2024
<b>MORPC ID:</b> 3652 <b>PID:</b> 110380 <b>Agency:</b> ODOT 6 US-23 at Rathmell Rd, Intersection Modification	<b>CRS:</b> FRA-US023-04.19 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>
<b>MORPC ID:</b> 3694 <b>PID:</b> 106095 <b>Agency:</b> ODOT 6 * Indianola Ave from Hudson St to Oakland Park Ave, Bicycle Lanes/Minor Pavement Rehabilitation	<b>CRS:</b> FRA-US023-15.31
	<b>Source</b> <b>Phase</b> <b>Amount</b> <b>Revised SFY</b>
	Local        Con        \$567,300    2025
	Federal     Con        \$986,400    2025
	Local        Con        \$19,600     2025
<b>MORPC ID:</b> 3324 <b>PID:</b> 104704 <b>Agency:</b> Columbus * Georgesville Rd at Hall Rd (CR-125), Intersection Modification/Multi-Use Path	<b>CRS:</b> FRA-CR026 (Georgesville)-Hall Rd
	<b>Source</b> <b>Phase</b> <b>Amount</b> <b>Revised SFY</b>
	Federal     Con        \$957,895    2024
	Local        Con        \$179,066    2024
<b>MORPC ID:</b> 3702 <b>PID:</b> 110123 <b>Agency:</b> ODOT 6 ODOT/City of Columbus at various locations, Minor Pavement Rehabilitation	<b>CRS:</b> FRA-US033-20.690 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>
<b>MORPC ID:</b> 1495 <b>PID:</b> NA <b>Agency:</b> Hilliard Cosgray Rd from Jeffrelyn Dr to Hoffman Farms Dr, Intersection Modification	<b>CRS:</b> FRA-CR039-Cosgray Rd
	<b>Source</b> <b>Phase</b> <b>Amount</b> <b>Revised SFY</b>
	Local        Con        \$2,950,000   2026
<b>MORPC ID:</b> 3691 <b>PID:</b> 106272 <b>Agency:</b> ODOT 6 * Broad St from I-71 to Nelson Rd, Minor Pavement Rehabilitation	<b>CRS:</b> FRA-US040-12.50
	<b>Source</b> <b>Phase</b> <b>Amount</b> <b>Revised SFY</b>
	Local        Con        \$46,721     2025
	Federal     Con        \$1,336,608   2025
	Local        Con        \$1,168,020   2025

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**Table 2. Projects with a Phase in SFYs 2021-2023 of the Previous TIP that Was Not Authorized**

<b>MORPC ID:</b> 3695 <b>PID:</b> 106097 <b>Agency:</b> ODOT 6 US 40 (Broad St.) from Camp Chase Industrial RR to Shague Ave, Minor Pavement Rehabilitation	<b>CRS:</b> FRA-US040-7.700 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																																
<b>MORPC ID:</b> 1150 <b>PID:</b> NA <b>Agency:</b> Hilliard Wilcox Rd at Hayden Run Rd, Intersection Modification	<b>CRS:</b> FRA-CR040-Hayden Run Rd <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																																
<b>MORPC ID:</b> 3315 <b>PID:</b> NA <b>Agency:</b> Grove City Broadway at Demorest, Intersection Modification	<b>CRS:</b> FRA-US062-Demorest <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																																
<b>MORPC ID:</b> 3638 <b>PID:</b> 105496 <b>Agency:</b> ODOT 6 Jones Rd at I-70, Bridge Deck Replacement	<b>CRS:</b> FRA-IR070-02.61 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																																
<b>MORPC ID:</b> 1333 <b>PID:</b> 77372 <b>Agency:</b> ODOT 6 I-70/I-71 Innerbelt (Phase 4A), Major Widening/Interchange Modification	<b>CRS:</b> FRA-IR070-12.68 (Proj 4A) <table border="1"> <thead> <tr> <th>Source</th> <th>Phase</th> <th>Amount</th> <th>Revised SFY</th> </tr> </thead> <tbody> <tr> <td>Local</td> <td>Con</td> <td>\$10,025,097</td> <td>2024</td> </tr> <tr> <td>Local</td> <td>Con</td> <td>\$701,756</td> <td>2024</td> </tr> <tr> <td>NHFP</td> <td>Con</td> <td>\$45,000,000</td> <td>2024</td> </tr> <tr> <td>State</td> <td>Con</td> <td>\$28,047,616</td> <td>2024</td> </tr> <tr> <td>STBG-M</td> <td>Con</td> <td>\$7,631,026</td> <td>2024</td> </tr> <tr> <td>Bond</td> <td>Con</td> <td>\$90,000,000</td> <td>2024</td> </tr> <tr> <td>Federal</td> <td>Con</td> <td>\$59,006,606</td> <td>2024</td> </tr> </tbody> </table>	Source	Phase	Amount	Revised SFY	Local	Con	\$10,025,097	2024	Local	Con	\$701,756	2024	NHFP	Con	\$45,000,000	2024	State	Con	\$28,047,616	2024	STBG-M	Con	\$7,631,026	2024	Bond	Con	\$90,000,000	2024	Federal	Con	\$59,006,606	2024
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Federal	Con	\$59,006,606	2024																														
<b>MORPC ID:</b> 2874 <b>PID:</b> 96053 <b>Agency:</b> ODOT 6 I-70/I-71 Innerbelt (Phase 4B), Major Widening/Bridge Replacement	<b>CRS:</b> FRA-IR070-14.00 (Ph 4B) <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																																
<b>MORPC ID:</b> 3720 <b>PID:</b> 112403 <b>Agency:</b> ODOT 6 * I-70 at Pump Stations ST-1 & ST-1A, Maintenance Activity	<b>CRS:</b> FRA-IR070-Pump ST-1&1A <table border="1"> <thead> <tr> <th>Source</th> <th>Phase</th> <th>Amount</th> <th>Revised SFY</th> </tr> </thead> <tbody> <tr> <td>State</td> <td>Con</td> <td>\$5,350,000</td> <td>2026</td> </tr> </tbody> </table>	Source	Phase	Amount	Revised SFY	State	Con	\$5,350,000	2026																								
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State	Con	\$5,350,000	2026																														
<b>MORPC ID:</b> 3306 <b>PID:</b> 105588 <b>Agency:</b> ODOT 6 I-70/I-71 Innerbelt (Project 6R), Major Widening/Interchange Modification	<b>CRS:</b> FRA-IR071-14.36 (Prj 6R) <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																																
<b>MORPC ID:</b> 3632 <b>PID:</b> 107777 <b>Agency:</b> ODOT 6 I-71 [cancelled] at Cooke Rd, Bridge Maintenance Activities	<b>CRS:</b> FRA-IR071-23.46 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																																
<b>MORPC ID:</b> 3801 <b>PID:</b> NA <b>Agency:</b> Columbus Hudson St from I-71 to Cleveland Ave, Reconstruction/Multi-Use Path	<b>CRS:</b> FRA-CR093-00.25 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																																
<b>MORPC ID:</b> 3672 <b>PID:</b> 110300 <b>Agency:</b> ODOT 6 * SR 104 from just east of Groveport Rd to just west of Elwood Ave, Noise Walls	<b>CRS:</b> FRA-SR104-09.80 Noise Wal <table border="1"> <thead> <tr> <th>Source</th> <th>Phase</th> <th>Amount</th> <th>Revised SFY</th> </tr> </thead> <tbody> <tr> <td>Federal</td> <td>Con</td> <td>\$1,198,400</td> <td>2026</td> </tr> <tr> <td>State</td> <td>Con</td> <td>\$299,600</td> <td>2026</td> </tr> </tbody> </table>	Source	Phase	Amount	Revised SFY	Federal	Con	\$1,198,400	2026	State	Con	\$299,600	2026																				
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State	Con	\$299,600	2026																														
<b>MORPC ID:</b> 3947 <b>PID:</b> 117607 <b>Agency:</b> ODOT SR 161 from I-270 to Us 62, Noise Walls	<b>CRS:</b> FRA-SR161-15.80 <table border="1"> <thead> <tr> <th>Source</th> <th>Phase</th> <th>Amount</th> <th>Revised SFY</th> </tr> </thead> <tbody> <tr> <td>State</td> <td>Con</td> <td>\$1,050,000</td> <td>2025</td> </tr> <tr> <td>State</td> <td>Con</td> <td>\$15,000,000</td> <td>2025</td> </tr> </tbody> </table>	Source	Phase	Amount	Revised SFY	State	Con	\$1,050,000	2025	State	Con	\$15,000,000	2025																				
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State	Con	\$1,050,000	2025																														
State	Con	\$15,000,000	2025																														
<b>MORPC ID:</b> 3668 <b>PID:</b> 110449 <b>Agency:</b> ODOT 6 US 23D (Third St) at US 33 (Mound St), Intersection Modification	<b>CRS:</b> FRA-US23D-04.17 (3rd St) <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																																

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<b>MORPC ID:</b> 3637 <b>PID:</b> 105498 <b>Agency:</b> ODOT 6 Gantz, McComb & Trabue Rds over I-270, Bridge Deck Replacement	<b>CRS:</b> FRA-IR270-00.96/1.52/9.30 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>
<b>MORPC ID:</b> 3622 <b>PID:</b> 107832 <b>Agency:</b> ODOT 6 Hall Rd at I-270, Bridge Deck Replacement	<b>CRS:</b> FRA-IR270-05.47 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>
<b>MORPC ID:</b> 3701 <b>PID:</b> 110126 <b>Agency:</b> ODOT 6 IR 270 from FRA-270-40.45 to FRA-270-43.18, Minor Pavement Rehabilitation	<b>CRS:</b> FRA-IR270-40.45 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>
<b>MORPC ID:</b> 3278 <b>PID:</b> 105759 <b>Agency:</b> Franklin County Trabue Rd from Lakeshore Drive to Riverside Dr, Minor Widening/Bridge Deck Replacement	<b>CRS:</b> FRA-CR27-10.77 <b>Source</b> <b>Phase</b> <b>Amount</b> <b>Revised SFY</b> Local Con \$2,181,732 2024 STBG-M Con \$8,726,926 2024
<b>MORPC ID:</b> 3712 <b>PID:</b> 108154 <b>Agency:</b> ODOT 6 * SR 317 from Columbus Corp & N of Rocky Fork Rd to CR-5 & Lincoln Circle, Minor Pavement Rehabilitation	<b>CRS:</b> FRA-SR317-15.97 <b>Source</b> <b>Phase</b> <b>Amount</b> <b>Revised SFY</b> Federal Con \$982,354 2025 Local Con \$33,248 2025 Local Con \$831,210 2025 State Con \$7,793 2025
<b>MORPC ID:</b> 3698 <b>PID:</b> 106270 <b>Agency:</b> ODOT 6 SR 317 from N of Rocky Fork Dr S to N of 5th Ave, Minor Pavement Rehabilitation	<b>CRS:</b> FRA-SR317-16.21 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>
<b>MORPC ID:</b> 3362 <b>PID:</b> NA <b>Agency:</b> New Albany SR 605 from Central College Rd to Walnut St, Multi-Use Path	<b>CRS:</b> FRA-SR605-Path <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>
<b>MORPC ID:</b> 3643 <b>PID:</b> 105428 <b>Agency:</b> ODOT 6 I-670 at 3 bridges between I-70 and SR-315, Bridge Maintenance Activities	<b>CRS:</b> FRA-IR670-02.13 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>
<b>MORPC ID:</b> 3765 <b>PID:</b> 112712 <b>Agency:</b> ODOT 6 IR 670 at FRA-670-1.08 and FRA-270-24.86, Bridge Maintenance Activities	<b>CRS:</b> FRA-IR670-1.08 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>
<b>MORPC ID:</b> 3764 <b>PID:</b> 112701 <b>Agency:</b> ODOT 6 IR 670 at FRA-670-3.87, Bridge Maintenance Activities	<b>CRS:</b> FRA-IR670-3.87A <b>Source</b> <b>Phase</b> <b>Amount</b> <b>Revised SFY</b> State Con \$100,000 2026 Federal Con \$400,000 2026
<b>MORPC ID:</b> 3766 <b>PID:</b> 112705 <b>Agency:</b> ODOT 6 IR 70 at FRA-70-7.38 and FRA-16-6.06, Culvert Maintenance	<b>CRS:</b> FRA-IR70-7.38 <b>Source</b> <b>Phase</b> <b>Amount</b> <b>Revised SFY</b> State Con \$66,000 2024 Federal Con \$594,000 2024
<b>MORPC ID:</b> 3676 <b>PID:</b> 111560 <b>Agency:</b> ODOT 6 * SR-710 from SR-161 to just North of Schrock Rd, Resurfacing	<b>CRS:</b> FRA-SR710-00.00 <b>Source</b> <b>Phase</b> <b>Amount</b> <b>Revised SFY</b> Local Con \$12,701 2025 State Con \$100,246 2025 Federal Con \$400,982 2025 Local Con \$317,520 2025
<b>MORPC ID:</b> 3357 <b>PID:</b> NA <b>Agency:</b> New Albany Jug St from Harrison Rd to Mink St, Reconstruction/Bicycle Lanes	<b>CRS:</b> LIC-Jug St-Phase 1 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>

\* Project is part of a Statewide Line Item

**Table 2. Projects with a Phase in SFYs 2021-2023 of the Previous TIP that Was Not Authorized**

<b>MORPC ID:</b> 3363 <b>PID:</b> NA <b>Agency:</b> New Albany Jug St from Beech Rd to Harrison Rd, Reconstruction	<b>CRS:</b> LIC-Jug St-Phase 2 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																												
<b>MORPC ID:</b> 3233 <b>PID:</b> 97996 <b>Agency:</b> ODOT 5 * SR-16 from Franklin Co Line to SR-37, Resurfacing/Intersection Modification	<b>CRS:</b> LIC-SR016-00.00																												
	<table border="1"> <thead> <tr> <th>Source</th> <th>Phase</th> <th>Amount</th> <th>Revised SFY</th> </tr> </thead> <tbody> <tr> <td>State Safety</td> <td>Con</td> <td>\$82,400</td> <td>2024</td> </tr> <tr> <td>Federal</td> <td>Con</td> <td>\$2,992,765</td> <td>2024</td> </tr> <tr> <td>HSIP</td> <td>Con</td> <td>\$329,600</td> <td>2024</td> </tr> <tr> <td>Local</td> <td>Con</td> <td>\$6,929</td> <td>2024</td> </tr> <tr> <td>Local</td> <td>Con</td> <td>\$366,358</td> <td>2024</td> </tr> <tr> <td>State</td> <td>Con</td> <td>\$374,904</td> <td>2024</td> </tr> </tbody> </table>	Source	Phase	Amount	Revised SFY	State Safety	Con	\$82,400	2024	Federal	Con	\$2,992,765	2024	HSIP	Con	\$329,600	2024	Local	Con	\$6,929	2024	Local	Con	\$366,358	2024	State	Con	\$374,904	2024
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<b>MORPC ID:</b> 3275 <b>PID:</b> 95776 <b>Agency:</b> ODOT 6 SR-736 at Robinson Run (just S of Taylor Rd), Bridge Deck Replacement	<b>CRS:</b> UNI-SR736-01.16 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2027</i>																												

\* Project is part of a Statewide Line Item

## 4. Expected Financial Resources

The financial resources for TIP projects come from a variety of federal, state and local funding sources. Some of these funds are controlled by ODOT and allocated through ODOT's project selection process for the particular fund type. Some of the funds are controlled by MORPC and allocated through MORPC's project selection process. Finally, the local jurisdictions also provide funding, which many times is used to match state or federal funds. Some projects included in the listing are solely locally funded.

The following discusses the expected financial resources available through ODOT-controlled and MORPC-controlled sources. Then, a discussion on the allocation of the resources to management and operation of the system is provided.

### ODOT-Controlled Programs

The majority of funding for the highway (non-transit) activities in the TIP is from ODOT-controlled funding programs. The ODOT programs used for highways in the TIP are listed below.

- District Pavement and Bridge
- TRAC/Major New
- Major Bridge
- Multi-Lane Major Rehab Program
- Safety
- Transportation Alternatives Program
- Federal Lands Access Program
- Geological Site Management Program
- Local Major Bridge Program
- Maintenance
- Municipal Bridge
- Noise Wall
- Metro Parks
- Rail
- Rest Areas
- Small City
- Ohio Bridge Partnership Program
- Jobs & Commerce
- Diesel Emission Reduction Grants
- Freight
- Rural Transit Program

ODOT Central Office is responsible for the management and forecasting of the funds expected to be available from the above sources. Additional information on the ODOT programs and the Statewide TIP process can be found on ODOT's website at <https://transportation.ohio.gov>.

### MORPC-Attributable Funds

MORPC receives a sub-allocation of ODOT's Surface Transportation Block Grant (STBG), Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP) funds that includes a proportional sub-allocation of ODOT's authority to obligate these funds. Additionally, ODOT provides an allocation of Congestion Mitigation and Air Quality Program (CMAQ) funds

for the eight large MPOs to collectively distribute to projects. The process the eight large MPOs uses to select projects is built upon each MPO’s own process for selecting projects to use CMAQ funding in their area. Thus, for purposes of the TIP, these CMAQ funds will also be referred to as MORPC-attributable funds. ODOT forecasts the amount of STBG, TAP, CRP and CMAQ funds expected to be available. Table 3 provides the MORPC-attributable funding expected to be available for SFYs 2024-2027.

**Table 3. Projected MORPC-Attributable Funding**

Source	2024*	2025	2026	2027
STBG-M	\$26,552,760	\$27,083,849	\$27,625,560	\$28,316,199
CMAQ-M**	\$13,599,083	\$13,871,082	\$14,148,521	\$14,502,234
TAP-M	\$3,094,420	\$3,156,312	\$3,219,442	\$3,299,928
CRP-M	\$3,086,422	\$3,148,154	\$3,211,121	\$3,291,399

\*Excludes carry over from years prior to SFY 2024

\*\*Estimate based on allocation resulting from large MPO statewide CMAQ process

## Local and Other Funds

In addition to ODOT programs and MORPC-attributable funds, certain other federal and state funds are controlled by local governments and other entities as provided below.

- County Engineers Association of Ohio Bridge, Safety & Surface Transportation Programs
- Local Public Agency Funds
- Local Public Transit Authority
- Local Transportation Improvement Program (OPWC)
- Private Sources
- State Capital Improvements Program (OPWC)
- Federal Transit Administration Programs

Similar to the ODOT-controlled funds, MORPC coordinates with the transit agencies, the County Engineers Association of Ohio, the Ohio Public Works Commission and local jurisdictions to determine the funding resources expected to be available. Table 4 provides the projected FTA formula funding for the MORPC area.

**Table 4. Projected FTA Formula Funding**

Source	2024	2025	2026	2027
5307	\$25,013,541	\$25,638,879	\$26,279,851	\$26,805,448
5310	\$1,721,731	\$1,764,775	\$1,808,894	\$1,845,072
5339	\$2,130,311	\$2,183,569	\$2,238,158	\$2,282,921

## Management and Operations

As required by the May 27, 2016 Metropolitan Transportation Planning Final Rule, the TIP Financial Plan includes system-level estimates of costs and revenue sources that are



reasonably expected to be available to adequately operate and maintain federal-aid highways and public transportation.

Emphasis is put on system maintenance-type improvements and operations. Together with operating the transportation system (plowing, mowing, painting, traffic control, operating buses, etc.), bridge replacement and rehabilitation, resurfacing and reconstruction projects, bus replacements and other preservation-type projects make up the majority of expenditures on the transportation system. These expenditures are made by ODOT, the local jurisdictions, and the transit agencies.

While operations, maintenance and system preservation in aggregate are significant, the individual projects are often not regionally significant. Consequently, many of these types of projects are not specifically identified in the TIP. This is especially true for the local jurisdiction management and operations expenditures because of the difficulty in collecting this kind of information, and there is no comprehensive accounting of how much is spent on these activities in the MORPC planning area.

In terms of ODOT projects, some types of maintenance projects are significant and they are identified by location in the TIP. However, many other maintenance projects are not specifically identified by location in the TIP, but included as district-wide activities, district-wide line items or statewide line items.

Table 5 provides a summary of the amount of funds included in the TIP for SFY 2024-2027 for operation and maintenance type projects as compared to all of the funding included in the TIP. All the projects that are associated with improving or extending the life of the existing transportation system are included in the maintenance category. This category also includes the projects associated with improving safety on our highway system by improving the signage and signalization. The table also includes transit expenditures for COTA and DCT. Almost all of their expenditures are for operations and maintenance. Table 6 provides the information for the MORPC-attributable funding.

**Table 5. Funding for Operation and Maintenance and All Projects Included in the TIP**

	Local	State	Federal	Total
Operations and Maintenance	\$965,736,049	\$92,283,714	\$409,677,411	\$1,467,697,174
All TIP Projects	\$1,272,569,132	\$258,481,169	\$714,582,889	\$2,245,633,190
Percent Operations and Maintenance	76%	36%	57%	65%

**Table 6. MORPC-Attributable Funding used for Operation and Maintenance and All Projects Included in the TIP**

	2024	2025	2026	2027	Total
Operation and Maintenance	\$22,469,872	\$10,929,147	\$13,206,518	\$6,832,270	\$53,437,808
All MORPC Funds	\$42,885,869	\$31,229,127	\$14,504,969	\$8,169,966	\$96,789,931
Percent Operation and Maintenance	52%	35%	91%	84%	55%

In addition to purely maintenance projects, many projects considered as system expansion projects are mostly reconstruction projects with additional lanes being built. For example, some projects included in the TIP are two-lane roads that will be reconstructed with more lanes than are currently present. Although these projects are considered to be expansion projects, a significant portion of the costs of these projects is for reconstruction of existing lanes.

## Advance Construction

ODOT utilizes advance construction for the management of fund appropriations and obligation limitation provided by FHWA. Advance construction allows the department to gain federal authorization to begin federally eligible activities without obligating funding. At the time of authorization, FHWA is confirming that ODOT has followed all requirements necessary to execute a federal agreement. By placing the funds into advance construction, FHWA is not guaranteeing funding for the project but is indicating that the activities would be eligible.

ODOT places most of its projects in advance construction at the time of authorization. There are some exceptions based on the expiration of funds and legislative requirements. The advance construction is placed into two groups. The first group is identified as short term. This group is used for projects in which the funding will be converted as project expenditures take place and are exhausted by the completion of the federally eligible activities. By utilizing advance construction, ODOT can convert its appropriations and obligation limitation for costs that are currently being incurred and maintain a balance throughout the federal fiscal year. The second group is identified as long term. This group is used primarily for GARVEE bonds and MPO or CEAO SIB (State Infrastructure Bank) loans that are utilized and managed by ODOT. The GARVEE bonds are retired utilizing future federal funding received through the active and future highway authorization bills. Prior to the bond sale, the entire amount of the bond is put into advance construction on the projects being funded with its proceeds. These amounts are then converted over an 8- to 12-year period to retire the bonds. These payments are made on either a level principal or level interest payment schedule depending on the bond structure. The SIB loans are loans taken out by a local sponsor, which are being paid off utilizing federal MPO or CEAO funding. These loans have a maximum repayment term of 20 years and are paid down using a level principal amortization schedule. These loans typically have two annual payments due. At the designated payment dates, advance construction is converted in the amount of the federal participating principal and interest due.

The short-term advance construction rises and falls throughout the federal fiscal year based on ODOT's needs for each program utilizing federal funds. At the beginning of each federal fiscal year (October 1), the balance is typically at its lowest of the year. Agreements are consistently authorized throughout the federal fiscal year with the advance construction balance typically peaking in June. ODOT also consistently converts advance construction to obligated funds throughout the federal fiscal year for costs as they are incurred. In June, the amount being converted begins exceeding the amount of new advance construction. This is based on the peak of construction season and the requirement to use obligation limitation prior to the close of the federal fiscal year. The long-term advance construction balance is based upon the sales of bonds or the establishment of a new SIB loan. The bonds are typically sold every 12 to 18 months based on ODOT's needs. The long-term advance construction peaks in bond sale year and is reduced as the bond retirement payments are made.

## 5. Project Selection Process

Although many transportation needs have been identified in the MTP and many more have not been included, they cannot all be pursued at once because funding is limited. The project phases listed in the TIP must have funding available in the four-year period covered by the TIP. MORPC and ODOT each established their own project selection processes to determine which projects can be achieved within fiscal balance with the limited resources.

### ODOT-Controlled Funds

The ODOT Central Office administers the major-new construction program, safety program, and highway programs, including the major bridge program. The districts administer maintenance programs for highways; bridges on State, Interstate, and U.S. routes.

ODOT has different criteria for the different types of projects it administers. Therefore, for each type of project or activity, ODOT has a specific project selection process. Details about these programs and their project selection processes can be found on ODOT's website at <https://transportation.ohio.gov>.

For the ODOT-controlled funds, ODOT provides the list of projects within the planning area to MORPC for inclusion in the TIP. For some of the ODOT programs, such as the Major New and Safety, MORPC provides regional priorities for ODOT's consideration and/or assistance to local governments in submitting projects. Nevertheless, MORPC reviews all projects selected through ODOT processes for consistency with the MTP, with the MTP Project ID noted in the TIP project listing, and presents them to local jurisdictions before they can be included in the TIP.

### MORPC-Attributable Funds

MORPC has adopted *Policies for Managing MORPC-Attributable Funds* (Policies). The Policies establish a competitive evaluation process to determine which of the projects submitted will receive MORPC-attributable funding. This process is revised and readopted biennially, prior to beginning the TIP update process. The Policies are included in Appendix B and available on the MORPC website at [www.morpc.org](http://www.morpc.org).

Table 7 provides a summary of the types of projects that have historically used MORPC-attributable funding.

**Table 7. Historical Distribution of MORPC-Attributable Funds**

Primary Project Type	Amount	Percent
System Expansion (with associated reconstruction, bicycle, pedestrian, etc.)	\$408,265,078	56%
Transit, Bus Replacements	\$81,590,384	11%
Intelligent Transportation Systems, Traffic Control	\$84,103,205	11%
System Preservation, Reconstruction	\$58,694,523	8%
Bicycle, Pedestrian, Enhancement	\$61,716,285	8%
Air Quality, Ridsharing, Planning	\$38,953,997	5%
Total	\$733,323,472	100%

For this round, project applicants provided updates to previous MORPC project commitments in July 2022. MORPC received final applications for new projects in September 2022. Table 8 summarizes the available funding and projects request.

**Table 8. MORPC-Attributable Funds Available vs. Requests (in Millions)**

	Amount (Millions)
Projects with Previous Commitments	\$178
Projects with New Commitments	\$148
<b>Total Proposed for Funding</b>	<b>\$326</b>
Total Requests Projects Not Proposed for Funding	\$156
<b>Total for All Requests</b>	<b>\$482</b>

In accordance with the Policies, MORPC staff along with an Attributable Funds Committee (AFC) reviewed the applications and evaluated the new project requests. The AFC is made up of MORPC staff, members of MORPC committees (CAC, TAC & Transportation Policy), local government representatives, and others. The AFC met four times between October 2022 December 2022 to develop draft recommendations for the use of MORPC-attributable funding.

On January 6, 2023, MORPC announced a draft list of projects selected for public comment. Comments were received until February 8, 2023. On March 9, 2023, the Transportation Policy Committee passed Resolution T-2-23, adopting the list of projects to use MORPC-attributable funds.

## 6. Performance Measures

MAP-21, the FAST Act, and the BIL have placed emphasis on incorporating performance management into transportation planning and programming processes. National performance goals have been established for seven key areas (safety, infrastructure condition, congestion, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays), and MPOs are required to establish performance targets in support of these national goals.

Although the final rules for implementing performance measures weren't issued until 2016, the last two MOPRC MTPs included performance measures and targets. MORPC's 2020-2050

MTP measures and targets can be found at [www.morpc.org/mtp2050](http://www.morpc.org/mtp2050). The 2020-2050 MTP was adopted in May 2020. Projects in this TIP are being advanced to achieve the performance targets established in the 2020-2050 MTP.

MORPC issues a report card each April until a new MTP is adopted which provides an update on the region’s progress in achieving the established targets. The annual report cards are available at the MTP website.

As mentioned above, the final rules for implementing performance measures were effective or completed in 2016. The rules on performance measures were provided in three parts: PM1-Safety; PM2-Pavement & Bridge; and PM3-Reliability, Freight and CMAQ. The state and MPOs are required to set performance targets in these areas. In addition, transit agencies and FTA Section 5310 designated recipients are to develop Transit Asset Management (TAM) Plans and the MPOs are to incorporate the performance measures in the TAM Plans into performance measures for the MPO area. The following sections provide additional detail with regard to each of the three performance measure areas.

### Safety Performance Measures

The safety performance measure rules were the first to become effective (April 14, 2016). The rules identified five safety performance measures (number of fatalities, number of serious injuries, fatality rate, serious injury rate, and non-motorized fatalities & serious injuries) for which the state and MPOs are to establish baseline measurement and targets. The state was to establish targets by August 31, 2017, and then annually thereafter. The MPOs were to establish targets by February 27, 2018 and then annually thereafter. ODOT established the statewide baseline and targets originally in August 2017 with the latest annual update in August 2022. The August 2022 values are shown below.

**Table 9. ODOT Statewide Safety Performance Measures**

Measure	Baseline CY 2017-2021 Avg/yr	CY 2023 Target
<b>Number of fatalities</b>	1,197.2	1,173
<b>Number of serious injuries</b>	7,805.6	7,649
<b>Fatality rate (per 100 million VMT)</b>	1.06	1.04
<b>Serious injury rate (per 100 million VMT)</b>	6.91	6.77
<b>Non-motorized fatalities &amp; serious injuries</b>	840.4	824

With the adoption of the 2020-2050 MTP in May 2020, MORPC established baseline and targets for each of the five measures. As described in the MTP, these were:

**Table 10. MORPC 2020-2050 MTP Safety Performance Measures**

Measure	Baseline CY 2017-2021 Avg/yr	2025 Target	2050 Target
<b>Number of fatalities</b>	128	8% reduction	27% reduction
<b>Number of serious injuries</b>	814	8% reduction	27% reduction
<b>Fatality rate (per 100 million VMT)</b>	1.10	0.69	0.54
<b>Serious injury rate (per 100 million VMT)</b>	6.13	5.64	4.43
<b>Non-motorized fatalities &amp; serious injuries</b>	155	8% reduction	27% reduction

**Table 11. MORPC Safety Performance Measures**

Measure	Baseline CY 2013-2017 Avg/yr	2 Yr. Target	4 Yr. Target
<b>Number of fatalities</b>	128	Support ODOT Target	Support ODOT Target
<b>Number of serious injuries</b>	814	Support ODOT Target	Support ODOT Target
<b>Fatality rate (per 100 million VMT)</b>	1.10	Support ODOT Target	Support ODOT Target
<b>Serious injury rate (per 100 million VMT)</b>	6.13	Support ODOT Target	Support ODOT Target
<b>Non-motorized fatalities &amp; serious injuries</b>	155	Support ODOT Target	Support ODOT Target

The projects in the TIP will aid the region in achieving the safety targets. In particular, many projects using MORPC-attributable funding will aid the region in achieving the safety targets, as safety is an important component in the project evaluation and selection process as described in Appendix B. The table below summarizes projects in the TIP which improve safety using federal Highway Safety Improvement Program (HSIP) funds, as well as safety projects not utilizing these funds.

**Table 12. MORPC TIP Projects Improving Safety**

Projects funded with HSIP \$	HSIP \$ (Millions)	Projects funded without HSIP \$	Non-HSIP \$ (Millions)
50	\$108.9	13	\$95.8

## Pavement and Bridge Performance Measures

The pavement and bridge performance measures did not become effective until May 20, 2017. The state was to establish targets by May 20, 2018, and the MPOs were to establish targets by November 16, 2018. The rules identified four pavement performance measures (percentage of interstate pavements in good condition, percentage of interstate pavements in poor condition,

percentage of non-interstate NHS pavements in good condition, and percentage of non-interstate NHS pavements in poor condition) and two bridge performance measures (percentage of NHS bridges by deck area in good condition and percentage of NHS bridges by deck area in poor condition). In 2022, ODOT established the following targets:

**Table 13. ODOT Statewide Pavement and Bridge Performance Measures**

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

Through the process to develop the 2020-2050 MTP which was adopted in May 2020, MORPC established the following performance measures and targets for the pavement and bridge measures.

**Table 14. MORPC Pavement and Bridge Performance Measures**

<b>Pavements</b>	<b>Baseline (2022)</b>	<b>2 Yr. Target</b>	<b>4 Yr. Target</b>
<b>Percentage of Interstate Pavements in Good Condition</b>	99%	N/A	>50%
<b>Percentage of Interstate Pavements in Poor Condition</b>	1%	N/A	<1%
<b>Percentage of Non-Interstate NHS Pavements in Good Condition</b>	98%	>35%	>35%
<b>Percentage of Non-Interstate NHS Pavements in Poor Condition</b>	3%	<3%	<3%
<b>Bridge</b>	<b>Baseline (2022)</b>	<b>2 Yr. Target</b>	<b>4 Yr. Target</b>
<b>Percentage of NHS Bridges by deck area in Good Condition</b>	70%	>70%	>70%
<b>Percentage of NHS Bridges by deck area in Poor Condition</b>	2%	<5%	<5%

Current data indicates the MORPC area currently meets the 2 and 4 year targets. The projects in the TIP will allow the region to continue to meet the pavement and bridge targets. Specifically, as summarized below, approximately \$1.2 billion in projects are included in the TIP for pavement and bridge projects.



**Table 15. MORPC TIP Pavement and Bridge Projects**

Pavement Projects	Number of Projects	Lane Miles	Project Costs (millions)
<b>Interstate</b>	12	289	\$185.2
<b>Non-Interstate</b>	29	201	\$161.7
Bridge Projects	Number of Projects	Number of Bridges	Project Costs (millions)
<b>NHS</b>	25	90	\$255.6

### Reliability, Freight and CMAQ Performance Measures

The reliability, freight and CMAQ performance measures likewise did not become effective until May 20, 2017. The state was to establish targets by May 20, 2018, and the MPOs were to establish targets by November 16, 2018. The rules identified three reliability/freight performance measures (percent of person-miles traveled on interstate that are reliable, percent of person-miles traveled on non-interstate NHS that are reliable, and interstate truck travel time reliability index), and three CMAQ related performance measures (person hour excessive delay per capita, percent of non-SOV travel, and emission reductions from CMAQ funded projects). In 2022, ODOT established the following targets:

**Table 16. ODOT Statewide Reliability, Freight and CMAQ Performance Measures**

Travel Time Reliability Statewide	Baseline	2 Yr. Target	4 Yr. Target
<b>Percent of person-miles traveled on the Interstate that are reliable</b>	98.4%	> 85%	> 85%
<b>Percent of person-miles traveled on the Non-Interstate NHS that are reliable</b>	95.5%	N/A	> 80%
Truck Travel Time Reliability Statewide		2 Yr. Target	4 Yr. Target
<b>Interstate Truck Travel Time Reliability Index</b>	1.19	<1.50	<1.50
Peak Hour Excessive Delay (PHED)		2 Yr. Target	4 Yr. Target
<b>Annual Hours of Peak Hour Excessive Delay per Capita – Columbus</b>	3.6 hrs / yr.	<10 hrs. / yr.	<10 hrs. / yr.
Percent of Non-SOV Travel		2 Yr. Target	4 Yr. Target
<b>Percent of Non-SOV Travel – Columbus</b>	20.8%	18.5%	19.0%
Total CMAQ Emission Reduction Statewide		2 Yr. Target	4 Yr. Target
<b>Volatile Organic Compounds Total Emission Reduction</b>	52.704 kg/yr	60 kg/day	60 kg/day
<b>Nitrous Oxide Total Emission Reduction</b>	253.665 kg/yr	250 kg/day	250 kg/day
<b>Particulate Matter at 2.5 Micrometers Total Emission Reduction</b>	10.4 kg/yr	30 kg/day	30 kg/day

Through the process to develop the 2020-2050 MTP which was adopted in May 2020, MORPC established the following performance measures and targets for these performance measures.

**Table 17. MORPC Reliability, Freight and CMAQ Performance Measures**

Travel Time Reliability Statewide	Baseline (2022 ODOT, RTIS)	2 Yr. Target	4 Yr. Target
Percent of person-miles traveled on the Interstate that are reliable	97.5	Support ODOT Target	Support ODOT Target
Percent of person-miles traveled on the Non-Interstate NHS that are reliable	92.5	N/A	Support ODOT Target
Truck Travel Time Reliability Statewide	(2022 ODOT, RTIS)	2 Yr. Target	4 Yr. Target
Interstate Truck Travel Time Reliability Index	1.26	<1.50	<1.50
Peak Hour Excessive Delay (PHED)	(2022 ODOT, RTIS)	2 Yr. Target	4 Yr. Target
Annual Hours of Peak Hour Excessive Delay per Capita	3.6 hrs. / yr	N/A	<12 hrs. / yr.
Percent of Non-SOV Travel	(2016-20 ACS)	2 Yr. Target	4 Yr. Target
Percent of Non-SOV Travel	21%	18.2%	19.0%
Total CMAQ Emission Reduction	(2014-2017)	2 Yr. Target	4 Yr. Target
Volatile Organic Compounds Total Emission Reduction	183.9 kg/day	14 kg/day	24 kg/day
Nitrous Oxide Total Emission Reduction	411.9 kg/day	42 kg/day	74 kg/day
Particulate Matter at 2.5 Micrometers Total Emission Reduction	12.6 kg/day	1.1 kg/day	2.3 kg/day

A variety of projects in the TIP address congestion problems which will directly impact the reliability and PHED measures.

**Table 18. MORPC TIP Projects Improving Travel Time Reliability**

Road Type	Number of Projects	Project Costs (millions)
Interstate	8	\$288.2
Non-Interstate NHS	7	\$118.7

Several types of projects in the TIP will move the region towards the targets for percent of non-SOV travel. These included well maintained transit, the addition of pedestrian and bike facilities and programs to encourage alternatives to SOV travel. As shown in Table 21, over \$1.2 billion in federal, state and local transit funds is included to maintain transit service and facilities. Several sidewalk and multiuse path projects are included in the TIP using TAP funds as shown in Table 20. MORPC STBG funding is also used for a few sidewalk or multiuse path projects as shown in Table 20. Additionally, many projects which widen arterial and collector roadways add

sidewalks and/or multiuse paths. Finally, the MORPC ridesharing and air quality programs as shown in Table 20 promote and facilitate non-SOV travel.

With regard to the CMAQ emission reduction performance measure, Table 20 lists the \$29 million of projects using MORPC CMAQ funding which is estimated to help achieve the emission reduction targets.

CRP funds will additionally be used to further encourage alternatives to SOV travel.

## Transit Asset Management (TAM) Plans

In 2012, as part of Moving Ahead for Progress in the 21st Century (MAP-21), the FTA safety programs were changed with significantly higher expectations and responsibilities for safety oversight and safety performance for the FTA, states, and their transit agencies. The MAP-21 version of FTA's safety programs include a rulemaking for Transit Asset Management (TAM) to encompass state of good repair and the data collection, prioritization, and data delivery to the National Transit Database (NTD). The TAM rule was authorized in 49 U.S.C. 5326 and applies to all recipients and subrecipients of Federal financial assistance that own, operate, or manage capital assets used for providing public transportation.

COTA and DCT are each responsible for developing their individual TAM plans, which document that their respective transit assets are in a State of Good Repair (SGR). MORPC, as the designated recipient for FTA Section 5310 funds, is responsible for developing the TAM plan for agencies receiving Section 5310 funding. COTA, DCT and MORPC have either submitted required TAM plans or certified that they are working towards meeting the TAM plan requirements. Measures in the TAM plans include useful life data for vehicles. For non-vehicle assets, FTA has a Transit Economic Requirements Model (TERM) scale which applies a 1 to 5 rating (1 being poor and 5 being excellent) on the condition of non-vehicle asset. Non-vehicle assets rated 2 or lower are in need of replacement. The following are the specific assets that are included in a TAM plan:

- rolling stock revenue vehicles
- equipment (non-revenue vehicles, other equipment)
- facilities (Passenger & Parking, Administrative/Maintenance)

Although not required at the time of adoption, MORPC's 2016-2040 MTP included the percent of transit fleet older than their useful life as a performance measure. This measure is equivalent to the rolling stock revenue vehicle measure above. The MPO target for the measure is 0% of transit fleet older than their useful life. MORPC has established performance measure targets in the 2020-2050 MTP. The targets were adopted in November 2018. The following table has the targets for the asset classes above.

**Table 19. MPO Transit Performance Measure Targets**

	2018 MPO Wide Baseline % beyond useful life or below 3 on TERM scale	Target % beyond useful life or below 3 on TERM scale
<b>Rolling Stock</b>		
All Asset classes	22%	0%
<b>Equipment</b>		
Automobile	62%	16%
Truck	91%	40%
Other Equipment	40%	20%
<b>Facilities</b>		
Passenger & Parking	8%	50%
Administrative/Maintenance	0%	0%

The transit projects in the TIP will aid the region in achieving the transit performance measures targets. These transit projects utilize funding sources including MORPC and ODOT CMAQ and CRP, FTA 5307, 5310 and 5339 funds, state transit funds and local transit funding.

## 7. Project Summary and Fiscal Balance

The tables and listings in this section are provided to meet the financial analysis requirements of the FAST Act. For a key to the funding types and other codes, please see the guide to project listings in Section 8. All project costs provided in the TIP are in year-of-expenditure dollars. The future years' costs were estimated according to ODOT procedures and inflation assumptions.

The MORPC resolution to adopt the SFY 2021-2024 TIP is included in Appendix F. This resolution is the formal action signifying that MORPC's Transportation Policy Committee has reviewed and approved the use of the funding for the projects included in the TIP and that the TIP meets the other requirements outlined in the introduction. These projects are included in MORPC's MTP and are fiscally balanced as described further below.

### Project Summary by Funding Source

Table 20 is a prioritized list of projects organized first by federal funding type, second by State Fiscal Year (SFY), third by agency, and fourth by MORPC ID#.

### Summary of all Funding Sources

Table 21 summarizes all of the projected use of federal funds in the TIP. This table was prepared from the more detailed information in Table 20 and the detailed listings in Section 8.

### Fiscal Balance for MORPC-Attributable Funds

Table 22 summarizes the use of MORPC's allocations of STBG, CMAQ, TAP, and CRP funds and demonstrates the TIP will not result in expenditures that exceed these allocations. MORPC will engage other MPOs around the state to resolve projected negative program balances via loans from those MPO's allocations. Based on the results of the large MPO statewide CMAQ process, MORPC projects receiving funding generally equivalent to the proportional allocation of CMAQ funds shown in Table 4. Deficits or surpluses in CMAQ shown in Table 22 for any particular year will generally be resolved within the statewide program and working with the other seven large MPOs. Additionally, multiple projects currently allocated STBG funding will be

considered for CMAQ funding with the other seven large MPOs. However, for the fiscal balance Table 22, funding program transfers between MORPC programs are shown to demonstrate fiscal balance.

Tables 22 and 23 provide the estimated allocation of funding to the MORPC region under the budget column, expected expenditures of each funding type under the estimate column, and program balances by year under the balance column.

**Table 20. Summary of Projects by Federal Fund Type**

<b>Federal Fund Type</b> <u>BR-Off (County Bridge - Federal)</u>					
TIP ID	PID	Agency	Project Name	Phase	Federal Amount
222	113471	Franklin County *	FRA-CR3-2.83 at at Big Darby Creek, Bridge Preservation	CO	\$2,203,050
<b>Summary for TIP Year = 2025 (1 project phase)</b>					<b>\$2,203,050</b>
<b>Total for BR-Off Funds (1 project phase)</b>					<b>\$2,203,050</b>
<b>Federal Fund Type</b> <u>CMAQ-M (Congestion Mitigation/Air Quality Improvement, Attributable to MORPC)</u>					
TIP ID	PID	Agency	Project Name	Phase	Federal Amount
123	115179	Franklin County T	SR 161 at Linworth Rd, Intersection Modification	RW	\$4,800,000
48	110225	MORPC	Air Quality Awareness, SFY 2024, Air Quality Project	OTH	\$550,000
53	110232	MORPC	Gohio Commute, SFY 2024, Ridesharing	OTH	\$700,000
6	105768	Whitehall	E Broad St at Hamilton Rd, Intersection Modification	CO	\$4,787,598
<b>Summary for TIP Year = 2024 (4 project phases)</b>					<b>\$10,837,598</b>
4	105732	Columbus	Cassady Ave from CSX Railroad to north of E 7th Ave, Minor Widening/Intersection Modification	CO	\$9,467,093
119	115768	Columbus	Sancus Blvd from Worthington Woods Blvd to Lazelle Rd, Minor Widening/Safety Improvement	RW	\$1,151,475
49	110227	MORPC	Air Quality Awareness, SFY 2025, Air Quality Project	OTH	\$550,000
54	110233	MORPC	Gohio Commute, SFY 2025, Ridesharing	OTH	\$775,000
<b>Summary for TIP Year = 2025 (4 project phases)</b>					<b>\$11,943,568</b>
123	115179	Franklin County T	SR 161 at Linworth Rd, Intersection Modification	CO	\$2,000,000
<b>Summary for TIP Year = 2026 (1 project phase)</b>					<b>\$2,000,000</b>
119	115768	Columbus	Sancus Blvd from Worthington Woods Blvd to Lazelle Rd, Minor Widening/Safety Improvement	CO	\$8,883,081
173	116500	COTA	COTA High Capacity Transit W Broad St Corr, Transit Expansion Capital	TRN	\$13,100,000
<b>Summary for TIP Year = 2027 (2 project phases)</b>					<b>\$21,983,081</b>
<b>Total for CMAQ-M Funds (11 project phases)</b>					<b>\$46,764,247</b>
<b>Federal Fund Type</b> <u>CRP-S (Carbon Reduction Program, Attributable to the State)</u>					
TIP ID	PID	Agency	Project Name	Phase	Federal Amount
163	111784	DCT	DCT 2024 Vehicle Replacement, Transit Replacement Capital	TRN	\$1,087,002
328	118096	DCT	DCT 2024 Expansion Vehicles, Transit Expansion Capital	TRN	\$271,750
<b>Summary for TIP Year = 2024 (2 project phases)</b>					<b>\$1,358,752</b>
332	118103	DCT	DCT 2025 Vehicle Replace, Transit	TRN	\$713,344
<b>Summary for TIP Year = 2025 (1 project phase)</b>					<b>\$713,344</b>
333	118104	DCT	DCT 2026 Vehicle Replace, Transit	TRN	\$142,669
<b>Summary for TIP Year = 2026 (1 project phase)</b>					<b>\$142,669</b>
334	118105	DCT	DCT 2027 Vehicle Replace, Transit	TRN	\$599,203
<b>Summary for TIP Year = 2027 (1 project phase)</b>					<b>\$599,203</b>
<b>Total for CRP-S Funds (5 project phases)</b>					<b>\$2,813,968</b>
<b>Federal Fund Type</b> <u>Federal (2-Lane Major Rehab - Federal)</u>					
TIP ID	PID	Agency	Project Name	Phase	Federal Amount
86	111381	ODOT D6	* US 42 from Watkins-California Rd to W of SR-745, Major Rehabilitation/Intersection Modification	CO	\$3,480,000
87	109070	ODOT D6	* US 36 from Union County Line to E of Section Line Rd, Major Rehabilitation	CO	\$4,400,000
<b>Summary for TIP Year = 2025 (2 project phases)</b>					<b>\$7,880,000</b>
<b>Total for Federal Funds (2 project phases)</b>					<b>\$7,880,000</b>

\* This project is included in a Statewide Line Item. See listing of Projects Included by Statewide Line Items for details.

## Table 20. Summary of Projects by Federal Fund Type

Federal Fund Type		Federal (Discretionary Funding)			
TIP ID	PID	Agency	Project Name	Phase	Federal Amount
115	111091	ODOT	* ATCMTD Truck Platoon Grant, Operational Upgrades/Planning Activity	OTH	\$295,326
2	77372	ODOT D6	I-70/I-71 Innerbelt (Phase 4A), Major Widening/Interchange Modification	CO	\$25,000,000
<b>Summary for TIP Year = 2024 (2 project phases)</b>					<b>\$25,295,326</b>
302	117657	Pataskala	* LIC SR 16 5.38 from SR 310 to Buckeye Blvd, Pedestrian Facilities	CO	\$135,000
<b>Summary for TIP Year = 2025 (1 project phase)</b>					<b>\$135,000</b>
<b>Total for Federal Funds (3 project phases)</b>					<b>\$25,430,326</b>

\* This project is included in a Statewide Line Item. See listing of Projects Included by Statewide Line Items for details.



**Table 20. Summary of Projects by Federal Fund Type**

Federal Fund Type		Federal (District Preservation (Pv & Br) - Federal)			
TIP ID	PID	Agency	Project Name	Phase	Federal Amount
123	115179	Franklin County T	SR 161 at Linworth Rd, Intersection Modification	DD	\$120,000
19	93290	ODOT	* I-70 Corridor in Licking Co, Bridge Repair	CO	\$600,346
25	97996	ODOT D5	* SR-16 from Franklin Co Line to SR-37, Resurfacing/Intersection Modification	CO	\$2,897,440
42	106260	ODOT D6	* Westerville Rd (SR-3) from Cleveland Ave to SR-161, Resurfacing/Operational Upgrades	CO	\$1,865,368
61	107832	ODOT D6	* Hall Rd at I-270, Bridge Deck Replacement	RW	\$960,000
65	109164	ODOT D6	I-71 from I-670 to I-270 (North Outerbelt), Operational Upgrades/Minor Pavement Rehabilitation	DD	\$1,350,000
67	105498	ODOT D6	* Gantz, McComb & Trabue Rds over I-270, Bridge Deck Replacement	CO	\$2,880,000
68	105435	ODOT D6	I-71 & I-270 (North Outerbelt), Interchange Modification/Bridge Deck Replace	DD	\$1,800,000
105	112679	ODOT D6	* I70 at FRA-70 over Nelson, Bridge Maintenance Activities	CO	\$1,215,900
128	117010	ODOT D6	* US 23 at Oberlander Run (0.2 mi N of SR 315), Culvert Maintenance/Minor Pavement Rehabilitation	CO	\$1,742,000
133	113744	ODOT D6	* US 33 at Petzinger Rd, Intersection Modification	DD	\$131,435
257	115685	ODOT D6-Planni *	UNI US 33 17.95 Beecher Gamble at Beecher Gamble over US 33, Bridge Preservation	CO	\$1,200,000
304	117714	ODOT D6-Planni *	FRA-16-6.06 over Mason Run at over Mason Run, Culvert Preservation	RW	\$80,000
426	119029	ODOT District 6 *	FRA/MRW Bridge Replacement, Bridge Preservation	ENV	\$640,000
<b>Summary for TIP Year = 2024 (14 project phases)</b>					<b>\$17,482,490</b>
23	102124	ODOT D6	* Various locations on SR-315 from Hyatts Rd to Bunty Station Rd, Maintenance Activity/Culvert Maintenance	CO	\$304,000
41	106265	ODOT D6	* Segments on W Spring St & E Livingston Ave, Preventive Pavement Maintenance	CO	\$383,040
68	105435	ODOT D6	I-71 & I-270 (North Outerbelt), Interchange Modification/Bridge Deck Replace	CO	\$18,557,780
83	111613	ODOT D6	* Nelson Rd (US 62) from Broad St to Airport Dr, Resurfacing	CO	\$339,150
84	111608	ODOT D6	* US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing	CO	\$576,317
85	111560	ODOT D6	* SR-710 from SR-161 to just North of Schrock Rd, Resurfacing	CO	\$639,200
86	111381	ODOT D6	* US 42 from Watkins-California Rd to W of SR-745, Major Rehabilitation/Intersection Modification	CO	\$600,000
87	109070	ODOT D6	* US 36 from Union County Line to E of Section Line Rd, Major Rehabilitation	CO	\$1,400,000
89	106272	ODOT D6	* Broad St from I-71 to Nelson Rd, Minor Pavement Rehabilitation	CO	\$1,285,200
91	106095	ODOT D6	* Indianola Ave from Hudson St to Oakland Park Ave, Bicycle Lanes/Minor Pavement Rehabilitation	CO	\$908,000
94	108154	ODOT D6	* SR 317 from Columbus Corp & N of Rocky Fork Rd to CR-5 & Lincoln Circle, Minor Pavement Rehabilitation	CO	\$944,571
96	110603	ODOT D6	* US-23 from North of Troutman Rd to Waldo Delaware Rd, Resurfacing	CO	\$1,931,954
104	111641	ODOT D6	* IR 670 at FRA-670-0.31, Bridge Maintenance Activities	CO	\$1,065,629
107	112705	ODOT D6	* IR 70 at FRA-70-7.38 and FRA-16-6.06, Culvert Maintenance	CO	\$540,000
108	112982	ODOT D6	* IR 70 from Broad St to Souder Ave, Guardrail / Roadside Maintenanc	CO	\$1,629,000
109	112798	ODOT D6	I-270 (East Outerbelt) from RR bridge S of I-70 to N of Alum Creek Dr, Minor Pavement Rehabilitation	CO	\$27,369,726
133	113744	ODOT D6	* US 33 at Petzinger Rd, Intersection Modification	CO	\$2,925,361
185	110109	ODOT D6-Engine*	DEL SR 37 7.390 from Delaware corp limit (7.39) to Troy Rd (9.07), Roadway Minor Rehab	CO	\$322,842
189	111615	ODOT D6-Engine*	FRA SR 16 5.350 from Whitehall City limit (5.35) to Yearling Rd (6.40), Pavement Maintenance	CO	\$357,000
271	116600	ODOT D6-Engine*	FRA US 40 4.43 from Galloway Rd (4.43) to Hilliard Rome Rd (4.69), Pavement Maintenance	CO	\$119,405
179	106269	ODOT D6-Planni *	FRA 23 10.51 from US 23 (10.51) to US 33 (10.72), Roadway Minor Rehab	CO	\$47,376
215	112932	ODOT D6-Planni *	FRA SR 104 8.180 from Frank Road to US 33, Roadway Minor Rehab	CO	\$2,822,400
225	114103	ODOT D6-Planni *	FRA-62-8.91 Storm Sewer from Blue Rock Blvd to Big Run Rd, Drainage System Maintenance	CO	\$150,000
245	114836	ODOT D6-Planni *	FRA-SR674-0.00 from 0.00, 2.14 to 2.05, 2.21, Pavement Maintenance	CO	\$278,377
273	116735	ODOT D6-Planni *	FRA IR 70 0.00 from Madison County Line (0.00) to Hilliard Rome Rd (3.41), Pavement Maintenance	CO	\$3,018,785
274	116752	ODOT D6-Planni *	FRA-71-1.1 Drainage from 1.1 to 1.45, Drainage System Maintenance	CO	\$124,800
279	117187	ODOT D6-Planni *	FRA IR 670 3.29 (Fence) from Park St to High St, Fencing	CO	\$1,350,000
<b>Summary for TIP Year = 2025 (27 project phases)</b>					<b>\$69,989,913</b>
192	112153	ODOT D5	* D05 Spot Paving FY2026 at District 5, Pavement Maintenance	CO	\$400,000
193	112154	ODOT D5	* D05 CUL FY2026 at District-wide culvert project, Culvert Preservation	CO	\$1,800,000
24	88611	ODOT D6	* SR-104 at 6th St, RR overpass, and Groveport Rd, Bridge Maintenance Activities	CO	\$1,760,000
63	109156	ODOT D6	* US-23 at 9 bridges between Cheshire Rd & Main Rd, Bridge Maintenance Activities/Culvert Maintenance	CO	\$8,472,232

\* This project is included in a Statewide Line Item. See listing of Projects Included by Statewide Line Items for details.

**Table 20. Summary of Projects by Federal Fund Type**

92	106268	ODOT D6	* US 36 from SR-521 to Delaware Corp Limit, Minor Pavement Rehabilitation	CO	\$566,964
106	112701	ODOT D6	* IR 670 at FRA-670-3.87, Bridge Maintenance Activities	CO	\$400,000
207	112725	ODOT D6-Bridge*	FRA-665-9.88 at FRA-665-9.88, Bridge Preservation	CO	\$280,000
208	112726	ODOT D6-Bridge*	DEL-42-12.98 at DEL-42-12.97, Bridge Preservation	CO	\$240,000
209	112732	ODOT D6-Bridge*	DEL-257-3.58 at DEL-257-3.58, Bridge Preservation	CO	\$480,000
181	108151	ODOT D6-Engine*	US 33 from North Wall Street (1.28) to US 33 (2.12), Roadway Minor Rehab	CO	\$295,800
175	105442	ODOT D6-Planni *	UNI-38-3.21 at over Big Darby Creek, Bridge Preservation	CO	\$1,600,000
201	112267	ODOT D6-Planni *	D06 Culvert FY26 at Various locations throughout District Six, Culvert Preservation	CO	\$560,000
210	112879	ODOT D6-Planni *	DEL-257/750-0.00/0.00 from Franklin County line / SR 257 to End of 4-lane section / Eastern Zoo exit, Roadway Minor Rehab	CO	\$644,214
213	112914	ODOT D6-Planni *	DEL SR 229 0.120 from US 23 to Morrow County line, Roadway Minor Rehab	CO	\$2,090,796
217	112952	ODOT D6-Planni *	UNI US 36 13.17 from 13.17 to 13.86, Roadway Minor Rehab	CO	\$161,288
218	112958	ODOT D6-Planni *	DEL US 36 18.390 from Wilson Rd to Knox County line, Pavement Maintenance	CO	\$1,035,200
238	114789	ODOT D6-Planni *	UNI SR 47 13.55 at Various locations, Pavement Maintenance	CO	\$593,209
242	114821	ODOT D6-Planni *	DEL-521-2.29 from 2.29 to 13.62, Roadway Minor Rehab	CO	\$1,182,969
244	114833	ODOT D6-Planni *	FRA IR 70 15.28 from 18th Street (15.28) to James Rd (19.37), Roadway Minor Rehab	CO	\$6,324,046
246	114848	ODOT D6-Planni *	FRA-665-3.31 from Darbydale (3.31) to US 62 (6.99), Pavement Maintenance	CO	\$1,115,166
247	114850	ODOT D6-Planni *	FRA-62-10.80 from Eakin Rd/Hopkins Ave (10.80) to Brown Rd (11.68, Pavement Maintenance	CO	\$285,898
250	114887	ODOT D6-Planni *	FRA IR 270 0.55 from Gantz Road (0.55) to IR-71 (2.60), Roadway Minor Rehab	CO	\$3,723,272
251	114906	ODOT D6-Planni *	DEL/FRA-71-0/28.65 at Various, Pavement Maintenance	CO	\$1,354,889
260	115832	ODOT D6-Planni *	DEL 23 8.70 Bridge Repair from Olentangy River to Main Rd, Bridge Preservation	CO	\$1,581,305
267	116581	ODOT D6-Planni *	FRA-270-22.65 Abutment Repair at IR 270 over 270 WB to SR 315 SB ramp, Bridge Preservation	CO	\$450,000
268	116595	ODOT D6-Planni *	FRA-270-17.10 from US 33 (17.10) to Scioto River (18.54), Roadway Minor Rehab	CO	\$987,042
269	116596	ODOT D6-Planni *	FRA-270-40.45 from 40.45 to 43.18, Roadway Minor Rehab	CO	\$2,898,707
304	117714	ODOT D6-Planni *	FRA-16-6.06 over Mason Run at over Mason Run, Culvert Preservation	CO	\$1,200,000
206	112721	ODOT D6-Real E*	FRA-70-9.75 at FRA-70-9.75, Bridge Preservation	CO	\$4,000,000
426	119029	ODOT District 6 *	FRA/MRW Bridge Replacement, Bridge Preservation	DD	\$160,000
<b>Summary for TIP Year = 2026 (30 project phases)</b>					<b>\$46,642,996</b>
20	96075	ODOT D5	* SR-256 at 0.02 mi NW of Willard Dr & 0.65 mi NW of Allen Rd, Bridge Maintenance Activities	CO	\$1,045,440
230	114306	ODOT D5	* D05 Spot Paving FY2027 at District 5, Pavement Maintenance	CO	\$400,000
236	114668	ODOT D5	* D05 TSG FY 2027 at District-wide project, Traffic Control Maintenance	CO	\$680,000
111	112845	ODOT D6	* US 23 from Cheshire Rd to Troutman Rd, Minor Pavement Rehabilitation	CO	\$1,288,023
140	115265	ODOT D6	* US 33 at over Scioto River, Bridge Rehabilitation	CO	\$8,000,000
205	112594	ODOT D6-Engine*	DEL IR 71 1.600 from Powell Rd (1.60) to US 36/SR 37 (11.55), Roadway Minor Rehab	CO	\$13,782,803
275	116755	ODOT D6-Engine*	DEL-71-9.824 from DEL-71-9.824 (Just North of 36/37 interchange) to DEL-71-9.824 (Just North of 36/37 interchange), Bridge / Culvert Maintenance	CO	\$495,000
180	107747	ODOT D6-Planni *	FRA 270/71 Bridge Epoxy Overlay at Various Locations on FRA 315, Roadway Minor Rehab	CO	\$800,000
211	112903	ODOT D6-Planni *	DEL SR 37 0.000 from Union County line to Delaware city corp, Roadway Minor Rehab	CO	\$564,931
212	112905	ODOT D6-Planni *	DEL SR 203 0.000 from SR 37 and Section Line Road to Marion County line, Roadway Minor Rehab	CO	\$576,527
214	112931	ODOT D6-Planni *	DEL SR 3 1.380 from Westerville Corp Limit to US 36, Roadway Minor Rehab	CO	\$1,589,454
216	112934	ODOT D6-Planni *	FRA SR 317 0.000 from US 23/SR 665 to Pontious Rd, Roadway Minor Rehab	CO	\$1,273,399
241	114803	ODOT D6-Planni *	DEL PPM FY27 at Various locations throughout Delaware County, Pavement Maintenance	CO	\$1,063,316
243	114830	ODOT D6-Planni *	DEL US 23 14.37 from 14.37 to 17.75, Roadway Minor Rehab	CO	\$2,787,802
248	114877	ODOT D6-Planni *	DEL SR 750 4.22 from Powell corp limit (4.22) to Columbus corp limit (7.06), Roadway Minor Rehab	CO	\$470,717
249	114880	ODOT D6-Planni *	DEL US 23 7.410 from Cheshire Rd (7.41) to Cottswold Dr (10.15), Roadway Minor Rehab	CO	\$800,073
270	116597	ODOT D6-Planni *	FRA SR 161 17.31 from Little Turtle Way (17.31) to US 62 (22.1), Roadway Minor Rehab	CO	\$5,038,201
276	116949	ODOT D6-Planni	FRA IR 70 0.00 from Madison County Line (0.00) to Hillard Rome Rd (5.22), Roadway Major Rehab	CO	\$6,300,000
<b>Summary for TIP Year = 2027 (18 project phases)</b>					<b>\$46,955,685</b>
<b>Total for Federal Funds (89 project phases)</b>					<b>\$181,071,085</b>

\* This project is included in a Statewide Line Item. See listing of Projects Included by Statewide Line Items for details.

**Table 20. Summary of Projects by Federal Fund Type**

Federal Fund Type		Federal (Labor - Internal)			
TIP ID	PID	Agency	Project Name	Phase	Federal Amount
19	93290	ODOT	* I-70 Corridor in Licking Co, Bridge Repair	CO	\$42,024
256	115526	ODOT	* FAI/FRA US 33 0.00/30.04 from Gender Road to Turn Around between Hill-Diley and Pickerington Rd, Roadside / Median Improvement (	CO	\$80,000
25	97996	ODOT D5	* SR-16 from Franklin Co Line to SR-37, Resurfacing/Intersection Modification	CO	\$62,365
2	77372	ODOT D6	I-70/I-71 Innerbelt (Phase 4A), Major Widening/Interchange Modification	CO	\$3,670,508
10	86067	ODOT D6	* I-270 from 0.36 mi W of Hamilton Rd to 0.92 mi S of Broad St, Reconstruction	CO	\$180,000
42	106260	ODOT D6	* Westerville Rd (SR-3) from Cleveland Ave to SR-161, Resurfacing/Operational Upgrades	CO	\$130,325
77	110922	ODOT D6	* SR-605 at Fancher Rd, Intersection Modification	CO	\$82,000
80	112035	ODOT D6	* US 33 at Hayden Run Rd, Intersection Modification	CO	\$81,000
124	113662	ODOT D6	* SR-315 at Hyatts Rd, Intersection Modification	CO	\$45,000
125	113663	ODOT D6	* I-270 at Easton Way, Interchange Modification	CO	\$121,500
128	117010	ODOT D6	* US 23 at Oberlander Run (0.2 mi N of SR 315), Culvert Maintenance/Minor Pavement Rehabilitation	CO	\$121,912
425	119049	Worthington	* SR 161 at Olentangy River Rd, Intersection Modification	CO	\$22,500
<b>Summary for TIP Year = 2024 (12 project phases)</b>					<b>\$4,639,134</b>
130	113400	ODOT D5	* SR-204 at Milnor Rd, Intersection Modification	CO	\$31,500
23	102124	ODOT D6	* Various locations on SR-315 from Hyatts Rd to Bunty Station Rd, Maintenance Activity/Culvert Maintenance	CO	\$95,200
68	105435	ODOT D6	I-71 & I-270 (North Outerbelt), Interchange Modification/Bridge Deck Replace	CO	\$226,800
83	111613	ODOT D6	* Nelson Rd (US 62) from Broad St to Airport Dr, Resurfacing	CO	\$13,566
84	111608	ODOT D6	* US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing	CO	\$23,053
85	111560	ODOT D6	* SR-710 from SR-161 to just North of Schrock Rd, Resurfacing	CO	\$15,422
87	109070	ODOT D6	* US 36 from Union County Line to E of Section Line Rd, Major Rehabilitation	CO	\$216,000
89	106272	ODOT D6	* Broad St from I-71 to Nelson Rd, Minor Pavement Rehabilitation	CO	\$51,408
91	106095	ODOT D6	* Indianola Ave from Hudson St to Oakland Park Ave, Bicycle Lanes/Minor Pavement Rehabilitation	CO	\$78,400
94	108154	ODOT D6	* SR 317 from Columbus Corp & N of Rocky Fork Rd to CR-5 & Lincoln Circle, Minor Pavement Rehabilitation	CO	\$6,639
96	110603	ODOT D6	* US-23 from North of Troutman Rd to Waldo Delaware Rd, Resurfacing	CO	\$77,278
104	111641	ODOT D6	* IR 670 at FRA-670-0.31, Bridge Maintenance Activities	CO	\$504,000
109	112798	ODOT D6	I-270 (East Outerbelt) from RR bridge S of I-70 to N of Alum Creek Dr, Minor Pavement Rehabilitation	CO	\$1,094,787
133	113744	ODOT D6	* US 33 at Petzinger Rd, Intersection Modification	CO	\$324,450
179	106269	ODOT D6-Planni	* FRA 23 10.51 from US 23 (10.51) to US 33 (10.72), Roadway Minor Rehab	CO	\$1,896
225	114103	ODOT D6-Planni	* FRA-62-8.91 Storm Sewer from Blue Rock Blvd to Big Run Rd, Drainage System Maintenance	CO	\$15,000
279	117187	ODOT D6-Planni	* FRA IR 670 3.29 (Fence) from Park St to High St, Fencing	CO	\$94,500
422	119034	ODOT District 6	* DEL 37, Culvert Preservation	CO	\$48,000
423	119042	ODOT District 6	* FRA 62, Culvert Preservation	CO	\$16,000
424	119046	ODOT District 6	* FRA 3, Culvert Preservation	CO	\$56,000
<b>Summary for TIP Year = 2025 (20 project phases)</b>					<b>\$2,989,899</b>
24	88611	ODOT D6	* SR-104 at 6th St, RR overpass, and Groveport Rd, Bridge Maintenance Activities	CO	\$160,000
63	109156	ODOT D6	* US-23 at 9 bridges between Cheshire Rd & Main Rd, Bridge Maintenance Activities/Culvert Maintenance	CO	\$336,000
76	110446	ODOT D6	* SR-315 at Jewett Rd, Intersection Modification	CO	\$94,500
82	110300	ODOT D6	* SR 104 from just east of Groveport Rd to just west of Elwood Ave, Noise Walls	CO	\$78,400
92	106268	ODOT D6	* US 36 from SR-521 to Delaware Corp Limit, Minor Pavement Rehabilitation	CO	\$15,096
138	116359	ODOT D6	* SR-665 at Lambert Rd, Intersection Modification	CO	\$94,500
181	108151	ODOT D6-Engine*	US 33 from North Wall Street (1.28) to US 33 (2.12), Roadway Minor Rehab	CO	\$11,832
<b>Summary for TIP Year = 2026 (7 project phases)</b>					<b>\$790,328</b>
20	96075	ODOT D5	* SR-256 at 0.02 mi NW of Willard Dr & 0.65 mi NW of Allen Rd, Bridge Maintenance Activities	CO	\$43,220
111	112845	ODOT D6	* US 23 from Cheshire Rd to Troutman Rd, Minor Pavement Rehabilitation	CO	\$44,177
140	115265	ODOT D6	* US 33 at over Scioto River, Bridge Rehabilitation	CO	\$800,000
205	112594	ODOT D6-Engine*	DEL IR 71 1.600 from Powell Rd (1.60) to US 36/SR 37 (11.55), Roadway Minor Rehab	CO	\$551,313
243	114830	ODOT D6-Planni	* DEL US 23 14.37 from 14.37 to 17.75, Roadway Minor Rehab	CO	\$111,512
<b>Summary for TIP Year = 2027 (5 project phases)</b>					<b>\$1,550,222</b>

\* This project is included in a Statewide Line Item. See listing of Projects Included by Statewide Line Items for details.

**Table 20. Summary of Projects by Federal Fund Type**

<b>Total for Federal Funds (44 project phases)</b>						<b>\$9,969,583</b>
<b>Federal Fund Type</b>		<b>Federal (Major Bridge - Federal)</b>				
<b>TIP ID</b>	<b>PID</b>	<b>Agency</b>	<b>Project Name</b>	<b>Phase</b>	<b>Federal Amount</b>	
104	111641	ODOT D6	* IR 670 at FRA-670-0.31, Bridge Maintenance Activities	CO	\$5,743,800	
<b>Summary for TIP Year = 2025 (1 project phase)</b>						<b>\$5,743,800</b>
<b>Total for Federal Funds (1 project phase)</b>						<b>\$5,743,800</b>
<b>Federal Fund Type</b>		<b>Federal (Major/New Program - Federal)</b>				
<b>TIP ID</b>	<b>PID</b>	<b>Agency</b>	<b>Project Name</b>	<b>Phase</b>	<b>Federal Amount</b>	
12	88035	ODOT D6	I-70/I-71 Innerbelt (Phase 5) from just east of 18th Ave to just east of Fairwood Ave, Major Widening/Bridge Reconstruction	RW	\$450,000	
22	98232	ODOT D6	I-70 at I-270 (East Outerbelt), Interchange Modification	CO	\$29,840,000	
<b>Summary for TIP Year = 2024 (2 project phases)</b>						<b>\$30,290,000</b>
<b>Total for Federal Funds (2 project phases)</b>						<b>\$30,290,000</b>
<b>Federal Fund Type</b>		<b>Federal (Multi-Lane Major Rehab)</b>				
<b>TIP ID</b>	<b>PID</b>	<b>Agency</b>	<b>Project Name</b>	<b>Phase</b>	<b>Federal Amount</b>	
2	77372	ODOT D6	I-70/I-71 Innerbelt (Phase 4A), Major Widening/Interchange Modification	CO	\$24,802,912	
10	86067	ODOT D6	* I-270 from 0.36 mi W of Hamilton Rd to 0.92 mi S of Broad St, Reconstruction	CO	\$8,604,900	
276	116949	ODOT D6-Planni	FRA IR 70 0.00 from Madison County Line (0.00) to Hillard Rome Rd (5.22), Roadway Major Rehab	ENV	\$5,220,000	
<b>Summary for TIP Year = 2024 (3 project phases)</b>						<b>\$38,627,812</b>
276	116949	ODOT D6-Planni	FRA IR 70 0.00 from Madison County Line (0.00) to Hillard Rome Rd (5.22), Roadway Major Rehab	DD	\$180,000	
<b>Summary for TIP Year = 2025 (1 project phase)</b>						<b>\$180,000</b>
276	116949	ODOT D6-Planni	FRA IR 70 0.00 from Madison County Line (0.00) to Hillard Rome Rd (5.22), Roadway Major Rehab	CO	\$45,000,000	
<b>Summary for TIP Year = 2027 (1 project phase)</b>						<b>\$45,000,000</b>
<b>Total for Federal Funds (5 project phases)</b>						<b>\$83,807,812</b>
<b>Federal Fund Type</b>		<b>Federal (Municipal Bridge Program)</b>				
<b>TIP ID</b>	<b>PID</b>	<b>Agency</b>	<b>Project Name</b>	<b>Phase</b>	<b>Federal Amount</b>	
266	116417	Gahanna	* FRA Wynne Ridge Court at Wynne Ridge Ct at Beem Ditch, Bridge Preservation	CO	\$1,006,271	
262	116037	Worthington	* FRA - West Selby Road Bridge at West Selby Rd over Rush Rn, Bridge Preservation	CO	\$1,073,947	
<b>Summary for TIP Year = 2025 (2 project phases)</b>						<b>\$2,080,218</b>
<b>Total for Federal Funds (2 project phases)</b>						<b>\$2,080,218</b>
<b>Federal Fund Type</b>		<b>Federal (Slips, Slides, Mine Subsidence)</b>				
<b>TIP ID</b>	<b>PID</b>	<b>Agency</b>	<b>Project Name</b>	<b>Phase</b>	<b>Federal Amount</b>	
23	102124	ODOT D6	* Various locations on SR-315 from Hyatts Rd to Bunty Station Rd, Maintenance Activity/Culvert Maintenance	CO	\$1,320,000	
<b>Summary for TIP Year = 2025 (1 project phase)</b>						<b>\$1,320,000</b>
<b>Total for Federal Funds (1 project phase)</b>						<b>\$1,320,000</b>

\* This project is included in a Statewide Line Item. See listing of Projects Included by Statewide Line Items for details.

**Table 20. Summary of Projects by Federal Fund Type**

<b>Federal Fund Type</b>					
<b>Federal (State Noise Wall)</b>					
TIP ID	PID	Agency	Project Name	Phase	Federal Amount
82	110300	ODOT D6	* SR 104 from just east of Groveport Rd to just west of Elwood Ave, Noise Walls	CO	\$1,120,000
<b>Summary for TIP Year = 2026 (1 project phase)</b>					<b>\$1,120,000</b>
<b>Total for Federal Funds (1 project phase)</b>					<b>\$1,120,000</b>
<b>Federal (Transit Program Not Assigned)</b>					
TIP ID	PID	Agency	Project Name	Phase	Federal Amount
331	118101	DCT	DCT 2027 Operating Assistance, Transit	TRN	\$356,489
<b>Summary for TIP Year = 2027 (1 project phase)</b>					<b>\$356,489</b>
<b>Total for Federal Funds (1 project phase)</b>					<b>\$356,489</b>
<b>GARVEE (Federal Garvee Debt Service)</b>					
TIP ID	PID	Agency	Project Name	Phase	Federal Amount
32	104674	ODOT	I-670 from 4th St to I-270, Operational Upgrades/Study	OTH	\$4,257,382
15	93496	ODOT D6	I-71 at Big Darby Creek, Major Widening/Bridge Deck Replace	OTH	\$1,018,417
16	76469	ODOT D6	I-270 (West Outerbelt) from I-70 to US-33, Major Widening/Minor Pavement Rehabilitation	OTH	\$1,960,282
18	98111	ODOT D6	US-33 from I-270 (SE Outerbelt) to Hamilton Rd (SR-317), Major Widening/Resurfacing	OTH	\$717,774
31	105322	ODOT D6	I-70/I-71 Innerbelt (Phase 2E), Major Widening/Interchange Modification	OTH	\$4,662,847
35	104799	ODOT D6	I-71 from Stringtown Rd to SR-315, Major Widening/Interchange Modification	OTH	\$8,389,477
<b>Summary for TIP Year = 2024 (6 project phases)</b>					<b>\$21,006,179</b>
32	104674	ODOT	I-670 from 4th St to I-270, Operational Upgrades/Study	OTH	\$4,257,382
15	93496	ODOT D6	I-71 at Big Darby Creek, Major Widening/Bridge Deck Replace	OTH	\$1,018,417
16	76469	ODOT D6	I-270 (West Outerbelt) from I-70 to US-33, Major Widening/Minor Pavement Rehabilitation	OTH	\$1,937,854
18	98111	ODOT D6	US-33 from I-270 (SE Outerbelt) to Hamilton Rd (SR-317), Major Widening/Resurfacing	OTH	\$717,775
31	105322	ODOT D6	I-70/I-71 Innerbelt (Phase 2E), Major Widening/Interchange Modification	OTH	\$4,662,847
35	104799	ODOT D6	I-71 from Stringtown Rd to SR-315, Major Widening/Interchange Modification	OTH	\$8,287,899
<b>Summary for TIP Year = 2025 (6 project phases)</b>					<b>\$20,882,174</b>
32	104674	ODOT	I-670 from 4th St to I-270, Operational Upgrades/Study	OTH	\$4,257,382
15	93496	ODOT D6	I-71 at Big Darby Creek, Major Widening/Bridge Deck Replace	OTH	\$1,018,418
16	76469	ODOT D6	I-270 (West Outerbelt) from I-70 to US-33, Major Widening/Minor Pavement Rehabilitation	OTH	\$1,915,425
18	98111	ODOT D6	US-33 from I-270 (SE Outerbelt) to Hamilton Rd (SR-317), Major Widening/Resurfacing	OTH	\$717,774
31	105322	ODOT D6	I-70/I-71 Innerbelt (Phase 2E), Major Widening/Interchange Modification	OTH	\$4,662,847
35	104799	ODOT D6	I-71 from Stringtown Rd to SR-315, Major Widening/Interchange Modification	OTH	\$8,186,322
<b>Summary for TIP Year = 2026 (6 project phases)</b>					<b>\$20,758,168</b>
32	104674	ODOT	I-670 from 4th St to I-270, Operational Upgrades/Study	OTH	\$4,257,382
15	93496	ODOT D6	I-71 at Big Darby Creek, Major Widening/Bridge Deck Replace	OTH	\$1,018,417
16	76469	ODOT D6	I-270 (West Outerbelt) from I-70 to US-33, Major Widening/Minor Pavement Rehabilitation	OTH	\$1,892,996
18	98111	ODOT D6	US-33 from I-270 (SE Outerbelt) to Hamilton Rd (SR-317), Major Widening/Resurfacing	OTH	\$717,774
31	105322	ODOT D6	I-70/I-71 Innerbelt (Phase 2E), Major Widening/Interchange Modification	OTH	\$4,662,847
35	104799	ODOT D6	I-71 from Stringtown Rd to SR-315, Major Widening/Interchange Modification	OTH	\$8,084,746
<b>Summary for TIP Year = 2027 (6 project phases)</b>					<b>\$20,634,162</b>
<b>Total for GARVEE Funds (24 project phases)</b>					<b>\$83,280,682</b>

\* This project is included in a Statewide Line Item. See listing of Projects Included by Statewide Line Items for details.



**Table 20. Summary of Projects by Federal Fund Type**

Federal Fund Type		HSIP (Highway Safety Improvement Program)			
TIP ID	PID	Agency	Project Name	Phase	Federal Amount
34	104704	Columbus	* Georgesville Rd at Hall Rd (CR-125), Intersection Modification/Multi-Use Path	CO	\$957,895
132	113727	Columbus	* Olive St & Floral Ave, Sidewalks	CO	\$774,270
21	97431	Delaware County	* Lewis Center Rd at Worthington Rd/Rome Corners Rd, Intersection Modification	CO	\$1,743,160
79	110862	Fairfield County	* Refugee Rd at four intersections, Intersection Modification	CO	\$1,420,000
261	115865	Franklin County	* FRA-CR VAR Signs-FY24 at VARIOUS ROUTES THROUGHOUT FRANKLIN COUNTY., Building / Facility Improvement	CO	\$33,053
421	118949	Franklin County	* Cleveland Ave at E Dunedin, Intersection Modification/Safety Improvement	CO	\$175,000
256	115526	ODOT	* FAI/FRA US 33 0.00/30.04 from Gender Road to Turn Around between Hill-Diley and Pickerington Rd, Roadside / Median Improvement (	CO	\$800,000
25	97996	ODOT D5	* SR-16 from Franklin Co Line to SR-37, Resurfacing/Intersection Modification	CO	\$329,600
131	113650	ODOT D5	* SR-204 at Tollgate Rd, Intersection Modification	ENV	\$450,000
42	106260	ODOT D6	* Westerville Rd (SR-3) from Cleveland Ave to SR-161, Resurfacing/Operational Upgrades	CO	\$162,000
67	105498	ODOT D6	* Gantz, McComb & Trabue Rds over I-270, Bridge Deck Replacement	CO	\$500,000
77	110922	ODOT D6	* SR-605 at Fancher Rd, Intersection Modification	CO	\$1,516,000
80	112035	ODOT D6	* US 33 at Hayden Run Rd, Intersection Modification	CO	\$1,493,100
81	110587	ODOT D6	SR 3 (Cleveland Ave) at Hudson St, Intersection Modification	CO	\$1,228,884
124	113662	ODOT D6	* SR-315 at Hyatts Rd, Intersection Modification	CO	\$2,018,000
125	113663	ODOT D6	* I-270 at Easton Way, Interchange Modification	CO	\$4,028,400
133	113744	ODOT D6	* US 33 at Petzinger Rd, Intersection Modification	DD	\$147,865
138	116359	ODOT D6	* SR-665 at Lambert Rd, Intersection Modification	DD	\$310,500
425	119049	Worthington	* SR 161 at Olentangy River Rd, Intersection Modification	CO	\$225,000
<b>Summary for TIP Year = 2024 (19 project phases)</b>					<b>\$18,312,726</b>
337	118367	Canal Winchester*	FRA-674-2.22 (Gender Rd) from Winchester Blvd to US 33, Traffic Control (Safety)	CO	\$2,000,000
134	113775	Columbus	* Grace St from Orel Ave to Eureka Ave, Sidewalks	CO	\$400,000
264	116373	Columbus	* FRA-CR3-13.94 (Yellow Arrows) at 11 Signals within City of Columbus, Traffic Control (Safety)	CO	\$600,000
312	117951	Columbus	* FRA-CR-67-1.589 at Summit St (US 23D) at 3rd Ave and 8th Avenue, Traffic Control (Safety)	CO	\$99,000
126	113718	Franklin County	* Cleveland Ave from Huy Rd to Cooke Rd, Operational Upgrades	CO	\$2,887,000
240	114801	Franklin County	* FRA-CR125-7.89 at at CR 142/CR 708 and CR 125/TR 142, Intersection Modification	CO	\$3,104,200
130	113400	ODOT D5	* SR-204 at Milnor Rd, Intersection Modification	CO	\$315,000
131	113650	ODOT D5	* SR-204 at Tollgate Rd, Intersection Modification	DD	\$90,000
131	113650	ODOT D5	* SR-204 at Tollgate Rd, Intersection Modification	RW	\$315,000
68	105435	ODOT D6	I-71 & I-270 (North Outerbelt), Interchange Modification/Bridge Deck Replace	CO	\$8,351,001
86	111381	ODOT D6	* US 42 from Watkins-California Rd to W of SR-745, Major Rehabilitation/Intersection Modification	CO	\$2,128,450
87	109070	ODOT D6	* US 36 from Union County Line to E of Section Line Rd, Major Rehabilitation	CO	\$1,976,676
133	113744	ODOT D6	* US 33 at Petzinger Rd, Intersection Modification	CO	\$4,635,000
138	116359	ODOT D6	* SR-665 at Lambert Rd, Intersection Modification	RW	\$360,000
225	114103	ODOT D6-Planni	* FRA-62-8.91 Storm Sewer from Blue Rock Blvd to Big Run Rd, Drainage System Maintenance	CO	\$45,000
<b>Summary for TIP Year = 2025 (15 project phases)</b>					<b>\$27,306,327</b>
118	115797	Columbus	SR 161 from Ambleside Drive to Maple Canyon Ave, Intersection Modification/Multi-Use Path	CO	\$2,000,000
294	117479	Columbus	* FRA-SRTS Sunbury/Agler from Agler Rd to Sunbury Square, Pedestrian Facilities	CO	\$400,000
336	118192	Columbus	* FRA-161-10.98 (Busch Blvd) at FRA SR 161 at Busch Blvd, Intersection Modification	RW	\$675,900
285	117425	Franklin County	* FRA-CR171-0.00 (Innis Sidewalks) from Cleveland Ave to Westerville Rd, Pedestrian Facilities	CO	\$602,222
131	113650	ODOT D5	* SR-204 at Tollgate Rd, Intersection Modification	CO	\$1,305,000
76	110446	ODOT D6	* SR-315 at Jewett Rd, Intersection Modification	CO	\$1,350,000
138	116359	ODOT D6	* SR-665 at Lambert Rd, Intersection Modification	CO	\$1,350,000
<b>Summary for TIP Year = 2026 (7 project phases)</b>					<b>\$7,683,122</b>
<b>Total for HSIP Funds (41 project phases)</b>					<b>\$53,302,176</b>

\* This project is included in a Statewide Line Item. See listing of Projects Included by Statewide Line Items for details.

**Table 20. Summary of Projects by Federal Fund Type**

<b>Federal Fund Type</b>					
<b><u>NHFP (National Highway Freight Program)</u></b>					
<b>TIP ID</b>	<b>PID</b>	<b>Agency</b>	<b>Project Name</b>	<b>Phase</b>	<b>Federal Amount</b>
2	77372	ODOT D6	I-70/I-71 Innerbelt (Phase 4A), Major Widening/Interchange Modification	CO	\$45,000,000
<b>Summary for TIP Year = 2024 (1 project phase)</b>					<b>\$45,000,000</b>
<b>Total for NHFP Funds (1 project phase)</b>					<b>\$45,000,000</b>
<b>Federal Fund Type</b>					
<b><u>Sec 5307 (Transit Formula Block Grants)</u></b>					
<b>TIP ID</b>	<b>PID</b>	<b>Agency</b>	<b>Project Name</b>	<b>Phase</b>	<b>Federal Amount</b>
153	105118	COTA	COTA High Capacity Transit NW Corridor, Transit Expansion Capital	TRN	\$2,800,000
155	105895	COTA	COTA Paratransit Veh and Tech, Transit Replacement Capital	TRN	\$2,000,000
326	118061	COTA	COTA Electric Buses - Full Route, Transit	TRN	\$13,298,384
157	111783	DCT	DCT 2024 Operating Assistance, Transit Operating	TRN	\$1,730,805
<b>Summary for TIP Year = 2024 (4 project phases)</b>					<b>\$19,829,189</b>
326	118061	COTA	COTA Electric Buses - Full Route, Transit	TRN	\$25,282,000
329	118099	DCT	DCT 2025 Operating Assistance, Transit	TRN	\$356,489
<b>Summary for TIP Year = 2025 (2 project phases)</b>					<b>\$25,638,489</b>
326	118061	COTA	COTA Electric Buses - Full Route, Transit	TRN	\$25,655,242
330	118100	DCT	DCT 2026 Operating Assistance, Transit	TRN	\$356,489
<b>Summary for TIP Year = 2026 (2 project phases)</b>					<b>\$26,011,731</b>
326	118061	COTA	COTA Electric Buses - Full Route, Transit	TRN	\$17,698,509
<b>Summary for TIP Year = 2027 (1 project phase)</b>					<b>\$17,698,509</b>
<b>Total for Sec 5307 Funds (9 project phases)</b>					<b>\$89,177,918</b>
<b>Federal Fund Type</b>					
<b><u>Sec 5339 (Transit Bus and Bus Facilities)</u></b>					
<b>TIP ID</b>	<b>PID</b>	<b>Agency</b>	<b>Project Name</b>	<b>Phase</b>	<b>Federal Amount</b>
324	118054	COTA	COTA Paratransit Veh and Tech, Transit	TRN	\$1,269,036
325	118057	COTA	COTA Plus Expansion Vehicles, Transit	TRN	\$619,251
<b>Summary for TIP Year = 2024 (2 project phases)</b>					<b>\$1,888,287</b>
324	118054	COTA	COTA Paratransit Veh and Tech, Transit	TRN	\$2,225,092
325	118057	COTA	COTA Plus Expansion Vehicles, Transit	TRN	\$49,955
<b>Summary for TIP Year = 2025 (2 project phases)</b>					<b>\$2,275,047</b>
<b>Total for Sec 5339 Funds (4 project phases)</b>					<b>\$4,163,334</b>
<b>Federal Fund Type</b>					
<b><u>SRTS (Safe Routes to School)</u></b>					
<b>TIP ID</b>	<b>PID</b>	<b>Agency</b>	<b>Project Name</b>	<b>Phase</b>	<b>Federal Amount</b>
135	115486	Columbus	* Summit St at 3rd Ave & 8th Ave, Intersection Modification	CO	\$177,569
293	117476	Franklin County	* FRA-SRTS S.Western & Worthington at Various locations by Brookside, Stiles, West Frank, Pedestrian Facilities	DD	\$22,042
<b>Summary for TIP Year = 2024 (2 project phases)</b>					<b>\$199,611</b>
293	117476	Franklin County	* FRA-SRTS S.Western & Worthington at Various locations by Brookside, Stiles, West Frank, Pedestrian Facilities	CO	\$281,454
<b>Summary for TIP Year = 2025 (1 project phase)</b>					<b>\$281,454</b>
<b>Total for SRTS Funds (3 project phases)</b>					<b>\$481,065</b>

\* This project is included in a Statewide Line Item. See listing of Projects Included by Statewide Line Items for details.



**Table 20. Summary of Projects by Federal Fund Type**

Federal Fund Type		STBG-M (Surface Transportation Block Grant, Attributable to MORPC)			
TIP ID	PID	Agency	Project Name	Phase	Federal Amount
5	105734	Columbus	E Broad St from I-270 to Outerbelt St, Major Widening/Intersection Modification	CO	\$10,415,596
116	115646	Columbus	E Broad St from Outerbelt St to Reynoldsburg New Albany Rd, Major Widening	RW	\$1,360,000
8	103828	Delaware County	Cheshire Rd & Africa Rd from Old State Rd to Lewis Center Rd, Resurfacing	OTH	\$1,127,467
79	110862	Fairfield County *	Refugee Rd at four intersections, Intersection Modification	CO	\$750,000
28	105759	Franklin County	Trabue Rd from Lakeshore Drive to Riverside Dr, Minor Widening/Bridge Deck Replacement	CO	\$9,499,581
121	115411	Franklin County	E Cooke Rd from Karl Rd to Cleveland Ave, Reconstruction/Multi-Use Path	RW	\$440,000
349	NP	Licking County TI	Pike St from US-40 on the west to Unnamed stream 1000 ft west of US 40 on the east, Reconstruction	CO	\$2,684,877
46	110241	MORPC	insight2050 Technical Assistance Program FY24, Planning Activity	OTH	\$200,000
51	110230	MORPC	Paving the Way, SFY 2024, Program Administration	OTH	\$100,000
55	110234	MORPC	Supplemental Planning, SFY 2024, Planning Activity	OTH	\$350,000
2	77372	ODOT D6	I-70/I-71 Innerbelt (Phase 4A), Major Widening/Interchange Modification	CO	\$7,631,026
11	88310	ODOT D6	I-270 at US-33/SR-161, Interchange Modification	OTH	\$1,223,380
22	98232	ODOT D6	I-70 at I-270 (East Outerbelt), Interchange Modification	CO	\$15,000,000
29	105806	Powell	Sawmill Pkwy from Seldom Seen Rd to Home Rd, Resurfacing	OTH	\$377,933
59	111991	Upper Arlington	Fishinger Rd from Riverside Dr to Mountview Rd, Reconstruction/Sidewalks	CO	\$5,505,857
<b>Summary for TIP Year = 2024 (15 project phases)</b>					<b>\$56,665,717</b>
118	115797	Columbus	SR 161 from Ambleside Drive to Maple Canyon Ave, Intersection Modification/Multi-Use Path	RW	\$1,880,000
120	115410	Columbus	E Rich St from S Third St to S Grant Ave, Signals	CO	\$2,125,422
427	NP	Columbus	Concrete Bus Pad Upgrades at various locations, Pavement Maintenance/Transit	CO	\$1,068,399
8	103828	Delaware County	Cheshire Rd & Africa Rd from Old State Rd to Lewis Center Rd, Resurfacing	OTH	\$1,127,467
341	115792	Franklin County T	Alum Creek Dr from SR 317 to Groveort Rd, Major Widening/Major Rehabilitation	RW	\$341,538
47	110242	MORPC	insight2050 Technical Assistance Program FY25, Planning Activity	OTH	\$200,000
52	110231	MORPC	Paving the Way, SFY 2025, Program Administration	OTH	\$100,000
56	110235	MORPC	Supplemental Planning, SFY 2025, Planning Activity	OTH	\$300,000
11	88310	ODOT D6	I-270 at US-33/SR-161, Interchange Modification	OTH	\$1,260,357
29	105806	Powell	Sawmill Pkwy from Seldom Seen Rd to Home Rd, Resurfacing	OTH	\$188,967
<b>Summary for TIP Year = 2025 (10 project phases)</b>					<b>\$8,592,149</b>
118	115797	Columbus	SR 161 from Ambleside Drive to Maple Canyon Ave, Intersection Modification/Multi-Use Path	CO	\$11,523,607
340	NP	Columbus	SR-161 from Busch Blvd to Ambleside Dr, Minor Widening	RW	\$970,593
348	NP	Delaware	SR-37 from US 42 to Foley St, Reconstruction	RW	\$257,690
8	103828	Delaware County	Cheshire Rd & Africa Rd from Old State Rd to Lewis Center Rd, Resurfacing	OTH	\$1,127,467
117	115566	Delaware County	Orange Rd from Green Meadows Dr to Blue Holly Dr, Major Widening/RR Grade Separation	CO	\$8,387,599
121	115411	Franklin County	E Cooke Rd from Karl Rd to Cleveland Ave, Reconstruction/Multi-Use Path	CO	\$3,055,930
339	NP	Franklin County	Cassady Ave from I-670 to Agler Rd, Minor Widening	RW	\$573,600
342	NP	Franklin County	Ferris Road from Karl Rd to Westerville Rd, Minor Widening	RW	\$146,823
353	NP	Franklin County	Dublin Rd from Quarry Trails Metro Park to Limestone Ridge Dr, Multi-Use Path	RW	\$1,800,000
11	88310	ODOT D6	I-270 at US-33/SR-161, Interchange Modification	OTH	\$1,298,451
<b>Summary for TIP Year = 2026 (10 project phases)</b>					<b>\$29,141,760</b>
346	NP	Bexley	Livingston Ave from IR-70 to Kellner Road, Resurfacing/Multi-Use Path	RW	\$1,787,200
343	NP	Columbus	Hilliard Rome Rd at Renner Rd, Intersection Modification	RW	\$740,000
347	NP	Columbus	17th Ave from IR-71 to Billiter Boulevard, Reconstruction	RW	\$480,000
350	NP	Columbus	Big Walnut Trail from Refugee Rd to East Main St, Multi-Use Path	Con	\$7,483,914
348	NP	Delaware	SR-37 from US 42 to Foley St, Reconstruction	CO	\$2,282,864
344	90200	Delaware County	Sunbury Parkway, Phase B & C from Africa Rd to I-71, New Roadway/Interchange Modification	CO	\$3,000,000
354	NP	Metro Parks	Scioto Trail Bridge at SR 104, Multi-Use Path	CO	\$7,980,683
11	88310	ODOT D6	I-270 at US-33/SR-161, Interchange Modification	OTH	\$1,337,697
345	NP	Upper Arlington	Zollinger Rd from Riverside Dr to North Star Rd, Bicycle Lanes	CO	\$3,294,352
<b>Summary for TIP Year = 2027 (9 project phases)</b>					<b>\$28,386,710</b>
<b>Total for STBG-M Funds (44 project phases)</b>					<b>\$122,786,336</b>

\* This project is included in a Statewide Line Item. See listing of Projects Included by Statewide Line Items for details.

**Table 20. Summary of Projects by Federal Fund Type**

Federal Fund Type		<u>TAP-M (Transportation Alternatives, Attributable to MORPC)</u>			
TIP ID	PID	Agency	Project Name	Phase	Federal Amount
122	116785	Columbus	Big Walnut Trail from Turtle Station Way to Mt Hood Ct, Multi-Use Path	CO	\$5,572,703
355	NP	Hilliard	Cemetery Rd from Britton Pkwy to Trueman Blvd, Multi-Use Path	RW	\$180,000
<b>Summary for TIP Year = 2025 (2 project phases)</b>					<b>\$5,752,703</b>
351	NP	Columbus	Sullivant Ave from Georgesville Rd to S. Wilson Rd, Multi-Use Path	RW	\$720,000
357	NP	Columbus	SR-161 from Sawmill Road to West of Linworth Rd, Multi-Use Path	RW	\$404,456
<b>Summary for TIP Year = 2026 (2 project phases)</b>					<b>\$1,124,456</b>
355	NP	Hilliard	Cemetery Rd from Britton Pkwy to Trueman Blvd, Multi-Use Path	CO	\$6,917,717
<b>Summary for TIP Year = 2027 (1 project phase)</b>					<b>\$6,917,717</b>
<b>Total for TAP-M Funds (5 project phases)</b>					<b>\$13,794,876</b>
<b>TOTAL ALL FEDERAL FUNDING SOURCES INCLUDED IN FOUR-YEAR TIP:</b>					<b>\$812,836,964</b>

\* This project is included in a Statewide Line Item. See listing of Projects Included by Statewide Line Items for details.

**Table 21. Summary of All Funding Sources in Area by Fiscal Year**

<b>Highway Funds - Federal, State and Local</b>						<b>% of Total</b>
<b>Source</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>Total</b>	<b>in Area</b>
<b>Fund Sources Managed by State</b>						
Bonds	\$90,000,000				\$90,000,000	6.15%
BR-Off		\$2,203,050			\$2,203,050	0.15%
Federal	\$116,334,762	\$90,318,830	\$48,553,324	\$93,505,907	\$348,712,824	23.83%
GARVEE	\$21,006,179	\$20,882,174	\$20,758,168	\$20,634,162	\$83,280,682	5.69%
GARVEE	\$2,729,480	\$2,698,478	\$2,667,477	\$2,636,475	\$10,731,910	0.73%
HSIP	\$18,312,726	\$27,306,327	\$7,683,122		\$53,302,176	3.64%
NHFP	\$45,000,000				\$45,000,000	3.08%
SRTS	\$199,611	\$281,454			\$481,065	0.03%
State	\$58,611,840	\$38,279,922	\$27,359,423	\$21,139,125	\$145,390,310	9.94%
Unassigned	\$7,915,407	\$1,564,361	\$1,477,741	\$1,393,941	\$12,351,449	0.84%
<b>State Subtotal</b>	<b>\$360,110,004</b>	<b>\$183,534,596</b>	<b>\$108,499,256</b>	<b>\$139,309,610</b>	<b>\$791,453,466</b>	<b>54.08%</b>
<b>Fund Sources Managed by MORPC</b>						
CMAQ-M	\$10,837,598	\$11,943,568	\$2,000,000	\$8,883,081	\$33,664,247	2.30%
STBG-M	\$56,665,717	\$8,592,149	\$29,141,760	\$28,386,710	\$122,786,336	8.39%
TAP-M		\$5,752,703	\$1,124,456	\$6,917,717	\$13,794,876	0.94%
<b>MORPC Subtotal</b>	<b>\$67,503,315</b>	<b>\$26,288,420</b>	<b>\$32,266,216</b>	<b>\$44,187,508</b>	<b>\$170,245,458</b>	<b>11.63%</b>
<b>Fund Sources Managed by Local</b>						
HSIP-C		\$200,000			\$200,000	0.01%
Local	\$187,165,418	\$126,473,928	\$105,584,875	\$69,952,880	\$489,177,102	33.43%
STBG-C	\$937,880				\$937,880	0.06%
<b>Local Subtotal</b>	<b>\$188,103,298</b>	<b>\$126,673,928</b>	<b>\$105,584,875</b>	<b>\$69,952,880</b>	<b>\$490,314,982</b>	<b>33.51%</b>
<b>Fund Sources Managed by</b>						
		\$6,725,132	\$1,596,542	\$3,061,511	\$11,383,185	0.78%
<b>Subtotal</b>		<b>\$6,725,132</b>	<b>\$1,596,542</b>	<b>\$3,061,511</b>	<b>\$11,383,185</b>	<b>0.78%</b>
<b>Highway Totals</b>	<b>\$615,716,617</b>	<b>\$343,222,076</b>	<b>\$247,946,889</b>	<b>\$256,511,508</b>	<b>\$1,463,397,091</b>	<b>100.00%</b>
<b>Transit Funds - Federal, State and Local</b>						<b>% of Total</b>
<b>Source</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>Total</b>	<b>in Area</b>
<b>Fund Sources Managed by State</b>						
CRP-S	\$1,358,752	\$713,344	\$142,669	\$599,203	\$2,813,968	0.24%
Federal				\$356,489	\$356,489	0.03%
Sec 5307	\$19,829,189	\$25,638,489	\$26,011,731	\$17,698,509	\$89,177,918	7.59%
Sec 5339	\$1,888,287	\$2,275,047			\$4,163,334	0.35%
State Transit	\$202,500	\$187,500	\$187,500	\$187,500	\$765,000	0.07%
<b>State Subtotal</b>	<b>\$23,278,728</b>	<b>\$28,814,380</b>	<b>\$26,341,900</b>	<b>\$18,841,701</b>	<b>\$97,276,709</b>	<b>8.27%</b>
<b>Fund Sources Managed by MORPC</b>						
CMAQ-M				\$13,100,000	\$13,100,000	1.11%
<b>MORPC Subtotal</b>				<b>\$13,100,000</b>	<b>\$13,100,000</b>	<b>1.11%</b>
<b>Fund Sources Managed by Local</b>						
Local	\$296,553,798	\$315,759,436	\$228,433,080	\$224,450,006	\$1,065,196,320	90.61%
<b>Local Subtotal</b>	<b>\$296,553,798</b>	<b>\$315,759,436</b>	<b>\$228,433,080</b>	<b>\$224,450,006</b>	<b>\$1,065,196,320</b>	<b>90.61%</b>
<b>Transit Totals</b>	<b>\$319,832,526</b>	<b>\$344,573,816</b>	<b>\$254,774,980</b>	<b>\$256,391,707</b>	<b>\$1,175,573,029</b>	<b>100.00%</b>
<b>FY Totals</b>	<b>\$935,549,143</b>	<b>\$687,795,892</b>	<b>\$502,721,869</b>	<b>\$512,903,215</b>	<b>\$2,638,970,120</b>	

Includes funding for Statewide Line Items.

**Table 22. Fiscal Balance of MORPC-Attributable Funds**

	2023 Carry Forward	2024 Budget <sup>1</sup>	2024 Estimate	2024 Balance <sup>2</sup>
<b>MPO Capital</b>	<b>\$13,392,532</b>	<b>\$46,332,685</b>	<b>\$69,624,356</b>	<b>(\$9,899,139)</b>
STBG	\$5,846,346	\$26,552,760	\$48,615,131	(\$16,216,025)
CMAQ	\$0	\$13,599,083	\$15,592,093	(\$1,993,010)
TA	\$1,536,468	\$3,094,420	\$0	\$4,630,888
CRP	\$6,009,718	\$3,086,422	\$5,417,132	\$3,679,008

	2025 Budget <sup>1</sup>	2025 Estimate	2025 Balance
<b>MPO Capital</b>	<b>\$47,259,397</b>	<b>\$31,560,466</b>	<b>\$15,698,931</b>
STBG	\$27,083,849	\$15,703,288	\$11,380,561
CMAQ	\$13,871,082	\$9,996,475	\$3,874,607
TA	\$3,156,312	\$5,752,703	(\$2,596,391)
CRP	\$3,148,154	\$108,000	\$3,040,154

	2026 Budget <sup>1</sup>	2026 Estimate	2026 Balance
<b>MPO Capital</b>	<b>\$48,204,644</b>	<b>\$35,323,892</b>	<b>\$12,880,752</b>
STBG	\$27,625,560	\$28,939,293	(\$1,313,733)
CMAQ	\$14,148,521	\$3,663,600	\$10,484,921
TA	\$3,219,442	\$1,124,456	\$2,094,986
CRP	\$3,211,121	\$1,596,542	\$1,614,579

	2027 Budget <sup>1</sup>	2027 Estimate	2027 Balance
<b>MPO Capital</b>	<b>\$49,409,760</b>	<b>\$62,599,018</b>	<b>(\$13,189,258)</b>
STBG	\$28,316,199	\$42,411,709	(\$14,095,510)
CMAQ	\$14,502,234	\$10,208,081	\$4,294,153
TA	\$3,299,928	\$6,917,717	(\$3,617,789)
CRP	\$3,291,399	\$3,061,511	\$229,888

<sup>1</sup> Budgets represent apportionment amounts and assume no inflation.

<sup>2</sup> 2023 Balance incorporates anticipated carry forward.

**Table 23. Fiscal Balance of Columbus UZA FTA Funds**

	2023 Carryforward	2024 Budget	2024 Estimate	2024 Balance
<b>FTA Funding Total</b>	<b>\$52,209,813</b>	<b>\$28,865,583</b>	<b>\$23,717,476</b>	<b>\$62,157,920</b>
5307	\$47,642,368	\$25,013,541	\$19,829,189	\$57,626,720
5310 (Non-ODOT)	\$303,000	\$1,721,731	\$0	\$2,024,731
5339 (Non-ODOT)	\$4,264,445	\$2,130,311	\$3,888,287	\$2,506,469

	2025 Budget	2025 Estimate	2025 Balance
<b>FTA Funding Total</b>	<b>\$29,587,222</b>	<b>\$27,913,926</b>	<b>\$1,673,296</b>
5307	\$25,638,879	\$25,638,879	\$0
5310 (Non-ODOT)	\$1,764,775	\$0	\$1,764,775
5339 (Non-ODOT)	\$2,183,569	\$2,275,047	(\$91,478)

	2026 Budget	2026 Estimate	2026 Balance
<b>FTA Funding Total</b>	<b>\$30,326,903</b>	<b>\$26,011,731</b>	<b>\$4,315,172</b>
5307	\$26,279,851	\$26,011,731	\$268,120
5310 (Non-ODOT)	\$1,808,894	\$0	\$1,808,894
5339 (Non-ODOT)	\$2,238,158	\$0	\$2,238,158

	2027 Budget	2027 Estimate	2027 Balance
<b>FTA Funding Total</b>	<b>\$30,933,441</b>	<b>\$17,698,509</b>	<b>\$13,234,932</b>
5307	\$26,805,448	\$17,698,509	\$9,106,939
5310 (Non-ODOT)	\$1,845,072	\$0	\$1,845,072
5339 (Non-ODOT)	\$2,282,921	\$0	\$2,282,921

## Region Summary for Highway-Attributable Funds

Table 24 summarizes highway funding resources which are expected to be available in the MOPRC region in 2024 – 2027. These highway funding resources are described below:

- Discretionary / Earmark
- Emergency
- FLAP -Federal Lands Access Program
- Local Programs
  - County Surface Transportation Block Grant
  - County Engineers Association of Ohio Highway Safety Improvement Program
  - County Bridge
  - County Bridge Partnership Program
  - Municipal Bridge
  - Local High Cost Bridge
  - Small Cities
  - Transportation Alternatives
  - Transportation Alternatives Maintenance
  - Safe Route to School
- Major Programs - Minor project activities funded by Major Programs
- MPO Capital
  - MPO Surface Transportation Block Grant
  - MPO Congestion Mitigation and Air Quality
  - MPO Carbon Reduction Program
  - MPO Transportation Alternatives
  - Large Cities
- National Highway Freight
- Other
  - Project Impact Advisory Council
  - Noise walls
  - Geologic Site Management
  - Statewide Miscellaneous
  - Diesel Emissions Reduction Grant
  - Disadvantaged Business Enterprise
  - On-the-Job Training/Supportive Services Programs
- Preservation - District Preservation
- Rail - Railroad Crossing Safety
- Rec Trails - Recreational Trails Program
- Safety - Highway Safety Improvement Program
- State
  - Americans with Disabilities Act Facilities
  - District Maintenance
  - Emergency Damage Repair
  - Intelligent Traffic Systems
  - Jobs and Commerce
  - Local Oil and Shale, Parks
  - Rest Areas
  - Statewide Miscellaneous
  - Transportation Improvement Districts
  - Unmanned Aerial
  - Unrestricted State Revenue

**Table 24. Summary of Highway STIP Estimates for MORPC Region in 2024–2027**

<b>Federal Funds by Program</b>					
	<b>2024 Estimate</b>	<b>2025 Estimate</b>	<b>2026 Estimate</b>	<b>2027 Estimate</b>	<b>Total Estimate</b>
Garvee Debt Service	\$23,735,658	\$23,580,652	\$23,425,645	\$23,270,637	\$94,012,592
Discretionary / Earmark	\$25,295,326	\$135,000	\$0	\$0	\$25,430,326
Emergency	\$0	\$0	\$0	\$0	\$0
FLAP	\$0	\$0	\$0	\$0	\$0
Garvee / SIB	\$0	\$0	\$0	\$0	\$0
Local Programs	\$1,137,491	\$4,764,722	\$0	\$0	\$5,902,213
Major Programs	\$68,917,812	\$13,803,800	\$0	\$45,000,000	\$127,721,612
MPO STBG	\$48,615,131	\$15,703,288	\$28,939,293	\$42,411,709	\$135,669,421
MPO CMAQ	\$15,592,093	\$9,996,475	\$3,663,600	\$10,208,081	\$39,460,249
MPO CRP	\$5,417,132	\$108,000	\$1,596,542	\$3,061,511	
MPO TA	\$0	\$5,752,703	\$1,124,456	\$6,917,717	\$13,794,876
National Highway Freight	\$45,000,000	\$0	\$0	\$0	\$45,000,000
Other	\$0	\$1,320,000	\$1,120,000	\$0	\$2,440,000
Preservation	\$17,482,490	\$69,989,913	\$46,642,996	\$46,955,685	\$181,071,085
Rail	\$0	\$0	\$0	\$0	\$0
Rec Trails	\$0	\$0	\$0	\$0	\$0
Safety	\$18,312,726	\$28,506,327	\$7,683,122	\$0	\$54,502,176
<b>Total Federal</b>	<b>\$269,505,859</b>	<b>\$173,660,880</b>	<b>\$114,195,654</b>	<b>\$177,825,340</b>	<b>\$735,187,734</b>
<b>Other Funds</b>					
State	\$144,302,862	\$36,416,651	\$26,041,300	\$20,411,193	\$227,172,006
Local	\$330,274,251	\$315,759,436	\$228,433,080	\$224,450,006	\$1,098,916,773
Labor	\$17,589,384	\$6,707,205	\$5,721,245	\$3,768,277	\$33,786,111
<b>Total Other</b>	<b>\$492,166,498</b>	<b>\$358,883,292</b>	<b>\$260,195,625</b>	<b>\$248,629,476</b>	<b>\$1,359,874,890</b>
<b>Total</b>	<b>\$761,672,357</b>	<b>\$532,544,171</b>	<b>\$374,391,279</b>	<b>\$426,454,817</b>	<b>\$2,095,062,624</b>

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

## Regional Summary for Transit-Attributable Funds

Transit funding resources are shown in Table 25 for the Central Ohio Transit Authority (COTA) and the Delaware County Transit (DCT). The MORPC SFY 2024-2027 TIP listing includes COTA's and DCT's fiscally constrained projects demonstrating that the transit agencies' projected federal expenditures are in balance with projected revenues.

COTA and DCT are each a Designated Recipient for the Federal Transit Administration (FTA) Formula Section 5307 Urban Area Program Funds in the Columbus Urbanized Area and Section 5339 Bus and Bus Facilities. MORPC assists COTA and DCT with splitting the apportionment based on formulas from FTA. COTA and DCT each receive Section 5307 and Section 5339 funds directly from FTA. Designated Recipients of Section 5307 funds are required to spend no less than one percent on Associated Transit Improvements and Transit Security. COTA and DCT financial analyses are provided in Appendix A.



### ***Locally Developed Human Services Public Transportation Coordination Plan***

Section 5310 Enhanced Mobility of Older Adults and Persons with Disabilities is apportioned to each large urbanized area. MORPC is the designated recipient for the Columbus urbanized area. At least 55% of program funds must be used on capital projects. Up to 45% may be used on what was eligible for New Freedom types of projects; and ten percent can be used by the Designated Recipient to administer the program.

The Section 5310 program must select projects from a locally developed human services public transportation plan. The plan assessed resources and identified needs to document projects that are eligible to receive funds. Project selection uses the Regional Mobility Plan for Central Ohio. This plan is available online at <https://www.morpc.org/wordpress/wp-content/uploads/2022/05/Regional-Mobility-Plan-New-Update.pdf> .

**Table 25. Summary of Transit TIP Esitmates for MORPC Region in 2024–2027**

<b>ODOT Administered Federal Funds by Program</b>					
	<b>2024 Estimate</b>	<b>2025 Estimate</b>	<b>2026 Estimate</b>	<b>2027 Estimate</b>	<b>Total Estimate</b>
5310 (ODOT)	\$0	\$0	\$0	\$0	\$0
5311	\$0	\$0	\$0	\$0	\$0
5339 (ODOT)	\$0	\$0	\$0	\$0	\$0
Flex Transfer STBG (ODOT)	\$0	\$0	\$0	\$0	\$0
<b>Total Federal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<b>Non-ODOT Administered Federal Funds by Program</b>					
5307	\$19,829,189	\$25,638,879	\$26,011,731	\$17,698,509	\$89,178,308
5310 (Non-ODOT)	\$0	\$0	\$0	\$0	\$0
5337	\$0	\$0	\$0	\$0	\$0
5339 (Non-ODOT)	\$3,888,287	\$2,275,047	\$0	\$0	\$6,163,334
Flex Transfer CMAQ	\$0	\$0	\$0	\$0	\$0
Flex Transfer STBG	\$0	\$0	\$0	\$0	\$0
Flex Transfer CRP	\$0	\$0	\$0	\$0	\$0
<b>Total Federal</b>	<b>\$23,717,476</b>	<b>\$27,913,926</b>	<b>\$26,011,731</b>	<b>\$17,698,509</b>	<b>\$95,341,642</b>

<b>Other Funds</b>					
Discretionary	\$0	\$0	\$0	\$0	\$0
State	\$202,500	\$187,500	\$187,500	\$187,500	\$765,000
Local	\$326,249,654	\$308,777,784	\$217,434,650	\$203,662,159	\$1,056,124,247
Labor	\$0	\$0	\$0	\$0	\$0
<b>Total Other</b>	<b>\$326,452,154</b>	<b>\$308,965,284</b>	<b>\$217,622,150</b>	<b>\$203,849,659</b>	<b>\$1,056,889,247</b>

<b>Total</b>	<b>\$345,369,630</b>	<b>\$336,879,210</b>	<b>\$243,633,881</b>	<b>\$222,548,168</b>	<b>\$1,147,430,889</b>
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## 8. Other Federal and MORPC Requirements

### Air Quality Conformity

Franklin, Delaware, Madison, Knox, Fairfield and Licking counties were designated to non-attainment for ozone effective June 2004 as a result of the implementation of the 1997 eight-hour ozone standard. The six-county area was re-designated back to attainment in 2009. Then, on May 21, 2012 US EPA's Federal Register notice designated the Columbus Central Ohio area as marginal nonattainment area for the 2008 eight-hour ozone standard. On December 21, 2016 US EPA's Federal Register notice designated the area back to attainment of the ozone standard with a maintenance plan. Effected on August 3, 2018, US EPA designated the Columbus region as a 2015 Ozone Standard marginal nonattainment area. The area, however, only includes four counties: Franklin, Delaware, Licking, and Fairfield. In 2019 The Ohio EPA submitted a redesignation request to U.S. EPA. The redesignation to attainment with a maintenance plan with approved MVEB via Federal Register notices on July 3, 2019 and August 21, 2019.

With respect to PM<sub>2.5</sub>, Franklin, Delaware, Licking, and Fairfield counties and part of Coshocton County were designated non-attainment of the 1997 annual PM<sub>2.5</sub> standard effective April 2005. On November 7, 2013 U.S. EPA approved re-designation of the Columbus area to attainment of the standard. A new annual PM 2.5 standard was promulgated by U.S. EPA in 2012 which strengthened the annual fine particle standard. On December 18, 2014, the EPA issued designations for the standard which showed counties in Central Ohio are in attainment of the standard. On August 24, 2016 EPA finalized the rules that revoked the 1997 annual PM<sub>2.5</sub> NAAQS in areas that are designated as attainment which removed transportation conformity requirements for areas in attainment of the PM<sub>2.5</sub> standard such as central Ohio.

The Clean Air Act requires that the TIP projects in nonattainment areas lead to improvements in air quality. The process that shows that TIPs lead to improvements in air quality or maintain the air quality standard is called a conformity determination. A conformity determination is required at least every four years, when modifications to the MTP are completed, or within one year after an area is designated non-attainment. TIPs do not require a separate new conformity analysis as long as all of the projects are consistent with the most recent conformity analysis performed for the MTP.

A new conformity determination is being completed by MORPC for the nonattainment area in conjunction with development of this TIP.

The conformity determination was made by MORPC with technical assistance from ODOT. The technical procedures were developed by ODOT and agreed to by MORPC. The emissions analysis was based on the MOVES3 model and included the latest planning assumptions. The air quality conformity strategy was agreed upon by ODOT, U.S. EPA and FHWA through interagency consultation. Complete documentation of the conformity process, the procedures used and the analysis results are contained in Appendix 1, which is available upon request.

Transportation network models were developed by MORPC based on the program of projects contained in the four-year TIP and MTP. Capacity changing non-federal construction projects, to be completed by the analysis years, were also solicited from implementing agencies and included in the analysis. This included projects funded by the Local Transportation Improvement Program (LTIP) and the State Capital Improvement Program (SCIP). Finally, all projects in the

MTP are included in the MTP's horizon year (2050) analysis.

The conformity analysis was performed using analysis years 2023, 2030, 2040 and 2050. For the analysis years, the budget test is performed, which consists of comparing forecast year emission loadings to the mobile emission budgets.

The project listing identifies which projects require air quality analysis. The appendix identifies which ones are included in each of the analysis years. The method used to forecast emissions for each analysis year is consistent with the SIP. Tables 26 & 27 provides information on the ozone budget test.

The results of the conformity analysis show that the emissions for VOC and NOx are less than the emission budgets for the ozone analysis. Thus, it is determined that MORPC's SFY 2024–2027 TIP is in conformity.

**Table 26. TIP Air Quality Analysis for the 6 County 2008 8-hour Ozone Maintenance Area**

	VOC (tons/day)	Budget (tons/day)	NOx (tons/day)	Budget (tons/day)
<b>2023 Build</b>	22.173	50.64	26.040	90.54
<b>2030 Build</b>	15.017	44.31	14.719	85.13
<b>2040 Build</b>	12.403	44.31	12.434	85.13
<b>2050 Build</b>	12.683	44.31	12.998	85.13

**Table 27. TIP Air Quality Analysis for the 4 County 2015 8-hour Ozone maintenance Area**

	VOC (tons/day)	Budget (tons/day)	NOx (tons/day)	Budget (tons/day)
<b>2023 Build</b>	20.626	28.67	24.024	29.28
<b>2030 Build</b>	13.986	22.03	13.684	20.98
<b>2040 Build</b>	11.533	22.03	11.597	20.98
<b>2050 Build</b>	11.785	22.03	12.126	20.98

## Transportation Control Measures

Transportation Control Measures (TCMs) are transportation strategies which are sometimes included in a region's State Implementation Plan (SIP) to help an area achieve or maintain an air quality standard. The TIP should describe the progress in implementing TCMs. The SIP for the Columbus non-attainment area does not include any TCMs; thus, there is no progress to report in the TIP.

## Environmental Justice

Recognizing that the impacts of federal programs and activities may raise questions of fairness to affected groups, on February 11, 1994, President Clinton signed Executive Order 12898: Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations. While not a new requirement, EJ amplifies the provisions found in Title VI of the Civil Rights Act of 1964. Title VI of the Civil Rights Act of 1964 prohibits discriminatory practices in programs and activities receiving federal funds. The transportation planning regulations require that metropolitan transportation planning processes be consistent with Title VI.

This order requires that, for any program or activity for which any federal funds will be used, the agency receiving federal funds must make a meaningful effort to involve low-income and minority populations in the decision processes established to use the federal funds. This requirement is met through the TIP public participation process discussed in Section 2 and in the detailed activities in Appendix 2.

In addition, the order required that there be an evaluation of the nature, extent, and incidence of probable favorable and adverse human health or environmental impacts of the program or activity upon minority or low-income populations. Appendix 3 of the TIP provides detailed technical environmental justice analysis to identify any disproportional impacts of the TIP as a whole. The analysis shows that there are not any disproportional impacts.

## MORPC Complete Streets Policy

In 2010, MORPC adopted a Complete Streets Policy. In 2021, MORPC updated this policy. The policy builds upon MORPC's previous efforts to promote a multimodal transportation system that is integrated with sustainable land use developments. Its main objective is to design and build roads that safely and comfortably accommodate all users of roadways, including motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. It includes people of all ages and abilities.

MORPC requires that all projects receiving MORPC-attributable federal funding adhere to the Complete Streets Policy. MORPC recommends that all local jurisdictions and the state adopt comprehensive Complete Streets policies, consistent with the Regional Policy.

The MORPC Complete Streets Policy is included in Appendix B.

## MORPC Smart Streets Policy

See Appendix C.

## 9. Detailed Project Listings

This section provides the detailed project listing as well as four listings providing various subsets of TIP projects. The TIP project listing is multi-modal and includes highway, transit, bikeway and pedestrian projects. The following is included in this section:

**Guide to the TIP Project Listing** – This is a guide to the detailed project listing and includes a list of all acronyms used throughout this document.

**Project Location Map** – This is a map of the projects included in the TIP. Note that some projects such as line items, programs and purchases are not included on the map.

**Map Key** – This is a simplified project listing which is sorted by MORPC's project ID number. It can be used with the map to identify where projects are located and includes the county, route and section identification to look up a project in the detailed listing.

**Detailed Listing Organized by County, Route & Section** – This is the complete TIP project listing providing all details about each individual project. It is sorted by the county, route and section number that has been assigned to each project.

**Statewide Line Items** – Following an explanation is a table of statewide line items, followed by a listing of projects included in the TIP through statewide line items. These projects are not included in the TIP individually, but by reference to a statewide line item.

**Projects with Bicycle Components** – This section is a subset of projects which either are bicycle facility projects or include new bicycle components as part of a larger project.

**Projects with Pedestrian Components** – This section is a subset of projects that either are pedestrian facility projects or include new pedestrian components as part of a larger project.

**Intelligent Transportation System Projects** – This section is a subset of projects that either are Intelligent Transportation System (ITS) projects or include ITS components as part of a larger project.

**Projects with Significance for Freight** – This section is a subset of projects which are projects with significance for freight movement throughout Central Ohio.

## Guide to the TIP Project Listing

This is a guide to the headings and abbreviations used in the TIP project listing. It is organized alphabetically by the name of each field shown in the listing.

**Agency** – The agency that is sponsoring the project.

- COTA = Central Ohio Transit Authority
- DCT = Delaware County Transit
- MORPC = Mid-Ohio Regional Planning Commission
- ODOT = Ohio Department of Transportation, with District number

**AirQuality** – How the project is assessed for the air quality conformity analysis

- E = Exempt from the analysis
- SA = Included in the system-wide analysis

**ALI** – FTA Activity Line Item code

**Amount** – Funds committed to a project phase from a particular source.

**Bike Components** – Description of bicycle components that are associated with the project.

**Co-Rt-Section (County-Route-Section)** - Identifies project by county, route and section mileage designations, where applicable. Project phase or segment identification may also be indicated.

**County** – County in which the project is located:

- D05 = Counties in ODOT District 5 (includes Fairfield and Licking)
- D06 = Counties in ODOT District 6 (includes Delaware and Franklin)
- DEL = Delaware
- FAI = Fairfield
- FRA = Franklin
- LIC = Licking
- UNI = Union

**FTA** – Federal Transit Administration

**ITS** – Intelligent Transportation Systems

**Length** – Length of the project in miles, if known and applicable.

**Local Let** – If checked, the project has federal funding, and ODOT is allowing the local public agency (LPA) to administer the project under ODOT supervision.

**MORPC ID** – Identification number that MORPC has assigned to the project for the TIP.

**MTP Reference** – Associated identification number(s) for project(s) included in MORPC's Metropolitan Transportation Plan.

**Ped Components** – Description of pedestrian components associated with the project.

**Phase** – A component of the project. Abbreviations:

- CO = Construction
- OTH = Other
- PAY = Payment
- PE = Preliminary Engineering
- DD = Detailed Design
- ENV = Environmental/Preliminary Development
- RW = Right-of-Way Activities (including land acquisition and utility relocation)
- TRN = Transit

**PID** – The project identification number assigned by ODOT.

- NA = Not Applicable (ODOT programming not necessary for planned funding sources)
- NP = Not Programmed (ODOT programming may be necessary but has not happened yet)

**Route** – Route designation and number or municipal street name. Abbreviations:

- CR = County Route
- IR = Interstate Route
- SR = State Route
- TR = Township Route
- US = United States Route

**Scope** – The major activities included in the scope of the project.

**Section** – Distance in miles from start of the route in the county to the start of the project, based on ODOT's system mileage section.

**SFY** – State Fiscal Year. Each funding event is listed with the state fiscal year in which the phase begins. State fiscal years begin on July 1 of the previous calendar year; e.g., SFY 2024 begins July 1, 2023 and ends June 30, 2024.

**Source** – Origin of funding commitment. Federal sources are described by the purpose of the particular source. Unless specified as state or local, all funding sources listed below are federal.

- Bonds
- BR-Off = Bridge Replacement Off System
- CMAQ-M = Congestion Mitigation/Air Quality Improvement, Attributable to MORPC
- CRP-S = Carbon Reduction Program, Attributable to the State
- Federal = Unassigned Federal Transportation Funds
- GARVEE = State Bonds to be Retired with Federal (Advance Construction)



- HSIP = Highway Safety Improvement Program
- HSIP-C = Highway Safety Improvement Program, Attributable to County Engineers
- Local = Local Public Agency Funds
- Local-Transit = Local Public Transit Agency Funds
- NHFP = National Highway Freight Program
- Sec ##### = Federal Transit Administration Funds by Section Number
  - Sec 5307 = Urbanized Area Formula Grants
  - Sec 5339 = Bus and Bus Facilities
- SRTS = Safe Routes to School
- State = State Transportation Funds
- State Transit = State General Revenue Funds for Transit
- STBG-C = Surface Transportation Block Grant, Attributable to County Engineers
- STBG-M = Surface Transportation Block Grant, Attributable to MORPC
- TAP-M = Transportation Alternatives Program, Attributable to MORPC

## Key for the Project Location Map (Sorted by TIP ID)

TIP ID	County-Route-Section	Project Name	Agency
1	FRA-Tuttle Crossing Blvd-	Tuttle Crossing Blvd from Wilcox Rd to Avery Rd, New Roadway	Dublin
2	FRA-IR070-12.68 (Proj 4A)	I-70/I-71 Innerbelt (Phase 4A), Major Widening/Interchange Modification	ODOT D6
3	FAI-US033-02.64	US-33 from Allen Rd to Pickerington Rd, New Interchange	ODOT D5
4	FRA-CR096-01.71	Cassady Ave from CSX Railroad to north of E 7th Ave, Minor Widening/Intersection Modification	Columbus
5	FRA-SR016-08.24	E Broad St from I-270 to Outerbelt St, Major Widening/Intersection Modification	Columbus
6	FRA-SR016-06.87	E Broad St at Hamilton Rd, Intersection Modification	Whitehall
7	* D06-SP FY22-General	District 6 Spot Paving FY22 General System, Resurfacing	ODOT D6
8	DEL-CR021/CR-72-	Cheshire Rd & Africa Rd from Old State Rd to Lewis Center Rd, Resurfacing	Delaware County
10	* FRA-IR270-36.94	I-270 from 0.36 mi W of Hamilton Rd to 0.92 mi S of Broad St, Reconstruction	ODOT D6
11	FRA-IR270-17.29	I-270 at US-33/SR-161, Interchange Modification	ODOT D6
12	FRA-IR070-15.29 (Proj 5)	I-70/I-71 Innerbelt (Phase 5) from just east of 18th Ave to just east of Fairwood Ave, Major Widening/Bridge Reconstruction	ODOT D6
15	FRA-IR071-01.53	I-71 at Big Darby Creek, Major Widening/Bridge Deck Replace	ODOT D6
16	FRA-IR270-09.15	I-270 (West Outerbelt) from I-70 to US-33, Major Widening/Minor Pavement Rehabilitation	ODOT D6
18	FRA-US033-24.26	US-33 from I-270 (SE Outerbelt) to Hamilton Rd (SR-317), Major Widening/Resurfacing	ODOT D6
19	* LIC-IR070/SR-158-Bridge	I-70 Corridor in Licking Co, Bridge Repair	ODOT
20	* FAI-SR256-04.97/05.88	SR-256 at 0.02 mi NW of Willard Dr & 0.65 mi NW of Allen Rd, Bridge Maintenance Activities	ODOT D5
21	* DEL-CR013-05.02	Lewis Center Rd at Worthington Rd/Rome Corners Rd, Intersection Modification	Delaware County
22	FRA-IR070-22.85 (FEF-	I-70 at I-270 (East Outerbelt), Interchange Modification	ODOT D6
23	* DEL-SR315-	Various locations on SR-315 from Hyatts Rd to Bunty Station Rd, Maintenance Activity/Culvert Maintenance	ODOT D6
24	* FRA-SR104-	SR-104 at 6th St, RR overpass, and Groveport Rd, Bridge Maintenance Activities	ODOT D6
25	* LIC-SR016-00.00	SR-16 from Franklin Co Line to SR-37, Resurfacing/Intersection Modification	ODOT D5
28	FRA-CR027-10.77	Trabue Rd from Lakeshore Drive to Riverside Dr, Minor Widening/Bridge Deck Replacement	Franklin County
29	DEL-CR609-02.24	Sawmill Pkwy from Seldom Seen Rd to Home Rd, Resurfacing	Powell
31	FRA-IR070-14.30 (Proj 2E)	I-70/I-71 Innerbelt (Phase 2E), Major Widening/Interchange Modification	ODOT D6
32	FRA-IR670-05.03	I-670 from 4th St to I-270, Operational Upgrades/Study	ODOT
34	* FRA-CR026-1.89	Georgesville Rd at Hall Rd (CR-125), Intersection Modification/Multi-Use Path	Columbus
35	FRA-IR071-09.62/09.71	I-71 from Stringtown Rd to SR-315, Major Widening/Interchange Modification	ODOT D6
41	* FRA-US033-18.85	Segments on W Spring St & E Livingston Ave, Preventive Pavement Maintenance	ODOT D6
42	* FRA-SR003-19.91	Westerville Rd (SR-3) from Cleveland Ave to SR-161, Resurfacing/Operational Upgrades	ODOT D6
46	FRA-insight2050 TAP-FY24	insight2050 Technical Assistance Program FY24, Planning Activity	MORPC
47	FRA-insight2050 TAP-FY25	insight2050 Technical Assistance Program FY25, Planning Activity	MORPC
48	FRA-MORPC AQ Prog-	Air Quality Awareness, SFY 2024, Air Quality Project	MORPC
49	FRA-MORPC AQ Prog-	Air Quality Awareness, SFY 2025, Air Quality Project	MORPC
51	FRA-Paving the Way-FY24	Paving the Way, SFY 2024, Program Administration	MORPC
52	FRA-Paving the Way-FY25	Paving the Way, SFY 2025, Program Administration	MORPC
53	FRA-MORPC Rideshare-	Gohio Commute, SFY 2024, Ridesharing	MORPC

\* This project is included in a Statewide Line Item. See listing of Projects Included by Statewide Line Items for details.

## Key for the Project Location Map (Sorted by TIP ID)

TIP ID	County-Route-Section	Project Name	Agency
54	FRA-MORPC Rideshare-	Gohio Commute, SFY 2025, Ridesharing	MORPC
55	FRA-MORPC Supp Plan-	Supplemental Planning, SFY 2024, Planning Activity	MORPC
56	FRA-MORPC Supp Plan-	Supplemental Planning, SFY 2025, Planning Activity	MORPC
59	FRA-CR052-01.82	Fishinger Rd from Riverside Dr to Mountview Rd, Reconstruction/Sidewalks	Upper Arlington
60	FRA-Olentangy Trail-Gap	Olentangy Trail from Clinton Como Park to Northmoor Park, Multi-Use Path/New Bridge	Columbus
61	* FRA-IR270-05.47	Hall Rd at I-270, Bridge Deck Replacement	ODOT D6
63	* DEL-US023-07.60	US-23 at 9 bridges between Cheshire Rd & Main Rd, Bridge Maintenance Activities/Culvert Maintenance	ODOT D6
64	* DEL-CR163-04.31	Warrensburg Rd at Scioto River, Bridge Maintenance Activities	Delaware County
65	FRA-IR071-19.10 (HSR)	I-71 from I-670 to I-270 (North Outerbelt), Operational Upgrades/Minor Pavement Rehabilitation	ODOT D6
67	* FRA-IR270-00.96/1.52/9.30	Gantz, McComb & Trabue Rds over I-270, Bridge Deck Replacement	ODOT D6
68	FRA-IR071/270-	I-71 & I-270 (North Outerbelt), Interchange Modification/Bridge Deck Replace	ODOT D6
70	* FRA-US033-08.75 (Culvert)	US 33 at 0.25 mi NW of Fishinger Rd, Culvert Maintenance	ODOT D6
71	* DEL-SR315-Drainage Impr	SR-315 from Jewett Rd to Sherborne Ln, Maintenance Activity	ODOT D6
76	* DEL-SR315-00.86	SR-315 at Jewett Rd, Intersection Modification	ODOT D6
77	* DEL-SR605-00.31	SR-605 at Fancher Rd, Intersection Modification	ODOT D6
79	* FAI-CR007-01.94	Refugee Rd at four intersections, Intersection Modification	Fairfield County
80	* FRA-US033-06.15	US 33 at Hayden Run Rd, Intersection Modification	ODOT D6
81	FRA-SR003-19.38	SR 3 (Cleveland Ave) at Hudson St, Intersection Modification	ODOT D6
82	* FRA-SR104-09.80 Noise	SR 104 from just east of Groveport Rd to just west of Elwood Ave, Noise Walls	ODOT D6
83	* FRA-US062-17.66	Nelson Rd (US 62) from Broad St to Airport Dr, Resurfacing	ODOT D6
84	* DEL-US036-07.26	US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing	ODOT D6
85	* FRA-SR710-00.00	SR-710 from SR-161 to just North of Schrock Rd, Resurfacing	ODOT D6
86	* UNI-US042-04.92	US 42 from Watkins-California Rd to W of SR-745, Major Rehabilitation/Intersection Modification	ODOT D6
87	* DEL-US036-00.00	US 36 from Union County Line to E of Section Line Rd, Major Rehabilitation	ODOT D6
89	* FRA-US040-12.50	Broad St from I-71 to Nelson Rd, Minor Pavement Rehabilitation	ODOT D6
90	* D06-SP FY24-General	Spot Paving on General Routes FY24, Minor Pavement Rehabilitation	ODOT D6
91	* FRA-US023-15.31	Indianola Ave from Hudson St to Oakland Park Ave, Bicycle Lanes/Minor Pavement Rehabilitation	ODOT D6
92	* DEL-US036-11.45	US 36 from SR-521 to Delaware Corp Limit, Minor Pavement Rehabilitation	ODOT D6
94	* FRA-SR317-15.97	SR 317 from Columbus Corp & N of Rocky Fork Rd to CR-5 & Lincoln Circle, Minor Pavement Rehabilitation	ODOT D6
95	* D06-SP FY24-Concrete	Spot concrete slab repair at District 6, Minor Pavement Rehabilitation	ODOT D6
96	* DEL-US023-17.750	US-23 from North of Troutman Rd to Waldo Delaware Rd, Resurfacing	ODOT D6
97	* FRA-IR070-Pump ST-1&1A	I-70 at Pump Stations ST-1 & ST-1A, Maintenance Activity	ODOT D6
99	* D06-PMF-FY24	Fast Dry Pavement Marking FY24 at District 6, Pavement Marking	ODOT D6
101	* D06-RPM-FY24	RPM FY24 at District 6, Raised Pavement Markers	ODOT D6
104	* FRA-IR670-0.31	IR 670 at FRA-670-0.31, Bridge Maintenance Activities	ODOT D6
105	* FRA-IR070-16.83 Bridge	I70 at FRA-70 over Nelson, Bridge Maintenance Activities	ODOT D6
106	* FRA-IR670-3.87A	IR 670 at FRA-670-3.87, Bridge Maintenance Activities	ODOT D6

\* This project is included in a Statewide Line Item. See listing of Projects Included by Statewide Line Items for details.

## Key for the Project Location Map (Sorted by TIP ID)

TIP ID	County-Route-Section	Project Name	Agency
107	* FRA-IR070-7.38	IR 70 at FRA-70-7.38 and FRA-16-6.06, Culvert Maintenance	ODOT D6
108	* FRA-IR070-11.22	IR 70 from Broad St to Souder Ave, Guardrail / Roadside Maintenanc	ODOT D6
109	FRA-IR270-43.180	I-270 (East Outerbelt) from RR bridge S of I-70 to N of Alum Creek Dr, Minor Pavement Rehabilitation	ODOT D6
111	* DEL-US023-7.600	US 23 from Cheshire Rd to Troutman Rd, Minor Pavement Rehabilitation	ODOT D6
115	* -ATCMTD Truck Platoon	ATCMTD Truck Platoon Grant, Operational Upgrades/Planning Activity	ODOT
116	FRA-SR016-9.27	E Broad St from Outerbelt St to Reynoldsburg New Albany Rd, Major Widening	Columbus
117	DEL-TR114-01.93	Orange Rd from Green Meadows Dr to Blue Holly Dr, Major Widening/RR Grade Separation	Delaware County TID
118	FRA-SR161--	SR 161 from Ambleside Drive to Maple Canyon Ave, Intersection Modification/Multi-Use Path	Columbus
119	FRA-Sancus Blvd-	Sancus Blvd from Worthington Woods Blvd to Lazelle Rd, Minor Widening/Safety Improvement	Columbus
120	FRA-E Rich St-Signals	E Rich St from S Third St to S Grant Ave, Signals	Columbus
121	FRA-E Cooke Rd-	E Cooke Rd from Karl Rd to Cleveland Ave, Reconstruction/Multi-Use Path	Franklin County
122	FRA-Sunbury Rd-Big	Big Walnut Trail from Turtle Station Way to Mt Hood Ct, Multi-Use Path	Columbus
123	FRA-SR161-08.08	SR 161 at Linworth Rd, Intersection Modification	Franklin County TID
124	* DEL-SR315-05.66	SR-315 at Hyatts Rd, Intersection Modification	ODOT D6
125	* FRA-IR270-32.92	I-270 at Easton Way, Interchange Modification	ODOT D6
126	* FRA-CR075-00.97	Cleveland Ave from Huy Rd to Cooke Rd, Operational Upgrades	Franklin County
128	* DEL-US023-08.96	US 23 at Oberlander Run (0.2 mi N of SR 315), Culvert Maintenance/Minor Pavement Rehabilitation	ODOT D6
130	* FAI-SR204-02.30	SR-204 at Milnor Rd, Intersection Modification	ODOT D5
131	* FAI-SR204-04.30	SR-204 at Tollgate Rd, Intersection Modification	ODOT D5
132	* FRA-Olive St/Floral Ave-	Olive St & Floral Ave, Sidewalks	Columbus
133	* FRA-US033-21.71	US 33 at Petzinger Rd, Intersection Modification	ODOT D6
134	* FRA-SRTS Grace St-	Grace St from Orel Ave to Eureka Ave, Sidewalks	Columbus
135	* FRA-Summit St Bump-Outs	Summit St at 3rd Ave & 8th Ave, Intersection Modification	Columbus
138	* FRA-SR665-05.18	SR-665 at Lambert Rd, Intersection Modification	ODOT D6
140	* FRA-US033-03.79	US 33 at over Scioto River, Bridge Rehabilitation	ODOT D6
144	LIC-Green Chapel Rd--	Green Chapel Rd from US 62 to Clover Valley Rd, Minor Widening	New Albany
145	LIC-Green Chapel Rd--	Green Chapel Rd from Clover Valley Rd to Mink St, Major Widening	New Albany
146	LIC-Mink St--	Mink St from SR-161 to Green Chapel Rd, Major Widening	New Albany
147	LIC-Harrison Rd--	Harrison Rd from Clover Valley Rd to Mink St., New Roadway	New Albany
148	LIC-Clover Valley Rd--	Clover Valley Rd from Jug St to Green Chapel Rd, Minor Widening	New Albany
149	* FRA-SR161-15.80	SR 161 from I-270 to US 62, Noise Walls	ODOT
151	FRA-COTA-Strategic Land	COTA Strategic Land Purchases, Transit Activity	COTA
152	FRA-COTA-Transit Center	COTA Transit Center Facility Renovations/Upgrades, Transit Activity	COTA
153	FRA-COTA-High Capacity	COTA High Capacity Transit NW Corridor, Transit Expansion Capital	COTA
155	FRA-COTA Paratransit-	COTA Paratransit Veh and Tech, Transit Replacement Capital	COTA
156	FRA-COTA-High Capacity	COTA High Capacity Transit E Main St Corr, Transit Expansion Capital	COTA
157	DEL-DCT-2024 Operating	DCT 2024 Operating Assistance, Transit Operating	DCT

\* This project is included in a Statewide Line Item. See listing of Projects Included by Statewide Line Items for details.

## Key for the Project Location Map (Sorted by TIP ID)

TIP ID	County-Route-Section	Project Name	Agency
163	DEL-DCT-2024 Vehicle	DCT 2024 Vehicle Replacement, Transit Replacement Capital	DCT
164	FRA-COTA-Transit Center	COTA Transit Center PE/Construct, Transit Activity	COTA
168	FRA-COTA-Charging	COTA Electric Charging Stations, Transit Activity	COTA
170	FRA-COTA-Park and Ride	COTA Reynoldsburg Park and Ride, Transit Activity	COTA
173	FRA-COTA-High Capacity	COTA High Capacity Transit W Broad St Corr, Transit Expansion Capital	COTA
175	* UNI-SR038-3.21	UNI-38-3.21 at over Big Darby Creek, Bridge Preservation	ODOT D6-Planning
178	* D06-PMF-FY25	D06 PMF FY25 at Various routes throughout District Six, Traffic Control (Safety)	ODOT D6-Planning
179	* FRA-US023-10.51	FRA 23 10.51 from US 23 (10.51) to US 33 (10.72), Roadway Minor Rehab	ODOT D6-Planning
180	* FRA-IR270/071-Various	FRA 270/71 Bridge Epoxy Overlay at Various Locations on FRA 315, Roadway Minor Rehab	ODOT D6-Planning
181	* FRA-US033-1.28	US 33 from North Wall Street (1.28) to US 33 (2.12), Roadway Minor Rehab	ODOT D6-Engineering
182	* D06-Tree Clearing-Various	D06 Tree Clearing at Various project locations throughout District Six, Vegetative Maintenance	ODOT D6-Planning
183	* D06-PMA-FY25	D06 PMA FY25 at Various routes throughout District Six, Traffic Control (Safety)	ODOT D6-Planning
184	* D06-RPM-FY25	D06 RPM FY25 at Various routes throughout District Six, Traffic Control Maintenance	ODOT D6-Planning
185	* DEL-SR037-7.390	DEL SR 37 7.390 from Delaware corp limit (7.39) to Troy Rd (9.07), Roadway Minor Rehab	ODOT D6-Engineering
186	* D06-SP FY25-Concrete	D06 SP FY25 Concrete at Various routes throughout District Six, Roadway Minor Rehab	ODOT D6-Planning
189	* FRA-SR016-5.35	FRA SR 16 5.350 from Whitehall City limit (5.35) to Yearling Rd (6.40), Pavement Maintenance	ODOT D6-Engineering
192	* D05-Spot Paving-FY2026	D05 Spot Paving FY2026 at District 5, Pavement Maintenance	ODOT D5
193	* D05-CUL-FY2026	D05 CUL FY2026 at District-wide culvert project, Culvert Preservation	ODOT D5
194	* D06-Crackseal PPM-FY27	D06 Crackseal PPM FY27 at Various routes in District Six, Roadway Minor Rehab	ODOT D6-Planning
195	* D06-Crackseal PPM-FY26	D06 Crackseal PPM FY26 at Various routes in District Six, Roadway Minor Rehab	ODOT D6-Planning
196	* D06-SP FY27-Priority	D06 SP FY27 Priority at Various locations in D6 - to be determined, Roadway Minor Rehab	ODOT D6-Planning
197	D06-SP FY26-Priority	D06 SP FY26 Priority at Various locations in D6 - to be determined, Roadway Minor Rehab	ODOT D6-Planning
198	* D06-SP FY26-General	D06 SP FY26 General at Various general system routes throughout District , Roadway Minor Rehab	ODOT D6-Planning
199	* D06-SP FY27-Concrete	D06 SP FY27 Concrete at Various routes throughout District Six, Roadway Minor Rehab	ODOT D6-Planning
200	* D06-SP FY26-Concrete	D06 SP FY26 Concrete at Various routes throughout District Six, Roadway Minor Rehab	ODOT D6-Planning
201	* D06-Culvert-FY26	D06 Culvert FY26 at Various locations throughout District Six, Culvert Preservation	ODOT D6-Planning
202	* D06-PMF-FY26	D06 PMF FY26 at Various routes throughout District Six, Traffic Control (Safety)	ODOT D6-Planning
203	* D06-RPM-FY26	D06 RPM FY26 at Various routes throughout District Six, Traffic Control Maintenance	ODOT D6-Planning

\* This project is included in a Statewide Line Item. See listing of Projects Included by Statewide Line Items for details.

## Key for the Project Location Map (Sorted by TIP ID)

TIP ID	County-Route-Section	Project Name	Agency
205	* DEL-IR071-1.60	DEL IR 71 1.600 from Powell Rd (1.60) to US 36/SR 37 (11.55), Roadway Minor Rehab	ODOT D6-Engineering
206	* FRA-IR070-9.75	FRA-70-9.75 at FRA-70-9.75, Bridge Preservation	ODOT D6-Real Estate
207	* FRA-SR665-9.88	FRA-665-9.88 at FRA-665-9.88, Bridge Preservation	ODOT D6-Bridges
208	* DEL-US042-12.97	DEL-42-12.98 at DEL-42-12.97, Bridge Preservation	ODOT D6-Bridges
209	* DEL-SR257-3.58	DEL-257-3.58 at DEL-257-3.58, Bridge Preservation	ODOT D6-Bridges
210	* DEL-SR257/750-0.00/0.00	DEL-257/750-0.00/0.00 from Franklin County line / SR 257 to End of 4-lane section / Eastern Zoo exit, Roadway Minor Rehab	ODOT D6-Planning
211	* DEL-SR037-0.00	DEL SR 37 0.000 from Union County line to Delaware city corp, Roadway Minor Rehab	ODOT D6-Planning
212	* DEL-SR203-0.00	DEL SR 203 0.000 from SR 37 and Section Line Road to Marion County line, Roadway Minor Rehab	ODOT D6-Planning
213	* DEL-SR229-0.120	DEL SR 229 0.120 from US 23 to Morrow County line, Roadway Minor Rehab	ODOT D6-Planning
214	* DEL-SR003-1.380	DEL SR 3 1.380 from Westerville Corp Limit to US 36, Roadway Minor Rehab	ODOT D6-Planning
215	* FRA-SR104-8.180	FRA SR 104 8.180 from Frank Road to US 33, Roadway Minor Rehab	ODOT D6-Planning
216	* FRA-SR317-0.00	FRA SR 317 0.000 from US 23/SR 665 to Pontious Rd, Roadway Minor Rehab	ODOT D6-Planning
217	* UNI-US036-13.17	UNI US 36 13.17 from 13.17 to 13.86, Roadway Minor Rehab	ODOT D6-Planning
218	* DEL-US036-18.390	DEL US 36 18.390 from Wilson Rd to Knox County line, Pavement Maintenance	ODOT D6-Planning
219	* D05-GR-FY2024	D05 GR FY2024 (Ding N Dent) at District Wide, Guardrail / Roadside Maintenan	ODOT D5
220	* D05-GR-FY2026	D05 GR FY2026 (Ding N Dent) at District 5, Guardrail / Roadside Maintenan	ODOT D5
222	* FRA-CR003-2.83	FRA-CR3-2.83 at at Big Darby Creek, Bridge Preservation	Franklin County
223	* DEL-VAR CR GR-FY25	DEL-VAR CR GR-FY25 at Various locations, Roadside / Median Improvement (	Delaware County
225	* FRA-US062-8.91	FRA-62-8.91 Storm Sewer from Blue Rock Blvd to Big Run Rd, Drainage System Maintenance	ODOT D6-Planning
230	* D05-Spot Paving-FY2027	D05 Spot Paving FY2027 at District 5, Pavement Maintenance	ODOT D5
231	* D05-GR-FY2027	D05 GR FY2027 (Ding N Dent) at District 5, Guardrail / Roadside Maintenan	ODOT D5
236	* D05-TSG-FY 2027	D05 TSG FY 2027 at District-wide project, Traffic Control Maintenance	ODOT D5
238	* UNI-SR047-13.55	UNI SR 47 13.55 at Various locations, Pavement Maintenance	ODOT D6-Planning
240	* FRA-CR125-7.89	FRA-CR125-7.89 at at CR 142/CR 708 and CR 125/TR 142, Intersection Modification	Franklin County
241	* DEL-PPM-FY27	DEL PPM FY27 at Various locations throughout Delaware County, Pavement Maintenance	ODOT D6-Planning
242	* DEL-SR521-2.29	DEL-521-2.29 from 2.29 to 13.62, Roadway Minor Rehab	ODOT D6-Planning
243	* DEL-US023-14.37	DEL US 23 14.37 from 14.37 to 17.75, Roadway Minor Rehab	ODOT D6-Planning
244	* FRA-IR070-15.28	FRA IR 70 15.28 from 18th Street (15.28) to James Rd (19.37), Roadway Minor Rehab	ODOT D6-Planning

\* This project is included in a Statewide Line Item. See listing of Projects Included by Statewide Line Items for details.

## Key for the Project Location Map (Sorted by TIP ID)

TIP ID	County-Route-Section	Project Name	Agency
245	* FRA-SR674-0.00	FRA-SR674-0.00 from 0.00, 2.14 to 2.05, 2.21, Pavement Maintenance	ODOT D6-Planning
246	* FRA-SR665-3.31	FRA-665-3.31 from Darbydale (3.31) to US 62 (6.99), Pavement Maintenance	ODOT D6-Planning
247	* FRA-US062-10.80	FRA-62-10.80 from Eakin Rd/Hopkins Ave (10.80) to Brown Rd (11.68, Pavement Maintenance	ODOT D6-Planning
248	* DEL-SR750-4.22	DEL SR 750 4.22 from Powell corp limit (4.22) to Columbus corp limit (7.06), Roadway Minor Rehab	ODOT D6-Planning
249	* DEL-US023-7.410	DEL US 23 7.410 from Cheshire Rd (7.41) to Cottswold Dr (10.15), Roadway Minor Rehab	ODOT D6-Planning
250	* FRA-IR270-0.55	FRA IR 270 0.55 from Gantz Road (0.55) to IR-71 (2.60), Roadway Minor Rehab	ODOT D6-Planning
251	* DEL-IR071-0/28.65	DEL/FRA-71-0/28.65 at Various, Pavement Maintenance	ODOT D6-Planning
252	* D06-SP FY27-General	D06 SP FY27 General at Various general system routes throughout District , Roadway Minor Rehab	ODOT D6-Planning
253	* D06-Traffic & Develop.	D06 Traffic & Develop. Serv. A at Various locations throughout District Six, Preliminary Development	ODOT D6-Planning
254	* D06-Traffic & Develop.	D06 Traffic & Develop. Serv. B at Various locations throughout District Six, Preliminary Development	ODOT D6-Planning
255	* FRA-IR071-4.276	FRA-71-4.276 (FCEO Plum Run) from FRA-CR267-1.226 (under Zuber Rd) to FRA-TR271-1.3, Culvert Preservation	ODOT D6-Planning
256	* FAI-US033-0.00/30.04	FAI/FRA US 33 0.00/30.04 from Gender Road to Turn Around between Hill-Diley and Pickerington Rd, Roadside / Median Improvement (	ODOT
257	* UNI-US033-17.95	UNI US 33 17.95 Beecher Gamble at Beecher Gamble over US 33, Bridge Preservation	ODOT D6-Planning
259	* FAI-Flat Sheet Signs-2026	FAI/MUS Flat Sheet Signs 2026 at US and SR in both Counties., Traffic Control Maintenance	ODOT D5-Planning
260	* DEL-US023-8.70	DEL 23 8.70 Bridge Repair from Olentangy River to Main Rd, Bridge Preservation	ODOT D6-Planning
261	* FRA-CR VAR Signs-FY24	FRA-CR VAR Signs-FY24 at VARIOUS ROUTES THROUGHOUT FRANKLIN COUNTY., Building / Facility Improvement	Franklin County
262	* FRA-West Selby Rd-West	FRA - West Selby Road Bridge at West Selby Rd over Rush Rn, Bridge Preservation	Worthington
264	* FRA-CR003-13.94	FRA-CR3-13.94 (Yellow Arrows) at 11 Signals within City of Columbus, Traffic Control (Safety)	Columbus
266	* FRA-Wynne Ridge Ct-	FRA Wynne Ridge Court at Wynne Ridge Ct at Beem Ditch, Bridge Preservation	Gahanna
267	* FRA-IR270-22.65	FRA-270-22.65 Abutment Repair at IR 270 over 270 WB to SR 315 SB ramp, Bridge Preservation	ODOT D6-Planning
268	* FRA-IR270-17.10	FRA-270-17.10 from US 33 (17.10) to Scioto River (18.54), Roadway Minor Rehab	ODOT D6-Planning
269	* FRA-IR270-4.45	FRA-270-40.45 from 40.45 to 43.18, Roadway Minor Rehab	ODOT D6-Planning
270	* FRA-SR161-17.31	FRA SR 161 17.31 from Little Turtle Way (17.31) to US 62 (22.1), Roadway Minor Rehab	ODOT D6-Planning
271	* FRA-US040-4.43	FRA US 40 4.43 from Galloway Rd (4.43) to Hilliard Rome Rd (4.69), Pavement Maintenance	ODOT D6-Engineering
273	* FRA-IR070-0.00	FRA IR 70 0.00 from Madison County Line (0.00) to Hilliard Rome Rd (3.41), Pavement Maintenance	ODOT D6-Planning
274	* FRA-IR071-1.1	FRA-71-1.1 Drainage from 1.1 to 1.45, Drainage System Maintenance	ODOT D6-Planning

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## Key for the Project Location Map (Sorted by TIP ID)

TIP ID	County-Route-Section	Project Name	Agency
275	* DEL-IR071-9.824	DEL-71-9.824 from DEL-71-9.824 (Just North of 36/37 interchange) to DEL-71-9.824 (Just North of 36/37 interchange), Bridge / Culvert Maintenance	ODOT D6-Engineering
276	FRA-IR070-0.00	FRA IR 70 0.00 from Madison County Line (0.00) to Hillard Rome Rd (5.22), Roadway Major Rehab	ODOT D6-Planning
279	* FRA-IR670-3.29	FRA IR 670 3.29 (Fence) from Park St to High St, Fencing	ODOT D6-Planning
281	* FAI-IR070-Franklin County	D05 PM FY2024 (D) R-WR from Franklin County to SR158, Traffic Control (Safety)	ODOT D5-Engineering
285	* FRA-CR171-0.00	FRA-CR171-0.00 (Innis Sidewalks) from Cleveland Ave to Westerville Rd, Pedestrian Facilities	Franklin County
287	* FRA-GR-FY24	FRA GR FY24 at Various locations throughout Franklin County, Guardrail / Roadside Maintenan	ODOT D6-Maintenance
288	* D06-GR-FY24	D06 GR FY24 at Various locations throughtout District Six, Guardrail / Roadside Maintenan	ODOT D6-Maintenance
289	* FRA-MOW-FY24	FRA MOW FY24 at Various routes in Franklin County, Vegetative Maintenance	ODOT D6-Planning
290	* D06-ELEC-FY24	D06 ELEC FY24 at Various locations throughout Distict Six, Traffic Control Maintenance	ODOT D6-Planning
293	* FRA-SRTS-S Western /	FRA-SRTS S.Western & Worthington at Various locations by Brookside, Stiles, West Frank, Pedestrian Facilities	Franklin County
294	* FRA-SRTS-Sunbury/Agler	FRA-SRTS Sunbury/Agler from Agler Rd to Sunbury Square, Pedestrian Facilities	Columbus
301	* FRA-Lyman Dr-Lyman Dr	FRA Lyman Drive Reconstruction at Lyman Dr and Anson Dr, Roadway Improvement (Jobs & Com	Hilliard
302	* LIC-SR016-5.36	LIC SR 16 5.38 from SR 310 to Buckeye Blvd, Pedestrian Facilities	Pataskala
304	* FRA-SR016-6.06	FRA-16-6.06 over Mason Run at over Mason Run, Culvert Preservation	ODOT D6-Planning
306	* LIC-SR161-0.33	LIC SR 161/TR 88 0.33/2.745 from SR 161 Eastbound off-ramp to Beech Road, Interchange Modification	ODOT
312	* FRA-CR067-1.589	FRA-CR-67-1.589 at Summit St (US 23D) at 3rd Ave and 8th Avenue, Traffic Control (Safety)	Columbus
313	* D05-Traffic-FY 2024	D05 Traffic FY 2024, Traffic Control Maintenance	ODOT D5
314	FRA-COTA-Non-Revenue	COTA Non-Revenue Vehicles, Transit	COTA
315	FRA-COTA-Bus Shelters	COTA Bus Shelters, Transit	COTA
316	FRA-COTA-Transit Center	COTA Transit Center Renovations, Transit	COTA
317	FRA-COTA-Operating	COTA Operating 2024-2027, Transit	COTA
318	FRA-COTA-Mobility	COTA Mobility Innovation Tests, Transit	COTA
319	FRA-COTA Plus-Plus	COTA Plus Operating Expansion, Transit	COTA
320	FRA-COTA-Cleveland Ave	COTA Cleveland Ave Multi-Mod Fac, Transit	COTA
321	FRA-COTA-Westside	COTA Westside Mobility Center, Transit	COTA
322	FRA-COTA-Hydrogen	COTA Hydrogen Fueling Infrastructure, Transit	COTA
323	FRA-COTA-33 N High St	COTA 33 N High St Improvements, Transit	COTA
324	FRA-COTA Paratransit-	COTA Paratransit Veh and Tech, Transit	COTA
325	FRA-COTA Plus-	COTA Plus Expansion Vehicles, Transit	COTA
326	FRA-COTA-Electric Buses	COTA Electric Buses - Full Route, Transit	COTA
327	FRA-COTA-Electric	COTA Electric Infrastructure, Transit	COTA
328	DEL-DCT-2024 Expansion	DCT 2024 Expansion Vehicles, Transit Expansion Capital	DCT
329	DEL-DCT-2025 Operating	DCT 2025 Operating Assistance, Transit	DCT

\* This project is included in a Statewide Line Item. See listing of Projects Included by Statewide Line Items for details.

## Key for the Project Location Map (Sorted by TIP ID)

TIP ID	County-Route-Section	Project Name	Agency
330	DEL-DCT-2026 Operating	DCT 2026 Operating Assistance, Transit	DCT
331	DEL-DCT-2027 Operating	DCT 2027 Operating Assistance, Transit	DCT
332	DEL-DCT-2025 Vehicle	DCT 2025 Vehicle Replace, Transit	DCT
333	DEL-DCT-2026 Vehicle	DCT 2026 Vehicle Replace, Transit	DCT
334	DEL-DCT-2027 Vehicle	DCT 2027 Vehicle Replace, Transit	DCT
336	* FRA-SR161-10.98	FRA-161-10.98 (Busch Blvd) at FRA SR 161 at Busch Blvd, Intersection Modification	Columbus
337	* FRA-SR674-2.22	FRA-674-2.22 (Gender Rd) from Winchester Blvd to US 33, Traffic Control (Safety)	Canal Winchester
338	* DEL-Colomet Dr-	Colomet Dr from Pittsburgh Dr to End of road, Roadway Minor Rehab	Delaware
339	FRA-Cassady Ave-I-670	Cassady Ave from I-670 to Agler Rd, Minor Widening	Franklin County
340	FRA-SR161-Busch Blvd	SR-161 from Busch Blvd to Ambleside Dr, Minor Widening	Columbus
341	FRA-CR122-0.00	Alum Creek Dr from SR 317 to Groveort Rd, Major Widening/Major Rehabilitation	Franklin County TID
342	FRA-Ferris Rd-Karl Rd	Ferris Road from Karl Rd to Westerville Rd, Minor Widening	Franklin County
343	FRA-Hilliard Rome Rd at	Hilliard Rome Rd at Renner Rd, Intersection Modification	Columbus
344	DEL-IR071-7.91	Sunbury Parkway, Phase B & C from Africa Rd to I-71, New Roadway/Interchange Modification	Delaware County TID
345	FRA-Zollinger Rd-	Zollinger Rd from Riverside Dr to North Star Rd, Bicycle Lanes	Upper Arlington
346	FRA-Livingston Ave-IR-70	Livingston Ave from IR-70 to Kellner Road, Resurfacing/Multi-Use Path	Bexley
347	FRA-17th Ave-IR-71	17th Ave from IR-71 to Billiter Boulevard, Reconstruction	Columbus
348	DEL-SR037-US 42	SR-37 from US 42 to Foley St, Reconstruction	Delaware
349	LIC-Pike St-US-40 on the	Pike St from US-40 on the west to Unnamed stream 1000 ft west of US 40 on the east, Reconstruction	Licking County TID
350	FRA-Big Walnut Trail-	Big Walnut Trail from Refugee Rd to East Main St, Multi-Use Path	Columbus
351	FRA-Sullivant Ave-SUP	Sullivant Ave from Georgesville Rd to S. Wilson Rd, Multi-Use Path	Columbus
352	FRA-McNaughten Rd-SUP	McNaughten Rd from E Main St to Ganse Lane, Multi-Use Path	Columbus
353	FRA-Dublin Rd-SUP	Dublin Rd from Quarry Trails Metro Park to Limestone Ridge Dr, Multi-Use Path	Franklin County
354	FRA-Scioto Trail-Bridge	Scioto Trail Bridge at SR 104, Multi-Use Path	Metro Parks
355	FRA-Cemetery Rd-SUP	Cemetery Rd from Britton Pkwy to Trueman Blvd, Multi-Use Path	Hilliard
356	FRA-Fairway Blvd-SUP	Fairway Blvd from East Main St to S Hamilton Rd, Multi-Use Path	Whitehall
357	FRA-SR161-SUP	SR-161 from Sawmill Road to West of Linworth Rd, Multi-Use Path	Columbus
358	FRA-Cassady Ave-SUP	Cassady Ave from Seventh Ave to Plaza Properties Blvd, Multi-Use Path/Sidewalks	Columbus
367	FRA-Riverside Drive East	Riverside Dr from Arrowhead Rd to Northern Corp., Shared Use Path	Dublin
368	FRA-Riverside Drive East	Riverside Dr from Tonti Dr to Wyandotte Woods, Multi-Use Path	Dublin
370	FRA-Hyland-Croy Rd-	Hyland-Croy Rd from Brand Road to Park Mill Dr, Minor Widening	Dublin
371	FRA-Shier Rings Road	Shier Rings Road from Eiterman to Cosgray, Multi-Use Path	Dublin
373	FRA-City of Gahanna - Big	Big Walnut Trail from Rocky Fork Drive South to Pizzuro Park Drive, Multi-Use Path	Gahanna
374	FRA-Riverside Dr Shared-	Riverside Dr from Lane Ave to Trabue Rd, Multi-Use Path	Upper Arlington
375	FRA-Cosgray Rd	Cosgray Rd from Scioto Darby Rd to Alton Darby Creek Rd, New Roadway/Multi-Use Path	Hilliard
376	FRA-Heritage Trail	Heritage Trail from Columbia St to Leap Rd at Scioto Darby Rd, Multi-Use Path	Hilliard

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## Key for the Project Location Map (Sorted by TIP ID)

TIP ID	County-Route-Section	Project Name	Agency
377	FRA-Hayden Run Rd at	Hayden Run Rd at Britton Pkwy, Intersection Modification	Hilliard
378	FRA-Davidson Rd SUP-	Davidson Rd from Lyman Dr to Trueman Blvd, Multi-Use Path	Hilliard
379	DEL-Africa Road and	Africa Rd at Cheshire Rd, Intersection Modification	Delaware County
380	DEL-Africa Road, Phase 1-	Africa Rd from Worthington Blvd to Big Walnut Rd, Minor Widening	Delaware County
381	DEL-Bale Kenyon Road-	Bale Kenyon Road from Powell Road to Orange Road, Minor Widening/Multi-Use Path	Orange Township
382	DEL-Big Walnut Road-	Big Walnut Rd from South Old 3C to Tussic Street, Minor Widening/Intersection Modification	Delaware County
384	DEL-Cheshire Road-Piatt	Cheshire Rd from Piatt Road to South Old State, Minor Widening	Delaware County
385	DEL-Cheshire Road and	Cheshire Rd at Galena Rd, Intersection Modification	Delaware County
386	DEL-Cheshire Road and	Cheshire Rd at Golf Course Road, Intersection Modification	Delaware County
388	DEL-Cheshire Road Grade	Cheshire Rd from Winterbourne Drve to Piatt Rd, RR Grade Separation	Delaware County
389	DEL-Fancher and Harlem	Fancher Rd at Harlem Rd, Intersection Modification	Delaware County
390	DEL-Home Road-Liberty	Home Rd from Liberty Rd to SR 315, Minor Widening	Delaware County
391	DEL-Home Road	Home Rd from Green Meadows Drive to Lewis Center Road, New Roadway/RR Grade Separation	Delaware County
392	DEL-Hyatts Road-Steitz Rd	Hyatts Rd from Steitz Rd to Sawmill Pkwy, Minor Widening	Delaware County
393	DEL-Hyatts Road and	Hyatts Rd at South Section Line, Intersection Modification	Delaware County
395	DEL-Sawmill Parkway, Ph	Sawmill Pkwy from Innovation Court to South Section Line Rd, New Roadway	City of Delaware
396	DEL-South County Line	South County Line Rd at Fancher Rd, Intersection Modification	Delaware County
397	DEL-South County Line	South County Line Rd at Center Village, Intersection Modification	Delaware County
398	DEL-South Old State and	South Old State Rd at Hollenback Road, Intersection Modification	Delaware County
400	DEL-State Route 3 and	SR 3 at Lewis Center Rd, Intersection Modification	Delaware County
401	DEL-Sunbury and Big	Sunbury Rd at Big Walnut Rd, Intersection Modification	Delaware County
403	DEL-Byxbe Parkway –	Byxbe Parkway from US 36 to Bowtown Road, New Roadway	City of Delaware
404	DEL-Merrick Blvd. A-	Merrick Blvd from current east terminus to Troy Road, New Roadway	City of Delaware
405	DEL-Merrick Blvd. B-US23	Merrick Blvd from US23 west to proposed CSX RR crossing, New Roadway	City of Delaware
406	DEL-Merrick Blvd. C-Troy	Merrick Blvd from Troy Road to CSX RR, New Roadway/RR Grade Separation	City of Delaware
407	FRA-First Ave Multi-Modal	First Ave from Grandview Ave to Ashland Ave, Streetscape	Grandview Heights
408	FRA-Grandview Ave Multi-	Grandview Ave from First Ave to north corp. line, Multi-Use Path	Grandview Heights
410	FRA-Broadway Bikeway	Broadview from Goodale Blvd to First Ave, Bicycle Lanes	Grandview Heights
411	FRA-Summit Road-E Main	Summit Rd from E Main St to Summit School Campus, Minor Widening	Reynoldsburg
412	FRA-Violet Point Roadway	Basil-Western Road from Kings Crossing and Hill Road intersection to Amanda-Northern Road, Minor Widening/Realignment	Canal Winchester
413	FRA-West North Broadway	West North Broadway at Olentangy River, Bridge Maintenance Activities/Multi-Use Path	Franklin County
414	FRA-Northeast MOU -	Central College Rd from Lee Rd to Sandimark Place, Minor Widening/Intersection Modification	Columbus
415	FRA-Sancus Blvd SUP-	Sancus Blvd from Worthington-Galena Rd to Worthington Woods Blvd, Multi-Use Path	Columbus
416	FRA-Polaris Pkwy-Gemini	Polaris Pkwy from Gemini Place to 1004' south of South Old State Rd, Minor Widening/Intersection Modification	Columbus

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## Key for the Project Location Map (Sorted by TIP ID)

<b>TIP ID</b>	<b>County-Route-Section</b>	<b>Project Name</b>	<b>Agency</b>
417	FRA-Whittier Street Bridge-	Whittier Street at CSX and NS Railroads, Multi-Use Path/Bridge Rehabilitation	Columbus
419	FRA-Avery Rd-Hayden	Avery Rd from Hayden Run Rd to Tuttle Crossing Extension, Major Widening	Columbus
420	FRA-Hamilton Rd-SR 161	Hamilton Rd from SR 161 to Central College Rd, Major Widening	Columbus
421	* FRA-CR075-0.76	Cleveland Ave at E Dunedin, Intersection Modification/Safety Improvement	Franklin County
422	* DEL-SR037-6.50	DEL 37, Culvert Preservation	ODOT District 6
423	* FRA-US062-4.90	FRA 62, Culvert Preservation	ODOT District 6
424	* FRA-SR003-20.961	FRA 3, Culvert Preservation	ODOT District 6
425	* FRA-SR161-8.66	SR 161 at Olentangy River Rd, Intersection Modification	Worthington
426	* FRA-Bridge Replacement-	FRA/MRW Bridge Replacement, Bridge Preservation	ODOT District 6
427	FRA-Concrete Bus Pad	Concrete Bus Pad Upgrades at various locations, Pavement Maintenance/Transit	Columbus

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## Project Location Map

This page will have the TIP Map as soon as it is available.

## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
115	ODOT	111091	E	mi	Ped Components: Not applicable.				
G	-ATCMTD Truck Platoon Grant- Operational Upgrades/Planning Activity				Local Let <input type="checkbox"/>	Bike Components: Not applicable.			
					MTP Reference: Project ID 144				
ATCMTD Truck Platoon Grant, Operational Upgrades & Planning Activity									
					OTH	\$295	Federal		
					OTH	\$295	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$591</b>	<b>\$591</b>			
193	ODOT D5	112154	E	mi	Ped Components: Not applicable.				
G	D05-CUL-FY2026 Culvert Preservation				Local Let <input type="checkbox"/>	Bike Components: Not applicable.			
					MTP Reference: Project ID 205				
D05 CUL FY2026 at District-wide culvert project, Culvert Preservation									
						CO	\$180	Unassigned	
						CO	\$1,800	Federal	
						CO	\$20	State	
						CO	\$200	State	
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$2,200</b>			<b>\$2,200</b>	
219	ODOT D5	113334	E	mi	Ped Components: Not applicable.				
G	D05-GR-FY2024 Guardrail / Roadside Maintenanc				Local Let <input type="checkbox"/>	Bike Components: Not applicable.			
					MTP Reference: Project ID 204				
D05 GR FY2024 (Ding N Dent) at District Wide, Guardrail / Roadside Maintenanc									
					CO	\$1,000	State		
					CO	\$70	State		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,070</b>	<b>\$1,070</b>			
220	ODOT D5	113337	E	mi	Ped Components: Not applicable.				
G	D05-GR-FY2026 Guardrail / Roadside Maintenanc				Local Let <input type="checkbox"/>	Bike Components: Not applicable.			
					MTP Reference: Project ID 205				
D05 GR FY2026 (Ding N Dent) at District 5, Guardrail / Roadside Maintenanc									
						CO	\$70	State	
						CO	\$1,000	State	
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,070</b>			<b>\$1,070</b>	

^Denotes a Grouped Project

\*All Amounts in Thousands

March 9, 2023

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length						
G^	County-Route-Section				2024	2025	2026	2027	Future Years**	
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
Project Location and Description										
231	ODOT D5	114309	E	mi	Ped Components: Not applicable.					
G	D05-GR-FY2027				Local Let <input type="checkbox"/>	Bike Components: Not applicable.				
Guardrail / Roadside Maintenanc					MTP Reference: Project ID 205					
D05 GR FY2027 (Ding N Dent) at District 5, Guardrail / Roadside Maintenanc										
							CO	\$70	State	
							CO	\$1,000	State	
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,070</b>				<b>\$1,070</b>	
192	ODOT D5	112153	E	mi	Ped Components: Not applicable.					
G	D05-Spot Paving-FY2026				Local Let <input type="checkbox"/>	Bike Components: Not applicable.				
Pavement Maintenance					MTP Reference: Project ID 204					
D05 Spot Paving FY2026 at District 5, Pavement Maintenance										
					CO	\$10	State			
					CO	\$40	Unassigned			
					CO	\$400	Federal			
					CO	\$100	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$550</b>				<b>\$550</b>	
230	ODOT D5	114306	E	mi	Ped Components: Not applicable.					
G	D05-Spot Paving-FY2027				Local Let <input type="checkbox"/>	Bike Components: Not applicable.				
Pavement Maintenance					MTP Reference: Project ID 205					
D05 Spot Paving FY2027 at District 5, Pavement Maintenance										
					CO	\$10	State			
					CO	\$40	Unassigned			
					CO	\$400	Federal			
					CO	\$100	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$550</b>				<b>\$550</b>	
313	ODOT D5	117956	E	mi	Ped Components: Not applicable.					
G	D05-Traffic-FY 2024				Local Let <input type="checkbox"/>	Bike Components: Not applicable.				
Traffic Control Maintenance					MTP Reference: Project ID 204					
D05 Traffic FY 2024, Traffic Control Maintenance										
					OTH	\$600	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$600</b>				<b>\$600</b>	

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length						
G^	County-Route-Section				2024	2025	2026	2027	Future Years**	
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
Project Location and Description										
236	ODOT D5	114668	E	mi	<b>Ped Components:</b> No change to existing conditions.					
G	D05-TSG-FY 2027				Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Traffic Control Maintenance					<b>MTP Reference:</b> Project ID 205					
D05 TSG FY 2027 at District-wide project, Traffic Control Maintenance										
								CO \$68 Unassigned		
								CO \$680 Federal		
								CO \$17 State		
								CO \$170 State		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$935</b>			<b>\$935</b>		
195	ODOT D6-Planning	112249	E	mi	<b>Ped Components:</b> Not applicable.					
G	D06-Crackseal PPM-FY26				Local Let <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.				
Roadway Minor Rehab					<b>MTP Reference:</b> Project ID 205					
D06 Crackseal PPM FY26 at Various routes in District Six, Roadway Minor Rehab										
							CO \$20 State			
								CO \$600 State		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$620</b>		<b>\$620</b>			
194	ODOT D6-Planning	112247	E	mi	<b>Ped Components:</b> Not applicable.					
G	D06-Crackseal PPM-FY27				Local Let <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.				
Roadway Minor Rehab					<b>MTP Reference:</b> Project ID 205					
D06 Crackseal PPM FY27 at Various routes in District Six, Roadway Minor Rehab										
							CO \$20 State			
								CO \$600 State		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$620</b>		<b>\$620</b>			
201	ODOT D6-Planning	112267	E	mi	<b>Ped Components:</b> Not applicable.					
G	D06-Culvert-FY26				Local Let <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.				
Culvert Preservation					<b>MTP Reference:</b> Project ID 205					
D06 Culvert FY26 at Various locations throughout District Six, Culvert Preservation										
							CO \$6 State			
								CO \$22 Unassigned		
								CO \$560 Federal		
								CO \$140 State		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$728</b>		<b>\$728</b>			

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length						
G^	County-Route-Section				2024	2025	2026	2027	Future Years**	
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
Project Location and Description										
290	ODOT D6-Planning	117453	E	mi	Ped Components: Not applicable.					
G	D06-ELEC-FY24				Local Let <input type="checkbox"/>	Bike Components: Not applicable.				
Traffic Control Maintenance					MTP Reference: Project ID 204					
D06 ELEC FY24 at Various locations throughout District Six, Traffic Control Maintenance										
					CO	\$32	State			
					CO	\$400	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$432</b>	<b>\$432</b>				
288	ODOT D6-Maintenance	117451	E	mi	Ped Components: Not applicable.					
G	D06-GR-FY24				Local Let <input type="checkbox"/>	Bike Components: Not applicable.				
Guardrail / Roadside Maintenanc					MTP Reference: Project ID 204					
D06 GR FY24 at Various locations throughtout District Six, Guardrail / Roadside Maintenanc										
					CO	\$40	State			
					CO	\$609	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$649</b>	<b>\$649</b>				
183	ODOT D6-Planning	110083	E	mi	Ped Components: Not applicable.					
G	D06-PMA-FY25				Local Let <input type="checkbox"/>	Bike Components: Not applicable.				
Traffic Control (Safety)					MTP Reference: Project ID 204					
D06 PMA FY25 at Various routes throughout District Six, Traffic Control (Safety)										
					CO	\$150	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$150</b>	<b>\$150</b>				
99	ODOT D6	108083	E	mi	Ped Components: Not applicable.					
G	D06-PMF-FY24				Local Let <input type="checkbox"/>	Bike Components: Not applicable.				
Pavement Marking					MTP Reference: Project ID 204					
Fast Dry Pavement Marking FY24 at District 6, Pavement Marking										
					CO	\$140	State			
					CO	\$3,500	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$3,640</b>	<b>\$3,640</b>				

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
178	ODOT D6-Planning	105853	E	mi	<b>Ped Components:</b> Not applicable.				
G	D06-PMF-FY25				<b>Local Let</b> <input type="checkbox"/> <b>Bike Components:</b> Not applicable.				
Traffic Control (Safety)					<b>MTP Reference:</b> Project ID 204				
D06 PMF FY25 at Various routes throughout District Six, Traffic Control (Safety)									
					CO \$3,000	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$3,300</b>	\$3,000			
202	ODOT D6-Planning	112268	E	mi	<b>Ped Components:</b> Not applicable.				
G	D06-PMF-FY26				<b>Local Let</b> <input type="checkbox"/> <b>Bike Components:</b> Not applicable.				
Traffic Control (Safety)					<b>MTP Reference:</b> Project ID 205				
D06 PMF FY26 at Various routes throughout District Six, Traffic Control (Safety)									
					CO \$300	State			
					CO \$3,000	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$3,300</b>	\$3,300			
101	ODOT D6	108085	E	mi	<b>Ped Components:</b> Not applicable.				
G	D06-RPM-FY24				<b>Local Let</b> <input type="checkbox"/> <b>Bike Components:</b> Not applicable.				
Raised Pavement Markers					<b>MTP Reference:</b> Project ID 204				
RPM FY24 at District 6, Raised Pavement Markers									
					CO \$20	State			
					CO \$200	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$220</b>	\$220			
184	ODOT D6-Planning	110084	E	mi	<b>Ped Components:</b> Not applicable.				
G	D06-RPM-FY25				<b>Local Let</b> <input type="checkbox"/> <b>Bike Components:</b> Not applicable.				
Traffic Control Maintenance					<b>MTP Reference:</b> Project ID 204				
D06 RPM FY25 at Various routes throughout District Six, Traffic Control Maintenance									
					CO \$200	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$200</b>	\$200			
203	ODOT D6-Planning	112269	E	mi	<b>Ped Components:</b> Not applicable.				
G	D06-RPM-FY26				<b>Local Let</b> <input type="checkbox"/> <b>Bike Components:</b> Not applicable.				
Traffic Control Maintenance					<b>MTP Reference:</b> Project ID 205				
D06 RPM FY26 at Various routes throughout District Six, Traffic Control Maintenance									
					CO \$200	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$200</b>	\$200			

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
7	ODOT D6	103097	E	0 mi	<b>Ped Components:</b> Not applicable.				
G	D06-SP FY22-General Resurfacing				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.			
					<b>MTP Reference:</b> Project ID 205				
District 6 Spot Paving FY22 General System, Resurfacing									
					CO \$40 State				
					CO \$1,000 State				
<b>Total Costs (includes costs prior to SFY24)*:</b> \$1,040					\$1,040				
95	ODOT D6	108071	E	mi	<b>Ped Components:</b> Not applicable.				
G	D06-SP FY24-Concrete Minor Pavement Rehabilitation				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.			
					<b>MTP Reference:</b> Project ID 204				
Spot concrete slab repair at District 6, Minor Pavement Rehabilitation									
					CO \$2,000 State				
					CO \$40 State				
<b>Total Costs (includes costs prior to SFY24)*:</b> \$2,040					\$2,040				
90	ODOT D6	108070	E	mi	<b>Ped Components:</b> Not applicable.				
G	D06-SP FY24-General Minor Pavement Rehabilitation				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.			
					<b>MTP Reference:</b> Project ID 204				
Spot Paving on General Routes FY24, Minor Pavement Rehabilitation									
					CO \$40 State				
					CO \$1,000 State				
<b>Total Costs (includes costs prior to SFY24)*:</b> \$1,040					\$1,040				
186	ODOT D6-Planning	110705	E	mi	<b>Ped Components:</b> Not applicable.				
G	D06-SP FY25-Concrete Roadway Minor Rehab				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.			
					<b>MTP Reference:</b> Project ID 204				
D06 SP FY25 Concrete at Various routes throughout District Six, Roadway Minor Rehab									
					CO \$80 State				
					CO \$2,000 State				
<b>Total Costs (includes costs prior to SFY24)*:</b> \$2,080					\$2,080				

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
200	ODOT D6-Planning	112257	E	mi	Ped Components: Not applicable.				
G	D06-SP FY26-Concrete				Local Let <input type="checkbox"/>	Bike Components: Not applicable.			
Roadway Minor Rehab					MTP Reference: Project ID 205				
D06 SP FY26 Concrete at Various routes throughout District Six, Roadway Minor Rehab									
					CO	\$80	State		
					CO	\$2,000	State		
<b>Total Costs (includes costs prior to SFY24)*:</b>						\$2,080			
198	ODOT D6-Planning	112254	E	mi	Ped Components: Not applicable.				
G	D06-SP FY26-General				Local Let <input type="checkbox"/>	Bike Components: Not applicable.			
Roadway Minor Rehab					MTP Reference: Project ID 205				
D06 SP FY26 General at Various general system routes throughout District , Roadway Minor Rehab									
					CO	\$1,000	State		
					CO	\$40	State		
<b>Total Costs (includes costs prior to SFY24)*:</b>						\$1,040			
197	ODOT D6-Planning	112253	E	mi	Ped Components: Not applicable.				
	D06-SP FY26-Priority				Local Let <input type="checkbox"/>	Bike Components: Not applicable.			
Roadway Minor Rehab					MTP Reference: Project ID 205				
D06 SP FY26 Priority at Various locations in D6 - to be determined, Roadway Minor Rehab									
					CO	\$60	State		
					CO	\$2,000	State		
<b>Total Costs (includes costs prior to SFY24)*:</b>						\$2,060			
199	ODOT D6-Planning	112255	E	mi	Ped Components: Not applicable.				
G	D06-SP FY27-Concrete				Local Let <input type="checkbox"/>	Bike Components: Not applicable.			
Roadway Minor Rehab					MTP Reference: Project ID 205				
D06 SP FY27 Concrete at Various routes throughout District Six, Roadway Minor Rehab									
					CO	\$80	Local		
					CO	\$2,000	State		
<b>Total Costs (includes costs prior to SFY24)*:</b>						\$2,080			

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
252	ODOT D6-Planning	114908	E	mi	<b>Ped Components:</b> Not applicable.				
G	D06-SP FY27-General				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.			
Roadway Minor Rehab					<b>MTP Reference:</b> Project ID 205				
D06 SP FY27 General at Various general system routes throughout District , Roadway Minor Rehab									
								CO \$40 State	
								CO \$1,000 State	
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,040</b>			<b>\$1,040</b>	
196	ODOT D6-Planning	112250	E	mi	<b>Ped Components:</b> Not applicable.				
G	D06-SP FY27-Priority				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.			
Roadway Minor Rehab					<b>MTP Reference:</b> Project ID 205				
D06 SP FY27 Priority at Various locations in D6 - to be determined, Roadway Minor Rehab									
								CO \$60 State	
								CO \$2,000 State	
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$2,060</b>			<b>\$2,060</b>	
253	ODOT D6-Planning	115409	E	mi	<b>Ped Components:</b> Not applicable.				
G	D06-Traffic & Develop. Serv.-A				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.			
Preliminary Development					<b>MTP Reference:</b> Project ID 144				
D06 Traffic & Develop. Serv. A at Various locations throughout District Six, Preliminary Development									
								OTH \$100 State	
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$300</b>	<b>\$100</b>			
254	ODOT D6-Planning	115483	E	mi	<b>Ped Components:</b> Not applicable.				
G	D06-Traffic & Develop. Serv.-B				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.			
Preliminary Development					<b>MTP Reference:</b> Project ID 144				
D06 Traffic & Develop. Serv. B at Various locations throughout District Six, Preliminary Development									
								OTH \$100 State	
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$300</b>	<b>\$100</b>			
182	ODOT D6-Planning	108486	E	mi	<b>Ped Components:</b> Not applicable.				
G	D06-Tree Clearing-Variou s project locations t				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.			
Vegetative Maintenance					<b>MTP Reference:</b> Project ID 205				
D06 Tree Clearing at Various project locations throughout District Six, Vegetative Maintenance									
								CO \$40 State	
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$40</b>		<b>\$40</b>		

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length						
G^	County-Route-Section				2024	2025	2026	2027	Future Years**	
Project Type										
Project Location and Description					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
338	Delaware	118592	E	mi	<b>Ped Components:</b> No change to existing conditions. <b>Bike Components:</b> No change to existing conditions.					
G	DEL-Colomet Dr-Pittsburgh Dr				Local Let <input type="checkbox"/>					MTP Reference: Project ID 205
Roadway Minor Rehab										
Colomet Dr from Pittsburgh Dr to End of road, Roadway Minor Rehab										
					CO	\$50	State			
					CO	\$125	Local			
					CO	\$77	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$252</b>	<b>\$252</b>				
328	DCT	118096	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> No information provided.					
	DEL-DCT-2024 Expansion Vehicles				Local Let <input type="checkbox"/>					MTP Reference: Project ID 5
Transit Expansion Capital										
DCT 2024 Expansion Vehicles, Transit Expansion Capital										
					TRN	\$272	CRP-S			
					TRN	\$68	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$340</b>	<b>\$340</b>				
157	DCT	111783	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.					
	DEL-DCT-2024 Operating Assistance				Local Let <input type="checkbox"/>					MTP Reference: Project ID 200
Transit Operating										
DCT 2024 Operating Assistance, Transit Operating										
					TRN	\$1,731	Sec 5307			
					TRN	\$203	State Transit			
					TRN	\$1,528	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$3,462</b>	<b>\$3,462</b>				
163	DCT	111784	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> No information provided.					
	DEL-DCT-2024 Vehicle Replacement				Local Let <input type="checkbox"/>					MTP Reference: Project ID 142
Transit Replacement Capital										
DCT 2024 Vehicle Replacement, Transit Replacement Capital										
					TRN	\$1,087	CRP-S			
					TRN	\$272	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,359</b>	<b>\$1,359</b>				

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
329	DCT	118099	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.				
DEL-DCT-2025 Operating Assistance					Local Let <input type="checkbox"/>				
Transit					<b>MTP Reference:</b> Project ID 200				
DCT 2025 Operating Assistance, Transit									
					TRN	\$356	Sec 5307		
					TRN	\$188	State Transit		
					TRN	\$3,231	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$3,775</b>	<b>\$3,775</b>			
332	DCT	118103	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> No information provided.				
DEL-DCT-2025 Vehicle Replace					Local Let <input type="checkbox"/>				
Transit					<b>MTP Reference:</b> Project ID 142				
DCT 2025 Vehicle Replace, Transit									
					TRN	\$713	CRP-S		
					TRN	\$178	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$892</b>	<b>\$892</b>			
330	DCT	118100	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.				
DEL-DCT-2026 Operating Assistance					Local Let <input type="checkbox"/>				
Transit					<b>MTP Reference:</b> Project ID 200				
DCT 2026 Operating Assistance, Transit									
					TRN	\$356	Sec 5307		
					TRN	\$188	State Transit		
					TRN	\$3,345	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$3,889</b>	<b>\$3,889</b>			
333	DCT	118104	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> No information provided.				
DEL-DCT-2026 Vehicle Replace					Local Let <input type="checkbox"/>				
Transit					<b>MTP Reference:</b> Project ID 142				
DCT 2026 Vehicle Replace, Transit									
					TRN	\$143	CRP-S		
					TRN	\$36	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$178</b>	<b>\$178</b>			

^Denotes a Grouped Project

\*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
331	DCT	118101	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.				
DEL-DCT-2027 Operating Assistance Transit					<b>MTP Reference:</b> Project ID 200				
DCT 2027 Operating Assistance, Transit									
								TRN \$356 Federal	
								TRN \$188 State Transit	
								TRN \$3,463 Local	
<b>Total Costs (includes costs prior to SFY24)*:</b>								<b>\$4,007</b>	
334	DCT	118105	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> No information provided.				
DEL-DCT-2027 Vehicle Replace Transit					<b>MTP Reference:</b> Project ID 142				
DCT 2027 Vehicle Replace, Transit									
								TRN \$599 CRP-S	
								TRN \$150 Local	
<b>Total Costs (includes costs prior to SFY24)*:</b>								<b>\$749</b>	
241	ODOT D6-Planning	114803	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.				
G	DEL-PPM-FY27				<b>MTP Reference:</b> Project ID 205				
Pavement Maintenance									
DEL PPM FY27 at Various locations throughout Delaware County, Pavement Maintenance									
								CO \$11 State	
								CO \$43 Unassigned	
								CO \$1,063 Federal	
								CO \$266 State	
<b>Total Costs (includes costs prior to SFY24)*:</b>								<b>\$1,382</b>	
223	Delaware County	113511	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.				
G	DEL-VAR CR GR-FY25				<b>MTP Reference:</b> Project ID 204				
Roadside / Median Improvement (									
DEL-VAR CR GR-FY25 at Various locations, Roadside / Median Improvement (									
								CO \$200 HSIP-C	
<b>Total Costs (includes costs prior to SFY24)*:</b>								<b>\$200</b>	

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 \*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
214	ODOT D6-Planning	112931	E	mi	<b>Ped Components:</b> No change to existing conditions.				
G	DEL-SR003-1.380			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Roadway Minor Rehab					<b>MTP Reference:</b> Project ID 205				
DEL SR 3 1.380 from Westerville Corp Limit to US 36, Roadway Minor Rehab									
								CO \$1,589 Federal	
								CO \$397 State	
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,987</b>			<b>\$1,987</b>	
21	Delaware County	97431	E	0.77 mi	<b>Ped Components:</b> Maybe - To be determined. Pedestrian facilities in the vicinity of the roundabout				
G	DEL-CR013-05.02			Local Let <input checked="" type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Intersection Modification					<b>MTP Reference:</b> Project ID 765				
Lewis Center Rd at Worthington Rd/Rome Corners Rd, Intersection Modification									
					CO \$1,743 HSIP				
					CO \$938 STBG-C				
					CO \$234 Local				
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$2,916</b>	\$2,916			
8	Delaware County	103828	E	5.7 mi	<b>Ped Components:</b> Widen shoulder. 5.7 mi. added to ped network.				
	DEL-CR021/CR-72-03.69/3.45			Local Let <input checked="" type="checkbox"/>	<b>Bike Components:</b> Widen shoulder. 5.7 mi. added to bike network.				
Resurfacing					<b>MTP Reference:</b> Project ID 204				
Cheshire Rd & Africa Rd from Old State Rd to Lewis Center Rd, Resurfacing									
					OTH \$1,127 STBG-M	OTH \$1,127 STBG-M	OTH \$1,127 STBG-M		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$3,382</b>	\$1,127	\$1,127	\$1,127	
63	ODOT D6	109156	E	mi	<b>Ped Components:</b> No change to existing conditions.				
G	DEL-US023-07.60			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Bridge Maintenance Activities/Culvert Maintenance					<b>MTP Reference:</b> Project ID 203				
US-23 at 9 bridges between Cheshire Rd & Main Rd, Bridge Maintenance Activities & Culvert Maintenance									
					CO \$336 Federal				
					CO \$85 State				
					CO \$3 Unassigned				
					CO \$8,472 Federal				
					CO \$2,118 State				
					CO \$647 Local				
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$11,961</b>		\$11,661		

^Denotes a Grouped Project

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length						
G^	County-Route-Section				2024	2025	2026	2027	Future Years**	
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
Project Location and Description										
128	ODOT D6	117010	E	0.42 mi	<b>Ped Components:</b> Not applicable.					
G	DEL-US023-08.96				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.				
Culvert Maintenance/Minor Pavement Rehabilitation					<b>MTP Reference:</b> Project ID 203					
US 23 at Oberlander Run (0.2 mi N of SR 315), Culvert Maintenance & Minor Pavement Rehabilitation										
					CO	\$122	Federal			
					CO	\$436	State			
					CO	\$30	State			
					CO	\$1,742	Federal			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$2,330</b>	\$2,330				
243	ODOT D6-Planning	114830	E	mi	<b>Ped Components:</b> No change to existing conditions.					
G	DEL-US023-14.37				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Roadway Minor Rehab					<b>MTP Reference:</b> Project ID 205					
DEL US 23 14.37 from 14.37 to 17.75, Roadway Minor Rehab										
								CO	\$112	Federal
								CO	\$28	State
								CO	\$2,788	Federal
								CO	\$697	State
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$3,624</b>			\$3,624		
96	ODOT D6	110603	E	mi	<b>Ped Components:</b> No change to existing conditions.					
G	DEL-US023-17.750				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Resurfacing					<b>MTP Reference:</b> Project ID 204					
US-23 from North of Troutman Rd to Waldo Delaware Rd, Resurfacing										
					CO	\$483	State			
					CO	\$1,932	Federal			
					CO	\$77	Federal			
					CO	\$19	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$2,512</b>	\$2,512				

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
249	ODOT D6-Planning	114880	E	mi	<b>Ped Components:</b> No change to existing conditions.				
G	DEL-US023-7.410			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Roadway Minor Rehab					<b>MTP Reference:</b> Project ID 205				
DEL US 23 7.410 from Cheshire Rd (7.41) to Cottswold Dr (10.15), Roadway Minor Rehab									
								CO \$130 State	
								CO \$10 Local	
								CO \$5 State	
								CO \$32 Unassigned	
								CO \$800 Federal	
								CO \$253 Local	
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,231</b>			<b>\$1,231</b>	
111	ODOT D6	112845	E	10.15 mi	<b>Ped Components:</b> Not applicable.				
G	DEL-US023-7.600			Local Let <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.				
Minor Pavement Rehabilitation					<b>MTP Reference:</b> Project ID 204				
US 23 from Cheshire Rd to Troutman Rd, Minor Pavement Rehabilitation									
								CO \$44 Federal	
								CO \$6 Local	
								CO \$13 State	
								CO \$7 Unassigned	
								CO \$1,288 Federal	
								CO \$322 State	
								CO \$151 Local	
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,832</b>			<b>\$1,832</b>	
260	ODOT D6-Planning	115832	E	mi	<b>Ped Components:</b> No change to existing conditions.				
G	DEL-US023-8.70			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Bridge Preservation					<b>MTP Reference:</b> Project ID 203				
DEL 23 8.70 Bridge Repair from Olentangy River to Main Rd, Bridge Preservation									
								CO \$16 State	
								CO \$63 Unassigned	
								CO \$1,581 Federal	
								CO \$395 State	
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$2,056</b>		<b>\$2,056</b>		

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March 9, 2023

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
87	ODOT D6	109070	E	7.26 mi	<b>Ped Components:</b> Widen shoulder. 7.26 mi. added to ped network.				
G	DEL-US036-00.00				<b>Bike Components:</b> Widen shoulder. 7.26 mi. added to bike network.				
Major Rehabilitation					<b>MTP Reference:</b> Project ID 204				
US 36 from Union County Line to E of Section Line Rd, Major Rehabilitation									
					CO \$4,400	Federal			
					CO \$1,100	State			
					CO \$216	Federal			
					CO \$56	State			
					CO \$8	Unassigned			
					CO \$1,400	Federal			
					CO \$350	State			
					CO \$220	State			
					CO \$1,977	HSIP			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$9,939</b>		<b>\$9,726</b>		
84	ODOT D6	111608	E	3.05 mi	<b>Ped Components:</b> No change to existing conditions.				
G	DEL-US036-07.26				<b>Bike Components:</b> No change to existing conditions.				
Resurfacing					<b>MTP Reference:</b> Project ID 204				
US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing									
					CO \$576	Federal			
					CO \$26	State			
					CO \$1	State			
					CO \$17	Local			
					CO \$23	Federal			
					CO \$431	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,074</b>		<b>\$1,074</b>		
92	ODOT D6	106268	E	1.38 mi	<b>Ped Components:</b> No change to existing conditions.				
G	DEL-US036-11.45				<b>Bike Components:</b> No change to existing conditions.				
Minor Pavement Rehabilitation					<b>MTP Reference:</b> Project ID 204				
US 36 from SR-521 to Delaware Corp Limit, Minor Pavement Rehabilitation									
					CO \$567	Federal			
					CO \$14	Local			
					CO \$47	State			
					CO \$2	State			
					CO \$15	Federal			
					CO \$8	Unassigned			
					CO \$343	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$996</b>		<b>\$996</b>		

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
218	ODOT D6-Planning	112958	E	mi	<b>Ped Components:</b> No change to existing conditions. <b>Bike Components:</b> No change to existing conditions.				
G	DEL-US036-18.390				Local Let <input type="checkbox"/> <b>MTP Reference:</b> Project ID 205				
Pavement Maintenance									
DEL US 36 18.390 from Wilson Rd to Knox County line, Pavement Maintenance									
					CO	\$1,035	Federal		
					CO	\$259	State		
					CO	\$41	Unassigned		
					CO	\$10	State		
<b>Total Costs (includes costs prior to SFY24)*:</b>						<b>\$1,346</b>			<b>\$1,346</b>
211	ODOT D6-Planning	112903	E	mi	<b>Ped Components:</b> No change to existing conditions. <b>Bike Components:</b> No change to existing conditions.				
G	DEL-SR037-0.00				Local Let <input type="checkbox"/> <b>MTP Reference:</b> Project ID 205				
Roadway Minor Rehab									
DEL SR 37 0.000 from Union County line to Delaware city corp, Roadway Minor Rehab									
					CO	\$6	State		
					CO	\$23	Unassigned		
					CO	\$565	Federal		
					CO	\$141	State		
<b>Total Costs (includes costs prior to SFY24)*:</b>						<b>\$734</b>			<b>\$734</b>
185	ODOT D6-Engineering	110109	E	mi	<b>Ped Components:</b> No change to existing conditions. <b>Bike Components:</b> No change to existing conditions.				
G	DEL-SR037-7.390				Local Let <input type="checkbox"/> <b>MTP Reference:</b> Project ID 205				
Roadway Minor Rehab									
DEL SR 37 7.390 from Delaware corp limit (7.39) to Troy Rd (9.07), Roadway Minor Rehab									
					CO	\$14	State		
					CO	\$10	Local		
					CO	\$1	State		
					CO	\$13	Unassigned		
					CO	\$323	Federal		
					CO	\$243	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>						<b>\$603</b>			<b>\$603</b>

^Denotes a Grouped Project

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March 9, 2023

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
208	ODOT D6-Bridges	112726	E	mi	<b>Ped Components:</b> Not applicable.				
G	DEL-US042-12.97			Local Let <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.				
Bridge Preservation					<b>MTP Reference:</b> Project ID 203				
DEL-42-12.98 at DEL-42-12.97, Bridge Preservation									
					CO	\$2	State		
					CO	\$10	Unassigned		
					CO	\$240	Federal		
					CO	\$60	State		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$312</b>			<b>\$312</b>	
251	ODOT D6-Planning	114906	E	mi	<b>Ped Components:</b> No change to existing conditions.				
G	DEL-IR071-0/28.65			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Pavement Maintenance					<b>MTP Reference:</b> Project ID 205				
DEL/FRA-71-0/28.65 at Various, Pavement Maintenance									
					CO	\$6	State		
					CO	\$54	Unassigned		
					CO	\$1,355	Federal		
					CO	\$151	State		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,566</b>			<b>\$1,566</b>	
205	ODOT D6-Engineering	112594	E	mi	<b>Ped Components:</b> No change to existing conditions.				
G	DEL-IR071-1.60			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Roadway Minor Rehab					<b>MTP Reference:</b> Project ID 205				
DEL IR 71 1.600 from Powell Rd (1.60) to US 36/SR 37 (11.55), Roadway Minor Rehab									
					CO	\$1,531	State		
					CO	\$13,783	Federal		
					CO	\$61	State		
					CO	\$551	Federal		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$15,927</b>			<b>\$15,927</b>	

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
275	ODOT D6-Engineering	116755	E	mi	<b>Ped Components:</b> Not applicable.				
G	DEL-IR071-9.824			Local Let <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.				
Bridge / Culvert Maintenance					<b>MTP Reference:</b> Project ID 205				
DEL-71-9.824 from DEL-71-9.824 (Just North of 36/37 interchange) to DEL-71-9.824 (Just North of 36/37 interchange), Bridge / Culvert Maintenance									
								CO \$55 State	
								CO \$2 State	
								CO \$20 Unassigned	
								CO \$495 Federal	
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$572</b>			<b>\$572</b>	
117	Delaware County TID	115566	E	0.3 mi	<b>Ped Components:</b> Multi-use path. 0.3 mi. added to ped network.				
G	DEL-TR114-01.93			Local Let <input type="checkbox"/>	<b>Bike Components:</b> Multi-use path. 0.3 mi. added to bike network.				
Major Widening/RR Grade Separation					<b>MTP Reference:</b> Project ID 185				
Orange Rd from Green Meadows Dr to Blue Holly Dr, Major Widening from 2 lanes to 5 lanes & RR Grade Separation									
							CO \$2,105 Local		
							CO \$8,388 STBG-M		
							CO \$13,681 Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$24,173</b>		<b>\$24,173</b>		
64	Delaware County	109062	E	0.1 mi	<b>Ped Components:</b> No change to existing conditions.				
G	DEL-CR163-04.31			Local Let <input checked="" type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Bridge Maintenance Activities					<b>MTP Reference:</b> Project ID 203				
Warrensburg Rd at Scioto River, Bridge Maintenance Activities									
					CO \$786 State				
					CO \$41 Local				
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$827</b>	<b>\$827</b>			
212	ODOT D6-Planning	112905	E	mi	<b>Ped Components:</b> No change to existing conditions.				
G	DEL-SR203-0.00			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Roadway Minor Rehab					<b>MTP Reference:</b> Project ID 205				
DEL SR 203 0.000 from SR 37 and Section Line Road to Marion County line, Roadway Minor Rehab									
								CO \$23 Unassigned	
								CO \$577 Federal	
								CO \$6 State	
								CO \$144 State	
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$750</b>			<b>\$750</b>	

^Denotes a Grouped Project

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
213	ODOT D6-Planning	112914	E	mi	<b>Ped Components:</b> No change to existing conditions.				
G	DEL-SR229-0.120			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Roadway Minor Rehab					<b>MTP Reference:</b> Project ID 205				
DEL SR 229 0.120 from US 23 to Morrow County line, Roadway Minor Rehab									
					CO	\$21	State		
					CO	\$84	Unassigned		
					CO	\$2,091	Federal		
					CO	\$523	State		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$2,718</b>			<b>\$2,718</b>	
210	ODOT D6-Planning	112879	E	mi	<b>Ped Components:</b> No change to existing conditions.				
G	DEL-SR257/750-0.00/0.00			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Roadway Minor Rehab					<b>MTP Reference:</b> Project ID 205				
DEL-257/750-0.00/0.00 from Franklin County line / SR 257 to End of 4-lane section / Eastern Zoo exit, Roadway Minor Rehab									
					CO	\$26	Unassigned		
					CO	\$644	Federal		
					CO	\$161	State		
					CO	\$6	State		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$837</b>			<b>\$837</b>	
209	ODOT D6-Bridges	112732	E	mi	<b>Ped Components:</b> Not applicable.				
G	DEL-SR257-3.58			Local Let <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.				
Bridge Preservation					<b>MTP Reference:</b> Project ID 203				
DEL-257-3.58 at DEL-257-3.58, Bridge Preservation									
					CO	\$480	Federal		
					CO	\$120	State		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$600</b>			<b>\$600</b>	
76	ODOT D6	110446	E	mi	<b>Ped Components:</b> No change to existing conditions.				
G	DEL-SR315-00.86			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Intersection Modification					<b>MTP Reference:</b> Project ID 1409				
SR-315 at Jewett Rd, Intersection Modification									
					CO	\$95	Federal		
					CO	\$11	State		
					CO	\$150	State		
					CO	\$1,350	HSIP		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,743</b>			<b>\$1,605</b>	

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 \*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
23	ODOT D6	102124	E	1.5 mi	Ped Components: Not applicable.				
G	DEL-SR315-05.00/6.40/8.10				Local Let <input type="checkbox"/>	Bike Components: Not applicable.			
Maintenance Activity/Culvert Maintenance					MTP Reference: Project IDs 203/ 204				
Various locations on SR-315 from Hyatts Rd to Bunty Station Rd, Maintenance Activity & Culvert Maintenance									
					CO	\$24	State		
					CO	\$304	Federal		
					CO	\$76	State		
					CO	\$1,320	Federal		
					CO	\$330	State		
					CO	\$95	Federal		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$2,149</b>	<b>\$2,149</b>			
124	ODOT D6	113662	E	mi	Ped Components: No change to existing conditions.				
G	DEL-SR315-05.66				Local Let <input type="checkbox"/>	Bike Components: No change to existing conditions.			
Intersection Modification					MTP Reference: Project ID 185				
SR-315 at Hyatts Rd, Intersection Modification									
					CO	\$45	Federal		
					CO	\$2,018	HSIP		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$2,463</b>	<b>\$2,063</b>			
71	ODOT D6	108799	E	mi	Ped Components: Not applicable.				
G	DEL-SR315-Drainage Impr				Local Let <input type="checkbox"/>	Bike Components: Not applicable.			
Maintenance Activity					MTP Reference: Project ID 205				
SR-315 from Jewett Rd to Sherborne Ln, Maintenance Activity									
					CO	\$50	State		
					CO	\$173	State		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$323</b>	<b>\$223</b>			
242	ODOT D6-Planning	114821	E	mi	Ped Components: No change to existing conditions.				
G	DEL-SR521-2.29				Local Let <input type="checkbox"/>	Bike Components: No change to existing conditions.			
Roadway Minor Rehab					MTP Reference: Project ID 205				
DEL-521-2.29 from 2.29 to 13.62, Roadway Minor Rehab									
					CO	\$12	State		
					CO	\$296	State		
					CO	\$47	Unassigned		
					CO	\$1,183	Federal		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,538</b>	<b>\$1,538</b>			

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type									
Project Location and Description					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
77	ODOT D6	110922	E	mi	<b>Ped Components:</b> No change to existing conditions.				
G	DEL-SR605-00.31			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Intersection Modification					<b>MTP Reference:</b> Project ID 185				
SR-605 at Fancher Rd, Intersection Modification									
					CO	\$82	Federal		
					CO	\$1,516	HSIP		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,735</b>	<b>\$1,598</b>			
29	Powell	105806	E	1.92 mi	<b>Ped Components:</b> Replace existing facilities.				
G	DEL-CR609-02.24			Local Let <input type="checkbox"/>	<b>Bike Components:</b> Replace existing facilities.				
Resurfacing					<b>MTP Reference:</b> Project ID 204				
Sawmill Pkwy from Seldom Seen Rd to Home Rd, Resurfacing									
					OTH	\$378	STBG-M		
							OTH	\$189	STBG-M
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$945</b>	<b>\$378</b>	<b>\$189</b>		
248	ODOT D6-Planning	114877	E	mi	<b>Ped Components:</b> No change to existing conditions.				
G	DEL-SR750-4.22			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Roadway Minor Rehab					<b>MTP Reference:</b> Project ID 205				
DEL SR 750 4.22 from Powell corp limit (4.22) to Columbus corp limit (7.06), Roadway Minor Rehab									
							CO	\$5	State
							CO	\$118	State
							CO	\$19	Unassigned
							CO	\$471	Federal
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$612</b>			<b>\$612</b>	
259	ODOT D5-Planning	115714	E	mi	<b>Ped Components:</b> Not applicable.				
G	FAI-Flat Sheet Signs-2026			Local Let <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.				
Traffic Control Maintenance					<b>MTP Reference:</b> Project ID 205				
FAI/MUS Flat Sheet Signs 2026 at US and SR in both Counties., Traffic Control Maintenance									
							CO	\$1,500	State
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,500</b>		<b>\$1,500</b>		

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length						
G^	County-Route-Section				2024	2025	2026	2027	Future Years**	
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
Project Location and Description										
79	Fairfield County	110862	E	mi	<b>Ped Components:</b> Other. Project will be built to accommodate future plans for a SUP along this corridor.					
G	FAI-CR007-01.94				Local Let <input checked="" type="checkbox"/>	<b>Bike Components:</b> Other. Project will be built to accommodate future plans for a SUP along this corridor.				
Intersection Modification					<b>MTP Reference:</b> Project IDs 723/ 185					
Refugee Rd at four intersections, Intersection Modification										
					CO	\$1,420	HSIP			
					CO	\$2,323	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$3,747</b>	<b>\$3,743</b>				
256	ODOT	115526	E	mi	<b>Ped Components:</b> Not applicable.					
G	FAI-US033-0.00/30.04				Local Let <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.				
Roadside / Median Improvement (					<b>MTP Reference:</b> Project ID 205					
FAI/FRA US 33 0.00/30.04 from Gender Road to Turn Around between Hill-Diley and Pickerington Rd, Roadside / Median Improvement (										
					CO	\$80	Federal			
					CO	\$800	HSIP			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$880</b>	<b>\$880</b>				
3	ODOT D5	77555	SA	0.3 mi	<b>Ped Components:</b> No change to existing conditions.					
	FAI-US033-02.64				Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
New Interchange					<b>MTP Reference:</b> Project ID 144					
US-33 from Allen Rd to Pickerington Rd, New Interchange										
					DD	\$300	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$867</b>	<b>\$300</b>				
281	ODOT D5-Engineering	117284	E	mi	<b>Ped Components:</b> Not applicable.					
G	FAI-IR070-Franklin County				Local Let <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.				
Traffic Control (Safety)					<b>MTP Reference:</b> Project ID 204					
D05 PM FY2024 (D) R-WR from Franklin County to SR158, Traffic Control (Safety)										
					CO	\$42	State			
					CO	\$170	State			
					CO	\$400	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$612</b>	<b>\$612</b>				

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length							
G^	County-Route-Section				2024	2025	2026	2027	Future Years**		
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source		
Project Location and Description											
130	ODOT D5	113400	E	mi	<b>Ped Components:</b> No change to existing conditions.						
G	FAI-SR204-02.30			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.						
Intersection Modification					<b>MTP Reference:</b> Project ID 852						
SR-204 at Milnor Rd, Intersection Modification											
					CO	\$32	Federal				
					CO	\$4	State				
					CO	\$35	State				
					CO	\$315	HSIP				
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$535</b>		<b>\$385</b>				
131	ODOT D5	113650	E	mi	<b>Ped Components:</b> No change to existing conditions.						
G	FAI-SR204-04.30			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.						
Intersection Modification					<b>MTP Reference:</b> Project ID 185						
SR-204 at Tollgate Rd, Intersection Modification											
					ENV	\$50	State	DD	\$10	State	
					ENV	\$450	HSIP	DD	\$90	HSIP	
								CO	\$15	State	
								CO	\$131	Unassigned	
								CO	\$145	State	
								CO	\$1,305	HSIP	
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$2,545</b>	<b>\$500</b>	<b>\$450</b>	<b>\$1,595</b>			
20	ODOT D5	96075	E	0.04 mi	<b>Ped Components:</b> No change to existing conditions.						
G	FAI-SR256-04.97/05.88			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.						
Bridge Maintenance Activities					<b>MTP Reference:</b> Project ID 203						
SR-256 at 0.02 mi NW of Willard Dr & 0.65 mi NW of Allen Rd, Bridge Maintenance Activities											
								CO	\$261	State	
								CO	\$1,045	Federal	
								CO	\$43	Federal	
								CO	\$11	State	
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,361</b>			<b>\$1,361</b>			
339	Franklin County	NP	SA	1.3 mi	<b>Ped Components:</b> Sidewalk on 1 side, multi-use path on 1 side. Sidewalk on east side of roadway 1.3 mi. added to ped network.						
	FRA-Cassady Ave-I-670			Local Let <input checked="" type="checkbox"/>	<b>Bike Components:</b> Multi-use path. MUP on west side of roadway 1.3 mi. added to bike network.						
Minor Widening					<b>MTP Reference:</b> Project ID 53						
Cassady Ave from I-670 to Agler Rd, Minor Widening from 2 lanes to 3 lanes											
									CO	\$1,000	Local
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,000</b>				<b>\$1,000</b>		

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length						
G^	County-Route-Section				2024	2025	2026	2027	Future Years**	
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
Project Location and Description										
155	COTA	105895	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Bicycle racks.					
FRA-COTA Paratransit-Veh and Tech					<b>MTP Reference:</b> Project ID 142					
Transit Replacement Capital										
COTA Paratransit Veh and Tech, Transit Replacement Capital										
					TRN \$2,000	Sec 5307				
					TRN \$500	Local				
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$4,336</b>	<b>\$2,500</b>				
324	COTA	118054	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> No information provided.					
FRA-COTA Paratransit-Veh and Tech					<b>MTP Reference:</b> Project ID 142					
Transit										
COTA Paratransit Veh and Tech, Transit										
					TRN \$1,269	Sec 5339	TRN \$2,225	Sec 5339	TRN \$4,900	Local
					TRN \$1,281	Local	TRN \$2,575	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$12,250</b>	<b>\$2,550</b>	<b>\$4,800</b>	<b>\$4,900</b>		
325	COTA	118057	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> No information provided.					
FRA-COTA Plus-Expansion Vehicles					<b>MTP Reference:</b> Project ID 5					
Transit										
COTA Plus Expansion Vehicles, Transit										
					TRN \$619	Sec 5339	TRN \$50	Sec 5339	TRN \$910	Local
					TRN \$206	Local	TRN \$867	Local	TRN \$956	Local
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$3,609</b>	<b>\$826</b>	<b>\$917</b>	<b>\$910</b>	<b>\$956</b>	
319	COTA	118032	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.					
FRA-COTA Plus-Plus Operating Expansion					<b>MTP Reference:</b> Project ID 5					
Transit										
COTA Plus Operating Expansion, Transit										
					TRN \$2,000	Local	TRN \$2,000	Local	TRN \$2,000	Local
								TRN \$2,000	Local	
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$8,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length	2024		2025		2026		2027		Future Years**
G^	County-Route-Section				Phase/Amount*/Source		Phase/Amount*/Source		Phase/Amount*/Source		Phase/Amount*/Source		Phase/Amount*/Source
	Project Type												
	Project Location and Description												
323	COTA	118037	E	mi	Ped Components: Not applicable.								
	FRA-COTA-33 N High St improvements				Local Let <input type="checkbox"/>		Bike Components: Not applicable.						
	Transit												MTP Reference: Project ID 142
	COTA 33 N High St Improvements, Transit												
					TRN	\$5,000	Local						
	<b>Total Costs (includes costs prior to SFY24)*:</b>				<b>\$5,000</b>	<b>\$5,000</b>							
315	COTA	118024	E	mi	Ped Components: Transit shelters.								
	FRA-COTA-Bus Shelters				Local Let <input type="checkbox"/>		Bike Components: No information provided.						
	Transit												MTP Reference: Project ID 142
	COTA Bus Shelters, Transit												
					TRN	\$650	Local		TRN	\$650	Local		
	<b>Total Costs (includes costs prior to SFY24)*:</b>				<b>\$1,300</b>	<b>\$650</b>			<b>\$650</b>				
168	COTA	112217	E	mi	Ped Components: Not applicable.								
	FRA-COTA-Charging Stations				Local Let <input type="checkbox"/>		Bike Components: Not applicable.						
	Transit Activity												MTP Reference: Project ID 142
	COTA Electric Charging Stations, Transit Activity												
					TRN	\$500	Local						
	<b>Total Costs (includes costs prior to SFY24)*:</b>				<b>\$1,500</b>	<b>\$500</b>							
320	COTA	118034	E	mi	Ped Components: Transit shelters.								
	FRA-COTA-Cleveland Ave Multi-Mod Fac				Local Let <input type="checkbox"/>		Bike Components: Maybe - To be determined.						
	Transit												MTP Reference: Project ID 142
	COTA Cleveland Ave Multi-Mod Fac, Transit												
					TRN	\$250	Local	TRN	\$550	Local			
	<b>Total Costs (includes costs prior to SFY24)*:</b>				<b>\$800</b>	<b>\$250</b>		<b>\$550</b>					
326	COTA	118061	E	mi	Ped Components: Not applicable.								
	FRA-COTA-Electric Buses				Local Let <input type="checkbox"/>		Bike Components: No information provided.						
	Transit												MTP Reference: Project ID 142
	COTA Electric Buses - Full Route, Transit												
					TRN	\$13,298	Sec 5307	TRN	\$25,282	Sec 5307	TRN	\$25,655	Sec 5307
					TRN	\$3,325	Local	TRN	\$6,982	Local	TRN	\$10,998	Local
	<b>Total Costs (includes costs prior to SFY24)*:</b>				<b>\$124,027</b>	<b>\$16,623</b>		<b>\$32,264</b>		<b>\$36,654</b>		<b>\$38,486</b>	

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length						
G^	County-Route-Section				2024	2025	2026	2027	Future Years**	
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
Project Location and Description										
327	COTA	118087	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.					
FRA-COTA-Electric Infrastructure					Local Let <input type="checkbox"/>					
Transit					<b>MTP Reference:</b> Project ID 142					
COTA Electric Infrastructure, Transit										
					TRN \$33,500	Local	TRN \$16,000	Local	TRN \$13,000	Local
<b>Total Costs (includes costs prior to SFY24)*:</b> \$82,000					\$33,500		\$16,000		\$13,000	
153	COTA	105118	SA	mi	<b>Ped Components:</b> Yes - Type to be determined. <b>Bike Components:</b> Yes - Type to be determined.					
FRA-COTA-High Capacity Transit					Local Let <input type="checkbox"/>					
Transit Expansion Capital					<b>MTP Reference:</b> Project ID 643					
COTA High Capacity Transit NW Corridor, Transit Expansion Capital										
					TRN \$2,800	Sec 5307				
					TRN \$10,700	Local				
<b>Total Costs (includes costs prior to SFY24)*:</b> \$25,100					\$13,500					
156	COTA	112116	SA	mi	<b>Ped Components:</b> Yes - Type to be determined. <b>Bike Components:</b> Yes - Type to be determined.					
FRA-COTA-High Capacity Transit					Local Let <input type="checkbox"/>					
Transit Expansion Capital					<b>MTP Reference:</b> Project ID 619					
COTA High Capacity Transit E Main St Corr, Transit Expansion Capital										
					TRN \$44,362	Local	TRN \$90,000	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b> \$135,862					\$44,362		\$90,000			
173	COTA	116500	SA	mi	<b>Ped Components:</b> Yes - Type to be determined. <b>Bike Components:</b> Yes - Type to be determined.					
FRA-COTA-High Capacity Transit					Local Let <input type="checkbox"/>					
Transit Expansion Capital					<b>MTP Reference:</b> Project ID 988					
COTA High Capacity Transit W Broad St Corr, Transit Expansion Capital										
					TRN \$44,362	Local				
<b>Total Costs (includes costs prior to SFY24)*:</b> \$45,862					\$44,362					
322	COTA	118036	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.					
FRA-COTA-Hydrogen Fueling Infrastructure					Local Let <input type="checkbox"/>					
Transit					<b>MTP Reference:</b> Project ID 142					
COTA Hydrogen Fueling Infrastructure, Transit										
							TRN \$5,000	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b> \$5,000							\$5,000			

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length													
G^	County-Route-Section				2024	2025	2026	2027	Future Years**								
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source								
Project Location and Description																	
318	COTA	118030	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.												
FRA-COTA-Mobility Innovation Tests					<b>Local Let</b> <input type="checkbox"/>												
Transit					<b>MTP Reference:</b> Project ID 5												
COTA Mobility Innovation Tests, Transit																	
					TRN	\$35	Local	TRN	\$35	Local	TRN	\$35	Local	TRN	\$35	Local	
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$140</b>	\$35		\$35		\$35		\$35					
314	COTA	118022	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.												
FRA-COTA-Non-Revenue Vehicles					<b>Local Let</b> <input type="checkbox"/>												
Transit					<b>MTP Reference:</b> Project ID 142												
COTA Non-Revenue Vehicles, Transit																	
					TRN	\$858	Local	TRN	\$944	Local	TRN	\$1,038	Local	TRN	\$1,142	Local	
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$3,982</b>	\$858		\$944		\$1,038		\$1,142					
317	COTA	118028	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.												
FRA-COTA-Operating 2024-2027					<b>Local Let</b> <input type="checkbox"/>												
Transit					<b>MTP Reference:</b> Project ID 200												
COTA Operating 2024-2027, Transit																	
					TRN	\$174,103	Local	TRN	\$174,103	Local	TRN	\$178,456	Local	TRN	\$182,917	Local	
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$709,578</b>	\$174,103		\$174,103		\$178,456		\$182,917					
170	COTA	116194	E	mi	<b>Ped Components:</b> Replace existing facilities. <b>Bike Components:</b> Secure bicycle parking.												
FRA-COTA-Park and Ride					<b>Local Let</b> <input type="checkbox"/>												
Transit Activity					<b>MTP Reference:</b> Project ID 142												
COTA Reynoldsburg Park and Ride, Transit Activity																	
					TRN	\$3,750	Local										
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$6,200</b>	\$3,750											
151	COTA	101566	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.												
FRA-COTA-Strategic Land Purchases					<b>Local Let</b> <input type="checkbox"/>												
Transit Activity					<b>MTP Reference:</b> Project ID 142												
COTA Strategic Land Purchases, Transit Activity																	
					TRN	\$1,000	Local										
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$2,000</b>	\$1,000											

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length											
G^	County-Route-Section				2024	2025	2026	2027	Future Years**						
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source						
Project Location and Description															
316	COTA	118027	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.										
FRA-COTA-Transit Center Renovations					Local Let <input type="checkbox"/>										
Transit					MTP Reference: Project ID 142										
COTA Transit Center Renovations, Transit															
					TRN	\$305	Local	TRN	\$45	Local	TRN	\$65	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$415</b>	<b>\$305</b>		<b>\$45</b>		<b>\$65</b>					
152	COTA	105116	E	mi	<b>Ped Components:</b> No information provided. <b>Bike Components:</b> No information provided.										
FRA-COTA-Transit Center					Local Let <input type="checkbox"/>										
Transit Activity					MTP Reference: Project ID 142										
COTA Transit Center Facility Renovations/Upgrades, Transit Activity															
					TRN	\$250	Local								
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$250</b>	<b>\$250</b>									
164	COTA	112118	E	mi	<b>Ped Components:</b> No information provided. <b>Bike Components:</b> No information provided.										
FRA-COTA-Transit Center					Local Let <input type="checkbox"/>										
Transit Activity					MTP Reference: Project ID 142										
COTA Transit Center PE/Construct, Transit Activity															
					TRN	\$1,000	Local								
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,000</b>	<b>\$1,000</b>									
321	COTA	118035	E	mi	<b>Ped Components:</b> Maybe - To be determined. <b>Bike Components:</b> Maybe - To be determined.										
FRA-COTA-Westside Mobility Center					Local Let <input type="checkbox"/>										
Transit					MTP Reference: Project ID 142										
COTA Westside Mobility Center, Transit															
					TRN	\$250	Local	TRN	\$750	Local	TRN	\$5,000	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$6,000</b>	<b>\$250</b>		<b>\$750</b>		<b>\$5,000</b>					
261	Franklin County	115865	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.										
G	FRA-CR VAR Signs-FY24				Local Let <input type="checkbox"/>										
Building / Facility Improvement					MTP Reference: Project ID 204										
FRA-CR VAR Signs-FY24 at VARIOUS ROUTES THROUGHOUT FRANKLIN COUNTY., Building / Facility Improvement															
					CO	\$4	State								
					CO	\$33	HSIP								
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$37</b>	<b>\$37</b>									

^Denotes a Grouped Project

\*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
121	Franklin County	115411	E	1 mi	<b>Ped Components:</b> Sidewalk on 1 side, multi-use path on 1 side. 2 mi. added to ped network. <b>Bike Components:</b> Multi-use path. 1 mi. added to bike network.				
FRA-E Cooke Rd-Reconstruction					Local Let <input type="checkbox"/>				
Reconstruction/Multi-Use Path					<b>MTP Reference:</b> Project ID 1425				
E Cooke Rd from Karl Rd to Cleveland Ave, Reconstruction & Multi-Use Path									
					RW	\$440	STBG-M		
					RW	\$660	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,100</b>	<b>\$1,100</b>			
287	ODOT D6-Maintenance	117450	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.				
G	FRA-GR-FY24				Local Let <input type="checkbox"/>				
Guardrail / Roadside Maintenanc					<b>MTP Reference:</b> Project ID 204				
FRA GR FY24 at Various locations throughout Franklin County, Guardrail / Roadside Maintenanc									
					CO	\$1,600	State		
					CO	\$128	State		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,728</b>	<b>\$1,728</b>			
46	MORPC	110241	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.				
FRA-insight2050 TAP-FY24					Local Let <input type="checkbox"/>				
Planning Activity					<b>MTP Reference:</b> Project ID 144				
insight2050 Technical Assistance Program FY24, Planning Activity									
					OTH	\$200	STBG-M		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$200</b>	<b>\$200</b>			
47	MORPC	110242	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.				
FRA-insight2050 TAP-FY25					Local Let <input type="checkbox"/>				
Planning Activity					<b>MTP Reference:</b> Project ID 144				
insight2050 Technical Assistance Program FY25, Planning Activity									
					OTH	\$200	STBG-M		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$200</b>	<b>\$200</b>			

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length						
G^	County-Route-Section				2024	2025	2026	2027	Future Years**	
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
Project Location and Description										
301	Hilliard	117639	E	mi	<b>Ped Components:</b> No change to existing conditions.					
G	FRA-Lyman Dr-Lyman Dr and Anson Dr				Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Roadway Improvement (Jobs & Com)					<b>MTP Reference:</b> Project ID 205					
FRA Lyman Drive Reconstruction at Lyman Dr and Anson Dr, Roadway Improvement (Jobs & Com)										
					CO	\$100	State			
					CO	\$192	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$292</b>	<b>\$292</b>				
48	MORPC	110225	E	mi	<b>Ped Components:</b> Not applicable.					
	FRA-MORPC AQ Prog-FY24				Local Let <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.				
Air Quality Project					<b>MTP Reference:</b> Project ID 143					
Air Quality Awareness, SFY 2024, Air Quality Project										
					OTH	\$550	CMAQ-M			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$550</b>	<b>\$550</b>				
49	MORPC	110227	E	mi	<b>Ped Components:</b> Not applicable.					
	FRA-MORPC AQ Prog-FY25				Local Let <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.				
Air Quality Project					<b>MTP Reference:</b> Project ID 143					
Air Quality Awareness, SFY 2025, Air Quality Project										
					OTH	\$550	CMAQ-M			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$550</b>	<b>\$550</b>				
53	MORPC	110232	E	mi	<b>Ped Components:</b> Not applicable.					
	FRA-MORPC Rideshare-FY24				Local Let <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.				
Ridesharing					<b>MTP Reference:</b> Project ID 143					
Gohio Commute, SFY 2024, Ridesharing										
					OTH	\$700	CMAQ-M			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$700</b>	<b>\$700</b>				
54	MORPC	110233	E	mi	<b>Ped Components:</b> Not applicable.					
	FRA-MORPC Rideshare-FY25				Local Let <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.				
Ridesharing					<b>MTP Reference:</b> Project ID 143					
Gohio Commute, SFY 2025, Ridesharing										
					OTH	\$775	CMAQ-M			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$775</b>	<b>\$775</b>				

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
55	MORPC	110234	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.				
FRA-MORPC Supp Plan-FY24					<b>Local Let</b> <input type="checkbox"/>				
Planning Activity					<b>MTP Reference:</b> Project ID 144				
Supplemental Planning, SFY 2024, Planning Activity									
					OTH	\$350	STBG-M		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$350</b>	\$350			
56	MORPC	110235	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.				
FRA-MORPC Supp Plan-FY25					<b>Local Let</b> <input type="checkbox"/>				
Planning Activity					<b>MTP Reference:</b> Project ID 144				
Supplemental Planning, SFY 2025, Planning Activity									
					OTH	\$300	STBG-M		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$300</b>	\$300			
289	ODOT D6-Planning	117452	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.				
G	FRA-MOW-FY24				<b>Local Let</b> <input type="checkbox"/>				
Vegetative Maintenance					<b>MTP Reference:</b> Project ID 204				
FRA MOW FY24 at Various routes in Franklin County, Vegetative Maintenance									
					CO	\$64	State		
					CO	\$800	State		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$864</b>	\$864			
60	Columbus	112036	E	0.6 mi	<b>Ped Components:</b> Multi-use path. 0.6 mi. added to ped network. <b>Bike Components:</b> Multi-use path. 0.6 mi. added to bike network.				
FRA-Olentangy Trail-Gap					<b>Local Let</b> <input type="checkbox"/>				
Multi-Use Path/New Bridge					<b>MTP Reference:</b> Project ID 186				
Olentangy Trail from Clinton Como Park to Northmoor Park, Multi-Use Path & New Bridge									
					CO	\$2,917	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$8,334</b>	\$2,917			
132	Columbus	113727	E	0.69 mi	<b>Ped Components:</b> Sidewalk on 2 sides. 1.38 mi. added to ped network. <b>Bike Components:</b> No change to existing conditions.				
G	FRA-Olive St/Floral Ave-				<b>Local Let</b> <input checked="" type="checkbox"/>				
Sidewalks					<b>MTP Reference:</b> Project ID 1781				
Olive St & Floral Ave, Sidewalks									
					CO	\$774	HSIP		
					CO	\$140	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,004</b>	\$914			

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
	Project Type				Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
	Project Location and Description								
51	MORPC	110230	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.				
	FRA-Paving the Way-FY24				Local Let <input type="checkbox"/>				
	Program Administration								MTP Reference: Project ID 144
	Paving the Way, SFY 2024, Program Administration								
					OTH \$100 STBG-M				
	<b>Total Costs (includes costs prior to SFY24)*:</b>				<b>\$100</b>	\$100			
52	MORPC	110231	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.				
	FRA-Paving the Way-FY25				Local Let <input type="checkbox"/>				
	Program Administration								MTP Reference: Project ID 144
	Paving the Way, SFY 2025, Program Administration								
						OTH \$100 STBG-M			
	<b>Total Costs (includes costs prior to SFY24)*:</b>				<b>\$100</b>	\$100			
134	Columbus	113775	E	0.85 mi	<b>Ped Components:</b> Sidewalk on 1 side. 0.85 mi. added to ped network. <b>Bike Components:</b> No information provided.				
G	FRA-SRTS Grace St-Sidewalks				Local Let <input type="checkbox"/>				
	Sidewalks								MTP Reference: Project ID 1781
	Grace St from Orel Ave to Eureka Ave, Sidewalks								
						CO \$400 HSIP			
						CO \$1,661 Local			
	<b>Total Costs (includes costs prior to SFY24)*:</b>				<b>\$2,061</b>	\$2,061			
293	Franklin County	117476	E	mi	<b>Ped Components:</b> Sidewalk on 1 side. <b>Bike Components:</b> No change to existing conditions.				
G	FRA-SRTS-S Western / Worthington				Local Let <input type="checkbox"/>				
	Pedestrian Facilities								MTP Reference: Project ID 1781
	FRA-SRTS S.Western & Worthington at Various locations by Brookside, Stiles, West Frank, Pedestrian Facilities								
					DD \$22 SRTS	CO \$281 SRTS			
						CO \$40 Local			
	<b>Total Costs (includes costs prior to SFY24)*:</b>				<b>\$434</b>	\$22	\$321		
294	Columbus	117479	E	0.78 mi	<b>Ped Components:</b> Sidewalk on 1 side. 0.78 mi. added to ped network. <b>Bike Components:</b> No change to existing conditions.				
G	FRA-SRTS-Sunbury/Agler				Local Let <input type="checkbox"/>				
	Pedestrian Facilities								MTP Reference: Project ID 1781
	FRA-SRTS Sunbury/Agler from Agler Rd to Sunbury Square, Pedestrian Facilities								
						CO \$40 Local	CO \$400 HSIP		
	<b>Total Costs (includes costs prior to SFY24)*:</b>				<b>\$440</b>	\$40	\$400		

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length						
G^	County-Route-Section				2024	2025	2026	2027	Future Years**	
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
Project Location and Description										
135	Columbus	115486	E	mi	<b>Ped Components:</b> Unsignalized marked crosswalk.					
G	FRA-Summit St Bump-Outs Intersection Modification				<b>Local Let</b> <input checked="" type="checkbox"/>	<b>Bike Components:</b> No information provided.				
					<b>MTP Reference:</b> Project ID 185					
Summit St at 3rd Ave & 8th Ave, Intersection Modification										
					CO	\$178	SRTS			
					CO	\$298	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$475</b>	<b>\$475</b>				
1	Dublin	99815	SA	0.91 mi	<b>Ped Components:</b> Multi-use path on 2 sides. 1.82 mi. added to ped network.					
G	FRA-Tuttle Crossing Blvd-Wilcox Rd New Roadway				<b>Local Let</b> <input checked="" type="checkbox"/>	<b>Bike Components:</b> Multi-use path on 2 sides. Also add sharrows in wide outside lanes and Share the Road signs. 0.91 mi. added to bike network.				
					<b>MTP Reference:</b> Project ID 23					
Tuttle Crossing Blvd from Wilcox Rd to Avery Rd, New Roadway										
						CO	\$1,625	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,625</b>		<b>\$1,625</b>			
262	Worthington	116037	E	mi	<b>Ped Components:</b> No change to existing conditions.					
G	FRA-West Selby Rd-West Selby Rd over Rus Bridge Preservation				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
					<b>MTP Reference:</b> Project ID 203					
FRA - West Selby Road Bridge at West Selby Rd over Rush Rn, Bridge Preservation										
					CO	\$1,074	Federal			
					CO	\$57	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,130</b>		<b>\$1,130</b>			
266	Gahanna	116417	E	mi	<b>Ped Components:</b> No change to existing conditions.					
G	FRA-Wynne Ridge Ct-Wynne Ridge Ct at Be Bridge Preservation				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
					<b>MTP Reference:</b> Project ID 203					
FRA Wynne Ridge Court at Wynne Ridge Ct at Beem Ditch, Bridge Preservation										
					CO	\$1,006	Federal			
					CO	\$128	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,134</b>		<b>\$1,134</b>			

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length						
G^	County-Route-Section				2024	2025	2026	2027	Future Years**	
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
Project Location and Description										
264	Columbus	116373	E	mi	<b>Ped Components:</b> Not applicable.					
G	FRA-CR003-13.94				Local Let <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.				
Traffic Control (Safety)					<b>MTP Reference:</b> Project ID 205					
FRA-CR3-13.94 (Yellow Arrows) at 11 Signals within City of Columbus, Traffic Control (Safety)					CO	\$600	HSIP			
					CO	\$30	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$630</b>	<b>\$630</b>				
81	ODOT D6	110587	E	mi	<b>Ped Components:</b> No change to existing conditions.					
	FRA-SR003-19.38				Local Let <input checked="" type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Intersection Modification					<b>MTP Reference:</b> Project ID 1414					
SR 3 (Cleveland Ave) at Hudson St, Intersection Modification					CO	\$137	State			
					CO	\$1,229	HSIP			
					CO	\$1,490	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$2,856</b>	<b>\$2,856</b>				
42	ODOT D6	106260	E	4.58 mi	<b>Ped Components:</b> No change to existing conditions.					
G	FRA-SR003-19.91				Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Resurfacing/Operational Upgrades					<b>MTP Reference:</b> Project IDs 1720/ 204					
Westerville Rd (SR-3) from Cleveland Ave to SR-161, Resurfacing & Operational Upgrades					CO	\$17	Local			
					CO	\$18	State			
					CO	\$348	State			
					CO	\$1,865	Federal			
					CO	\$29	State			
					CO	\$13	Unassigned			
					CO	\$130	Federal			
					CO	\$162	HSIP			
					CO	\$430	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$3,013</b>	<b>\$3,013</b>				

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March 9, 2023

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
222	Franklin County	113471	E	mi	<b>Ped Components:</b> No change to existing conditions. <b>Bike Components:</b> No change to existing conditions.				
G	FRA-CR003-2.83				Local Let <input type="checkbox"/> <b>MTP Reference:</b> Project ID 203				
Bridge Preservation									
FRA-CR3-2.83 at at Big Darby Creek, Bridge Preservation									
					CO	\$2,203	BR-Off		
					CO	\$116	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$2,319</b>				
6	Whitehall	105768	E	0.7 mi	<b>Ped Components:</b> Modify existing facilities. Replace existing sidewalks with 6'-8' sidewalks on all approaches except no change on E side of S Hamilton. <b>Bike Components:</b> Multi-use path. 10' path along NE corner of intersection. 0.34 mi. added to bike network.				
	FRA-SR016-06.87				Local Let <input type="checkbox"/> <b>MTP Reference:</b> Project ID 185				
Intersection Modification									
E Broad St at Hamilton Rd, Intersection Modification									
					CO	\$4,788	CMAQ-M		
					CO	\$1,197	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$6,065</b>	<b>\$5,984</b>			
5	Columbus	105734	SA	1.01 mi	<b>Ped Components:</b> Sidewalk on 1 side, multi-use path on 1 side. 2.02 mi. added to ped network. <b>Bike Components:</b> Multi-use path. 1.01 mi. added to bike network.				
	FRA-SR016-08.24				Local Let <input checked="" type="checkbox"/> <b>MTP Reference:</b> Project ID 92				
Major Widening/Intersection Modification									
E Broad St from I-270 to Outerbelt St, Major Widening from 5 lanes to 7 lanes & Intersection Modification									
					CO	\$10,416	STBG-M		
					CO	\$8,134	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$18,550</b>	<b>\$18,550</b>			
189	ODOT D6-Engineering	111615	E	mi	<b>Ped Components:</b> No change to existing conditions. <b>Bike Components:</b> No change to existing conditions.				
G	FRA-SR016-5.35				Local Let <input type="checkbox"/> <b>MTP Reference:</b> Project ID 205				
Pavement Maintenance									
FRA SR 16 5.350 from Whitehall City limit (5.35) to Yearling Rd (6.40), Pavement Maintenance									
					CO	\$13	Local		
					CO	\$14	Unassigned		
					CO	\$357	Federal		
					CO	\$324	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$709</b>	<b>\$709</b>			

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 \*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length						
G^	County-Route-Section				2024	2025	2026	2027	Future Years**	
Project Type										
Project Location and Description					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
304	ODOT D6-Planning	117714	E	mi	<b>Ped Components:</b> No change to existing conditions.					
G	FRA-SR016-6.06			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.					
Culvert Preservation					<b>MTP Reference:</b> Project ID 205					
FRA-16-6.06 over Mason Run at over Mason Run, Culvert Preservation										
					RW	\$80	Federal	CO	\$300	State
					RW	\$20	State	CO	\$21	State
								CO	\$84	Unassigned
								CO	\$1,200	Federal
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,705</b>	\$100		\$1,605		
116	Columbus	115646	SA	0.9 mi	<b>Ped Components:</b> Sidewalk on 1 side, multi-use path on 1 side. 1.8 mi. added to ped network.					
	FRA-SR016-9.27			Local Let <input type="checkbox"/>	<b>Bike Components:</b> Multi-use path. 0.8 mi. added to bike network.					
Major Widening					<b>MTP Reference:</b> Project ID 92					
E Broad St from Outerbelt St to Reynoldsburg New Albany Rd, Major Widening from 4 lanes to 6 lanes										
					RW	\$1,360	STBG-M			
					RW	\$340	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,700</b>	\$1,700				
179	ODOT D6-Planning	106269	E	mi	<b>Ped Components:</b> No change to existing conditions.					
G	FRA-US023-10.51			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.					
Roadway Minor Rehab					<b>MTP Reference:</b> Project ID 205					
FRA 23 10.51 from US 23 (10.51) to US 33 (10.72), Roadway Minor Rehab										
					CO	\$2	Federal			
					CO	\$0	Local			
					CO	\$47	Federal			
					CO	\$12	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$62</b>		\$62			
91	ODOT D6	106095	E	1.25 mi	<b>Ped Components:</b> Unsignalized marked crosswalk.					
G	FRA-US023-15.31			Local Let <input type="checkbox"/>	<b>Bike Components:</b> Bicycle lanes. 1.25 mi. added to bike network.					
Bicycle Lanes/Minor Pavement Rehabilitation					<b>MTP Reference:</b> Project ID 204					
Indianola Ave from Hudson St to Oakland Park Ave, Bicycle Lanes & Minor Pavement Rehabilitation										
					CO	\$78	Federal			
					CO	\$20	Local			
					CO	\$908	Federal			
					CO	\$227	Local			
					CO	\$340	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,573</b>		\$1,573			

^Denotes a Grouped Project

\*All Amounts in Thousands

\*\*Funding information in the Future Years column is not officially included in the TIP.

## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
34	Columbus	104704	E	0.02 mi	<b>Ped Components:</b> Multi-use path. From Durrow Drive to Georgesville Rd along the south side of Hall Road. 0.02 mi. added to ped network.				
G	FRA-CR026-1.89				Local Let <input checked="" type="checkbox"/>	<b>Bike Components:</b> Multi-use path. From Durrow Drive to Georgesville Rd along the south side of Hall Road. 0.02 mi. added to bike network.			
Intersection Modification/Multi-Use Path					<b>MTP Reference:</b> Project ID 185				
Georgesville Rd at Hall Rd (CR-125), Intersection Modification & Multi-Use Path									
					CO	\$958	HSIP		
					CO	\$179	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,314</b>	\$1,137			
140	ODOT D6	115265	E	mi	<b>Ped Components:</b> No change to existing conditions.				
G	FRA-US033-03.79				Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.			
Bridge Rehabilitation					<b>MTP Reference:</b> Project ID 203				
US 33 at over Scioto River, Bridge Rehabilitation									
					CO	\$800	Federal		
					CO	\$200	State		
					CO	\$8,000	Federal		
					CO	\$2,000	State		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$11,750</b>			\$11,000	
80	ODOT D6	112035	E	0.42 mi	<b>Ped Components:</b> No change to existing conditions.				
G	FRA-US033-06.15				Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.			
Intersection Modification					<b>MTP Reference:</b> Project ID 185				
US 33 at Hayden Run Rd, Intersection Modification									
					CO	\$81	Federal		
					CO	\$9	State		
					CO	\$166	State		
					CO	\$1,493	HSIP		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,749</b>	\$1,749			
70	ODOT D6	108081	E	mi	<b>Ped Components:</b> Not applicable.				
G	FRA-US033-08.75 (Culvert)				Local Let <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.			
Culvert Maintenance					<b>MTP Reference:</b> Project ID 203				
US 33 at 0.25 mi NW of Fishinger Rd, Culvert Maintenance									
					ENV	\$217	State		
					CO	\$25	State		
					CO	\$800	State		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,305</b>	\$217		\$825	

^Denotes a Grouped Project  
 \*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length						
G^	County-Route-Section				2024	2025	2026	2027	Future Years**	
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
Project Location and Description										
181	ODOT D6-Engineering	108151	E	mi	<b>Ped Components:</b> No change to existing conditions.					
G	FRA-US033-1.28			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.					
Roadway Minor Rehab					<b>MTP Reference:</b> Project ID 205					
US 33 from North Wall Street (1.28) to US 33 (2.12), Roadway Minor Rehab										
					CO	\$296	Federal			
					CO	\$11	Local			
					CO	\$12	Federal			
					CO	\$269	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$587</b>			<b>\$587</b>		
41	ODOT D6	106265	E	2.52 mi	<b>Ped Components:</b> No change to existing conditions.					
G	FRA-US033-18.85			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.					
Preventive Pavement Maintenance					<b>MTP Reference:</b> Project ID 204					
Segments on W Spring St & E Livingston Ave, Preventive Pavement Maintenance										
					CO	\$38	Local			
					CO	\$42	Unassigned			
					CO	\$383	Federal			
					CO	\$581	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,044</b>			<b>\$1,044</b>		
133	ODOT D6	113744	E	1.02 mi	<b>Ped Components:</b> No change to existing conditions.					
G	FRA-US033-21.71			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.					
Intersection Modification					<b>MTP Reference:</b> Project ID 347					
US 33 at Petzinger Rd, Intersection Modification										
					DD	\$16	State	CO	\$515	State
					DD	\$131	Federal	CO	\$731	State
					DD	\$33	State	CO	\$2,925	Federal
					DD	\$148	HSIP	CO	\$324	Federal
								CO	\$36	State
								CO	\$4,635	HSIP
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$9,496</b>	<b>\$329</b>		<b>\$9,167</b>		
18	ODOT D6	98111	SA	1.86 mi	<b>Ped Components:</b> No change to existing conditions.					
	FRA-US033-24.26			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.					
Major Widening/Resurfacing					<b>MTP Reference:</b> Project IDs 379/ 204					
US-33 from I-270 (SE Outerbelt) to Hamilton Rd (SR-317), Major Widening from 4 lanes to 6 lanes & Resurfacing										
					OTH	\$718	GARVEE	OTH	\$718	GARVEE
								OTH	\$718	GARVEE
								OTH	\$718	GARVEE
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$3,589</b>	<b>\$718</b>		<b>\$718</b>	<b>\$718</b>	

^Denotes a Grouped Project

\*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length						
G^	County-Route-Section				2024	2025	2026	2027	Future Years**	
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
Project Location and Description										
89	ODOT D6	106272	E	3.71 mi	<b>Ped Components:</b> No change to existing conditions.					
G	FRA-US040-12.50				Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Minor Pavement Rehabilitation					<b>MTP Reference:</b> Project ID 204					
Broad St from I-71 to Nelson Rd, Minor Pavement Rehabilitation										
					CO	\$47	Local			
					CO	\$1,285	Federal			
					CO	\$51	Federal			
					CO	\$1,168	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$2,551</b>	<b>\$2,551</b>				
271	ODOT D6-Engineering	116600	E	mi	<b>Ped Components:</b> No change to existing conditions.					
G	FRA-US040-4.43				Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Pavement Maintenance					<b>MTP Reference:</b> Project ID 205					
FRA US 40 4.43 from Galloway Rd (4.43) to Hilliard Rome Rd (4.69), Pavement Maintenance										
					CO	\$119	Federal			
					CO	\$5	Unassigned			
					CO	\$1	State			
					CO	\$30	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$155</b>	<b>\$155</b>				
247	ODOT D6-Planning	114850	E	mi	<b>Ped Components:</b> No change to existing conditions.					
G	FRA-US062-10.80				Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Pavement Maintenance					<b>MTP Reference:</b> Project ID 205					
FRA-62-10.80 from Eakin Rd/Hopkins Ave (10.80) to Brown Rd (11.68), Pavement Maintenance										
					CO	\$3	State			
					CO	\$11	Unassigned			
					CO	\$286	Federal			
					CO	\$71	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$372</b>	<b>\$372</b>				

^Denotes a Grouped Project

\*All Amounts in Thousands

March 9, 2023

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length						
G^	County-Route-Section				2024	2025	2026	2027	Future Years**	
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
Project Location and Description										
83	ODOT D6	111613	E	1.33 mi	<b>Ped Components:</b> No change to existing conditions.					
G	FRA-US062-17.66				Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Resurfacing					<b>MTP Reference:</b> Project ID 204					
Nelson Rd (US 62) from Broad St to Airport Dr, Resurfacing					CO	\$12	Local			
					CO	\$339	Federal			
					CO	\$14	Federal			
					CO	\$308	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$673</b>	<b>\$673</b>				
225	ODOT D6-Planning	114103	E	mi	<b>Ped Components:</b> Not applicable.					
G	FRA-US062-8.91				Local Let <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.				
Drainage System Maintenance					<b>MTP Reference:</b> Project ID 205					
FRA-62-8.91 Storm Sewer from Blue Rock Blvd to Big Run Rd, Drainage System Maintenance					CO	\$15	State			
					CO	\$5	State			
					CO	\$150	State			
					CO	\$150	Federal			
					CO	\$30	Local			
					CO	\$15	Federal			
					CO	\$45	HSIP			
					CO	\$300	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$962</b>	<b>\$710</b>				
312	Columbus	117951	E	mi	<b>Ped Components:</b> No change to existing conditions.					
G	FRA-CR067-1.589				Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Traffic Control (Safety)					<b>MTP Reference:</b> Project ID 185					
FRA-CR-67-1.589 at Summit St (US 23D) at 3rd Ave and 8th Avenue, Traffic Control (Safety)					CO	\$99	HSIP			
					CO	\$11	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$110</b>	<b>\$110</b>				

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length						
G^	County-Route-Section				2024	2025	2026	2027	Future Years**	
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
Project Location and Description										
273	ODOT D6-Planning	116735	E	mi	<b>Ped Components:</b> No change to existing conditions.					
G	FRA-IR070-0.00				<b>Local Let</b> <input type="checkbox"/> <b>Bike Components:</b> No change to existing conditions.					
Pavement Maintenance					<b>MTP Reference:</b> Project ID 205					
FRA IR 70 0.00 from Madison County Line (0.00) to Hilliard Rome Rd (3.41), Pavement Maintenance										
					CO	\$17	State			
					CO	\$157	Unassigned			
					CO	\$3,019	Federal			
					CO	\$335	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$3,528</b>	<b>\$3,528</b>				
276	ODOT D6-Planning	116949	E	mi	<b>Ped Components:</b> Not applicable.					
	FRA-IR070-0.00				<b>Local Let</b> <input type="checkbox"/> <b>Bike Components:</b> Not applicable.					
Roadway Major Rehab					<b>MTP Reference:</b> Project ID 205					
FRA IR 70 0.00 from Madison County Line (0.00) to Hilliard Rome Rd (5.22), Roadway Major Rehab										
					ENV	\$5,220	Federal	DD	\$180	Federal
					ENV	\$580	State	DD	\$20	State
								CO	\$93	State
								CO	\$835	Unassigned
								CO	\$45,000	Federal
								CO	\$5,000	State
								CO	\$6,300	Federal
								CO	\$700	State
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$63,928</b>	<b>\$5,800</b>	<b>\$200</b>	<b>\$57,928</b>		
108	ODOT D6	112982	E	mi	<b>Ped Components:</b> Not applicable.					
G	FRA-IR070-11.22				<b>Local Let</b> <input type="checkbox"/> <b>Bike Components:</b> Not applicable.					
Guardrail / Roadside Maintenan					<b>MTP Reference:</b> Project ID 204					
IR 70 from Broad St to Souder Ave, Guardrail / Roadside Maintenan										
					CO	\$13	State			
					CO	\$114	Unassigned			
					CO	\$1,629	Federal			
					CO	\$181	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,937</b>	<b>\$1,937</b>				

^Denotes a Grouped Project

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
2	ODOT D6	77372	SA	2.15 mi	<b>Ped Components:</b> Modify existing facilities. Add/replace sidewalks on the block comprising Fulton, High, Livingston and Front. Ped signals and crosswalks at signalized intersections.				
	FRA-IR070-12.68 (Proj 4A)				<b>Bike Components:</b> Bicycle lanes. New bike lanes westbound on Fulton from High to Front and eastbound on Livingston from Front to High. 0.2 mi. added to bike network.				
	Major Widening/Interchange Modification				<b>MTP Reference:</b> Project IDs 270/ 189				
I-70/I-71 Innerbelt (Phase 4A), Major Widening & Interchange Modification									
					CO \$25,089 State				
					CO \$25,000 Federal				
					CO \$45,000 NHFP				
					CO \$3,671 Federal				
					CO \$702 Local				
					CO \$2,939 State				
					CO \$5,533 Unassigned				
					CO \$90,000 Bonds				
					CO \$24,803 Federal				
					CO \$7,631 STBG-M				
					CO \$10,025 Local				
					-----				
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$240,392</b>	<b>\$240,392</b>			
31	ODOT D6	105322	SA	2.68 mi	<b>Ped Components:</b> Modify existing facilities. A sidewalk extension will be installed along the north leg of the Fulton and 4th St intersection. 0.2 mi. added to ped network.				
	FRA-IR070-14.30 (Proj 2E)				<b>Bike Components:</b> Bicycle lanes. Fulton St bike lane will be extended from 4th to High. 0.2 mi. added to bike network.				
	Major Widening/Interchange Modification				<b>MTP Reference:</b> Project ID 1117				
I-70/I-71 Innerbelt (Phase 2E), Major Widening & Interchange Modification									
					OTH \$4,663 GARVEE	OTH \$4,663 GARVEE	OTH \$4,663 GARVEE	OTH \$4,663 GARVEE	
					-----				
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$23,314</b>	<b>\$4,663</b>	<b>\$4,663</b>	<b>\$4,663</b>	<b>\$4,663</b>
244	ODOT D6-Planning	114833	E	mi	<b>Ped Components:</b> No change to existing conditions.				
G	FRA-IR070-15.28				<b>Bike Components:</b> No change to existing conditions.				
	Roadway Minor Rehab				<b>MTP Reference:</b> Project ID 205				
FRA IR 70 15.28 from 18th Street (15.28) to James Rd (19.37), Roadway Minor Rehab									
					CO \$703 State				
					CO \$28 State				
					CO \$253 Unassigned				
					CO \$6,324 Federal				
					-----				
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$7,308</b>	<b>\$7,308</b>			

^Denotes a Grouped Project  
 \*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length						
G^	County-Route-Section				2024	2025	2026	2027	Future Years**	
Project Type										
Project Location and Description					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
12	ODOT D6	88035	SA	1.26 mi	<b>Ped Components:</b> Modify existing facilities. <b>Bike Components:</b> Bicycle lanes.					
FRA-IR070-15.29 (Proj 5)					<b>Local Let</b> <input type="checkbox"/>					
Major Widening/Bridge Reconstruction					<b>MTP Reference:</b> Project ID 271					
I-70/I-71 Innerbelt (Phase 5) from just east of 18th Ave to just east of Fairwood Ave, Major Widening & Bridge Reconstruction										
					RW	\$450	Federal			
					RW	\$50	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$500</b>	\$500				
105	ODOT D6	112679	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.					
G FRA-IR070-16.83 Bridge					<b>Local Let</b> <input type="checkbox"/>					
Bridge Maintenance Activities					<b>MTP Reference:</b> Project ID 203					
I70 at FRA-70 over Nelson, Bridge Maintenance Activities										
					CO	\$5	State			
					CO	\$45	Unassigned			
					CO	\$1,216	Federal			
					CO	\$135	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,401</b>	\$1,401				
22	ODOT D6	98232	SA	2.37 mi	<b>Ped Components:</b> Sidewalk on 1 side, multi-use path on 1 side. Brice Road from Chantry Drive to the driveway of the Home Depot 1.56 mi. added to ped network. <b>Bike Components:</b> Multi-use path. Brice Road from Chantry Drive to the driveway of the Home Depot 0.78 mi. added to bike network.					
FRA-IR070-22.85 (FEF-1B&C)					<b>Local Let</b> <input type="checkbox"/>					
Interchange Modification					<b>MTP Reference:</b> Project ID 135					
I-70 at I-270 (East Outerbelt), Interchange Modification										
					CO	\$522	State			
					CO	\$2,089	Unassigned			
					CO	\$7,460	State			
					CO	\$29,840	Federal			
					CO	\$15,000	STBG-M			
					CO	\$7,388	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$62,299</b>	\$62,299				

^Denotes a Grouped Project

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
107	ODOT D6	112705	E	mi	Ped Components: Not applicable.				
G	FRA-IR070-7.38			Local Let <input type="checkbox"/>	Bike Components: Not applicable.				
Culvert Maintenance					MTP Reference: Project ID 203				
IR 70 at FRA-70-7.38 and FRA-16-6.06, Culvert Maintenance									
					CO	\$60	State		
					CO	\$540	Federal		
					CO	\$6	State		
					CO	\$54	Unassigned		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$696</b>	<b>\$660</b>			
206	ODOT D6-Real Estate	112721	E	mi	Ped Components: No change to existing conditions.				
G	FRA-IR070-9.75			Local Let <input type="checkbox"/>	Bike Components: No change to existing conditions.				
Bridge Preservation					MTP Reference: Project ID 203				
FRA-70-9.75 at FRA-70-9.75, Bridge Preservation									
							CO	\$4,000	Federal
							CO	\$1,000	State
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$5,000</b>	<b>\$5,000</b>			
97	ODOT D6	112403	E	mi	Ped Components: Not applicable.				
G	FRA-IR070-Pump ST-1&1A			Local Let <input type="checkbox"/>	Bike Components: Not applicable.				
Maintenance Activity					MTP Reference: Project ID 204				
I-70 at Pump Stations ST-1 & ST-1A, Maintenance Activity									
							CO	\$350	State
							CO	\$5,000	State
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$5,464</b>	<b>\$5,350</b>			
68	ODOT D6	105435	SA	mi	Ped Components: Not applicable.				
	FRA-IR071/270-28.27/25.99A			Local Let <input type="checkbox"/>	Bike Components: Not applicable.				
Interchange Modification/Bridge Deck Replace					MTP Reference: Project IDs 1582/ 203				
I-71 & I-270 (North Outerbelt), Interchange Modification & Bridge Deck Replace									
					CO	\$928	State		
					CO	\$227	Federal		
					CO	\$81	State		
					CO	\$504	Unassigned		
					CO	\$18,558	Federal		
					CO	\$2,062	State		
					CO	\$8,351	HSIP		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$30,711</b>	<b>\$30,711</b>			

^Denotes a Grouped Project

\*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length												
G^	County-Route-Section				2024	2025	2026	2027	Future Years**							
Project Type																
Project Location and Description					Phase/Amount*/Source		Phase/Amount*/Source		Phase/Amount*/Source		Phase/Amount*/Source		Phase/Amount*/Source			
15	ODOT D6	93496	SA	0.68 mi	<b>Ped Components:</b> No change to existing conditions. <b>Bike Components:</b> No change to existing conditions.											
FRA-IR071-01.53					Local Let <input type="checkbox"/>		<b>MTP Reference:</b> Project ID 376									
Major Widening/Bridge Deck Replace																
I-71 at Big Darby Creek, Major Widening & Bridge Deck Replace					OTH \$142 GARVEE		OTH \$1,018 GARVEE		OTH \$1,018 GARVEE		OTH \$1,018 GARVEE					
					OTH \$1,018 GARVEE		OTH \$142 GARVEE		OTH \$142 GARVEE		OTH \$142 GARVEE					
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$5,802</b>	\$1,160	\$1,160	\$1,160	\$1,160	\$1,160						
35	ODOT D6	104799	SA	5.56 mi	<b>Ped Components:</b> Other. Plan to accommodate future shared-use paths along Frank Rd and Greenlawn Ave under I-71. <b>Bike Components:</b> Other. Plan to accommodate future shared-use paths along Frank Rd and Greenlawn Ave under I-71.											
FRA-IR071-09.62/09.71					Local Let <input type="checkbox"/>		<b>MTP Reference:</b> Project IDs 374/ 178									
Major Widening/Interchange Modification																
I-71 from Stringtown Rd to SR-315, Major Widening from 6 lanes to 8 lanes & Interchange Modification					OTH \$8,389 GARVEE		OTH \$8,288 GARVEE		OTH \$2,047 GARVEE		OTH \$8,085 GARVEE					
					OTH \$2,097 GARVEE		OTH \$2,072 GARVEE		OTH \$8,186 GARVEE		OTH \$2,021 GARVEE					
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$51,799</b>	\$10,487	\$10,360	\$10,233	\$10,106							
274	ODOT D6-Planning	116752	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.											
FRA-IR071-1.1					Local Let <input type="checkbox"/>		<b>MTP Reference:</b> Project ID 205									
Drainage System Maintenance																
FRA-71-1.1 Drainage from 1.1 to 1.45, Drainage System Maintenance							CO \$125 Federal									
							CO \$31 State									
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$156</b>		\$156									
65	ODOT D6	109164	SA	mi	<b>Ped Components:</b> No change to existing conditions. <b>Bike Components:</b> No change to existing conditions.											
FRA-IR071-19.10 (HSR)					Local Let <input type="checkbox"/>		<b>MTP Reference:</b> Project ID 204									
Operational Upgrades/Minor Pavement Rehabilitation																
I-71 from I-670 to I-270 (North Outerbelt), Operational Upgrades & Minor Pavement Rehabilitation					DD \$150 State											
					DD \$1,350 Federal											
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,500</b>	\$1,500										

^Denotes a Grouped Project  
 \*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type									
Project Location and Description					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
255	ODOT D6-Planning	115485	E	mi	<b>Ped Components:</b> Not applicable.				
G	FRA-IR071-4.276				Local Let <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.			
Culvert Preservation					<b>MTP Reference:</b> Project ID 205				
FRA-71-4.276 (FCEO Plum Run) from FRA-CR267-1.226 (under Zuber Rd) to FRA-TR271-1.3, Culvert Preservation									
					CO \$1,300 State				
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,300</b>	\$1,300			
126	Franklin County	113718	E	mi	<b>Ped Components:</b> Maybe - To be determined.				
G	FRA-CR075-00.97				Local Let <input checked="" type="checkbox"/>	<b>Bike Components:</b> Maybe - To be determined.			
Operational Upgrades					<b>MTP Reference:</b> Project IDs 1739/ 1424				
Cleveland Ave from Huy Rd to Cooke Rd, Operational Upgrades									
					CO \$2,887 HSIP				
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$3,387</b>	\$2,887			
24	ODOT D6	88611	E	0.1 mi	<b>Ped Components:</b> No change to existing conditions. Columbus sidewalk coordination.				
G	FRA-SR104-09.29/9.42/9.70				Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.			
Bridge Maintenance Activities					<b>MTP Reference:</b> Project ID 203				
SR-104 at 6th St, RR overpass, and Groveport Rd, Bridge Maintenance Activities									
					CO \$440 State				
					CO \$160 Federal				
					CO \$40 State				
					CO \$1,760 Federal				
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$2,461</b>	\$2,400			
82	ODOT D6	110300	E	0.41 mi	<b>Ped Components:</b> Not applicable.				
G	FRA-SR104-09.80 Noise Walls				Local Let <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.			
Noise Walls					<b>MTP Reference:</b> Project ID 204				
SR 104 from just east of Groveport Rd to just west of Elwood Ave, Noise Walls									
					CO \$280 State				
					CO \$1,120 Federal				
					CO \$20 State				
					CO \$78 Federal				
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,498</b>	\$1,498			

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length						
G^	County-Route-Section				2024	2025	2026	2027	Future Years**	
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
Project Location and Description										
215	ODOT D6-Planning	112932	E	mi	<b>Ped Components:</b> No change to existing conditions.					
G	FRA-SR104-8.180			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.					
Roadway Minor Rehab					<b>MTP Reference:</b> Project ID 205					
FRA SR 104 8.180 from Frank Road to US 33, Roadway Minor Rehab										
					CO	\$2,822	Federal			
					CO	\$706	State			
					CO	\$113	Unassigned			
					CO	\$28	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$3,669</b>					
							\$3,669			
240	Franklin County	114801	E	mi	<b>Ped Components:</b> No change to existing conditions.					
G	FRA-CR125-7.89			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.					
Intersection Modification					<b>MTP Reference:</b> Project ID 185					
FRA-CR125-7.89 at at CR 142/CR 708 and CR 125/TR 142, Intersection Modification										
					CO	\$3,104	HSIP			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$3,104</b>					
							\$3,104			
123	Franklin County TID	115179	E	0.32 mi	<b>Ped Components:</b> Sidewalk on 1 side, multi-use path on 1 side. 0.64 mi. added to ped network.					
	FRA-SR161-08.08			Local Let <input type="checkbox"/>	<b>Bike Components:</b> Multi-use path. 0.34 mi. added to bike network.					
Intersection Modification					<b>MTP Reference:</b> Project ID 1119					
SR 161 at Linworth Rd, Intersection Modification										
					DD	\$120	Federal	CO	\$2,000	CMAQ-M
					DD	\$30	State	CO	\$500	Local
					RW	\$4,800	CMAQ-M			
					RW	\$1,200	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$8,650</b>					
						\$6,150			\$2,500	
336	Columbus	118192	E	mi	<b>Ped Components:</b> No change to existing conditions.					
G	FRA-SR161-10.98			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.					
Intersection Modification					<b>MTP Reference:</b> Project ID 185					
FRA-161-10.98 (Busch Blvd) at FRA SR 161 at Busch Blvd, Intersection Modification										
					RW	\$676	HSIP			
					RW	\$75	Local			
					CO	\$606	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,357</b>					
							\$1,357			

^Denotes a Grouped Project

\*All Amounts in Thousands

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
118	Columbus	115797	E	0.9 mi	<b>Ped Components:</b> Multi-use path on 2 sides. 1.8 mi. added to ped network. <b>Bike Components:</b> Multi-use path on 2 sides. 0.9 mi. added to bike network. <b>MTP Reference:</b> Project ID 1030				
FRA-SR161--					Local Let <input type="checkbox"/>				
Intersection Modification/Multi-Use Path					SR 161 from Ambleside Drive to Maple Canyon Ave, Intersection Modification & Multi-Use Path				
					RW	\$1,880	STBG-M		
					RW	\$470	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					\$2,350		\$2,350		
149	ODOT	117607	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable. <b>MTP Reference:</b> Project ID 204				
G	FRA-SR161-15.80				Local Let <input type="checkbox"/>				
Noise Walls					SR 161 from I-270 to US 62, Noise Walls				
					CO	\$1,050	State		
					CO	\$15,000	State		
<b>Total Costs (includes costs prior to SFY24)*:</b>					\$18,050		\$16,050		
270	ODOT D6-Planning	116597	E	mi	<b>Ped Components:</b> No change to existing conditions. <b>Bike Components:</b> No change to existing conditions. <b>MTP Reference:</b> Project ID 205				
G	FRA-SR161-17.31				Local Let <input type="checkbox"/>				
Roadway Minor Rehab					FRA SR 161 17.31 from Little Turtle Way (17.31) to US 62 (22.1), Roadway Minor Rehab				
					CO	\$50	State		
					CO	\$202	Unassigned		
					CO	\$5,038	Federal		
					CO	\$1,260	State		
<b>Total Costs (includes costs prior to SFY24)*:</b>					\$6,550		\$6,550		
285	Franklin County	117425	E	mi	<b>Ped Components:</b> Sidewalk on 2 sides. <b>Bike Components:</b> Maybe - To be determined. <b>MTP Reference:</b> Project ID 1781				
G	FRA-CR171-0.00				Local Let <input checked="" type="checkbox"/>				
Pedestrian Facilities					FRA-CR171-0.00 (Innis Sidewalks) from Cleveland Ave to Westerville Rd, Pedestrian Facilities				
					CO	\$602	HSIP		
					CO	\$54	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					\$656		\$656		

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
180	ODOT D6-Planning	107747	E	mi	<b>Ped Components:</b> Not applicable.				
G	FRA-IR270/071-Various Locations on FRA 31	<b>Local Let</b> <input type="checkbox"/>			<b>Bike Components:</b> Not applicable.				
Roadway Minor Rehab					<b>MTP Reference:</b> Project ID 203				
FRA 270/71 Bridge Epoxy Overlay at Various Locations on FRA 315, Roadway Minor Rehab									
								CO \$8 State	
								CO \$32 Unassigned	
								CO \$800 Federal	
								CO \$200 State	
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,040</b>				<b>\$1,040</b>
250	ODOT D6-Planning	114887	E	mi	<b>Ped Components:</b> No change to existing conditions.				
G	FRA-IR270-0.55	<b>Local Let</b> <input type="checkbox"/>			<b>Bike Components:</b> No change to existing conditions.				
Roadway Minor Rehab					<b>MTP Reference:</b> Project ID 205				
FRA IR 270 0.55 from Gantz Road (0.55) to IR-71 (2.60), Roadway Minor Rehab									
								CO \$414 State	
								CO \$3,723 Federal	
								CO \$149 Unassigned	
								CO \$17 State	
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$4,302</b>		<b>\$4,302</b>		
67	ODOT D6	105498	E	mi	<b>Ped Components:</b> Multi-use path.				
G	FRA-IR270-00.96/1.52/9.30	<b>Local Let</b> <input type="checkbox"/>			<b>Bike Components:</b> Multi-use path.				
Bridge Deck Replacement					<b>MTP Reference:</b> Project ID 203				
Gantz, McComb & Trabue Rds over I-270, Bridge Deck Replacement									
								CO \$320 State	
								CO \$2,880 Federal	
								CO \$23 State	
								CO \$203 Unassigned	
								CO \$500 HSIP	
								CO \$2,186 Local	
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$6,564</b>	<b>\$6,111</b>			

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\*All Amounts in Thousands

March 9, 2023

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length						
G^	County-Route-Section				2024	2025	2026	2027	Future Years**	
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
Project Location and Description										
61	ODOT D6	107832	E	mi	<b>Ped Components:</b> No change to existing conditions.					
G	FRA-IR270-05.47				<b>Bike Components:</b> No change to existing conditions.					
Bridge Deck Replacement					<b>MTP Reference:</b> Project ID 203					
Hall Rd at I-270, Bridge Deck Replacement										
					ENV	\$250	State			
					ENV	\$100	Local			
					DD	\$100	State			
					DD	\$100	Local			
					RW	\$960	Federal			
					RW	\$240	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,750</b>	<b>\$1,750</b>				
16	ODOT D6	76469	SA	7.94 mi	<b>Ped Components:</b> No change to existing conditions.					
	FRA-IR270-09.15				<b>Bike Components:</b> No change to existing conditions.					
Major Widening/Minor Pavement Rehabilitation					<b>MTP Reference:</b> Project IDs 375/ 204					
I-270 (West Outerbelt) from I-70 to US-33, Major Widening from 6 lanes to 8 lanes & Minor Pavement Rehabilitation										
					OTH	\$1,960	GARVEE	OTH	\$1,938	GARVEE
					OTH	\$490	GARVEE	OTH	\$484	GARVEE
					OTH	\$1,915	GARVEE	OTH	\$1,893	GARVEE
					OTH	\$479	GARVEE	OTH	\$473	GARVEE
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$12,112</b>	<b>\$2,450</b>		<b>\$2,422</b>	<b>\$2,394</b>	<b>\$2,366</b>
268	ODOT D6-Planning	116595	E	mi	<b>Ped Components:</b> No change to existing conditions.					
G	FRA-IR270-17.10				<b>Bike Components:</b> No change to existing conditions.					
Roadway Minor Rehab					<b>MTP Reference:</b> Project ID 205					
FRA-270-17.10 from US 33 (17.10) to Scioto River (18.54), Roadway Minor Rehab										
					CO	\$39	Unassigned			
					CO	\$987	Federal			
					CO	\$4	State			
					CO	\$110	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,141</b>			<b>\$1,141</b>		
11	ODOT D6	88310	SA	4.76 mi	<b>Ped Components:</b> No change to existing conditions. The multi-use path stub just north of Post Road and under I-270 will remain in its current location and be maintained for future use.					
	FRA-IR270-17.29				<b>Bike Components:</b> No change to existing conditions. The multi-use path stub just north of Post Road and under I-270 will remain in its current location and be maintained for future use.					
Interchange Modification					<b>MTP Reference:</b> Project ID 239					
I-270 at US-33/SR-161, Interchange Modification										
					OTH	\$1,223	STBG-M	OTH	\$1,260	STBG-M
					OTH	\$1,298	STBG-M	OTH	\$1,338	STBG-M
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$6,307</b>	<b>\$1,223</b>		<b>\$1,260</b>	<b>\$1,298</b>	<b>\$1,338</b>

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length						
G^	County-Route-Section				2024	2025	2026	2027	Future Years**	
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
Project Location and Description										
267	ODOT D6-Planning	116581	E	mi	Ped Components: Not applicable.					
G	FRA-IR270-22.65				Local Let <input type="checkbox"/>	Bike Components: Not applicable.				
Bridge Preservation					MTP Reference: Project ID 203					
FRA-270-22.65 Abutment Repair at IR 270 over 270 WB to SR 315 SB ramp, Bridge Preservation										
					CO	\$5	State			
					CO	\$45	Unassigned			
					CO	\$450	Federal			
					CO	\$50	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$550</b>			<b>\$550</b>		
125	ODOT D6	113663	E	mi	Ped Components: Not applicable.					
G	FRA-IR270-32.92				Local Let <input type="checkbox"/>	Bike Components: Not applicable.				
Interchange Modification					MTP Reference: Project ID 789					
I-270 at Easton Way, Interchange Modification										
					CO	\$122	Federal			
					CO	\$14	State			
					CO	\$448	State			
					CO	\$4,028	HSIP			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$4,716</b>	\$4,611				
10	ODOT D6	86067	E	3.51 mi	Ped Components: Not applicable.					
G	FRA-IR270-36.94				Local Let <input type="checkbox"/>	Bike Components: Not applicable.				
Reconstruction					MTP Reference: Project ID 204					
I-270 from 0.36 mi W of Hamilton Rd to 0.92 mi S of Broad St, Reconstruction										
					CO	\$180	Federal			
					CO	\$956	State			
					CO	\$8,605	Federal			
					CO	\$20	State			
					CO	\$483	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$10,244</b>	\$10,244				

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
269	ODOT D6-Planning	116596	E	mi	<b>Ped Components:</b> No change to existing conditions.				
G	FRA-IR270-4.45			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Roadway Minor Rehab					<b>MTP Reference:</b> Project ID 205				
FRA-270-40.45 from 40.45 to 43.18, Roadway Minor Rehab									
					CO	\$13	State		
					CO	\$116	Unassigned		
					CO	\$2,899	Federal		
					CO	\$322	State		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$3,350</b>			<b>\$3,350</b>	
109	ODOT D6	112798	E	5.29 mi	<b>Ped Components:</b> Not applicable.				
	FRA-IR270-43.180			Local Let <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.				
Minor Pavement Rehabilitation					<b>MTP Reference:</b> Project ID 204				
I-270 (East Outerbelt) from RR bridge S of I-70 to N of Alum Creek Dr, Minor Pavement Rehabilitation									
					CO	\$27,370	Federal		
					CO	\$122	State		
					CO	\$1,095	Federal		
					CO	\$3,041	State		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$32,627</b>			<b>\$31,627</b>	
216	ODOT D6-Planning	112934	E	mi	<b>Ped Components:</b> No change to existing conditions.				
G	FRA-SR317-0.00			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Roadway Minor Rehab					<b>MTP Reference:</b> Project ID 205				
FRA SR 317 0.000 from US 23/SR 665 to Pontious Rd, Roadway Minor Rehab									
					CO	\$51	Unassigned		
					CO	\$1,273	Federal		
					CO	\$318	State		
					CO	\$13	State		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,655</b>			<b>\$1,655</b>	

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March 9, 2023

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
94	ODOT D6	108154	E	mi	<b>Ped Components:</b> No change to existing conditions.				
G	FRA-SR317-15.97				<b>Bike Components:</b> No change to existing conditions.				
Minor Pavement Rehabilitation					<b>MTP Reference:</b> Project ID 204				
SR 317 from Columbus Corp & N of Rocky Fork Rd to CR-5 & Lincoln Circle, Minor Pavement Rehabilitation									
					CO	\$7	Federal		
					CO	\$33	Local		
					CO	\$0	State		
					CO	\$31	Unassigned		
					CO	\$945	Federal		
					CO	\$7	State		
					CO	\$831	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,855</b>				
									<b>\$1,855</b>
138	ODOT D6	116359	E	mi	<b>Ped Components:</b> No change to existing conditions.				
G	FRA-SR665-05.18				<b>Bike Components:</b> No change to existing conditions.				
Intersection Modification					<b>MTP Reference:</b> Project ID 185				
SR-665 at Lambert Rd, Intersection Modification									
					DD	\$35	State		
					DD	\$311	HSIP		
					RW	\$40	State		
					RW	\$360	HSIP		
					CO	\$95	Federal		
					CO	\$11	State		
					CO	\$150	State		
					CO	\$1,350	HSIP		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$2,350</b>				
									<b>\$345</b>
									<b>\$400</b>
									<b>\$1,605</b>
246	ODOT D6-Planning	114848	E	mi	<b>Ped Components:</b> No change to existing conditions.				
G	FRA-SR665-3.31				<b>Bike Components:</b> No change to existing conditions.				
Pavement Maintenance					<b>MTP Reference:</b> Project ID 205				
FRA-665-3.31 from Darbydale (3.31) to US 62 (6.99), Pavement Maintenance									
					CO	\$10	State		
					CO	\$41	Unassigned		
					CO	\$1,115	Federal		
					CO	\$279	State		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,445</b>				
									<b>\$1,445</b>

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March 9, 2023

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## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
207	ODOT D6-Bridges	112725	E	mi	<b>Ped Components:</b> Not applicable.				
G	FRA-SR665-9.88			Local Let <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.				
Bridge Preservation					<b>MTP Reference:</b> Project ID 203				
FRA-665-9.88 at FRA-665-9.88, Bridge Preservation									
					CO	\$280	Federal		
					CO	\$70	State		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$350</b>			<b>\$350</b>	
104	ODOT D6	111641	E	mi	<b>Ped Components:</b> Not applicable.				
G	FRA-IR670-0.31			Local Let <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.				
Bridge Maintenance Activities					<b>MTP Reference:</b> Project ID 203				
IR 670 at FRA-670-0.31, Bridge Maintenance Activities									
					CO	\$638	State		
					CO	\$118	State		
					CO	\$1,066	Federal		
					CO	\$64	Unassigned		
					CO	\$504	Federal		
					CO	\$5,744	Federal		
					CO	\$63	State		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$8,307</b>			<b>\$8,197</b>	
32	ODOT	104674	SA	6.47 mi	<b>Ped Components:</b> No change to existing conditions.				
	FRA-IR670-05.03			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Operational Upgrades/Study					<b>MTP Reference:</b> Project ID 907				
I-670 from 4th St to I-270, Operational Upgrades & Study									
					OTH	\$4,257	GARVEE		
					OTH	\$4,257	GARVEE		
					OTH	\$4,257	GARVEE		
					OTH	\$4,257	GARVEE		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$21,287</b>	<b>\$4,257</b>		<b>\$4,257</b>	<b>\$4,257</b>

^Denotes a Grouped Project

\*All Amounts in Thousands

March 9, 2023

\*\*Funding information in the Future Years column is not officially included in the TIP.



## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
279	ODOT D6-Planning	117187	E	mi	<b>Ped Components:</b> Not applicable.				
G	FRA-IR670-3.29			Local Let <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.				
Fencing					<b>MTP Reference:</b> Project ID 205				
FRA IR 670 3.29 (Fence) from Park St to High St, Fencing									
					CO	\$95	Federal		
					CO	\$150	State		
					CO	\$1,350	Federal		
					CO	\$25	Local		
					CO	\$11	State		
					CO	\$350	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,980</b>	<b>\$1,980</b>			
106	ODOT D6	112701	E	mi	<b>Ped Components:</b> Not applicable.				
G	FRA-IR670-3.87A			Local Let <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.				
Bridge Maintenance Activities					<b>MTP Reference:</b> Project ID 203				
IR 670 at FRA-670-3.87, Bridge Maintenance Activities									
						CO	\$100	State	
						CO	\$400	Federal	
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$500</b>	<b>\$500</b>			
245	ODOT D6-Planning	114836	E	mi	<b>Ped Components:</b> No change to existing conditions.				
G	FRA-SR674-0.00			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Pavement Maintenance					<b>MTP Reference:</b> Project ID 205				
FRA-SR674-0.00 from 0.00, 2.14 to 2.05, 2.21, Pavement Maintenance									
					CO	\$70	State		
					CO	\$278	Federal		
					CO	\$3	State		
					CO	\$11	Unassigned		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$362</b>	<b>\$362</b>			
337	Canal Winchester	118367	E	0.25 mi	<b>Ped Components:</b> Sidewalk on 1 side. 0.25 mi. added to ped network.				
G	FRA-SR674-2.22			Local Let <input checked="" type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Traffic Control (Safety)					<b>MTP Reference:</b> Project ID 1781				
FRA-674-2.22 (Gender Rd) from Winchester Blvd to US 33, Traffic Control (Safety)									
					CO	\$2,000	HSIP		
					CO	\$222	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$2,422</b>	<b>\$2,222</b>			

^Denotes a Grouped Project

\*All Amounts in Thousands

\*\*Funding information in the Future Years column is not officially included in the TIP.

## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length						
G^	County-Route-Section				2024	2025	2026	2027	Future Years**	
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
Project Location and Description					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
85	ODOT D6	111560	E	1.56 mi	<b>Ped Components:</b> No change to existing conditions. <b>Bike Components:</b> No change to existing conditions.					
G	FRA-SR710-00.00				Local Let <input type="checkbox"/>					MTP Reference: Project ID 204
Resurfacing										
SR-710 from SR-161 to just North of Schrock Rd, Resurfacing										
					CO \$17	Local				
					CO \$639	Federal				
					CO \$15	Federal				
					CO \$160	Local				
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$831</b>		<b>\$831</b>			
148	New Albany	117805	E	1.96 mi	<b>Ped Components:</b> Yes - Type to be determined. 1.96 mi. added to ped network. <b>Bike Components:</b> Yes - Type to be determined. 1.96 mi. added to bike network.					
	LIC-Clover Valley Rd--				Local Let <input type="checkbox"/>					MTP Reference: Project ID 1845
Minor Widening										
Clover Valley Rd from Jug St to Green Chapel Rd, Minor Widening from 2 lanes to 2 lanes										
					CO \$15,900	Local				
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$15,900</b>		<b>\$15,900</b>			
144	New Albany	117799	E	1.44 mi	<b>Ped Components:</b> Yes - Type to be determined. 1.44 mi. added to ped network. <b>Bike Components:</b> Yes - Type to be determined. 1.44 mi. added to bike network.					
	LIC-Green Chapel Rd--				Local Let <input type="checkbox"/>					MTP Reference: Project ID 1841
Minor Widening										
Green Chapel Rd from US 62 to Clover Valley Rd, Minor Widening from 2 lanes to 2 lanes										
					CO \$19,500	Local				
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$19,500</b>		<b>\$19,500</b>			
145	New Albany	117802	SA	2.16 mi	<b>Ped Components:</b> Yes - Type to be determined. 2.16 mi. added to ped network. <b>Bike Components:</b> Yes - Type to be determined. 2.16 mi. added to bike network.					
	LIC-Green Chapel Rd--				Local Let <input type="checkbox"/>					MTP Reference: Project ID 1842
Major Widening										
Green Chapel Rd from Clover Valley Rd to Mink St, Major Widening from 2 lanes to 4 lanes										
					CO \$19,500	Local				
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$19,500</b>		<b>\$19,500</b>			

^Denotes a Grouped Project

\*All Amounts in Thousands

March 9, 2023

\*\*Funding information in the Future Years column is not officially included in the TIP.

## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type									
Project Location and Description					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
147	New Albany	117804	SA	0.8 mi	<b>Ped Components:</b> Yes - Type to be determined. 0.8 mi. added to ped network. <b>Bike Components:</b> Yes - Type to be determined. 0.8 mi. added to bike network. <b>MTP Reference:</b> Project ID 1845				
LIC-Harrison Rd-- New Roadway									
Harrison Rd from Clover Valley Rd to Mink St., New Roadway									
					CO	\$9,500	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$9,500</b>	\$9,500			
146	New Albany	117803	SA	3.2 mi	<b>Ped Components:</b> Yes - Type to be determined. 3.2 mi. added to ped network. <b>Bike Components:</b> Yes - Type to be determined. 3.2 mi. added to bike network. <b>MTP Reference:</b> Project ID 1843				
LIC-Mink St-- Major Widening									
Mink St from SR-161 to Green Chapel Rd, Major Widening from 2 lanes to 4 lanes									
					CO	\$38,400	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$38,400</b>	\$38,400			
25	ODOT D5	97996	E	14.26 mi	<b>Ped Components:</b> No change to existing conditions. <b>Bike Components:</b> No change to existing conditions. <b>MTP Reference:</b> Project IDs 185/ 204				
G	LIC-SR016-00.00				<b>Local Let</b> <input type="checkbox"/>				
Resurfacing/Intersection Modification									
SR-16 from Franklin Co Line to SR-37, Resurfacing & Intersection Modification									
					CO	\$82	State		
					CO	\$358	State		
					CO	\$2,897	Federal		
					CO	\$33	Unassigned		
					CO	\$17	State		
					CO	\$62	Federal		
					CO	\$7	Local		
					CO	\$330	HSIP		
					CO	\$366	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$4,153</b>	\$4,153			
302	Pataskala	117657	E	0.11 mi	<b>Ped Components:</b> Sidewalk on 1 side. 0.11 mi. added to ped network. <b>Bike Components:</b> None. <b>MTP Reference:</b> Project ID 1781				
G	LIC-SR016-5.36				<b>Local Let</b> <input type="checkbox"/>				
Pedestrian Facilities									
LIC SR 16 5.38 from SR 310 to Buckeye Blvd, Pedestrian Facilities									
					CO	\$135	Federal		
					CO	\$29	Local		
					CO	\$284	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$447</b>	\$447			

^Denotes a Grouped Project  
 \*All Amounts in Thousands

\*\*Funding information in the Future Years column is not officially included in the TIP.

## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length						
G^	County-Route-Section				2024	2025	2026	2027	Future Years**	
Project Type										
Project Location and Description					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	
19	ODOT	93290	E	0.12 mi	<b>Ped Components:</b> No change to existing conditions.					
G	LIC-IR070/SR-158-Bridge Overlay				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Bridge Repair					<b>MTP Reference:</b> Project ID 203					
I-70 Corridor in Licking Co, Bridge Repair										
					CO	\$150	State			
					CO	\$42	Federal			
					CO	\$11	State			
					CO	\$600	Federal			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$913</b>	<b>\$803</b>				
306	ODOT	117730	E	mi	<b>Ped Components:</b> Not applicable.					
G	LIC-SR161-0.33				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> Not applicable.				
Interchange Modification					<b>MTP Reference:</b> Project ID 176					
LIC SR 161/TR 88 0.33/2.745 from SR 161 Eastbound off-ramp to Beech Road, Interchange Modification										
					CO	\$73	State			
					CO	\$725	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$921</b>	<b>\$798</b>				
257	ODOT D6-Planning	115685	E	mi	<b>Ped Components:</b> No change to existing conditions.					
G	UNI-US033-17.95				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Bridge Preservation					<b>MTP Reference:</b> Project ID 203					
UNI US 33 17.95 Beecher Gamble at Beecher Gamble over US 33, Bridge Preservation										
					CO	\$1,200	Federal			
					CO	\$300	State			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$1,929</b>	<b>\$1,500</b>				
217	ODOT D6-Planning	112952	E	mi	<b>Ped Components:</b> No change to existing conditions.					
G	UNI-US036-13.17				<b>Local Let</b> <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Roadway Minor Rehab					<b>MTP Reference:</b> Project ID 205					
UNI US 36 13.17 from 13.17 to 13.86, Roadway Minor Rehab										
					CO	\$6	Local			
					CO	\$6	Unassigned			
					CO	\$161	Federal			
					CO	\$147	Local			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$320</b>			<b>\$320</b>		

^Denotes a Grouped Project

\*All Amounts in Thousands

\*\*Funding information in the Future Years column is not officially included in the TIP.

## Detailed Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
175	ODOT D6-Planning	105442	E	mi	<b>Ped Components:</b> No change to existing conditions.				
G	UNI-SR038-3.21			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Bridge Preservation					<b>MTP Reference:</b> Project ID 203				
UNI-38-3.21 at over Big Darby Creek, Bridge Preservation									
							CO \$1,600 Federal		
							CO \$400 State		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$2,068</b>		<b>\$2,000</b>		
86	ODOT D6	111381	E	6.37 mi	<b>Ped Components:</b> Widen shoulder. 6.37 mi. added to ped network.				
G	UNI-US042-04.92			Local Let <input type="checkbox"/>	<b>Bike Components:</b> Widen shoulder. 6.37 mi. added to bike network.				
Major Rehabilitation/Intersection Modification					<b>MTP Reference:</b> Project ID 204				
US 42 from Watkins-California Rd to W of SR-745, Major Rehabilitation & Intersection Modification									
						CO \$236 State			
						CO \$3,480 Federal			
						CO \$870 State			
						CO \$88 State			
						CO \$435 Unassigned			
						CO \$600 Federal			
						CO \$150 State			
						CO \$2,128 HSIP			
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$9,002</b>	<b>\$7,987</b>			
238	ODOT D6-Planning	114789	E	mi	<b>Ped Components:</b> No change to existing conditions.				
G	UNI-SR047-13.55			Local Let <input type="checkbox"/>	<b>Bike Components:</b> No change to existing conditions.				
Pavement Maintenance					<b>MTP Reference:</b> Project ID 205				
UNI SR 47 13.55 at Various locations, Pavement Maintenance									
							CO \$6 State		
							CO \$24 Unassigned		
							CO \$593 Federal		
							CO \$148 State		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$771</b>		<b>\$771</b>		

^Denotes a Grouped Project

\*All Amounts in Thousands

\*\*Funding information in the Future Years column is not officially included in the TIP.

## Grouped Projects

Projects and programs that meet certain criteria are not required to be listed individually in the TIP. Instead, they may be grouped together by function, work type, and/or geographic area into grouped projects. Table 28 provides the current list and descriptions of the project groups, which are included in the fiscally constrained TIP at the statewide level. The requirement that federal funds for an activity must be included in the TIP can be met if it is associated with a corresponding project group.

All preservation projects and safety projects that meet the grouped project criteria below are included in the TIP via grouped projects. ODOT provided a list of projects included in the 2021-2024 TIP via grouped project for informational purposes for the Public Involvement Period. This grouped project summary is an informational document only (not part of the official STIP project list) and will provide greater transparency to our transportation partners and the general public as to the maintenance and transportation activities that are scheduled during the TIP period. The use of grouped projects will significantly decrease the size of and the need for urgent TIP amendments and provide greater flexibility in the various programs.

When utilizing a grouped project, the processes and criteria below should be followed and met (refer to 23 CFR 450.326(h) and 40 CFR 93.101 for additional guidance).

- Projects considered for grouped project usage must meet the following criteria:
  - Not regionally significant (23 CFR 450.216(h), 40 CFR 93.101)
  - Air quality status of exempt
  - Environmental document type of CE 2 or below
  - Non-capacity adding
  - Consistent with ODOT's and MORPC's transportation plans
- A project/phase utilizing a grouped project does not require a STIP/TIP amendment or a modification.
- Grouped projects are governed by the thresholds of the amendment process in Appendix D. If a grouped project estimate as a whole reaches the threshold, then an amendment would need to be completed to raise that grouped project estimate. ODOT's Office of Program Management will monitor the thresholds for each item. Note: the thresholds are not based on individual projects, but on each individual grouped project item.
- When requesting use of a grouped project on a phase of a project, the ODOT District is to coordinate the request with the Program Manager, MORPC, and STIP Coordinator.
- The STIP Coordinator will update Ellis with the grouped project reference ID and notify the Project Manager, ODOT District, and MPO.

**Table 28. MOPRC Highway TIP Grouped Project Summary**

<b>2024-2027 Highway TIP Grouped Project Table</b>
<i>Note: All funds, associated thresholds, and fiscal constraint for the Grouped Project Table are maintained at the statewide level in the STIP.</i>
<b>Discretionary / Earmark</b> <i>(Appalachian Development, Discretionary, Earmark)</i>
<b>Emergency</b> <i>(Emergency)</i>
<b>FLAP</b> <i>(Federal Lands Access Program)</i>
<b>Local Programs</b> <i>(County Surface Transportation Block Grant, County Engineers Association of Ohio Highway Safety Improvement Program, County Bridge, County Bridge Partnership Program, Municipal Bridge, Local High Cost Bridge, Small Cities, Transportation Alternatives, Transportation Alternatives Maintenance, Safe Route to School)</i>
<b>Major Programs</b> <i>(Minor project activities funded by Major Programs)</i>
<b>MPO Capital</b> <i>(Metropolitan Planning Organizations Surface Transportation Block Grant, Congestion Mitigation and Air Quality, Transportation Alternatives)</i>
<b>National Highway Freight</b> <i>(National Highway Freight)</i>
<b>Other</b> <i>(Project Impact Advisory Council, Noisewalls, Geologic Site Management, Statewide Miscellaneous, Diesel Emissions Reduction Grant, Disadvantaged Business Enterprise, On-the-Job Training/Supportive Services Programs, Carbon Reduction Program, National Electric Vehicle Infrastructure (NEVI) Program, Protect Program)</i>
<b>Preservation</b> <i>(District Preservation)</i>
<b>Rail</b> <i>(Railroad Crossing Safety, Freight Rail Development)</i>
<b>Rec Trails</b> <i>(Recreational Trails Program)</i>
<b>Safety</b> <i>(Highway Safety Improvement Program)</i>
<b>State</b> <i>(Americans with Disabilities Act Facilities, District Maintenance, Emergency Damage Repair, Intelligent Traffic Systems, Jobs and Commerce, Local Oil and Shale, Parks, Rest Areas, Statewide Miscellaneous, Transportation Improvement Districts, Unmanned Aerial, Unrestricted State Revenue, State Road Improvements)</i>
<b>RTPO Capital</b> <i>(Regional Transportation Planning Organizational Capital Program)</i>

*Note: Estimates represent group projects with some portion of work within the MORPC region. Reasonable fiscal constraint for all groups except MPO Capital is maintained by the STIP. Group estimates are for informational purposes.*

## Projects in the TIP (Including SLIs) with Bicycle Components

TIP ID	Agency	County-Route-Section	Project Description	Component Length (mi.)	Primary Bike Component	Const. Year
1	Dublin	FRA-Tuttle Crossing Blvd-	Tuttle Crossing Blvd from Wilcox Rd to Avery Rd, New Roadway	0.9	Multi-use path on 2 sides	2027
2	ODOT D6	FRA-IR070-12.68 (Proj 4A)	I-70/I-71 Innerbelt (Phase 4A), Major Widening/Interchange Modification	0.2	Bicycle lanes	2024
4	Columbus	FRA-CR096-01.71	Cassady Ave from CSX Railroad to north of E 7th Ave, Minor Widening/Intersection Modification	0.4	Multi-use path	2025
5	Columbus	FRA-SR016-08.24	E Broad St from I-270 to Outerbelt St, Major Widening/Intersection Modification	1.0	Multi-use path	2024
6	Whitehall	FRA-SR016-06.87	E Broad St at Hamilton Rd, Intersection Modification	0.3	Multi-use path	2024
22	ODOT D6	FRA-IR070-22.85 (FEF-1B)	I-70 at I-270 (East Outerbelt), Interchange Modification	0.8	Multi-use path	2024
28	Franklin County	FRA-CR027-10.77	Trabue Rd from Lakeshore Drive to Riverside Dr, Minor Widening/Bridge Deck Replacement	0.3	Multi-use path	2024
34	Columbus	FRA-CR026-1.89	Georgesville Rd at Hall Rd (CR-125), Intersection Modification/Multi-Use Path	0.0	Multi-use path	2024
59	Upper Arlington	FRA-CR052-01.82	Fishinger Rd from Riverside Dr to Mountview Rd, Reconstruction/Sidewalks	1.0	Bicycle signage	2024
60	Columbus	FRA-Olentangy Trail-Gap	Olentangy Trail from Clinton Como Park to Northmoor Park, Multi-Use Path/New Bridge	0.6	Multi-use path	2025
67	ODOT D6	FRA-IR270-00.96/1.52/9.30	Gantz, McComb & Trabue Rds over I-270, Bridge Deck Replacement	0.0	Multi-use path	2024
79	Fairfield County	FAI-CR007-01.94	Refugee Rd at four intersections, Intersection Modification	0.0	Other	2024
86	ODOT D6	UNI-US042-04.92	US 42 from Watkins-California Rd to W of SR-745, Major Rehabilitation/Intersection Modification	6.4	Widen shoulder	2025
87	ODOT D6	DEL-US036-00.00	US 36 from Union County Line to E of Section Line Rd, Major Rehabilitation	7.3	Widen shoulder	2025
91	ODOT D6	FRA-US023-15.31	Indianola Ave from Hudson St to Oakland Park Ave, Bicycle Lanes/Minor Pavement Rehabilitation	1.3	Bicycle lanes	2025
116	Columbus	FRA-SR016-9.27	E Broad St from Outerbelt St to Reynoldsburg New Albany Rd, Major Widening	0.8	Multi-use path	2025
117	Delaware County TID	DEL-TR114-01.93	Orange Rd from Green Meadows Dr to Blue Holly Dr, Major Widening/RR Grade Separation	0.3	Multi-use path	2026
118	Columbus	FRA-SR161--	SR 161 from Ambleside Drive to Maple Canyon Ave, Intersection Modification/Multi-Use Path	0.9	Multi-use path on 2 sides	2026
119	Columbus	FRA-Sancus Blvd-Worthing	Sancus Blvd from Worthington Woods Blvd to Lazelle Rd, Minor Widening/Safety Improvement	1.3	Multi-use path	2027
121	Franklin County	FRA-E Cooke Rd-Reconstr	E Cooke Rd from Karl Rd to Cleveland Ave, Reconstruction/Multi-Use Path	1.0	Multi-use path	2026
122	Columbus	FRA-Sunbury Rd-Big Waln	Big Walnut Trail from Turtle Station Way to Mt Hood Ct, Multi-Use Path	2.5	Multi-use path	2025
123	Franklin County TID	FRA-SR161-08.08	SR 161 at Linworth Rd, Intersection Modification	0.3	Multi-use path	2026

\*LR = Long Range, i.e., the construction phase is not included in the four-year TIP.



## Projects in the TIP (Including SLIs) with Bicycle Components

TIP ID	Agency	County-Route-Section	Project Description	Component Length (mi.)	Primary Bike Component	Const. Year
126	Franklin County	FRA-CR075-00.97	Cleveland Ave from Huy Rd to Cooke Rd, Operational Upgrades	0.0	Maybe - To be determined	2025
144	New Albany	LIC-Green Chapel Rd--	Green Chapel Rd from US 62 to Clover Valley Rd, Minor Widening	1.4	Yes - Type to be determined	2024
145	New Albany	LIC-Green Chapel Rd--	Green Chapel Rd from Clover Valley Rd to Mink St, Major Widening	2.2	Yes - Type to be determined	2024
146	New Albany	LIC-Mink St--	Mink St from SR-161 to Green Chapel Rd, Major Widening	3.2	Yes - Type to be determined	2024
147	New Albany	LIC-Harrison Rd--	Harrison Rd from Clover Valley Rd to Mink St., New Roadway	0.8	Yes - Type to be determined	2024
148	New Albany	LIC-Clover Valley Rd--	Clover Valley Rd from Jug St to Green Chapel Rd, Minor Widening	2.0	Yes - Type to be determined	2024
285	Franklin County	FRA-CR171-0.00	FRA-CR171-0.00 (Innis Sidewalks) from Cleveland Ave to Westerville Rd, Pedestrian Facilities	0.0	Maybe - To be determined	2026
339	Franklin County	FRA-Cassady Ave-I-670	Cassady Ave from I-670 to Agler Rd, Minor Widening	1.3	Multi-use path	LR*
340	Columbus	FRA-SR161-Busch Blvd	SR-161 from Busch Blvd to Ambleside Dr, Minor Widening	1.6	Multi-use path on 2 sides	LR*
341	Franklin County TID	FRA-CR122-0.00	Alum Creek Dr from SR 317 to Groveort Rd, Major Widening/Major Rehabilitation	2.7	Multi-use path	LR*
342	Franklin County	FRA-Ferris Rd-Karl Rd	Ferris Road from Karl Rd to Westerville Rd, Minor Widening	1.7	Bicycle lanes	LR*
343	Columbus	FRA-Hilliard Rome Rd at R	Hilliard Rome Rd at Renner Rd, Intersection Modification	0.5	Multi-use path	LR*
344	Delaware County TID	DEL-IR071-7.91	Sunbury Parkway, Phase B & C from Africa Rd to I-71, New Roadway/Interchange Modification	1.3	Multi-use path	2027
345	Upper Arlington	FRA-Zollinger Rd-Riverside	Zollinger Rd from Riverside Dr to North Star Rd, Bicycle Lanes	2.4	Bicycle lanes	2027
346	Bexley	FRA-Livingston Ave-IR-70	Livingston Ave from IR-70 to Kellner Road, Resurfacing/Multi-Use Path	1.4	Multi-use path on 2 sides	LR*
347	Columbus	FRA-17th Ave-IR-71	17th Ave from IR-71 to Billiter Boulevard, Reconstruction	0.8	Shared-lane markings/Sharrows	LR*
348	Delaware	DEL-SR037-US 42	SR-37 from US 42 to Foley St, Reconstruction	0.5	Multi-use path	2027
349	Licking County TID	LIC-Pike St-US-40 on the w	Pike St from US-40 on the west to Unnamed stream 1000 ft west of US 40 on the east, Reconstruction	0.9	Multi-use path	2024
351	Columbus	FRA-Sullivant Ave-SUP	Sullivant Ave from Georgesville Rd to S. Wilson Rd, Multi-Use Path	0.9	Multi-use path	LR*
352	Columbus	FRA-McNaughten Rd-SUP	McNaughten Rd from E Main St to Ganse Lane, Multi-Use Path	1.5	Multi-use path	LR*
353	Franklin County	FRA-Dublin Rd-SUP	Dublin Rd from Quarry Trails Metro Park to Limestone Ridge Dr, Multi-Use Path	4.3	Multi-use path	LR*
354	Metro Parks	FRA-Scioto Trail-Bridge	Scioto Trail Bridge at SR 104, Multi-Use Path	0.3	Multi-use path	2027

\*LR = Long Range, i.e., the construction phase is not included in the four-year TIP.

## Projects in the TIP (Including SLIs) with Bicycle Components

TIP ID	Agency		Project Description	Component Length (mi.)	Primary Bike Component	
	County-Route-Section				Const.	Year
355	Hilliard FRA-Cemetery Rd-SUP	Cemetery Rd from Britton Pkwy to Trueman Blvd, Multi-Use Path	0.8	Multi-use path	2027	
356	Whitehall FRA-Fairway Blvd-SUP	Fairway Blvd from East Main St to S Hamilton Rd, Multi-Use Path	2.0	Multi-use path	2027	
357	Columbus FRA-SR161-SUP	SR-161 from Sawmill Road to West of Linworth Rd, Multi-Use Path	2.0	Multi-use path	LR*	
358	Columbus FRA-Cassady Ave-SUP	Cassady Ave from Seventh Ave to Plaza Properties Blvd, Multi-Use Path/Sidewalks	1.1	Multi-use path	LR*	
367	Dublin FRA-Riverside Drive East S	Riverside Dr from Arrowhead Rd to Northern Corp., Shared Use Path	0.7	Multi-use path	2026	
368	Dublin FRA-Riverside Drive East S	Riverside Dr from Tonti Dr to Wyandotte Woods, Multi-Use Path	0.3	Multi-use path	2024	
370	Dublin FRA-Hyland-Croy Rd-Brand	Hyland-Croy Rd from Brand Road to Park Mill Dr, Minor Widening	0.7	Widen shoulder	2026	
371	Dublin FRA-Shier Rings Road SU	Shier Rings Road from Eiterman to Cosgray, Multi-Use Path	0.4	Multi-use path	2025	
373	Gahanna FRA-City of Gahanna - Big	Big Walnut Trail from Rocky Fork Drive South to Pizzuro Park Drive, Multi-Use Path	1.2	Multi-use path	2025	
374	Upper Arlington FRA-Riverside Dr Shared-U	Riverside Dr from Lane Ave to Trabue Rd, Multi-Use Path	0.5	Multi-use path	2024	
375	Hilliard FRA-Cosgray Rd Extension	Cosgray Rd from Scioto Darby Rd to Alton Darby Creek Rd, New Roadway/Multi-Use Path	0.8	Multi-use path on 2 sides	2024	
376	Hilliard FRA-Heritage Trail Extentio	Heritage Trail from Columbia St to Leap Rd at Scioto Darby Rd, Multi-Use Path	1.6	Multi-use path	2026	
378	Hilliard FRA-Davidson Rd SUP-Ly	Davidson Rd from Lyman Dr to Trueman Blvd, Multi-Use Path	0.3	Multi-use path	2026	
379	Delaware County DEL-Africa Road and Ches	Africa Rd at Cheshire Rd, Intersection Modification	0.0	Multi-use path	2026	
381	Orange Township DEL-Bale Kenyon Road-Po	Bale Kenyon Road from Powell Road to Orange Road, Minor Widening/Multi-Use Path	1.5	Multi-use path	2024	
382	Delaware County DEL-Big Walnut Road-Sout	Big Walnut Rd from South Old 3C to Tussic Street, Minor Widening/Intersection Modification	0.2	Multi-use path	2025	
386	Delaware County DEL-Cheshire Road and G	Cheshire Rd at Golf Course Road, Intersection Modification	0.0	Multi-use path	2025	
388	Delaware County DEL-Cheshire Road Grade	Cheshire Rd from Winterbourne Drve to Piatt Rd, RR Grade Separation	0.6	Multi-use path	2025	
390	Delaware County DEL-Home Road-Liberty R	Home Rd from Liberty Rd to SR 315, Minor Widening	1.3	Multi-use path	2026	
391	Delaware County DEL-Home Road Extension	Home Rd from Green Meadows Drive to Lewis Center Road, New Roadway/RR Grade Separation	0.7	Multi-use path	2026	
403	City of Delaware DEL-Byxbe Parkway – Pha	Byxbe Parkway from US 36 to Bowtown Road, New Roadway	0.0	Maybe - To be determined	2024	
404	City of Delaware DEL-Merrick Blvd. A-current	Merrick Blvd from current east terminus to Troy Road, New Roadway	0.4	Multi-use path	2025	

\*LR = Long Range, i.e., the construction phase is not included in the four-year TIP.

## Projects in the TIP (Including SLIs) with Bicycle Components

TIP ID	Agency	County-Route-Section	Project Description	Component Length (mi.)	Primary Bike Component	Const. Year
405	City of Delaware	DEL-Merrick Blvd. B-US23	Merrick Blvd from US23 west to proposed CSX RR crossing, New Roadway	1.0	Multi-use path	2024
406	City of Delaware	DEL-Merrick Blvd. C-Troy R	Merrick Blvd from Troy Road to CSX RR, New Roadway/RR Grade Separation	0.3	Multi-use path	2026
407	Grandview Heights	FRA-First Ave Multi-Modal I	First Ave from Grandview Ave to Ashland Ave, Streetscape	0.0	Maybe - To be determined	2025
408	Grandview Heights	FRA-Grandview Ave Multi-	Grandview Ave from First Ave to north corp. line, Multi-Use Path	0.2	Multi-use path	2025
410	Grandview Heights	FRA-Broadway Bikeway Im	Broadview from Goodale Blvd to First Ave, Bicycle Lanes	0.4	Bicycle lanes	2026
411	Reynoldsburg	FRA-Summit Road-E Main	Summit Rd from E Main St to Summit School Campus, Minor Widening	0.9	Multi-use path	2025
412	Canal Winchester	FRA-Violet Point Roadway I	Basil-Western Road from Kings Crossing and Hill Road intersection to Amanda-Northern Road, Minor Widening/Realignment	1.2	Multi-use path	2025
413	Franklin County	FRA-West North Broadway	West North Broadway at Olentangy River, Bridge Maintenance Activities/Multi-Use Path	0.1	Multi-use path	2024
415	Columbus	FRA-Sancus Blvd SUP-Wor	Sancus Blvd from Worthington-Galena Rd to Worthington Woods Blvd, Multi-Use Path	0.5	Multi-use path	2025
417	Columbus	FRA-Whittier Street Bridge-	Whittier Street at CSX and NS Railroads, Multi-Use Path/Bridge Rehabilitation	0.2	Multi-use path	2024
419	Columbus	FRA-Avery Rd-Hayden Run	Avery Rd from Hayden Run Rd to Tuttle Crossing Extension, Major Widening	0.7	Multi-use path	2025
420	Columbus	FRA-Hamilton Rd-SR 161	Hamilton Rd from SR 161 to Central College Rd, Major Widening	1.2	Multi-use path	2026

### Summary of Primary Bike Components

Primary Bike Component	Number of Projects	Total Miles
Bicycle lanes	5	5.91
Bicycle signage	1	0.98
Maybe - To be determined	4	0.00
Multi-use path	53	45.67
Multi-use path on 2 sides	5	5.57
Other	1	0.00
Shared-lane markings/Sharrows	1	0.80
Widen shoulder	3	14.29
Yes - Type to be determined	5	9.56

\*LR = Long Range, i.e., the construction phase is not included in the four-year TIP.

## Projects in the TIP (Including SLIs) with Pedestrian Components

TIP ID	Agency County-Route-Section	Project Description	Primary Pedestrian Component Component Length (mi.)	Const. Year
1	Dublin FRA-Tuttle Crossing Blvd-	Tuttle Crossing Blvd from Wilcox Rd to Avery Rd, New Roadway	1.8	Multi-use path on 2 sides 2027
2	ODOT D6 FRA-IR070-12.68 (Proj 4A)	I-70/I-71 Innerbelt (Phase 4A), Major Widening/Interchange Modification	0.0	Modify existing facilities 2024
4	Columbus FRA-CR096-01.71	Cassady Ave from CSX Railroad to north of E 7th Ave, Minor Widening/Intersection Modification	0.8	Sidewalk on 1 side, multi-use path on 1 side 2025
5	Columbus FRA-SR016-08.24	E Broad St from I-270 to Outerbelt St, Major Widening/Intersection Modification	2.0	Sidewalk on 1 side, multi-use path on 1 side 2024
6	Whitehall FRA-SR016-06.87	E Broad St at Hamilton Rd, Intersection Modification	0.0	Modify existing facilities 2024
21	Delaware County DEL-CR013-05.02	Lewis Center Rd at Worthington Rd/Rome Corners Rd, Intersection Modification	0.0	Maybe - To be determined 2024
22	ODOT D6 FRA-IR070-22.85 (FEF-1B)	I-70 at I-270 (East Outerbelt), Interchange Modification	1.6	Sidewalk on 1 side, multi-use path on 1 side 2024
28	Franklin County FRA-CR027-10.77	Trabue Rd from Lakeshore Drive to Riverside Dr, Minor Widening/Bridge Deck Replacement	0.7	Sidewalk on 1 side, multi-use path on 1 side 2024
34	Columbus FRA-CR026-1.89	Georgesville Rd at Hall Rd (CR-125), Intersection Modification/Multi-Use Path	0.0	Multi-use path 2024
59	Upper Arlington FRA-CR052-01.82	Fishinger Rd from Riverside Dr to Mountview Rd, Reconstruction/Sidewalks	2.0	Sidewalk on 2 sides 2024
60	Columbus FRA-Olentangy Trail-Gap	Olentangy Trail from Clinton Como Park to Northmoor Park, Multi-Use Path/New Bridge	0.6	Multi-use path 2025
67	ODOT D6 FRA-IR270-00.96/1.52/9.30	Gantz, McComb & Trabue Rds over I-270, Bridge Deck Replacement	0.0	Multi-use path 2024
79	Fairfield County FAI-CR007-01.94	Refugee Rd at four intersections, Intersection Modification	0.0	Other 2024
86	ODOT D6 UNI-US042-04.92	US 42 from Watkins-California Rd to W of SR-745, Major Rehabilitation/Intersection Modification	6.4	Widen shoulder 2025
87	ODOT D6 DEL-US036-00.00	US 36 from Union County Line to E of Section Line Rd, Major Rehabilitation	7.3	Widen shoulder 2025
91	ODOT D6 FRA-US023-15.31	Indianola Ave from Hudson St to Oakland Park Ave, Bicycle Lanes/Minor Pavement Rehabilitation	0.0	Unsignalized marked crosswalk 2025
116	Columbus FRA-SR016-9.27	E Broad St from Outerbelt St to Reynoldsburg New Albany Rd, Major Widening	1.8	Sidewalk on 1 side, multi-use path on 1 side 2025
117	Delaware County TID DEL-TR114-01.93	Orange Rd from Green Meadows Dr to Blue Holly Dr, Major Widening/RR Grade Separation	0.3	Multi-use path 2026
118	Columbus FRA-SR161--	SR 161 from Ambleside Drive to Maple Canyon Ave, Intersection Modification/Multi-Use Path	1.8	Multi-use path on 2 sides 2026
119	Columbus FRA-Sancus Blvd-Worthing	Sancus Blvd from Worthington Woods Blvd to Lazelle Rd, Minor Widening/Safety Improvement	2.5	Sidewalk on 1 side, multi-use path on 1 side 2027
120	Columbus FRA-E Rich St-Signals	E Rich St from S Third St to S Grant Ave, Signals	0.0	ADA curb ramps 2025
121	Franklin County FRA-E Cooke Rd-Reconstr	E Cooke Rd from Karl Rd to Cleveland Ave, Reconstruction/Multi-Use Path	2.0	Sidewalk on 1 side, multi-use path on 1 side 2026

\*LR = Long Range, i.e., the construction phase is not included in the four-year TIP.

## Projects in the TIP (Including SLIs) with Pedestrian Components

TIP ID	Agency County-Route-Section	Project Description	Primary Pedestrian Component Component Length (mi.)	Const. Year
122	Columbus FRA-Sunbury Rd-Big Waln	Big Walnut Trail from Turtle Station Way to Mt Hood Ct, Multi-Use Path	2.5	Multi-use path 2025
123	Franklin County TID FRA-SR161-08.08	SR 161 at Linworth Rd, Intersection Modification	Sidewalk on 1 side, multi-use path on 1 side 0.6	2026
126	Franklin County FRA-CR075-00.97	Cleveland Ave from Huy Rd to Cooke Rd, Operational Upgrades	0.0	Maybe - To be determined 2025
132	Columbus FRA-Olive St/Floral Ave-	Olive St & Floral Ave, Sidewalks	1.4	Sidewalk on 2 sides 2024
134	Columbus FRA-SRTS Grace St-Sidew	Grace St from Orel Ave to Eureka Ave, Sidewalks	0.9	Sidewalk on 1 side 2025
135	Columbus FRA-Summit St Bump-Outs	Summit St at 3rd Ave & 8th Ave, Intersection Modification	0.0	Unsignalized marked crosswalk 2024
144	New Albany LIC-Green Chapel Rd--	Green Chapel Rd from US 62 to Clover Valley Rd, Minor Widening	1.4	Yes - Type to be determined 2024
145	New Albany LIC-Green Chapel Rd--	Green Chapel Rd from Clover Valley Rd to Mink St, Major Widening	2.2	Yes - Type to be determined 2024
146	New Albany LIC-Mink St--	Mink St from SR-161 to Green Chapel Rd, Major Widening	3.2	Yes - Type to be determined 2024
147	New Albany LIC-Harrison Rd--	Harrison Rd from Clover Valley Rd to Mink St., New Roadway	0.8	Yes - Type to be determined 2024
148	New Albany LIC-Clover Valley Rd--	Clover Valley Rd from Jug St to Green Chapel Rd, Minor Widening	2.0	Yes - Type to be determined 2024
285	Franklin County FRA-CR171-0.00	FRA-CR171-0.00 (Innis Sidewalks) from Cleveland Ave to Westerville Rd, Pedestrian Facilities	0.0	Sidewalk on 2 sides 2026
293	Franklin County FRA-SRTS-S Western / Wo	FRA-SRTS S.Western & Worthington at Various locations by Brookside, Stiles, West Frank, Pedestrian Facilities	0.0	Sidewalk on 1 side 2025
294	Columbus FRA-SRTS-Sunbury/Agler	FRA-SRTS Sunbury/Agler from Agler Rd to Sunbury Square, Pedestrian Facilities	0.8	Sidewalk on 1 side 2025
302	Pataskala LIC-SR016-5.36	LIC SR 16 5.38 from SR 310 to Buckeye Blvd, Pedestrian Facilities	0.1	Sidewalk on 1 side 2025
337	Canal Winchester FRA-SR674-2.22	FRA-674-2.22 (Gender Rd) from Winchester Blvd to US 33, Traffic Control (Safety)	0.3	Sidewalk on 1 side 2025
339	Franklin County FRA-Cassady Ave-I-670	Cassady Ave from I-670 to Agler Rd, Minor Widening	Sidewalk on 1 side, multi-use path on 1 side 1.3	LR*
340	Columbus FRA-SR161-Busch Blvd	SR-161 from Busch Blvd to Ambleside Dr, Minor Widening	1.6	Multi-use path on 2 sides LR*
341	Franklin County TID FRA-CR122-0.00	Alum Creek Dr from SR 317 to Groveort Rd, Major Widening/Major Rehabilitation	Sidewalk on 1 side, multi-use path on 1 side 2.7	LR*
342	Franklin County FRA-Ferris Rd-Karl Rd	Ferris Road from Karl Rd to Westerville Rd, Minor Widening	1.4	Sidewalk on 2 sides LR*
343	Columbus FRA-Hilliard Rome Rd at R	Hilliard Rome Rd at Renner Rd, Intersection Modification	Sidewalk on 1 side, multi-use path on 1 side 1.0	LR*
344	Delaware County TID DEL-IR071-7.91	Sunbury Parkway, Phase B & C from Africa Rd to I-71, New Roadway/Interchange Modification	1.3	Multi-use path 2027

\*LR = Long Range, i.e., the construction phase is not included in the four-year TIP.

## Projects in the TIP (Including SLIs) with Pedestrian Components

TIP ID	Agency County-Route-Section	Project Description	Primary Pedestrian Component Component Length (mi.)	Const. Year
345	Upper Arlington FRA-Zollinger Rd-Riverside	Zollinger Rd from Riverside Dr to North Star Rd, Bicycle Lanes	2.4	Modify existing facilities 2027
346	Bexley FRA-Livingston Ave-IR-70	Livingston Ave from IR-70 to Kellner Road, Resurfacing/Multi-Use Path	1.4	Multi-use path on 2 sides LR*
347	Columbus FRA-17th Ave-IR-71	17th Ave from IR-71 to Billiter Boulevard, Reconstruction	0.8	Sidewalk on 2 sides LR*
348	Delaware DEL-SR037-US 42	SR-37 from US 42 to Foley St, Reconstruction	0.5	Sidewalk on 1 side, multi-use path on 1 side 2027
349	Licking County TID LIC-Pike St-US-40 on the w	Pike St from US-40 on the west to Unnamed stream 1000 ft west of US 40 on the east, Reconstruction	0.9	Sidewalk on 1 side, multi-use path on 1 side 2024
351	Columbus FRA-Sullivant Ave-SUP	Sullivant Ave from Georgesville Rd to S. Wilson Rd, Multi-Use Path	0.9	Sidewalk on 1 side, multi-use path on 1 side LR*
352	Columbus FRA-McNaughten Rd-SUP	McNaughten Rd from E Main St to Ganse Lane, Multi-Use Path	1.5	Multi-use path LR*
353	Franklin County FRA-Dublin Rd-SUP	Dublin Rd from Quarry Trails Metro Park to Limestone Ridge Dr, Multi-Use Path	4.3	Multi-use path LR*
354	Metro Parks FRA-Scioto Trail-Bridge	Scioto Trail Bridge at SR 104, Multi-Use Path	0.3	Multi-use path 2027
355	Hilliard FRA-Cemetery Rd-SUP	Cemetery Rd from Britton Pkwy to Trueman Blvd, Multi-Use Path	0.8	Multi-use path 2027
356	Whitehall FRA-Fairway Blvd-SUP	Fairway Blvd from East Main St to S Hamilton Rd, Multi-Use Path	2.0	Multi-use path 2027
357	Columbus FRA-SR161-SUP	SR-161 from Sawmill Road to West of Linworth Rd, Multi-Use Path	2.0	Multi-use path LR*
358	Columbus FRA-Cassady Ave-SUP	Cassady Ave from Seventh Ave to Plaza Properties Blvd, Multi-Use Path/Sidewalks	1.1	Sidewalk on 1 side, multi-use path on 1 side LR*
367	Dublin FRA-Riverside Drive East S	Riverside Dr from Arrowhead Rd to Northern Corp., Shared Use Path	0.7	Multi-use path 2026
368	Dublin FRA-Riverside Drive East S	Riverside Dr from Tonti Dr to Wyandotte Woods, Multi-Use Path	0.3	Multi-use path 2024
370	Dublin FRA-Hyland-Croy Rd-Brand	Hyland-Croy Rd from Brand Road to Park Mill Dr, Minor Widening	0.7	Widen shoulder 2026
371	Dublin FRA-Shier Rings Road SU	Shier Rings Road from Eiterman to Cosgray, Multi-Use Path	0.4	Multi-use path 2025
373	Gahanna FRA-City of Gahanna - Big	Big Walnut Trail from Rocky Fork Drive South to Pizzuro Park Drive, Multi-Use Path	1.2	Multi-use path 2025
374	Upper Arlington FRA-Riverside Dr Shared-U	Riverside Dr from Lane Ave to Trabue Rd, Multi-Use Path	0.5	Multi-use path 2024
375	Hilliard FRA-Cosgray Rd Extension	Cosgray Rd from Scioto Darby Rd to Alton Darby Creek Rd, New Roadway/Multi-Use Path	1.6	Multi-use path on 2 sides 2024
376	Hilliard FRA-Heritage Trail Extentio	Heritage Trail from Columbia St to Leap Rd at Scioto Darby Rd, Multi-Use Path	1.6	Multi-use path 2026
378	Hilliard FRA-Davidson Rd SUP-Ly	Davidson Rd from Lyman Dr to Trueman Blvd, Multi-Use Path	0.3	Multi-use path 2026

\*LR = Long Range, i.e., the construction phase is not included in the four-year TIP.



## Projects in the TIP (Including SLIs) with Pedestrian Components

TIP ID	Agency County-Route-Section	Project Description	Primary Pedestrian Component Component Length (mi.)	Const. Year
379	Delaware County DEL-Africa Road and Ches	Africa Rd at Cheshire Rd, Intersection Modification	0.0	Multi-use path 2026
381	Orange Township DEL-Bale Kenyon Road-Po	Bale Kenyon Road from Powell Road to Orange Road, Minor Widening/Multi-Use Path	1.5	Multi-use path 2024
382	Delaware County DEL-Big Walnut Road-Sout	Big Walnut Rd from South Old 3C to Tussic Street, Minor Widening/Intersection Modification	0.2	Multi-use path 2025
386	Delaware County DEL-Cheshire Road and G	Cheshire Rd at Golf Course Road, Intersection Modification	0.0	Multi-use path 2025
388	Delaware County DEL-Cheshire Road Grade	Cheshire Rd from Winterbourne Drve to Piatt Rd, RR Grade Separation	0.6	Multi-use path 2025
390	Delaware County DEL-Home Road-Liberty R	Home Rd from Liberty Rd to SR 315, Minor Widening	1.3	Multi-use path 2026
391	Delaware County DEL-Home Road Extension	Home Rd from Green Meadows Drive to Lewis Center Road, New Roadway/RR Grade Separation	0.7	Multi-use path 2026
403	City of Delaware DEL-Byxbe Parkway – Pha	Byxbe Parkway from US 36 to Bowtown Road, New Roadway	0.0	Maybe - To be determined 2024
404	City of Delaware DEL-Merrick Blvd. A-current	Merrick Blvd from current east terminus to Troy Road, New Roadway	0.4	Multi-use path 2025
405	City of Delaware DEL-Merrick Blvd. B-US23	Merrick Blvd from US23 west to proposed CSX RR crossing, New Roadway	1.0	Multi-use path 2024
406	City of Delaware DEL-Merrick Blvd. C-Troy R	Merrick Blvd from Troy Road to CSX RR, New Roadway/RR Grade Separation	0.3	Multi-use path 2026
407	Grandview Heights FRA-First Ave Multi-Modal I	First Ave from Grandview Ave to Ashland Ave, Streetscape	0.0	Modify existing facilities 2025
408	Grandview Heights FRA-Grandview Ave Multi-	Grandview Ave from First Ave to north corp. line, Multi-Use Path	0.0	Modify existing facilities 2025
411	Reynoldsburg FRA-Summit Road-E Main	Summit Rd from E Main St to Summit School Campus, Minor Widening	Sidewalk on 1 side, multi-use path on 1 side 1.8	2025
412	Canal Winchester FRA-Violet Point Roadway I	Basil-Western Road from Kings Crossing and Hill Road intersection to Amanda-Northern Road, Minor Widening/Realignment	1.2	Multi-use path 2025
413	Franklin County FRA-West North Broadway	West North Broadway at Olentangy River, Bridge Maintenance Activities/Multi-Use Path	0.1	Multi-use path 2024
415	Columbus FRA-Sancus Blvd SUP-Wor	Sancus Blvd from Worthington-Galena Rd to Worthington Woods Blvd, Multi-Use Path	0.5	Multi-use path 2025
416	Columbus FRA-Polaris Pkwy-Gemini	Polaris Pkwy from Gemini Place to 1004' south of South Old State Rd, Minor Widening/Intersection Modification	0.2	Sidewalk on 1 side 2025
417	Columbus FRA-Whittier Street Bridge-	Whittier Street at CSX and NS Railroads, Multi-Use Path/Bridge Rehabilitation	0.2	Multi-use path 2024
419	Columbus FRA-Avery Rd-Hayden Run	Avery Rd from Hayden Run Rd to Tuttle Crossing Extension, Major Widening	Sidewalk on 1 side, multi-use path on 1 side 1.5	2025
420	Columbus FRA-Hamilton Rd-SR 161	Hamilton Rd from SR 161 to Central College Rd, Major Widening	Sidewalk on 1 side, multi-use path on 1 side 2.4	2026
421	Franklin County FRA-CR075-0.76	Cleveland Ave at E Dunedin, Intersection Modification/Safety Improvement	0.0	Pedestrian signals 2024

\*LR = Long Range, i.e., the construction phase is not included in the four-year TIP.

## Projects in the TIP (Including SLIs) with Pedestrian Components

TIP ID	Agency	County-Route-Section	Project Description	Primary Pedestrian Component	Component Length (mi.)	Const. Year
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### Summary of Primary Pedestrian Components

Primary Pedestrian Component	Number of Projects	Total Miles
ADA curb ramps	1	0.00
Maybe - To be determined	3	0.00
Modify existing facilities	5	2.40
Multi-use path	33	28.48
Multi-use path on 2 sides	5	8.18
Other	1	0.00
Pedestrian signals	1	0.00
Sidewalk on 1 side	6	2.19
Sidewalk on 1 side, multi-use path on 1 side	18	26.07
Sidewalk on 2 sides	5	5.54
Unsignalized marked crosswalk	2	0.00
Widen shoulder	3	14.29
Yes - Type to be determined	5	9.56

\*LR = Long Range, i.e., the construction phase is not included in the four-year TIP.



## Intelligent Transportation System Projects

Intelligent Transportation Systems (ITS) refer to an assortment of technologies, systems, and transportation management concepts. ITS plays a key role in a safe, efficient, and innovative transportation system that works for all travelers.

Examples of ITS technologies include interconnected and coordinated signal systems, dynamic message signs, ramp meter signals on the freeway, CCTV traffic cameras that monitor traffic flow and incidents, and transit related systems such as the Automated Vehicle Locators (AVL), which helps determine the real-time location of a vehicle. Along with continued deployment of existing ITS technologies, new ITS technology, such as autonomous and connected vehicles, has the potential to significantly alter the demands placed on the region's transportation system.

### *MORPC's Role in ITS Planning*

One of the most obvious differences between ITS and conventional transportation solutions is the level of interdependency that exists between projects, and the degree to which information, facilities, and infrastructure can be shared with mutual benefit. Since opportunities for system integration and operational coordination extend beyond jurisdictional boundaries, it is important to have the metropolitan planning organization (MPO) involved in planning for both system and inter-jurisdictional integration.

MORPC is responsible for maintaining and updating the regional ITS architecture. In this role MORPC:

- Has an understanding of ITS (including familiarity with the National ITS Architecture);
- Knowledge of local ITS initiatives and projects;
- Vision for interconnectivity, partnership, and regional integration;
- Acts as a consensus builder (facilitator); and

MORPC facilitates the ITS Committee for the central Ohio region. The ITS committee's main purpose is to coordinate ITS activities in central Ohio and assist MORPC in maintaining and updating the regional ITS architecture and ensuring compliance with it. MORPC, working through the ITS committee, will periodically survey local jurisdictions to identify new and upcoming ITS initiatives and makes the changes to the ITS architectures.

### *Central Ohio Regional ITS Architecture*

The full benefits of ITS are not realized unless systems are integrated. Integration can range from computer systems that are physically connected and automatically share data, to people operating systems that "connect" on a regular basis by phone calls or email regarding operations. A framework called the "National ITS Architecture" was developed to help areas like Columbus unify ITS infrastructure deployment and ensure that technologies and people work together smoothly and effectively.

In 2001, a FHWA Final Rule and FTA Policy were published to implement the TEA-21 requirement that all projects with ITS components using federal funds conform to the National ITS Architecture and applicable standards. This Rule/Policy placed a new requirement that any project with ITS components requesting federal dollars must conform to a regional version of the National ITS Architecture before funding will be allocated. This requirement resulted in the 2004

and 2010 Central Ohio Regional ITS Architecture, a document that conforms to the National ITS Architecture. In 2016, a minor update to the regional ITS architecture was completed working in conjunction with federal and state agencies and with local governments. For this update MORPC utilized Turbo Architecture v7.0 to generate more detailed listings of system inventory and system interconnections. The 2016 Central Ohio Regional ITS Architecture is available online at: <http://www.morpc.org/itsArchitecture/>. The website displays all existing and planned systems and demonstrates the information flow between them. Every time a project with ITS components is implemented, the responsible agency must inform MORPC how the project fits into the ITS architecture. Then, MORPC will share the change with the members of the ITS Committee and incorporate the change in the architecture. All projects with ITS components using federal funding must conform to the Regional ITS Architecture.

### *Examples of ITS in Central Ohio*

One of the most important benefits of ITS and the Architecture is that they enable new ways of thinking about how transportation services are delivered. ITS is about using advanced technologies and new processes to optimize the transportation infrastructure already in place. This can be seen throughout several initiatives in Central Ohio:

The City of Columbus' Computerized Traffic Signal System is a significant ITS system in the Central Ohio region. The existing Columbus Traffic Signal System (CTSS) was conceived and initiated in the 1970's and provided state-of-the-art control for its time. The system has control of more than 1,000 signalized intersections, co-existence/operation of traffic surveillance cameras, and emergency pre-emption in Columbus and surrounding areas and is considered a backbone for the region's ITS network. Columbus has contacted neighboring jurisdictions to better understand their signal plans and to see if there are opportunities to connect their signals to a regional system.

A freeway management system (FMS) helps the roadway operators to operate the system more safely and efficiently and on a real-time basis and to provide information to the public. The Ohio Department of Transportation (ODOT) expanded and modernized its entire freeway management system, operating from a centralized location at ODOT Central Office in Columbus, Ohio. FMS is designed to enhance incident management, traveler information, and traffic management. Examples of the system include dynamic message signs, destination dynamic message signs, highway advisory radio, closed-circuit TV cameras, and ramp meters on the entrance lanes to freeways. This information is all streamed live via the ODOT's traffic information website, [www.ohgo.com](http://www.ohgo.com), to place consistent, accurate and up-to-the-minute traffic information at personal computers and hand-held devices. These systems are all aimed at reducing congestion, decreasing the number of crashes, and reducing the response time to incidents. A new ITS strategy being studied and piloted in central Ohio is utilizing freeway shoulders during peak hours along with variable speed limits to provide for more capacity and efficiency of the existing infrastructure.

On the transit side, COTA's bus fleet is equipped with Automatic Vehicle Location (AVL) systems which use on-board computers and a Global Positioning System (GPS) to monitor vehicle locations. Because of the AVL's ability to provide vehicle locations in real time, the system is considered the nexus for the implementation of most other transit ITS systems. This includes real time passenger information and transit signal priority as part of the CMAX Cleveland Avenue BRT along the Cleveland Avenue corridor. In addition, COTA has launched Wi-Fi internet access to all of the buses and the real time passenger information will be expanded beyond the BRT service. COTA is also exploring alternative fare media options, such

as smartcards and phone application, with the intent of its implementation. COTA is continuing to incorporate ITS technologies into its operations.

Finally, the City of Columbus won the U.S. DOT Smart City Challenge in 2016. This is a major new ITS initiative (called Smart Columbus) that will implement new technology in multiple areas across the region to make the next leap in ITS. Under the overall Smart Columbus umbrella some of the systems being implemented include parking management in the downtown, autonomous vehicles in Easton and the west side of Downtown Columbus, smart street lighting and single payment systems along Cleveland Avenue, truck platooning along I-270 on the east side and an integrated data exchange system to manage and make available to the public all of the data.

### ***Intelligent Transportation Systems (ITS) Project Listing***

The following pages display a complete list of ITS-related projects that are included in the TIP.

## Projects with Intelligent Transportation System Components Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
115	ODOT	111091	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.				
G	-ATCMTD Truck Platoon Grant- Operational Upgrades/Planning Activity				<b>MTP Reference:</b> Project ID 144				
ATCMTD Truck Platoon Grant, Operational Upgrades & Planning Activity									
					OTH	\$295	Federal		
					OTH	\$295	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$591</b>	\$591			
153	COTA	105118	SA	mi	<b>Ped Components:</b> Yes - Type to be determined. <b>Bike Components:</b> Yes - Type to be determined.				
	FRA-COTA-High Capacity Transit Transit Expansion Capital				<b>MTP Reference:</b> Project ID 643				
COTA High Capacity Transit NW Corridor, Transit Expansion Capital									
					TRN	\$2,800	Sec 5307		
					TRN	\$10,700	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$25,100</b>	\$13,500			
156	COTA	112116	SA	mi	<b>Ped Components:</b> Yes - Type to be determined. <b>Bike Components:</b> Yes - Type to be determined.				
	FRA-COTA-High Capacity Transit Transit Expansion Capital				<b>MTP Reference:</b> Project ID 619				
COTA High Capacity Transit E Main St Corr, Transit Expansion Capital									
					TRN	\$44,362	Local	TRN	\$90,000
							Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$135,862</b>	\$44,362	\$90,000		
173	COTA	116500	SA	mi	<b>Ped Components:</b> Yes - Type to be determined. <b>Bike Components:</b> Yes - Type to be determined.				
	FRA-COTA-High Capacity Transit Transit Expansion Capital				<b>MTP Reference:</b> Project ID 988				
COTA High Capacity Transit W Broad St Corr, Transit Expansion Capital									
					TRN	\$44,362	Local	TRN	\$13,100
							CMAQ-M		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$58,962</b>	\$44,362		\$13,100	

^Denotes a Grouped Project

\*All Amounts in Thousands

March 9, 2023

\*\*Funding information in the Future Years column is not officially included in the TIP.

## Projects with Intelligent Transportation System Components Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length										
G^	County-Route-Section													
Project Type			2024	2025	2026	2027	Future Years**							
Project Location and Description			Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source							
343	Columbus	NP	SA	mi	<b>Ped Components:</b> Sidewalk on 1 side, multi-use path on 1 side. SUP located on northern side of Renner Road and sidewalk located on southern side between Tanglewood Park Boulevard and Rentra Drive. 1.01 mi. added to ped network.									
	FRA-Hilliard Rome Rd at Renner Rd-Renner Intersection Modification				<b>Bike Components:</b> Multi-use path. located on northern side of Renner Road between Tanglewood Park Boulevard and Rentra Drive 0.49 mi. added to bike network.									
	Hilliard Rome Rd at Renner Rd, Intersection Modification				<b>MTP Reference:</b> Project ID 1748									
			Local Let <input checked="" type="checkbox"/>											
						RW	\$740	STBG-M			CO	\$3,007	STBG-M	
						RW	\$1,110	Local			CO	\$4,511	Local	
						\$1,850				\$7,519				
			<b>Total Costs (includes costs prior to SFY24)*:</b> <b>\$9,369</b>											
53	MORPC	110232	E	mi	<b>Ped Components:</b> Not applicable.									
	FRA-MORPC Rideshare-FY24 Ridesharing				<b>Bike Components:</b> Not applicable.									
	Gohio Commute, SFY 2024, Ridesharing				<b>MTP Reference:</b> Project ID 143									
			Local Let <input type="checkbox"/>											
			OTH	\$700	CMAQ-M									
						\$700								
			<b>Total Costs (includes costs prior to SFY24)*:</b> <b>\$700</b>											
54	MORPC	110233	E	mi	<b>Ped Components:</b> Not applicable.									
	FRA-MORPC Rideshare-FY25 Ridesharing				<b>Bike Components:</b> Not applicable.									
	Gohio Commute, SFY 2025, Ridesharing				<b>MTP Reference:</b> Project ID 143									
			Local Let <input type="checkbox"/>											
			OTH	\$775	CMAQ-M									
						\$775								
			<b>Total Costs (includes costs prior to SFY24)*:</b> <b>\$775</b>											
51	MORPC	110230	E	mi	<b>Ped Components:</b> Not applicable.									
	FRA-Paving the Way-FY24 Program Administration				<b>Bike Components:</b> Not applicable.									
	Paving the Way, SFY 2024, Program Administration				<b>MTP Reference:</b> Project ID 144									
			Local Let <input type="checkbox"/>											
			OTH	\$100	STBG-M									
						\$100								
			<b>Total Costs (includes costs prior to SFY24)*:</b> <b>\$100</b>											

^Denotes a Grouped Project

\*All Amounts in Thousands

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\*\*Funding information in the Future Years column is not officially included in the TIP.

## Projects with Intelligent Transportation System Components Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
52	MORPC	110231	E	mi	<b>Ped Components:</b> Not applicable. <b>Bike Components:</b> Not applicable.				
FRA-Paving the Way-FY25 Program Administration		Local Let <input type="checkbox"/>			<b>MTP Reference:</b> Project ID 144				
Paving the Way, SFY 2025, Program Administration					OTH	\$100	STBG-M		
<b>Total Costs (includes costs prior to SFY24)*:</b>		<b>\$100</b>				\$100			
6	Whitehall	105768	E	0.7 mi	<b>Ped Components:</b> Modify existing facilities. Replace existing sidewalks with 6'-8' sidewalks on all approaches except no change on E side of S Hamilton. <b>Bike Components:</b> Multi-use path. 10' path along NE corner of intersection. 0.34 mi. added to bike network.				
FRA-SR016-06.87 Intersection Modification		Local Let <input type="checkbox"/>			<b>MTP Reference:</b> Project ID 185				
E Broad St at Hamilton Rd, Intersection Modification		CO	\$4,788	CMAQ-M					
		CO	\$1,197	Local					
<b>Total Costs (includes costs prior to SFY24)*:</b>		<b>\$6,065</b>	\$5,984						
5	Columbus	105734	SA	1.01 mi	<b>Ped Components:</b> Sidewalk on 1 side, multi-use path on 1 side. 2.02 mi. added to ped network. <b>Bike Components:</b> Multi-use path. 1.01 mi. added to bike network.				
FRA-SR016-08.24 Major Widening/Intersection Modification		Local Let <input checked="" type="checkbox"/>			<b>MTP Reference:</b> Project ID 92				
E Broad St from I-270 to Outerbelt St, Major Widening from 5 lanes to 7 lanes & Intersection Modification		CO	\$10,416	STBG-M					
		CO	\$8,134	Local					
<b>Total Costs (includes costs prior to SFY24)*:</b>		<b>\$18,550</b>	\$18,550						
65	ODOT D6	109164	SA	mi	<b>Ped Components:</b> No change to existing conditions. <b>Bike Components:</b> No change to existing conditions.				
FRA-IR071-19.10 (HSR) Operational Upgrades/Minor Pavement Rehabilitation		Local Let <input type="checkbox"/>			<b>MTP Reference:</b> Project ID 204				
I-71 from I-670 to I-270 (North Outerbelt), Operational Upgrades & Minor Pavement Rehabilitation		DD	\$1,350	Federal					
		DD	\$150	State					
<b>Total Costs (includes costs prior to SFY24)*:</b>		<b>\$1,500</b>	\$1,500						

^Denotes a Grouped Project

\*All Amounts in Thousands

March 9, 2023

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## Projects with Intelligent Transportation System Components Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type									
Project Location and Description					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
126	Franklin County	113718	E	mi	<b>Ped Components:</b> Maybe - To be determined.				
G	FRA-CR075-00.97				<b>Local Let</b> <input checked="" type="checkbox"/> <b>Bike Components:</b> Maybe - To be determined.				
Operational Upgrades					<b>MTP Reference:</b> Project IDs 1739/ 1424				
Cleveland Ave from Huy Rd to Cooke Rd, Operational Upgrades									
					CO	\$2,887	HSIP		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$3,387</b>	\$2,887			
4	Columbus	105732	E	0.4 mi	<b>Ped Components:</b> Sidewalk on 1 side, multi-use path on 1 side. 0.8 mi. added to ped network.				
	FRA-CR096-01.71				<b>Local Let</b> <input checked="" type="checkbox"/> <b>Bike Components:</b> Multi-use path. 0.4 mi. added to bike network.				
Minor Widening/Intersection Modification					<b>MTP Reference:</b> Project ID 53				
Cassady Ave from CSX Railroad to north of E 7th Ave, Minor Widening from 2 lanes to 3 lanes & Intersection Modification									
					CO	\$9,467	CMAQ-M		
					CO	\$2,367	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$11,834</b>	\$11,834			
32	ODOT	104674	SA	6.47 mi	<b>Ped Components:</b> No change to existing conditions.				
	FRA-IR670-05.03				<b>Local Let</b> <input type="checkbox"/> <b>Bike Components:</b> No change to existing conditions.				
Operational Upgrades/Study					<b>MTP Reference:</b> Project ID 907				
I-670 from 4th St to I-270, Operational Upgrades & Study									
					OTH	\$4,257	GARVEE		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$21,287</b>	\$4,257	\$4,257	\$4,257	\$4,257
302	Pataskala	117657	E	0.11 mi	<b>Ped Components:</b> Sidewalk on 1 side. 0.11 mi. added to ped network.				
G	LIC-SR016-5.36				<b>Local Let</b> <input type="checkbox"/> <b>Bike Components:</b> None.				
Pedestrian Facilities					<b>MTP Reference:</b> Project ID 1781				
LIC SR 16 5.38 from SR 310 to Buckeye Blvd, Pedestrian Facilities									
					CO	\$135	Federal		
					CO	\$29	Local		
					CO	\$284	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$447</b>	\$447			

^Denotes a Grouped Project

\*All Amounts in Thousands

\*\*Funding information in the Future Years column is not officially included in the TIP.

## Projects with Significance for Freight

The FAST Act federal transportation legislation contains specific freight provisions to incorporate goods movement and economic development considerations in the MPO programming process. Through its long-range transportation planning, TIP development, and the conduct of technical studies (e.g., Inventory of Railroad Operations and Right-of-Way, the 2018 Comprehensive Rickenbacker Area Study, etc.), MORPC has proactively sought to fulfill the federal requirement to include freight as a planning factor. MORPC's goal is to engage leaders in the Central Ohio region in a public/private partnership for our economy and for the mobility of freight and goods, as well as to facilitate mobility and access to the workforce for areas such as Rickenbacker. This is done in order to retain and attract new employers that generate jobs, and to advance the region's freight movement overall in a reliable, multimodal and intermodal, efficient, cost-effective, safe, and environmentally responsible manner, in order to maintain Central Ohio as an international freight center.

### *Central Ohio Freight Overview*

From the Central Ohio region, goods are moved, transferred, and distributed to destinations across the United States and around the world via truck, rail, and air. Homeland security, national economic competitiveness, international trade, and commodity flow issues depend on the efficient movement of goods through the Central Ohio region.

Strategically located within 500 miles, or a 10-hour one-day truck trip, of over 47% of the U.S. population, 50% of the Canadian population, 44% of the U.S. manufacturing capacity and 40% of the U.S. corporate headquarters, Columbus sits at a freight distribution nexus. Columbus is also fortunate to be at the crossroads of major interstates, two international airports (including Foreign Trade Zone #138), major intermodal rail yards, two Class-1 railroads, and many trucking companies. As a result, many manufacturers, distributors and logistics companies have located within the region.

There is a direct correlation between the success of a region and the strategic placement of freight hubs and assets. Working with the private sector, MORPC has identified six Freight Districts in Central Ohio based on high industrial square footage and the presence of freight inducers such as intermodal rail yards or airports. These freight "hot spots" generate a large portion of the freight moving in and out of Central Ohio, making the adjacent infrastructure networks critical to successful goods movement in the region.

### *MORPC's Role in Freight Planning*

MORPC recognizes these dynamics and is identifying projects with significance for freight to elevate the importance of goods movement to Central Ohio. This continues our work to highlight those provisions into our planning process and program development to illustrate that our planning processes provide assistance to these stakeholders that are vital to our economic success. This elevation will help ensure that freight-related economic development opportunities are adequately addressed from a regional improvements and funding allocation perspective. Global and national freight logistics companies rely on the planning studies that MPOs conduct, and the infrastructure local agencies build, to continue their business in and around the region.

While it is recognized that many projects in the TIP will have a positive impact on freight movement (particularly those which are regional in scope or which occur on the National Highway System, such as ODOT's TRAC projects), the identified projects are those which portend the greatest benefits for freight movement.



The identified projects have a direct, significant, and positive association with the flow of goods at intermodal facilities, near manufacturing, office, or commercial locations, or in corridors. The projects improve intermodal connectivity, National Highway System (NHS) intermodal connector routes, operating conditions for commercial vehicles, and access to economic activity centers. The benefits of the projects can be expressed in terms of increasing safety, security, and efficiency, spurring economic activity, creating jobs, and protecting the environment and the region's quality of life. The following pages provide a listing of the projects selected for their significance for freight, the locations of which are identified on the map on the next page.

## Freight Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length																	
G^	County-Route-Section											2024		2025		2026		2027		Future Years**	
Project Type					Phase/Amount*/Source		Phase/Amount*/Source		Phase/Amount*/Source		Phase/Amount*/Source		Phase/Amount*/Source		Phase/Amount*/Source						
Project Location and Description																					
344	Delaware County TID	90200	SA	1.3 mi	<b>Ped Components:</b> Multi-use path. 1.3 mi. added to ped network. <b>Bike Components:</b> Multi-use path. 1.3 mi. added to bike network. <b>MTP Reference:</b> Project ID 324																
DEL-IR071-7.91					Local Let <input checked="" type="checkbox"/>																
New Roadway/Interchange Modification																					
Sunbury Parkway, Phase B & C from Africa Rd to I-71, New Roadway, 4 lanes & Interchange Modification																					
											CO \$3,000 STBG-M										
											CO \$36,409 Local										
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$39,409</b>																
													<b>\$39,409</b>								
3	ODOT D5	77555	SA	0.3 mi	<b>Ped Components:</b> No change to existing conditions. <b>Bike Components:</b> No change to existing conditions. <b>MTP Reference:</b> Project ID 144																
FAI-US033-02.64					Local Let <input type="checkbox"/>																
New Interchange																					
US-33 from Allen Rd to Pickerington Rd, New Interchange																					
					DD \$300 State																
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$867</b>																
					\$300																
18	ODOT D6	98111	SA	1.86 mi	<b>Ped Components:</b> No change to existing conditions. <b>Bike Components:</b> No change to existing conditions. <b>MTP Reference:</b> Project IDs 379/ 204																
FRA-US033-24.26					Local Let <input type="checkbox"/>																
Major Widening/Resurfacing																					
US-33 from I-270 (SE Outerbelt) to Hamilton Rd (SR-317), Major Widening from 4 lanes to 6 lanes & Resurfacing																					
					OTH \$718 GARVEE		OTH \$718 GARVEE		OTH \$718 GARVEE		OTH \$718 GARVEE										
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$3,589</b>		<b>\$718</b>		<b>\$718</b>		<b>\$718</b>		<b>\$718</b>								

^Denotes a Grouped Project  
 \*All Amounts in Thousands

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# Freight Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
2	ODOT D6	77372	SA	2.15 mi	<b>Ped Components:</b> Modify existing facilities. Add/replace sidewalks on the block comprising Fulton, High, Livingston and Front. Ped signals and crosswalks at signalized intersections. <b>Bike Components:</b> Bicycle lanes. New bike lanes westbound on Fulton from High to Front and eastbound on Livingston from Front to High. 0.2 mi. added to bike network.				
FRA-IR070-12.68 (Proj 4A)					<b>Local Let</b> <input type="checkbox"/> <b>MTP Reference:</b> Project IDs 270/ 189				
Major Widening/Interchange Modification									
I-70/I-71 Innerbelt (Phase 4A), Major Widening & Interchange Modification									
					CO \$25,000				
					CO \$45,000				
					CO \$3,671				
					CO \$702				
					CO \$2,939				
					CO \$5,533				
					CO \$90,000				
					CO \$24,803				
					CO \$25,089				
					CO \$7,631				
					CO \$10,025				
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$240,392</b>				
31	ODOT D6	105322	SA	2.68 mi	<b>Ped Components:</b> Modify existing facilities. A sidewalk extension will be installed along the north leg of the Fulton and 4th St intersection. 0.2 mi. added to ped network. <b>Bike Components:</b> Bicycle lanes. Fulton St bike lane will be extended from 4th to High. 0.2 mi. added to bike network.				
FRA-IR070-14.30 (Proj 2E)					<b>Local Let</b> <input type="checkbox"/> <b>MTP Reference:</b> Project ID 1117				
Major Widening/Interchange Modification									
I-70/I-71 Innerbelt (Phase 2E), Major Widening & Interchange Modification									
					OTH \$4,663	OTH \$4,663	OTH \$4,663	OTH \$4,663	
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$23,314</b>	<b>\$4,663</b>	<b>\$4,663</b>	<b>\$4,663</b>	
12	ODOT D6	88035	SA	1.26 mi	<b>Ped Components:</b> Modify existing facilities. <b>Bike Components:</b> Bicycle lanes.				
FRA-IR070-15.29 (Proj 5)					<b>Local Let</b> <input type="checkbox"/> <b>MTP Reference:</b> Project ID 271				
Major Widening/Bridge Reconstruction									
I-70/I-71 Innerbelt (Phase 5) from just east of 18th Ave to just east of Fairwood Ave, Major Widening & Bridge Reconstruction									
					RW \$450				
					RW \$50				
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$500</b>	<b>\$500</b>			

^Denotes a Grouped Project  
 \*All Amounts in Thousands

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# Freight Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length					
G^	County-Route-Section				2024	2025	2026	2027	Future Years**
Project Type					Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source	Phase/Amount*/Source
Project Location and Description									
22	ODOT D6	98232	SA	2.37 mi	<b>Ped Components:</b> Sidewalk on 1 side, multi-use path on 1 side. Brice Road from Chantry Drive to the driveway of the Home Depot 1.56 mi. added to ped network.				
	FRA-IR070-22.85 (FEF-1B&C)				<b>Bike Components:</b> Multi-use path. Brice Road from Chantry Drive to the driveway of the Home Depot 0.78 mi. added to bike network.				
	Interchange Modification				<b>MTP Reference:</b> Project ID 135				
	I-70 at I-270 (East Outerbelt), Interchange Modification								
					CO \$522 State				
					CO \$2,089 Unassigned				
					CO \$7,460 State				
					CO \$29,840 Federal				
					CO \$15,000 STBG-M				
					CO \$7,388 Local				
	<b>Total Costs (includes costs prior to SFY24)*:</b> \$62,299				\$62,299				
68	ODOT D6	105435	SA	mi	<b>Ped Components:</b> Not applicable.				
	FRA-IR071/270-28.27/25.99A				<b>Bike Components:</b> Not applicable.				
	Interchange Modification/Bridge Deck Replace				<b>MTP Reference:</b> Project IDs 1582/ 203				
	I-71 & I-270 (North Outerbelt), Interchange Modification & Bridge Deck Replace								
					DD \$1,800 Federal	CO \$18,558 Federal			
					DD \$200 State	CO \$928 State			
						CO \$2,062 State			
						CO \$81 State			
						CO \$227 Federal			
						CO \$504 Unassigned			
						CO \$8,351 HSIP			
	<b>Total Costs (includes costs prior to SFY24)*:</b> \$32,711				\$2,000	\$30,711			
15	ODOT D6	93496	SA	0.68 mi	<b>Ped Components:</b> No change to existing conditions.				
	FRA-IR071-01.53				<b>Bike Components:</b> No change to existing conditions.				
	Major Widening/Bridge Deck Replace				<b>MTP Reference:</b> Project ID 376				
	I-71 at Big Darby Creek, Major Widening & Bridge Deck Replace								
					OTH \$1,018 GARVEE	OTH \$1,018 GARVEE	OTH \$142 GARVEE	OTH \$142 GARVEE	
					OTH \$142 GARVEE	OTH \$142 GARVEE	OTH \$1,018 GARVEE	OTH \$1,018 GARVEE	
	<b>Total Costs (includes costs prior to SFY24)*:</b> \$5,802				\$1,160	\$1,160	\$1,160	\$1,160	

^Denotes a Grouped Project  
 \*All Amounts in Thousands

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# Freight Project Listing Sorted by County-Route-Section for the SFY 2024 to 2027 TIP

TIP ID	Agency	PID	AirQ	Length												
G^	County-Route-Section				2024	2025	2026	2027	Future Years**							
Project Type																
Project Location and Description					Phase/Amount*/Source		Phase/Amount*/Source		Phase/Amount*/Source		Phase/Amount*/Source		Phase/Amount*/Source			
35	ODOT D6	104799	SA	5.56 mi	<b>Ped Components:</b> Other. Plan to accommodate future shared-use paths along Frank Rd and Greenlawn Ave under I-71. <b>Bike Components:</b> Other. Plan to accommodate future shared-use paths along Frank Rd and Greenlawn Ave under I-71. <b>MTP Reference:</b> Project IDs 374/ 178											
FRA-IR071-09.62/09.71					Local Let <input type="checkbox"/>											
Major Widening/Interchange Modification					<b>MTP Reference:</b> Project IDs 374/ 178											
I-71 from Stringtown Rd to SR-315, Major Widening from 6 lanes to 8 lanes & Interchange Modification																
					OTH \$8,389	GARVEE	OTH \$8,288	GARVEE	OTH \$8,186	GARVEE	OTH \$8,085	GARVEE				
					OTH \$2,097	GARVEE	OTH \$2,072	GARVEE	OTH \$2,047	GARVEE	OTH \$2,021	GARVEE				
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$51,799</b>	\$10,487	\$10,360	\$10,233	\$10,106							
341	Franklin County TID	115792	SA	2.7 mi	<b>Ped Components:</b> Sidewalk on 1 side, multi-use path on 1 side. 2.7 mi. added to ped network. <b>Bike Components:</b> Multi-use path. 2.7 mi. added to bike network. <b>MTP Reference:</b> Project ID 1182											
FRA-CR122-0.00					Local Let <input checked="" type="checkbox"/>											
Major Widening/Major Rehabilitation					<b>MTP Reference:</b> Project ID 1182											
Alum Creek Dr from SR 317 to Groveort Rd, Major Widening from 4 lanes to 6 lanes & Major Rehabilitation																
							RW \$342	STBG-M					CO \$10,158	STBG-M		
							RW \$1,158	Local					CO \$34,457	Local		
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$46,115</b>		\$1,500						\$44,615			
16	ODOT D6	76469	SA	7.94 mi	<b>Ped Components:</b> No change to existing conditions. <b>Bike Components:</b> No change to existing conditions. <b>MTP Reference:</b> Project IDs 375/ 204											
FRA-IR270-09.15					Local Let <input type="checkbox"/>											
Major Widening/Minor Pavement Rehabilitation					<b>MTP Reference:</b> Project IDs 375/ 204											
I-270 (West Outerbelt) from I-70 to US-33, Major Widening from 6 lanes to 8 lanes & Minor Pavement Rehabilitation																
					OTH \$1,960	GARVEE	OTH \$1,938	GARVEE	OTH \$479	GARVEE	OTH \$1,893	GARVEE				
					OTH \$490	GARVEE	OTH \$484	GARVEE	OTH \$1,915	GARVEE	OTH \$473	GARVEE				
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$12,112</b>	\$2,450	\$2,422	\$2,394	\$2,366							
11	ODOT D6	88310	SA	4.76 mi	<b>Ped Components:</b> No change to existing conditions. The multi-use path stub just north of Post Road and under I-270 will remain in its current location and be maintained for future use. <b>Bike Components:</b> No change to existing conditions. The multi-use path stub just north of Post Road and under I-270 will remain in its current location and be maintained for future use. <b>MTP Reference:</b> Project ID 239											
FRA-IR270-17.29					Local Let <input type="checkbox"/>											
Interchange Modification					<b>MTP Reference:</b> Project ID 239											
I-270 at US-33/SR-161, Interchange Modification																
					OTH \$1,223	STBG-M	OTH \$1,260	STBG-M	OTH \$1,298	STBG-M	OTH \$1,338	STBG-M				
<b>Total Costs (includes costs prior to SFY24)*:</b>					<b>\$6,307</b>	\$1,223	\$1,260	\$1,298	\$1,338							

^Denotes a Grouped Project

\*All Amounts in Thousands

\*\*Funding information in the Future Years column is not officially included in the TIP.

## Freight Project Location Map

This page will have the Freight Project Location Map as soon as it is available.

# **Appendix A**

## **Transit Supportive Documentation**

**COTA's TIP and Financial Plan  
DCT Capital Plan**





## Background

The Ohio Department of Transportation's Statewide Transportation Improvement Program (STIP) and MORPC's regional TIP delineates a four-year operating and capital plan. Listed in Table 1-1 are COTA's annual service levels, operating and capital expenses, and anticipated funding levels. The TIP spans four State fiscal years (2024-2027) while COTA's Short Range Transit Plan (SRTP) covers five calendar years.

The 2024-2027 four-year TIP operating plan represents COTA's continued response to the growing transportation needs of the central Ohio region by providing an expanded, reliable, and safe transit system. The foundation for this TIP update is COTA's 2019-2024 strategic Plan, "Moving Every Life Forward".

For additional details on the 2019-2024 Strategic Plan, visit <https://www.cota.com/who-we-are/strategic-plan/>.

## Operating Plan

The following sections are a summary of the four-year operating component of the TIP including years 2024 through 2027.

### Fixed Route Bus System

COTA's current and projected revenue stream supports approximately 1.1 million hours of annualized service, a level which is expected to remain consistent over the term of the plan. This may change based on operator staffing levels. As mobility needs change, COTA and our community partners will actively investigate service levels requirements and explore new funding mechanisms. *See Table 1-1 for existing and projected bus hours of service.*

Although the projection shows fixed-route service hours remaining flat during the five-year period, funding for service enhancements focused on bus shelters and amenities, micro-and para-transit opportunities, as well technology investments are included. At this time, the operating plan assumption includes no fare increase.

### COTA//Plus

COTA has complemented existing fixed-route and paratransit services by continuing to invest in COTA//Plus On-Demand Microtransit services. COTA will continue to invest in these existing services, while also looking at ways to improve coverage of the network by creating additional zones in the next 5 years.

As a funding model, COTA utilizes the MORPC grant and local community partners that utilize a COTA Plus zone (municipality, large employer/corporate sponsor). COTA will continue to work with local municipalities, businesses, and other stakeholders to grow the COTA Plus service areas, with a goal of additional micro-transit zones that feed into the larger fixed-route service area. For additional details on this service, please visit: <https://www.cota.com/cotaplus/>

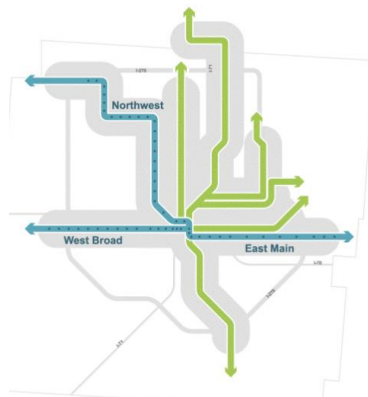
### COTA Mainstream/Paratransit Services

COTA's Mobility Services department operates COTA Mainstream, a complimentary

paratransit service. Mainstream is shared-ride public transportation providing origin-to-destination mobility for people whose functional limitations prevent them from riding COTA's fixed-route buses. Trips within ¼ mile of a fixed route are considered American with Disabilities Act (ADA) eligibility trips and receive first priority. For those eligible customers whose trip lies outside of the ¼ mile zone are considered "non-ADA", trips.

Due to the rising cost of and increased demand for Mainstream service, COTA continues to explore methods of cost reduction while meeting the transportation needs of the community. One such example is "Mainstream On-Demand", a non-ADA service for Mainstream-eligible customers. Mainstream On-Demand provides TNC-style (Transportation Network Company/Ridesharing e.g. Uber, Lyft) service to non-ADA customers who want to travel beyond the fixed-route coverage area. Mainstream On-Demand offers a same-day travel option not previously available for Mainstream. Traditional Mainstream ADA one-way fare is \$3.50; On-Demand non-ADA fares are determined by distance traveled at a rate of \$1 per mile, with a minimum fare of \$5.

## LinkUS Program

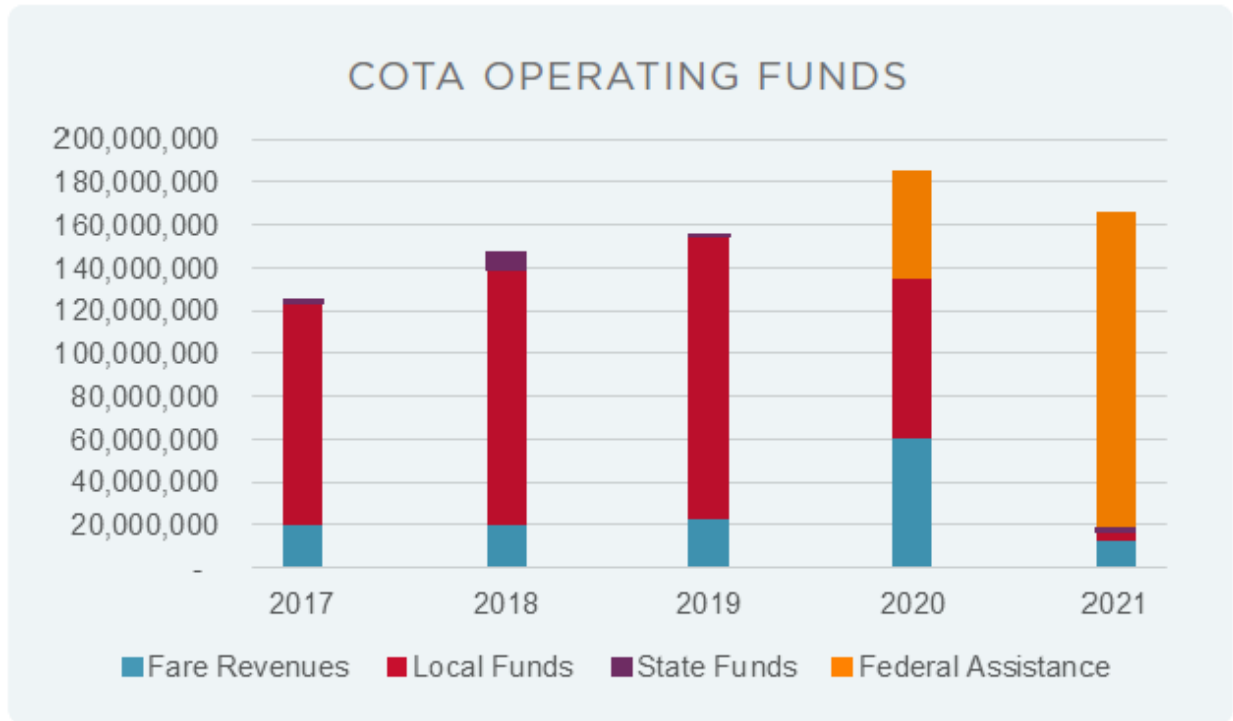


LinkUS is Central Ohio's transformational and comprehensive mobility and growth initiative. As the region continues to grow, LinkUS emphasizes the need for aligned mobility investment. It builds on numerous regional planning efforts, including COTA's NextGen and MORPC's insight2050 Corridor Concepts study.

## Local Funding

COTA's local funding sources include a service area-wide sales tax and farebox revenue. There is a permanent sales tax of 0.25% with an additional 10-year .25% sales tax that was passed by the voters in November 2016. This 0.5% sales tax roughly makes up over 80% of operating funds before the COVID-19 Pandemic. Despite COVID-19, passenger fares averaged around 17% of operating funds in the last 5 years.

Local funds only attributed 2.7% of the 2021 operating budget due to the one-time federal COVID relief for operating expenses. Local funds instead attributed to 79% of capital expenses in 2021. The figure below shows a breakdown of COTA operating funds for each year from 2017 to 2021.



## Capital Plan

Major capital items include buses, facilities, and strategic investments to maintain state of good repair and improve transit service throughout Central Ohio. Key initiatives are described in greater detail in COTA’s Short Range Transit Plan (2023-2027) and Long-Range (2050) Plan. Major capital items will be funded primarily with Federal Section 5307 Urbanized Area Formula program grants and Congestion Mitigation Air Quality (CM/AQ) funds. See Table 1-2 for capital program.

### Major Capital Projects

The total five-year Capital Acquisitions Plan is projected to cost over \$395.7 million as identified in Table 1-2. During this SRTP timeframe and in alignment with the Authority’s strategic plan, COTA is proposing significant capital improvement investments aimed to strengthen and provide new transit services in the central Ohio area.

#### Vehicle Replacement and Expansion

Replacement of aging existing fixed-route coaches, paratransit, and on-demand micro-transit vehicle expansion plans are a priority. This includes replacement of some diesel powered buses with battery electric powered coaches to further support COTA’s environmental sustainability efforts. The total five-year investment in vehicles and equipment is over \$170.45 million.

- The **Annual Bus Buy** is based on replacing coaches at the end of their useful FTA life. Per the 2022 Sustainability Plan and Fleet Transition Plan, COTA will only purchase zero emission vehicles for fixed route service starting in 2023. COTA will purchase 14 zero emission electric coaches annually over two years and will then purchase up to 28

vehicles each year after, which will include Battery Electric Buses (BEB) and two hydrogen buses by 2027. All diesel vehicles will be phased out by 2025.

- The **COTA Plus vehicle fleet** currently consists of 17 vehicles (7 ADA compatible and 10 non-ADA passenger vans) supporting zones in Grove City, Westerville, and Southside. To advance this method of deploying first/last mile micro transit zones, one or two new zones will be evaluated for launch in 2023 and onwards. These zone launches will require ten (10) vehicles each year, five (5) of which will have ADA accessibility support.
- COTA utilizes COTA-owned **cutaway vehicles and full-sized vans to operate Mainstream**, a complementary paratransit service for individuals who are unable to use the regular fixed-route bus service due to a disability. COTA remains committed to developing innovation solutions in the delivery of service to Mainstream passengers. A total of thirty (20) vehicles will be replaced each year through 2027.
- **Non-revenue vehicles** are utilized to assist in the operations of COTA's services, and a consistent replacement schedule is established in the budget. Examples include vehicles for street supervisors, street facility and road crews, security operations, etc. The non-revenue fleet mix includes cars, vans, large trucks, dump trucks, and pick-up trucks. A total of 10 vehicles will be purchased each year through 2027.
- The **Scrubber** will be replaced in 2023 to assist in cleaning the entire McKinley facility, with the primary focus on the bus bays. The current scrubber has reached its useful life and is unreliable for service.

### Alternative Fuels Initiatives

In order to continue to achieve COTA's sustainability goal of net zero greenhouse gas emissions by 2045, COTA must prepare their infrastructure and operations for alternative fuels, including electrification and hydrogen. Over the next 5 years, investment in these initiatives will cost \$103 million.

- **Electrification Initiative:** The scope of this project is to support the general electrification of COTA's fleet and facilities. COTA's move to a zero-emission fleet requires infrastructure improvements to ensure the resiliency and accessibility of public transportation to the community. The project provides for grid capacity improvements, depot bus charging at COTA facilities, and on route charging infrastructure. This project additionally provides for EV charging infrastructure at COTA employee and public facilities and preliminary engineering on conversion of the paratransit facility to electric vehicle operations.
- **Hydrogen Fueling Infrastructure:** Funding provided in 2026 will be used to update facilities and provide the necessary infrastructure to facilitate hydrogen generation and the fueling of hydrogen fuel cell powered vehicles.

### Facilities Improvements

COTA has the responsibility to ensure safe operations of its facilities in order to provide the best transit service to the public.

- **1125 East Main Street Building Repairs:** Funding is requested for multiple scopes of work to be done at this facility. The building automation system (BAS) and building remote terminal unit (RTU) has reached their end of life and need replacement in 2023. In 2024, the exterior brick will need washed and sealed. The sealant being used has an anti-graffiti compound to reduce graffiti from sticking. In 2025, the existing fire panel will require replacement due to its end of life
- **33 North High Street Improvements:** Funding is requested in 2023 and 2024 for modernization of COTA's administration offices at 33 North High street. A master space plan was completed in 2020 to reflect the departmental needs of a changing organizational structure working towards a new vision for COTA. This plan will be re-evaluated and renovations of two to three floors annually allows end of service life replacement of mechanical systems.
- **1333 Fields Avenue Improvements:** In 2023, funding is requested for the improvements of transportation supervisor's offices, exterior doors, new line managers office, painting of ceilings and walls, and main entrance signage. The project will provide for replacement of four vehicle maintenance bus lifts, safety scaffolding, and fall protection rails for battery electric and CNG coach maintenance.
- **1325 Essex Pole Barns:** Funds are requested in 2024 and 2025 for the construction of a storage facility at COTA's Essex Street & Remote maintenance facility. The increased number of transit shelters and the addition of large BRT shelter components has created a need for more covered storage along with space to assemble and maneuver shelter systems for transport or delivery.

### Park & Rides

COTA maintains a network of park and rides which allow commuters heading to Downtown to leave their vehicles and board the bus for the remainder of the journey.

- **Reynoldsburg Park & Ride:** Funding in 2024 will provide for the renovation of the most utilized COTA Park & Ride to accommodate the number of buses that must be able to queue up at this location. The current turning circle only allows for approximately three buses at a time with the last bus not being able to pass the first two. High frequency and express routes share the Park & Ride location making for a mix of stop and layover lengths. The proposed renovation increases the parking capacity, creates a building for operator amenities that do not exist today such as restrooms and small break area, and creates a long bus pull-off that will accommodate current and future operations without causing conflicting or unsafe bus operations. The design was completed in 2019 with construction put on hold pending study of East – West Corridor high-capacity transit alternatives.
- **Park & Ride Signage:** Funding in 2023 will provide for standardized monument signs at all COTA-owned Park & Rides. The new sign design will incorporate the current COTA logo and will consider renewable energy sources for backlighting to improve the customer experience when using the Park & Ride facilities. There are currently 16 Park & Rides where COTA owns the property, all of which have distinctive styles of signage.

## Transit Centers & Mobility Hubs

Transit Centers and Mobility Hubs provide turnaround space, coach layover, and a safe pick-up zone for passengers. These infrastructure improvements will extend the life of these facilities and allow for the potential of transit oriented development to occur at end of line.

- **Linden Transit Center Building Repairs:** Funding is requested for multi-year, multi-scope of work to be done at this facility. In 2023, the parking lot will require mill and repave due to age. In 2024, the exterior brick will require wash and anti-graffiti sealant and a roof replacement due to end of life. In 2025, the 2<sup>nd</sup> floor carpet will need to be replaced due to its end of life. In 2026, the common bathroom will need to be updated due to age.
- **Mobility Hub Infrastructure:** COTA has been engaging multiple private mobility companies in a coordinated effort to enhance both private and public transportation in central Ohio. Some mobility strategic partners may include Rome, Share, Bird, Lyft, COGO, Lime, Spin, Flix, and Yellow Cab. A placeholder is requested in 2023 for any infrastructure needed for future project plans. Some initial location discussions are East Main, Northland, Broad Street, and Franklinton.
- **Rickenbacker Mobility Center:** A new, mixed use Rickenbacker Transit Center is being proposed to serve the major regional logistics hub and jobs center that is the greater Rickenbacker Airport area. The proposed 10-acre lot location will be near the intersection of Groveport and London-Groveport Road. Funding in 2023 provides for the construction of the facility. COTA has received \$1 million in funding from the State of Ohio for the design efforts, and with other funding partners anticipated, COTA's contribution is expected to be lowered.
- **Remote CEC Upgrades:** Funding each year is requested to provide select transit centers with updated amenities to meet customer's needs. Improvements will include interior and exterior modernization, account-based ticket loading stations (formerly TVMs), wayfinding and directional interaction screens.

## Bus Stop Shelter and Transit Enhancements

COTA's Capital Improvement Plan includes various passenger amenity improvements for convenient, comfortable, and safe passenger waiting areas for customers. Bus stop improvements include a goal to provide shelter amenities at all COTA stops that meet a minimum ridership threshold of 35 boardings per day.

- **Bus Shelters:** Funding in 2024 provides for the purchase and installation of shelters. These shelters are end-of-life replacements for existing shelters as well as new shelter installations at new locations determined by planning. Planning is considering new shelter locations in 2023 (based on ridership and proximity to assisted living, schools, and health care facilities) and an allowance of ten (10) replacements. These funds will also include the purchase of solar lighting for all new shelter installations.
- **BRT Shelters:** Funding provided in 2023 will be used to purchase replacement BRT shelters, to be used as needed on the CMAX line. Funding requests include 3 shelters

## Intelligent Transportation Systems (ITS)

ITS is the application of various technologies that improve information, control, and



communication systems for a region's transportation system, including public transit. COTA desires to leverage artificial intelligent technologies to improve mobility within the Central Ohio Region. COTA's ITS applications are designed to make bus travel easier and more convenient, reduce traffic congestion, provide timely and comprehensive transit information, improve on-time performance, and facilitate integration of COTA's operations into a regional transportation network.

In some cases working with regional partners, COTA plans to add to and expand existing ITS components during this planning period, including:

- Upgrade **three consoles** to bring COTA up to current standard with the Franklin County Emergency Management and Homeland Security System.
- Upgrade **current switches and bright signs** installed in COTA CMAX BRT pylons through the service route.
- Upgrade the **automated counting of passengers (APC)** boarding COTA Vehicles in order to provide a more accurate ridership count.
- Fund **digital real-time arrival information** at bus stops outside the BRT corridor, where stops lack the power and connectivity.
- **Wi-Fi Upgrade** on all transit vehicles.
- **Upgrade of camera and recording systems** within COTA vehicles to capture high-quality videos of criminal acts, motor vehicle crashes, passenger accidents, and employee policy violations.

## Development

COTA will invest more than \$10.9 million over the next 5 years in key development opportunities throughout Central Ohio. Innovation is key to creating a robust transit network.

- **Strategic Land Purchase:** Funding is requested to support acquisitions that may be geared toward land purchases at key development nodes related to corridor projects, future operating facilities, right-of-way assembly, or otherwise rare opportunities that may pose significant future benefit to COTA.
- **Mobility Innovation Projects:** Mobility innovation tests use low cost and/or temporary materials to demonstrate known strategies to improve mobility. Projects will be selected based on corridor analysis or selected for individual target areas. Projects with significant capital costs may include: Pop-up Shared Mobility/Bus-only Lane marked with cones; Bus Stop Platform waiting areas; Bus Stop Parklet; Red bus-only lane treatment; Innovative Partner Projects; Queue Jump signal; or Mock LinkUS Station.
- **Westside Mobility Center:** Funding for this project will improve the efficiency and functionality of COTA's fixed route service on the west side of the service area. It will improve North/South connections with the number of lines crossing Broad Street. It is possible that this project will be included with the East/West Corridor project.

- **COTA Property Development Opportunities:** This annual allocation is to provide funding that can be utilized if unplanned opportunities arise during the year on existing COTA properties

## *COTA 2020-2024 Strategic Plan*

COTA will continue to articulate the direction of COTA's Strategic Plan. The plan defines and articulates the strategic direction for COTA into 2024. COTA's five- year TIP incorporates initiatives from the Strategic Plan with an eye on enhancing COTA's services for the citizens of Central Ohio. With a clear focus on equity, diversity, and inclusion, the Board of Trustees and Staff are committed to executing the plan by providing affordable, cost-effective public transit services and making capital investments that will transform the region's mobility options and continue to Move Every Life Forward.

The past few years were marked by the COVID-19 pandemic and has changed mobility and transit landscape. The Short Range Transit Plan and TIP will continue to include many initiatives from the Strategic Plan.

## Financial Summary

Table 1-1 is a financial summary of the system, which displays COTA's projected annual fixed-route service levels, sources of revenue, operating expenses, net capital outlays and resulting cash balances through 2027.

This 2023-2027 Short Range Transit Plan (SRTP) update includes reviewing existing conditions, incorporating stakeholders and public feedback, reviewing plans and guiding documents, and analyzing data. This plan impacts the Financial Summary of COTA over the last 5 years in order to align the strategic plan, SRTP, and authority financials. The Authority will continue to monitor the performance of existing routes to help ensure that the transit system is operating efficiently and so operational resources can be allocated in the most efficient manner.

COTA plans to maintain service levels at approximately 1.1 million service hours annually between 2023 and 2024. However, while sales tax revenue is anticipated to continue to fund a large percentage of the Authority's expenditures, staff will be seeking ways to diversity and grow its non-sales tax revenue. COTA will work with partners in both the private and public sector to obtain additional grant funding and capture revenue generated from development and redevelopment efforts in order to help fund mobility improvements that will benefit the region.



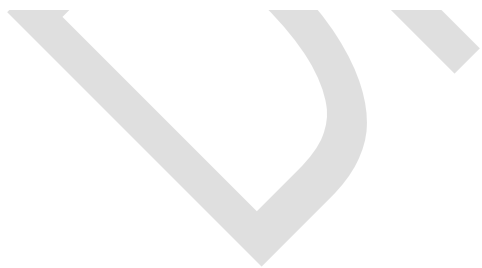
**Table 1-1: Financial Summary**

Five Year Operating Budget	Projected		Projected		Projected	
	2023	2024	2025	2026	2027	
Fixed Route Service Hours	1,108,761	1,108,761	1,108,761	1,108,761	1,108,761	1,108,761
Passengers	11,087,607	13,305,128	15,522,649	16,631,410	17,740,171	
<b>SOURCES OF FUNDING OPERATIONS:</b>						
Operating Revenue:						
Operating Revenues	\$ 12,773,000	\$ 13,156,190	\$ 13,550,876	\$ 13,957,402	\$ 14,376,124	
Sales Tax Levy Receipts	\$ 151,699,500	\$ 157,767,480	\$ 162,500,504	\$ 167,375,520	\$ 172,396,785	
State and Local Assistance	\$ 1,780,000	\$ 1,833,400	\$ 1,888,402	\$ 1,945,054	\$ 2,003,406	
Grant Revenue	\$ 20,381,000	\$ 15,000,000	\$ 15,450,000	\$ 15,913,500	\$ 16,390,905	
Non-Operating Revenues	\$ 2,903,000	\$ 2,990,090	\$ 3,079,793	\$ 3,172,186	\$ 3,267,352	
<b>TOTAL REVENUES</b>	<b>\$ 189,536,500</b>	<b>\$ 190,747,160</b>	<b>\$ 196,469,575</b>	<b>\$ 202,363,662</b>	<b>\$ 208,434,572</b>	
<b>OPERATING EXPENSES:</b>						
Labor & Fringe Benefits	\$ 116,524,000	\$ 116,524,000	\$ 120,019,720	\$ 123,620,312	\$ 127,328,921	
Services	\$ 35,282,000	\$ 35,282,000	\$ 36,340,460	\$ 37,430,674	\$ 38,553,594	
Materials & Supplies	\$ 11,104,800	\$ 11,104,800	\$ 11,437,944	\$ 11,781,082	\$ 12,134,515	
Fuel	\$ 4,806,000	\$ 4,806,000	\$ 4,950,180	\$ 5,098,685	\$ 5,251,646	
Utilities	\$ 3,625,302	\$ 3,625,302	\$ 3,734,061	\$ 3,846,083	\$ 3,961,465	
Purchased Transportation	\$ 14,368,002	\$ 14,368,002	\$ 14,799,042	\$ 15,243,013	\$ 15,700,304	
Other/Misc	\$ 3,826,900	\$ 3,826,900	\$ 3,941,707	\$ 4,059,958	\$ 4,181,757	
Non-Operating Expenses	\$ 4,000,000	\$ 1,000,000	\$ 1,030,000	\$ 1,060,900	\$ 1,092,727	
<b>TOTAL EXPENSES</b>	<b>\$ 193,537,004</b>	<b>\$ 190,537,004</b>	<b>\$ 196,253,114</b>	<b>\$ 202,140,708</b>	<b>\$ 208,204,929</b>	



**Table 1-2: Summary of Revenues and Expenditures, Capital Improvement Fund**

Summary of Revenues and Expenditures	2023	2024	2025	2026	2027
<b>Capital Improvement Fund</b>					
<b>Capital Revenues</b>					
Allocation from Operating Fund	\$ -	\$ -	\$ -	\$ -	\$ -
Sales Tax Allocation - Cash Allocation	\$ 6,794,000	\$ 6,964,000	\$ 6,964,000	\$ 7,138,000	\$ 7,317,000
Sales Tax Allocation - Debt Allocation	\$ 10,191,000	\$ 10,446,000	\$ 10,446,000	\$ 10,707,000	\$ 10,975,000
Federal Grants	\$ -	\$ -	\$ -	\$ -	\$ -
State Grants	\$ -	\$ -	\$ -	\$ -	\$ -
Grant Revenue	\$ 26,314,000	\$ 20,618,000	\$ 31,767,000	\$ 32,235,000	\$ 19,877,000
Disposal of Assets	\$ -	\$ -	\$ -	\$ -	\$ -
Investment Income	\$ 1,070,492	\$ 887,551	\$ 768,056	\$ 740,623	\$ 552,108
Debt Service Proceeds	\$ 25,000,000	\$ 9,750,000	\$ 17,750,000	\$ 8,000,000	\$ 6,500,000
Other	\$ -	\$ 4,470,000	\$ 17,750,000	\$ 8,000,000	\$ 6,500,000
<b>Total Revenue</b>	<b>\$ 69,369,492</b>	<b>\$ 53,135,551</b>	<b>\$ 85,445,056</b>	<b>\$ 66,820,623</b>	<b>\$ 51,721,108</b>
<b>Capital Expenditures</b>					
Vehicles & Equipment	\$ 18,582,702	\$ 20,951,532	\$ 41,614,010	\$ 43,597,150	\$ 45,709,161
Facilities	\$ 44,908,900	\$ 33,305,000	\$ 36,645,000	\$ 22,815,000	\$ 13,900,000
Technology	\$ 18,687,000	\$ 6,705,900	\$ 4,985,000	\$ 9,600,000	\$ 4,350,000
Development	\$ 3,535,000	\$ 1,035,000	\$ 1,335,000	\$ 5,035,000	\$ 35,000
Administration	\$ 1,325,000	\$ 1,070,000	\$ 700,000	\$ 700,000	\$ 700,000
	\$ 87,038,602	\$ 63,067,432	\$ 85,279,010	\$ 81,747,150	\$ 64,694,161
Debt Service	\$ 625,000	\$ 2,017,561	\$ 2,909,348	\$ 3,925,004	\$ 4,455,124
<b>Total Expenditures</b>	<b>\$ 87,663,602</b>	<b>\$ 65,084,993</b>	<b>\$ 88,188,358</b>	<b>\$ 85,672,154</b>	<b>\$ 69,149,284</b>
Surplus/(Shortfall)	\$ (18,294,110)	\$ (11,949,442)	\$ (2,743,302)	\$ (18,851,531)	\$ (17,428,176)
<b>Beginning Fund Balance</b>	<b>\$ 107,049,172</b>	<b>\$ 88,755,062</b>	<b>\$ 76,805,619</b>	<b>\$ 74,062,318</b>	<b>\$ 55,210,787</b>
<b>Ending Fund Balance</b>	<b>\$ 88,755,062</b>	<b>\$ 76,805,619</b>	<b>\$ 74,062,318</b>	<b>\$ 55,210,787</b>	<b>\$ 37,782,610</b>



# **Appendix B**

## **Policies for Managing MORPC- Attributable Funds**

**Approved by Resolution T-5-22  
Adopted on May 12, 2022**



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

# Policies for Managing MORPC-Attributable Funds

May 2022

**Mid-Ohio Regional Planning Commission**  
111 Liberty Street, Suite 100 · Columbus, Ohio 43215  
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TDD 1.800.886.2663  
[www.morpc.org](http://www.morpc.org)

The Policies for Managing MORPC-Attributable Funds was prepared by the Mid-Ohio Regional Planning Commission (MORPC), 111 Liberty St., Suite 100, Columbus, OH 43215, 614-228-2663, with funding from the Federal Highway Administration, Federal Transit Administration, Ohio Department of Transportation, local communities, and Delaware, Fairfield, Franklin, Licking, and Union counties. The contents of this report reflect the views of MORPC, which is solely responsible for the information presented herein.

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# 1. Introduction

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The federal transportation program in the United States was authorized in 2021 by the Infrastructure Investment and Jobs Act. Three of the many funding programs that this law reauthorized are the Surface Transportation Block Grant (STBG) program, the Congestion Mitigation & Air Quality Improvement Program (CMAQ), and the Transportation Alternatives Program (TAP). The Ohio Department of Transportation (ODOT) sub-allocates a portion of these funds to the state’s metropolitan planning organizations (MPOs), including the Mid-Ohio Regional Planning Commission (MORPC). MORPC’s program depends upon the continuation of federal funding programs and ODOT’s policy. Each MPO is charged with attributing the funds to projects and activities sponsored by local public transportation agencies located within the MPO. MORPC’s allocations have been about \$37 million annually:

Federal Transportation Program	MORPC’s Annual Allocation*
Surface Transportation Block Grant Program (STBG)	\$23 million
Congestion Mitigation & Air Quality Improvement Program (CMAQ) <sup>2</sup>	\$12 million
Transportation Alternatives Program (TAP)	\$2 million
<b>Total</b>	<b>\$37 million</b>

\*Annual allocations based upon FAST Act allocations.

MORPC has established a competitive evaluation process to help determine which of the requests will be granted. The Attributable Funds Committee and Staff evaluate information from applicants based on established criteria in order to make recommendations for awards. A public involvement process follows, and the MORPC Transportation Policy Committee (TPC) makes awards based on the recommendations and public comments.

The TPC has adopted this document to establish the policies to guide the allocation and management of these MORPC-attributable federal funds. If warranted by circumstances, the TPC may suspend any of these policies at its discretion.

# 2. Attributable Funds Committee

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MORPC convened the Attributable Funds Committee (AFC) to review the policies and procedures for managing these funding programs and to recommend modifications to them. The purpose of the committee is to advise MORPC’s TPC, Transportation Advisory Committee (TAC), and Community Advisory Committee (CAC) on the development and execution of the processes used to allocate MORPC-attributable federal funds. To accomplish this, the AFC oversees the evaluation of applications, reviews the results of the evaluation, and recommends a program of funding commitments to the TPC.

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<sup>2</sup> CMAQ funding is distributed through a process implemented by Ohio’s eight large MPOs. The annual allocation is an estimate based on the MORPC’s per capita proportion of the total available through the eight MPOs. See Section 10.3 for more information.



As established in the AFC's bylaws, membership includes representatives from the following entities:

- MORPC Committees:
  - *Transportation Policy Committee (TPC)*: 1 appointed by the Chair of the TPC
  - *Community Advisory Committee (CAC)*: 2 appointed by the Chair of the CAC
  - *Transportation Advisory Committee (TAC)*: All members as identified in the current TAC bylaws with the same voting rights as listed in the TAC bylaws
  - *MORPC Sustainability Advisory Committee (SAC)*: 2 appointed by the Chair of the SAC and representing transportation-related SAC Working Groups
- *Columbus and Franklin County Metropolitan Park District (Metro Parks)*: 1 as appointed by the Executive Director of Metro Parks (non-voting)
- *Sierra Club*: 1 as appointed by the Chair of the Central Ohio Group (non-voting)
- *Rails-to-Trails Conservancy*: 1 as appointed by Midwest Regional Office Director (non-voting)
- *Clean Fuels Ohio*: 1 as appointed by the Executive Director of CFO (non-voting)
- *MORPC staff*: 3 as appointed by the Executive Director (non-voting)
- Representatives of communities which have a future commitment of MORPC-attributable federal funding or which submitted final application(s) for MORPC-attributable federal funding on the most recent deadline date, except for those communities that already have representation through Permanent Member seats: 1 per community applicant appointed by the chief executive of that community.

The chairs of the CAC, TAC, and TPC will ensure that various fields have balanced representation on the AFC.

### 3. Process Milestones and Schedule

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In even-numbered years, staff will request applications for new funding commitments and updated information for all outstanding funding commitments. The process is outlined below:

1. Ask sponsors of outstanding funding commitments to complete the Commitment Update Form.
2. Request Screening Applications for new funding commitments.
3. Review the requests to modify outstanding commitments on the Commitment Update Forms and recommend changes.
4. Estimate the amount of funding available for new funding commitments based on recommended changes to outstanding commitments.
5. Review the Screening Applications and discuss with the applicants the competitiveness of their requests in comparison to others submitted by the same sponsoring agency and the amount of funding available.
6. Request Final Applications for new funding commitments in order to complete the evaluation process.

Below is the schedule for the 2022-2023 application and selection process:

Date	Milestone
MAY 2	Solicitation of funding applications announced.
MAY 18	MORPC hosts an <b>Applicant Workshop</b> from 2:30 p.m. to 4:30 p.m.; select MORPC-generated datasets made available for applicant use.
JULY 8	The <b>Commitment Update Form</b> must be completed online by 5 p.m.
JULY 15	Staff notifies sponsors of any errors and omissions on the Commitment Update Forms. Sponsors have one week to provide corrections.
JULY 15	<b>Screening Applications</b> must be completed online by 5 p.m.
JULY 22	Staff will notify applicants of any errors and omissions on the Screening Applications. Applicants will have one week to provide corrections.
AUG. 1	MORPC posts the summary of Updates and Screening Applications.
AUG. 3	AFC meets at approximately 10 a.m. (following TAC). Staff presents changes requested on the Commitment Update Forms and recommendations for modifications to outstanding funding commitments. Staff presents an overview of Screening Applications received.
AUG. 10	Staff revises the forecast of funding available for new commitments.
AUG. 17	Staff sends feedback to Screening Applicants and guidance for completing the Final Application.
SEP. 28	<b>Final Applications</b> must be completed online by 5 p.m., when staff downloads the data in the online form.
Oct. 5	Staff notifies applicants of any errors and omissions on the Final Applications. Applicants have one week to provide corrections. Applications will be penalized if the applicants fail to respond.
OCT. 5	AFC meets at approximately 10 a.m. (following TAC) to approve modifications to outstanding funding commitments. Project sponsors present a summary of each new application.
OCTOBER	Staff applies scoring criteria to the applications for new funding commitments to develop a preliminary ranking of applications.
NOV. 2	AFC meets at approximately 10 a.m. (following TAC) to review MORPC staff preliminary scoring and ranking of the applications.
NOVEMBER	AFC provides feedback to staff on preliminary scoring. Staff revises scoring as needed.
DEC. 2	Staff's revised ranking within each Activity Category and information relative to preparation for development draft recommendations provided to AFC members for review.
DEC. 7	AFC meets at approximately 10 a.m. (following TAC) to develop a draft recommendation of new funding commitments.
DEC. 14	AFC meets at 0 a.m. to present member feedback on the draft recommendation and to consider final adjustments to the draft recommendation of funding commitments and approve it for the public review and comment period.
JAN. 3, '23	Draft recommendation of funding commitments is announced and made available for public review and comment (30 days).
JANUARY	Sponsors of applications included in the draft recommendations will coordinate with ODOT to program the project (obtain a PID) and initiate project development.
FEB. 3, '23	Close of public review and comment period.
FEB. 10, '23	Staff to send to AFC public comments received and staff recommendations for any changes to the draft funding recommendations.
FEB. 15, '23	AFC meets at 10 a.m. to review public comments received and discuss any changes to the draft recommendations. AFC approves <b>final recommendations</b> for updated and new commitments of MORPC-attributable funding.
MARCH '23	MORPC's CAC, TAC and TPC reviews and approves the awards of MORPC funding.
MARCH '23	Staff incorporates updated and new commitments into the draft SFY 24-27 Transportation Improvement Program
May '23	MORPC's CAC, TAC and TPC adopts the SFY 24-27 Transportation Improvement Program
JULY '23	Partnering Agreements sent to sponsoring agencies.
AUGUST '23	Signed Partnering Agreements are due from sponsoring agencies.

## 4. Eligibility and Requirements

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### 4.1 Eligible Sponsors

The sponsor submitting an application must be a public agency that is legally eligible to enter into a contract with ODOT. Citizen groups, other private organizations, public school districts, or government agencies ineligible to contract with ODOT may indirectly sponsor an application by coordinating with a sponsoring agency. The sponsoring agency assumes responsibility for executing the project. The sponsoring agency must own the proposed project facility and/or must own the property on which the proposed project will be located upon completion of the project. The sponsoring agency must commit to maintain the facility, equipment, or other activity proposed in the application. Sponsoring agencies that have not adequately maintained prior projects that received MORPC-attributable funds are ineligible to apply for funding for additional projects.

### 4.2 Eligible Roadways: The Federal-Aid System

The federal-aid status of a roadway is largely determined by its functional classification. These classifications are determined by each state's department of transportation (in conjunction with MPOs such as MORPC and local officials) based on criteria established by the Federal Highway Administration (FHWA). MORPC maintains [a map of functional classifications](#) in the MPO area. Roads functionally classified as local streets are not part of the federal-aid highway system and are not normally eligible for federal transportation funds. Roads functionally classified as Minor Collectors that are located outside of the Urbanized Area also are not normally eligible for federal transportation funds. Minor Collectors within the Urbanized Area and all Major Collectors, Arterials, Freeways/Expressways, and Interstates are eligible for federal transportation funds. Note that although roads not on the federal-aid highway system are typically ineligible for federal funding, bridge, sidewalk, and multi-use path projects on local roads are typically eligible.

### 4.3 Eligible Activities: The Metropolitan Transportation Plan

To be eligible for funding, the proposed activity must be either individually identified on the MORPC [Metropolitan Transportation Plan \(MTP\)](#), consistent with it, or eligible to be included in it. The MTP identifies many individual roadway and bikeway projects. The proposed activity does not have to exactly match the MTP listing. For example, a project could have different limits or propose a different number of lanes than the MTP project. Some activities, such as transit, pedestrian facilities, maintenance and intermodal access, are listed as Unmapped Projects. Intersection modification projects that are not individually listed on the MTP are included as a single line item in the Unmapped Projects.

If a proposed activity is not included or consistent with the MTP, it is still eligible for a funding commitment. However, the application must include justification for its absence on the MTP, the application's score will be lower in the Collaboration and Funding goal, and it must be added to the MTP before it can be included with federal funding in the Transportation Improvement Program (TIP). Depending on the cost, the addition of a project to the MTP may require deletion of another to achieve fiscal balance. Also, the air quality conformity analysis may be affected. Because of the time necessary to revise the MTP and obtain approvals from state and federal agencies, projects that require an air quality conformity analysis and/or would violate the fiscal balance of the MTP will only be routinely added to the MTP during the four-year updates.

## 4.4 Eligible Costs

### 4.4.1 Non-Federal Matching Requirements

All of the programs generally limit federal funding to 80 percent of eligible costs and require a 20 percent match from non-federal sources; however, Toll Revenue Credit (TRC) may be used to raise the federal share up to 100 percent of eligible costs, subject to the policy on use of TRC (see Section 4.4.2). Matching funds must be provided in cash, as in-kind contributions are not permitted. Certain safety projects noted in 23 USC 120(c)(1) can be funded 100 percent with MORPC-attributable funds.

### 4.4.2 Toll Revenue Credit

Toll Revenue Credit (TRC) provides the opportunity for funding of project costs in excess of 80 percent. TRC is not additional federal dollars to the region; rather, it is a credit applied by FHWA for Ohio's use of state turnpike revenues on highway projects that are otherwise federally eligible. The credit, in turn, allows use of federal funds in excess of the 80 percent limit on any federally eligible project within the state. TRC is intended to provide additional flexibility to fund projects at a higher rate than the 80 percent limit; however, use of TRC takes away the ability to fund other eligible projects in the region.

MORPC's policy allows TRC to be applied to funding commitments in a variety of circumstances to facilitate program management, including, but not limited to:

- The AFC or staff may recommend uses of TRC that allow for the more efficient delivery of outstanding commitments or to minimize funds subject to recall by ODOT's Carry Forward Policy.
- Increasing the federal share on an earlier phase of a project – typically preliminary engineering or right-of-way – by advancing funds committed to a later phase (construction) of the project, such that the total funds committed to the project do not exceed 80 percent of the eligible phases (typically right-of-way and construction).

This section does not apply to the certain safety projects noted in 23 USC 120(c)(1), which are eligible for up to 100 percent funding without use of TRC.

### 4.4.3 Eligibility of Preliminary Engineering

MORPC expects sponsors of construction projects to undertake preliminary development and detailed design activities without use of MORPC-attributable funds because it shows the sponsor's commitment to their project. It also avoids spending the additional time needed to procure engineering services when federal funds are used. In certain situations (e.g., a multi-jurisdictional project or severe financial hardship by the local agency), MORPC may commit funds for preliminary engineering. If MORPC funds are used for preliminary engineering, its total funding commitment to the project (preliminary engineering, right-of-way and construction) will not exceed the amount it would have been had MORPC funds only been used for the right-of-way and construction phases.

If MORPC-attributable funds are used for PE, the consultant must be selected through ODOT's federal procurement process. ODOT must ensure that consultant selection complies with applicable USDOT requirements, whether FTA or FHWA. Consultants working on projects with a commitment of MORPC-attributable funds for any phase must be pre-qualified by ODOT.

### 4.4.4 Prior Federal Authorization

STBG, CMAQ, and TAP are not grant programs; they operate on a reimbursement basis as work progresses. **Costs for any activity that occurs prior to federal authorization of the**

**project phase are not eligible for reimbursement.** The sponsoring agency will be responsible for those costs. In some cases, actions taken by the applicant that are inconsistent with the project development process (e.g., acquiring right-of-way before environmental clearance or through inappropriate means) can jeopardize the use of federal funds on the project.

## 4.5 Eligible Activities

The U.S. Department of Transportation has established eligibility requirements for the STBG, CMAQ and TAP programs, which are summarized below. Contact MORPC staff if you have a question on the eligibility of a proposed activity. Because of the difficulty in administering separate selection processes for each program and in applying for multiple programs for an eligible activity, MORPC has combined the funding programs into a single selection process and established funding targets for Activity Categories based on the eligibility provisions and allocations for the three programs. The funding targets are provided in Section 5.3.

### 4.5.1 STBG Eligibility Guidance

STBG is the most flexible of the MORPC-attributable funding programs. Generally, any capital project or program eligible for federal highway or transit funding is eligible for STBG funds. STBG funds may be used for construction, expansion, reconstruction or preservation projects on any federal-aid roadway (See Sec. 4.2) or a bridge on any public road, transit capital projects, bicycle and pedestrian projects, and intracity and intercity bus terminals and facilities. Guidance on the eligibility for STBG funds is available at: <http://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>.

### 4.5.2 CMAQ Eligibility Guidance

The purpose of the CMAQ program is to fund transportation projects or programs that reduce congestion and/or contribute to air quality improvements. CMAQ activities must demonstrate reductions in emissions of pollutants that contribute to the non-attainment of air quality standards, such as ozone precursors (nitrogen oxides and volatile organic compounds) and particulate matter. Eligible activities include:

- Traditional traffic flow improvements, such as the construction of roundabouts, left-turn or other managed lanes.
- Intelligent Transportation Systems (ITS) projects, such as traffic signal synchronization projects, traffic management projects, and traveler information systems.
- Projects and programs targeting freight capital costs – rolling stock or ground infrastructure.
- Programs for the provision of all forms of high-occupancy, shared-ride services.
- Programs to control extended idling of vehicles.
- New transit vehicles to expand the fleet or replace existing vehicles.
- Bicycle and pedestrian facilities and programs.
- Alternative fuels infrastructure and vehicles.

The U.S. Department of Transportation released a guidance document for the CMAQ program that includes an overview of the program and additional eligibility provisions. The guidance document is available at:

[https://www.fhwa.dot.gov/environment/air\\_quality/cmaq/policy\\_and\\_guidance/2013\\_guidance/index.cfm](https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm).

### 4.5.3 TAP Eligibility Guidance

TAP-eligible activities include construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other

safety-related infrastructure, transportation projects to achieve compliance with the Americans with Disabilities Act, and projects to provide safe routes for non-drivers. Each project or activity must demonstrate a relationship to surface transportation. FHWA provides general guidance on the TAP and additional eligible activities. The guidance is available at: [https://www.fhwa.dot.gov/environment/transportation\\_alternatives/guidance/guidance\\_2016.cfm#EligibleProjects](https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm#EligibleProjects).

## 4.6 Guidance for Applicants

Applicants should consider the following points before applying:

- Scrutinize the cost versus benefit when applying for federal funds. The program requirements can be demanding, and what is believed to be a small, inexpensive project can spiral quickly into a complicated and expensive one. For example: a project once thought to have a total cost of \$85,000 with no right-of-way acquisition became a \$120,000 construction cost with an additional \$220,000 required for right-of-way acquisition.
- Federally funded projects are subjected to many requirements, including the National Environmental Policy Act (NEPA), the Uniform Relocation Assistance and Real Property Acquisition Act, and other ODOT regulations and standards. Most locally planned and funded projects are not subject to these requirements and may often be developed more quickly and at less expense than those that are federally funded.
- When developing a project schedule, keep in mind that the project will be subject to all of the ODOT Project Development Process (PDP). Many steps will take much longer than if they were performed in-house. Even the least complicated projects do not happen overnight. Remember that ODOT has thousands of projects being developed at any given time. ODOT cannot expedite one applicant's project at the expense of other projects.
- Before hiring a consultant, review the experience of the personnel to be assigned to the project have with federally funded projects. How many have they successfully advanced through the system? When, where, and what type of project(s)? Consultants working on projects with a commitment of MORPC-attributable funds for any phase must be pre-qualified by ODOT.

## 5. Activity Categories

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### 5.1 Purpose

MORPC promotes a multi-modal transportation system. Realizing the difficulty in evaluating different types of projects, the applications will be evaluated by criteria developed for one of six Activity Categories. Each category will have the same or similar types of projects. Much of the evaluation criteria are the same across the categories, but some criteria may be different to better reflect the distinguishable aspects of projects within particular categories. The grouping into categories of projects and the criteria unique to each category allows for a better “apples-to-apples” comparison of projects.



## 5.2 Definitions

The six Activity Categories are:

- **System Preservation** – This category includes projects that are solely replacement or maintenance of existing roadway infrastructure without resulting in operational changes to motor vehicle traffic. Examples include bridge maintenance and replacements, and pavement preservation, resurfacing or rehabilitation. The maintenance of existing bike and pedestrian infrastructure may be considered in this category. Additionally, a reconstruction or resurfacing project which includes new bike and pedestrian infrastructure may still be considered in this category. The maintenance or replacement of traffic signal infrastructure may be considered for this category only if it will not result in operational changes to motor vehicle traffic. For example, replacement of signal infrastructure with improved communications capabilities would likely be considered in the Roadway Capacity/Operational Changes category.
- **Roadway Capacity/Operational Changes** – Projects that increase the motor-vehicle capacity of the regional transportation system or result in operational changes comprise this category. Examples include the addition of through lanes to a facility, new roadways, intersection modifications (such as the addition of turn lanes and/or traffic signals or construction of a roundabout), the addition of a center left-turn lane to a corridor, intelligent transportation systems, and any traffic signal infrastructure modifications (including equipment upgrades) that will result in operational changes to motor vehicle traffic.
- **Bike and Pedestrian** – This category includes any activity that primarily benefits bicycle and pedestrian transportation. Examples include installing or modifying multi-use paths, bicycle lanes, or sidewalks, provided that they are not part of a roadway modification project. It also includes funding requests for education, encouragement, enforcement and other activities to promote non-motorized modes of transportation.
- **Transit** – This category includes any activity that primarily benefits public transportation. Examples include transit vehicle replacements, park and rides, transit centers, enhanced bus stops, capital projects related to new or expanded service, streetcar, bus rapid transit, or rail transit.
- **Interchange/Freeway** – Projects which are constructing a new interchange or modifying an existing interchange or other component of a freeway project and the benefits generally are focused on improving travel on the freeway system as opposed to the local system.
- **Other** – If the funding request does not fit in any of the above categories, it falls into this category. These may be motor-vehicle education or enforcement activities, non-transit engine retrofits, refueling stations, etc.

For most applications, it is clear which category it is. However, there are cases in which a roadway project has significant characteristics of multiple categories. In general, the following hierarchy is used in the categorization of roadway projects:

1. Will a roadway project have motor vehicle operational changes (generally to improve traffic flow)? No = System Preservation
2. Is the project a new interchange or primarily improving freeway operations? Yes = Interchange/Freeway.

3. If a roadway project includes significant bike/pedestrian or transit related components, it will be categorized by the primary purpose of the project.
4. If a roadway project is not System Preservation or Interchange/Freeway it will be categorized as Roadway Capacity/Operational Changes category.

During review of the screening applications, staff and the AFC will review the project category the applicant selected and provide feedback if it appears it should be in a different category for final application submittal.

### 5.3 Funding Target Ranges

MORPC has established the target ranges of funding below for different Activity Categories. The basis of the target percentages is the total amount of funding commitment from the present SFY through two SFYs beyond the next TIP update. For this cycle, that is SFYs 2023-2029. The purpose of the criteria is to identify the projects among the various categories that best advance the goals of the MTP. Once the worthiest projects are identified, the appropriate funding source(s) will be identified.

	Roadway Capacity/Operational Changes	Transit	System Preservation	Bike & Pedestrian
<b>Minimum %</b>	40	5	10	15
<b>Maximum %</b>	60	15	15	25

In addition to the above target ranges, for the Roadway Capacity/Operational Changes category, funding requests greater than \$5 million will not be funded until at least 40 percent of the maximum funding available for the category goes to requests that are \$5 million or less (in 2022 dollars).

MORPC traditionally funds five programs from its attributable funding: Gohio Commute, Paving the Way, Air Quality Awareness, Technical Assistance and Supplemental Planning. These programs may use up to five percent of MORPC-attributable funding without submitting applications for the formal selection process. The AFC may still make recommendations to the TPC regarding funding for these programs.

## 6. Application Process for New Funding Commitments

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There is a two-step process to apply for new funding commitments – a Screening Application and a Final Application. The process begins with an announcement of solicitation of applications and a workshop for potential applicants.

### 6.1 Applicant Workshop

In order to prepare applicants for the upcoming application process, MORPC staff will host an applicant workshop following announcement of solicitation of applications. The workshop will provide an overview of timelines, eligibility, activity categories, and the application, evaluation, and selection processes, in addition to other information relevant to applicants.

Additionally, staff will explain data sources derived or used by MORPC as part of project evaluation. On or before the date of the workshop, staff will ensure that certain datasets are



available for applicants to review. These datasets are generally those that do not require a specific project to be coded into MORPC’s Travel Demand Model, and include:

Jobs within one mile	Uncertainty index
Traffic composition	Sensitive lands
Funding available	Crash reduction (GCAT)
Pavement and bridge condition	Transit line
Census data to identify various population groups	O/D density

## 6.2 Screening Application

Screening Applications will be submitted through an online form and are due on July 15, 2022. The Screening Application gathers enough information to determine whether the project or program is eligible for funding, which Activity Category is most suitable for the project and the total funding requested for all applications. The construction phase of a project must be scheduled to begin, i.e. receive federal authorization, within two SFYs beyond the next TIP update. For this cycle, that is before the end of SFY 2029.

Applicants will be asked to provide the following information as applicable:

Project Title	Project Scope
Sponsoring Local Public Agency	Project Type
ODOT PID (if assigned)	Activity Category
Metropolitan Transportation Plan Project ID or Status	Right-of-Way Authorization Date
Complete Streets / Smart Streets / NEPA Verification	Consultant Authorization Date
Pedestrian, Bicycle, Transit, and Digital Infrastructure Components	Award Contract Date
Applicant Contact Information	Date Funds are Needed (if no construction proposed)
Name	Source, Amount, and Percent of Phase Subtotal:
Address	Preliminary Engineering
Phone Number	Right-of-Way
E-mail Address	Construction
Facility Name	Other Costs
Project Limits (From-To)	Total Cost
Project Length	Cost Estimate Methodology

After reviewing the Screening Applications for eligibility and completeness, MORPC staff will confirm the selected Activity Category. The AFC will consider the forecast of available funding and the new funding requests and direct the staff to advise each sponsor about the competitiveness of their applications and recommend which ones are good candidates to submit Final Applications. If a sponsor submits more than one Final Application, the sponsor will provide a priority ranking of the applications.

In mid-August, staff will provide feedback to the applicants on their Screening Applications. The AFC may recommend that sponsors limit the number of applications or amounts requested,

identify ways large funding requests can be split or reduced in scope and identify applications that have little or no chance of success. However, sponsors may submit a Final Application for any request for which a Screening Application was received. The staff will provide guidance to the applicants about the specific information they will need on the Final Application based on the Activity Category.

### 6.3 Final Application

The Final Application, which is due on September 28, 2022, will request the information shown in the Appendix A, as applicable, in addition to an authorized signature, a supporting resolution, a cost estimate certified by a professional engineer, architect, or other appropriate professional discipline, and the information needed to evaluate the application using the criteria in Section 7.1. The application will consist of an online form to be submitted electronically.

Applicants should use ODOT's preliminary cost estimating procedure or some similarly detailed procedure. Refer to ODOT's Office of Estimating website for guidance:  
<http://www.dot.state.oh.us/Divisions/ConstructionMgt/Estimating/Pages/default.aspx>

Applicants will provide a schedule that is realistic and recognizes the processing and review times needed by ODOT and other state and federal agencies in the project development process. Unless the applicant can provide justification, the schedule should allow at least two years for preliminary development (between Consultant Authorization and Environmental Document Approval), one year for detailed design (between Environmental Document Approval and Final Plans/Bid Package Submittal) and one year for right-of-way activities (between RW Authorization and RW Acquisition Complete).

Applicants will be asked in the final application to acknowledge that all projects are subject to NEPA, the Complete Streets Policy, and the Smart Streets Policy (see Section 8).

For construction phases, the SFY requested for the commitment will be one year following the calendar year of the Final Plans and Bid Package Submittal to ODOT in the project's schedule. For example, if the bid package submittal date is in April 2026, the applicant is requesting funds for SFY 2027 (even if the award date is May 2026 on the application). This is done to minimize the risk of the award date slipping into the next SFY and the potential that the unspent funds could be recalled.

If selected for funding, the sponsor and MORPC must agree on a schedule, in consultation with ODOT, when the partnering agreement is executed (see Section 9.1). The schedule may be revised between the Screening Application and Final Application and between the Final Application and the Partnering Agreement.

### 6.4 Penalties for Incomplete Applications

As described previously, MORPC staff will review the applications and updates for errors and omissions. If additional information is needed, staff will send a request to the Sponsor Project Manager identified on the application. The applicant must adequately respond by the date indicated in the request, which will be approximately one week after it is sent. A failure to adequately respond to the request will result in a reduction of 5 points from a new application's overall score. The penalty will increase by 5 points for each additional week that passes before the applicant adequately responds to a request. MORPC staff will determine whether a response to the request is adequate. The applicant may appeal any penalties to the AFC.

Applications lacking an authorized signature or supporting legislation will be subject to penalties as follows:

- **Authorized Signature:** If the signature area is incomplete (including printed name and title) a new project's evaluation score will be reduced by 10 points. The penalty will increase by 5 points for each additional week that passes before the applicant provides complete signature information.
- **Supporting Legislation:** If a copy of enacted supporting legislation is not received by October 29, 2022, a new project's evaluation score will be reduced by 10 points. The penalty will increase by 5 points for each additional week that passes before the applicant provides a copy of enacted supporting legislation.

## 7. Evaluation and Selection Process

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Because of the high demand for MORPC-attributable federal funds, the AFC developed criteria and processes to identify the best candidates for funding. The criteria reflect current adopted MTP goals and objectives and satisfy the planning factors required by the federal Metropolitan Transportation Planning regulations.

The following generally describes the evaluation and selection process:

- a. Staff shall apply the scoring criteria to applications for new funding commitments and outstanding commitments forced to compete for the additional funding.
- b. Staff shall submit the collected information about each application and the scores for each application to the AFC for review and comment.
- c. The AFC shall select applications to recommend for new funding commitments.
- d. The recommended program of funding commitments (changes to outstanding funding commitments as well as new commitments) shall be provided to CAC, TAC, TPC, MORPC's members, and the public for review and comment.
- e. At the conclusion of public involvement, the applications, schedules and costs will be adopted through the MORPC committee process and incorporated into the TIP to be adopted the following May.

### 7.1 Evaluation Criteria and Scoring Process

As part of the continuing metropolitan transportation planning process, MORPC adopted the 2020-2050 Metropolitan Transportation Plan in May 2020. The MTP established the following six goals for the region.

Through transportation:

- Reduce per capita **energy** consumption and promote alternative fuel resources to increase affordability and resilience of regional energy supplies.
- Protect **natural resources** and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community.
- Position Central Ohio to attract and retain **economic opportunity** to prosper as a region and compete globally.

- Create **sustainable neighborhoods** to improve residents' **quality of life**.
- Increase regional **collaboration** and employ innovative transportation solutions to maximize the return on **public expenditures**.
- Use public investments to benefit the **health, safety, and welfare** of people.

The criteria for evaluating applications for new funding commitments are used to measure how well they advance the six goals identified for the MTP. These criteria help assure consistency between the MTP goals and the funding commitments that result from this process. The criteria for evaluating applications follow and consist of qualitative information based on the information in the final application and well as quantitative data derived from GIS or travel demand model analysis.

Applications will be scored for each goal on a scale of 1 to 10. The score will be established subjectively based an overall consideration of the MORPC-derived data and qualitative statements provided with regard to the criteria for each goal. Although there is no specific weighting of criteria within each goal, there are three levels of priority among the criteria for each goal. In the following criteria tables, the priority level for each applicable criterion is shown in the corresponding Activity Category column:

- A criteria are given the highest priority
- B criteria are given a priority level between A and C
- C criteria are given the lowest priority

The application will be scored for each goal relative to the other applications' data and statements for the goal. If the information associated with a particular goal does not provide a meaningful distinction between two applications, they will receive the same score for that goal. For minor differences, the scores between two applications will be close to each other. For applications that are clearly separated based on the goal criteria and their priority levels, the applications' scores will be significantly different. Included with the goal score will be a brief rationale for the score that highlights the most significant contributing factors.

MORPC staff will compile the data for each goal and develop the preliminary goal score and rationale to document how each scoring measure impacted each application score. The AFC will then review the scores and rationales and make modifications as necessary to reach agreement.

### 7.1.1 Economic Opportunity Goal Criteria

The evaluation for the economic opportunity goal criteria is based on information provided in the Final Application and MORPC-derived data from the regional travel demand model or GIS.

Data Source	Economic Opportunity Goal Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
MORPC Derived***	<b>Congestion Relief:</b> Applicant is to provide information on how congestion is hampering economic development in the area. Applications which do not clearly demonstrate how congestion is hampering economic development in the area will not benefit from this criterion. How will improvements to the transportation system because of this project improve economic development? MORPC will estimate the ability of the project to improve travel within a corridor so congested components of the transportation system are relieved. Measured using the regional model by the percentage reduction in 2050 VMT that experiences LOS F or worse within 1 mile of the project.	A			B	
MORPC Derived****	<b>Job Retention &amp; Creation:</b> The number of existing jobs of each type (manufacturing, office, warehousing, retail, institutional) within 1 mile of the project. The Applicant will provide the number of permanent jobs of each type that will be created in the region because of the project. Provide a map showing the locations in relationship to the project. Provide documentation showing that these jobs are committed to being created in this area with the improvements to the area.	A	B	B	B	
	<b>Development Readiness:</b> Describe the presence and timing of all necessary economic development components in the project area, such as infrastructure (e.g., utilities, water and sewer, broadband), access to appropriately trained labor (skilled/unskilled), and other transportation options (e.g., rail, airports, transit or bicycle/pedestrian). This can include how much new private/public capital investment has been made in the project area or will be because of the project. This investment can be within the past 3 years or commitments between now and 5 years after completion of the transportation project. Provide a map showing the past and committed investments. Specify the type of investment and the timeline for this investment.	B			B	
MORPC Derived*	<b>Travel Time Uncertainty &amp; Delay Reduction:</b> Using existing travel time data, the existing travel time uncertainty index will be calculated for the area within 1 mile of the project. Projects in areas with higher uncertainty will score better. Travel delay reduction is the average 2040 travel time reduction per person for a complete trip using the facility during peak periods (including AM and PM peak hours) because of the project as estimated using the regional model. Projects with more delay reduction will score better.	B			C	
MORPC Derived*	<b>Traffic Composition:</b> Current and future Average Daily Traffic and percentage of truck traffic. Higher volume facilities and facilities serving a higher percentage of truck traffic will score higher.	B	A			
	<b>Other Economic Considerations:</b> Describe the type and amount of acreage of site(s) that will primarily benefit from the project's improvements (e.g., greenfields, developed, redeveloped, infill, brownfields, intermodal facilities). Provide information regarding the project's impact on economic development in the area. Is there anything unique about this project that has not been captured by the criteria? This could include how the project will impact a specific industry cluster, innovative business, or industry target as identified by One Columbus.	C	C	A	A	A

\*Data relative to the travel time index and delay will be available prior to application submission.

\*\*\*MORPC will estimate change in congested VMT. Applicant is to provide statement on how congestion is hampering economic development.

\*\*\*\*The number of existing jobs is available prior to application submission. Applicant is to provide the number of new jobs.

### 7.1.2 Natural Resources Goal Criteria

The scores for the natural resources goal criteria are mostly based on information provided in the Final Application. The emission reductions are estimated using the regional travel demand model.

Data Source	Natural Resources Goal Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
MORPC Derived	<b>Emission Reduction:</b> The vehicle emissions of PM2.5 (fine particulates), VOC (volatile organic compounds), and NOx (oxides of nitrogen) contribute to the region being recently in non-attainment of the ozone and PM 2.5 national air quality standards. The regional model will estimate the change in emissions resulting from the project, reported in kilograms per day. Projects with more emission reductions will score better.	A		A	A	A
<b>MORPC Provided*</b>	<b>Addressing Sensitive Land Issues:</b> Based on project location information provided in the Screening Application, a listing of sensitive lands in the project vicinity will be provided to the applicant. In the Final Application, the applicant is to provide information addressing how the project impacts each of these. Projects that do not impact sensitive lands or will go beyond NEPA requirements* will score better.	B	B	B	B	
	<b>Water Runoff Quality &amp; Quantity:</b> Describe a current significant water runoff quality or quantity problem in the project area that will be resolved as a result of the project and complying with NEPA requirements. If there is no current significant water runoff quality or quantity problem, describe aspects of the project that will improve water runoff quality or quantity that will go above and beyond NEPA requirements.* Projects which address problems or go beyond NEPA requirements will score better.	B	B	B	B	B
	<b>Vegetation and Habitat Restoration:</b> Describe a current significant vegetation or habitat problem in the project area that will be resolved as a result of the project and complying with NEPA requirements. If there is no current significant vegetation or habitat problem, describe aspects of the project that will improve vegetation or habitat restoration above and beyond NEPA requirements.* Projects that address problems or go beyond NEPA requirements will score better.	B	B	B	B	B
	<b>Other Extraordinary Aspects Related to Natural Resources:</b> A statement by the sponsor about any extra-ordinary aspects of the project's impact on the natural habitat.	B	B	B	B	B

\*Available prior to application submission.

### 7.1.3 Energy Goal Criteria

Two criteria for the energy goal are scored based on information provided in the Final Application, and one is scored using results from the regional travel demand model and GIS analysis.

Data Source	Energy Goal Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
MORPC Derived	<b>Vehicle Miles of Travel:</b> Projects that would reduce regional Vehicle Miles of Travel will score better.	A		A	A	A
	<b>Components that Save Energy:</b> An assessment provided by the sponsor as to the potential project level technology components that save energy.	B	B	B	B	B
	<b>Other Extraordinary Aspects:</b> A statement by the sponsor about any extraordinary aspects of the project's impact on energy. This could include renewable energy production as part of the project.	B	B	B	B	B

### 7.1.4 Collaboration and Funding Goal Criteria

The evaluation for the collaboration and funding goal criteria is exclusively based on information provided in the Final Application. A first consideration in the score for this goal will be inclusion in the MTP. **If the activity is not in the MTP, the maximum score for the goal is reduced to five (5).**

Data Source	Collaboration and Funding Goal Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
<b>MORPC Provided*</b>	<b>Percent and Amount of MORPC Funding Requested:</b> The percentage will only be based on the total right-of-way and construction cost. If it is not a traditional construction project, the percent of the total program/activity will be used. Applications that provide non-federal match to MORPC funding of 30% or more will score better. Applications that request amounts greater than 25% of the maximum of forecasted funds available for the category or over \$8 million, whichever is smaller, will not benefit in this criterion. Applications that request amounts less than 10% of the maximum of forecasted funds available for the category or less than \$1 million, whichever is greater, will receive maximum benefit in this criterion.	A	A	A	A	A
	<b>Documentation of Support and Collaboration:</b> The applicant is to provide letters of support from neighboring government jurisdictions, community associations, business associations, or others. Additional funding partners are also a sign of support. The focus of this support is to be for the right-of-way and construction phases. Projects that have more support will score better. Additionally, the more private sector funding, the better the score.	A	A	A	A	A
	<b>Origin of Project/Project Readiness:</b> The applicant is to provide the origin of the project including all planning studies recommending the project or activity and which ODOT Project Development Process (PDP) steps have been completed at time of final application submittal. Projects that are further through the planning and PDP process will score better. The sponsor is also to provide documentation on interagency and community collaboration (e.g., identification in MORPC's Competitive Advantage Projects initiative, utilized MORPC's Technical Assistance Program) that has occurred to date to advance the project.	B	B	B	B	B
	<b>Applicant Priority Ranking:</b> Applicants that submit more than one project must also submit a priority ranking of their projects. The applicant's top project within each category, and top two projects within the Roadway Capacity/Operational Changes category, will benefit under this criterion.	C	C	C	C	C
	<b>Small Agency Funding Capacity:</b> For an agency with a small transportation budget, such that the local funding they are contributing to the project phases for which they are requesting assistance is approximately equal to or greater than the usual size of its annual transportation infrastructure expenditures, will benefit under this criterion.	C	C	C	C	C

\*Available prior to application submission.



### 7.1.5 Health, Safety & Welfare Goal Criteria

Some of the for the health, safety and welfare goal criteria are evaluated based on information provided in the Final Application, and others are evaluated based on MORPC-derived data using GIS analysis.

Data Source	Health, Safety & Welfare Goal Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
MORPC Derived*	<b>Crash Reduction:</b> Using the ODOT crash data and tools, crash measures for the project will be calculated, including overall frequency, fatal and serious injury crash frequency, fatal and serious injury bike/ped frequency, and fatal and serious injury crash rate. Additionally, using Crash Modification Factors (CMF) and Highway Safety Manual (HSM) based analyses, project improvement(s) will be evaluated with respect to their estimated impact on expected crashes. Projects that show more projected improvements to safety will score higher..	A	B	A	A	
	<b>Enhance Safety:</b> The applicant describes how the project will improve or maintain safety. Projects which address existing safety issues will score higher, but projects which include systemic safety improvements to maintain safety can benefit in this criterion. Additionally, projects which are identified in local or regional plans as priority safety projects will score higher.	A	B	A	A	
MORPC Derived*	<b>Facility Condition:</b> The average PCR of the existing roadway that would be improved as part of the project based on the most recent ODOT data will be calculated. The worst existing bridge component rating based on ODOT data that would be improved as part of the project. The sponsor should review the ODOT data and may provide supplemental data if desired. Projects that are on facilities with lower PCRs and/or bridge ratings will score higher.	A	A			
	<b>New Transit Ridership:</b> The applicant provides an estimate of the increase in transit ridership. This is to include both the ridership on the specific project or activity as well as overall system ridership. Projects that have higher ridership will score better.				A	
	<b>Regional Transportation System Equity:</b> Measure of how the project addressing unmet needs of a particular population group or groups within their community. With a focus on minority, low income, elderly, disabled or other historically underrepresented population group, the applicant is to provide a description of how the unmet need(s) of the population group(s) is being addressed by the project. Data (census or other) to support the project is serving the specified population(s) should be provided.	A	A	A	A	
	<b>System Life:</b> The applicant is to provide information on the age and condition of the components being replaced. Also provide a statement, if applicable, as to the potential of the project to maximize life of transportation system. This is any extraordinary aspect that is likely to be part of the project.	C	C	C	A	
	<b>Other Health, Safety &amp; Welfare Considerations:</b> Statement by the sponsor with rationale on how the project would further this goal. Reference should be made to as many of the above criteria as applicable in justifying the benefits of the program/activity/project relative to this goal.	C	C	C	C	A

\*Available prior to application submission.

\*\*Available prior to application submission ONLY for Bike and Pedestrian projects.

### 7.1.6 Sustainable Neighborhoods and Quality of Life Goal Criteria

Some of the criteria for the sustainable neighborhoods goal are based on information provided in the Final Application. A few criteria are based on MORPC-derived data that uses GIS analysis and the travel demand model.

Data Source	Sustainable Neighborhoods and Quality of Life Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
MORPC Derived**	<b>Origin/Destination Density:</b> The average density (population + jobs) of the project users' origins and destinations will be estimated based on existing densities & 2040 projections. The average densities will be calculated for both higher density ends of the trip and lower density ends of the trip. For the Bike and Pedestrian category, the density within 1 mile of the project will be used. Projects that serve travelers going to and from more dense areas will score higher.	A	A	B	A	
	<b>Pedestrian System:</b> The applicant will provide information on the relationship of the project to the existing pedestrian transportation system and/or how the project will include improvements to enhance or connect to the pedestrian system. Projects that facilitate the construction of pedestrian facilities along a regionally significant active transportation corridor will score higher. Projects that provide pedestrian facilities where none currently exist and/or provide connections among existing facilities will score higher.	B	B	A	A	
	<b>Bikeway System:</b> The applicant will provide information on the relationship of the project to the existing bikeway transportation system and/or how the project will include improvements to enhance or connect to the bikeway system. Projects that facilitate the construction of facilities along a regional active transportation corridor will score higher. Projects that provide bike facilities where none currently exist will score higher. Projects that improve the level of stress, per MORPC's Level of Stress map will score higher.	B	B	A	A	
	<b>Displacements:</b> The applicant will provide an estimate of the number of displacements (business and residential) as a result of the project. The information can be provided in terms of a range of likely displacements.	B	C	C	C	
	<b>Transit System:</b> A statement by the applicant as to how the project enhances transit service. Projects along existing transit routes will need to provide appropriate transit related facilities and will score higher. Beyond what transit related facilities may be part of the project if on existing transit line, projects that make additional improvements, improve first and last mile connections to existing service, or that could enhance future transit service while not on a current transit line will score higher.	B	B	A	B	
	<b>Other Sustainable Neighborhoods Considerations:</b> Statement by the applicant with rationale on how the project would further quality of life and relationship of this project to furthering the community's quality of life goals. For projects in the Other Activity Category, also provide additional information especially in regard to any of criteria above criteria as applicable in justifying the benefits of the program/activity/project relative to this goal.	C	C	C	C	A

\*Available prior to application submission.

\*\*Available prior to application submission ONLY for Bike and Pedestrian projects.

## 7.2 Scoring Phased Construction Projects

Large construction projects are often developed and constructed in phases, i.e. under separate contracts. Applicants have discretion in how to package the submittal to improve the competitiveness of the application. MORPC staff are available for consultation during the application process and may include such advice in its response to the Screening Application.

Generally, only the components that would be built as part of the project requesting the funding will be evaluated. Exceptions would be when other project components or phases are so intertwined that it was required that they all be in the same NEPA document. The NEPA process requires interrelated projects to be considered in one document, even when construction will occur in phases. In these cases, the criteria will be applied to the scope defined by the environmental document. If the document has not yet been developed to the point of defining the scope, then the scope anticipated for the environmental document will be evaluated rather than on the construction sections

## 7.3 Agency Prioritization of Multiple Applications

An agency which submits multiple funding applications may request, during the scoring and evaluation period, that the score for any project submitted by that agency be reduced and the project demoted in the list of highest scoring projects within a category in order to score lower than a higher priority project by the same agency. The request shall be made in writing.

## 7.4 Weighting Scores by Goal and Category

Once the goal scores are completed, they will be multiplied by the corresponding weight in the table below.

Activity Category	Economy	Natural Resources	Energy	Collaboration	Health, Safety & Welfare	Sustainable Neighborhoods
<b>Roadway Capacity/Operational Changes</b>	20	10	5	15	30	20
<b>Bike and Pedestrian</b>	10	10	5	15	30	30
<b>Transit</b>	15	5	15	15	20	30
<b>System Preservation</b>	15	5	5	15	35	25
<b>Other</b>	NA	NA	NA	NA	NA	NA

The overall score for an application will be the sum of all of the weighted scores divided by 10, resulting in an overall score between 0 and 100. Interchange/Freeway projects will be evaluated using the criteria for the Roadway Capacity/Operational Changes category to assess their benefit to the region.

## 7.5 Prioritizing and Recommending Applications for Funding

Once the overall score is established, the applications are ranked within each category. The AFC will review the ranking and make adjustments to the preliminary goal scores if necessary.

During the ranking and prioritization process, sponsors may voluntarily reduce the amount of funding requested in an application by increasing the local match or reducing the scope. This would increase the amount of funding available for other applications or make the reduced request more feasible within available funding.

Staff shall consider AFC comments on the application scores and then identify the high, moderate, and low scoring applications within each category along with the target funding range available within each category. Applications with higher scores will generally be selected before applications with lower scores. Once the AFC reaches agreement upon a program of funding commitments to recommend, MORPC staff would then use this recommendation, the application schedules, and funding availability by SFY to develop a draft program of funding commitments.

Commitments will fall into one of three categories: TIP (Years 1-4), Post-TIP (Years 5-6), and Long Range. The TIP years are the four SFYs of next TIP. MORPC will make commitments in specific SFYs to fully use the funding expected to be available in the TIP years. Most construction phases in the TIP will be continuations of commitments made in previous rounds. MORPC may make Post-TIP commitments with a total not to exceed 75 percent of available funds forecasted for the Post-TIP Years. The uncommitted portion of Post-TIP funds are intended to be available for the next round to fund fast-developing construction (e.g., system preservation or high priority projects), right-of-way phases for new construction commitments, and cost increases for previous commitments. Post-TIP commitments are not designated a specific SFY in the two-year period. The SFY will be designated when it advances into TIP years. Long Range commitments are primarily intended for any debt payments, both outstanding and planned new payments. Long Range commitments must not exceed 25 percent of the total amount available in the first six years. Also, there cannot be more than 40 percent of the yearly average committed in a single year beyond the sixth year.

The table below summarizes the commitment categories and specifies which SFYs apply to each category for this round.

Commitment Type	SFYs	Specific SFY?	Max % Funding Committed	Typical Uses
TIP	24-27	Yes	100%	Prior Construction, New Right-of-Way, New Fast-Developing Construction
Post-TIP	28-29	No	75%	New Construction, New Right-of-Way
Long Range	30+	NA	25% of 24-29	Debt Payment

The AFC will not reject portions of an application for funding. If a significant portion of an application appears to be inconsistent with MORPC's goals and policies, the project will be down-rated and therefore be less likely to be funded.

This program would then be provided for a 30-day agency and public comment period. MORPC staff and the AFC would review any comments received and make adjustments, if necessary, before final action by the CAC, TAC and TPC.

## 7.6 Reservoir Commitments

Even in a well-managed program, there will be occasions when not all of the projects will be able to be obligated as scheduled. Consequently, it is desirable to create a “reservoir” of projects that are ready ahead of funding availability that could be obligated when necessary to

effectively manage the program. MORPC will first develop a program based on expected funding per year, the applicants' schedules and the evaluation criteria results. Then, project phases for which there are insufficient funds available in the requested SFY will receive a funding commitment in a later fiscal year. Sponsors with a delayed commitment should work to maintain the intended schedule and will be considered to be reservoir commitments. The following commitments will have priority in keeping their requested fiscal year:

1. Commitments made in previous cycles
2. Right-of-way phases of new construction commitments

If sufficient funds are not available when needed to proceed, the sponsor will need to arrange financing, such as loan through the State Infrastructure Bank (SIB), to be repaid with attributable funds (see Section 10.5).

## 8. Project Development Requirements

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### 8.1 Federal and State Requirements

Federal law requires that federally funded projects conform to NEPA and the National Historic Preservation Act. To comply with these laws, projects must have an environmental review to assess and/or mitigate effects on social, economic, and environmental factors. Similarly, work involving sensitive historic structures or archaeological sites must conform to the U.S. Secretary of the Interior's standards and guidelines for archaeology and historic preservation.

If federal funds are used in the preliminary engineering phase, the consultant must be selected through ODOT's federal procurement process. Consultants working on projects with a commitment of MORPC-attributable funds for any phase must be pre-qualified by ODOT.

Any right-of-way or property acquisition must conform to the Uniform Relocation Assistance and Real Property Acquisition Act, as amended.

Engineering and architectural designs for all facilities must conform to current regulations resulting from the Americans with Disabilities Act (ADA).

To ensure these and other requirements are met, all activities using federal transportation funds must follow either ODOT's PDP or Local Public Agency (LPA) process. ODOT maintains a website with PDP information: <http://www.dot.state.oh.us/projects/pdp/Pages/default.aspx>. Projects normally advance through the "traditional" process where ODOT oversees and reviews environmental studies, right-of-way and construction plan preparation, bidding, and construction. With ODOT and MORPC concurrence, sponsors may elect to advance their projects through ODOT's LPA process (also called the "local-let" process) that allows the LPA more control of the project. The LPA process does not exempt the project from any NEPA, public involvement, or other requirements. Only applicants who have proficiently advanced their projects through ODOT's PDP in the past will be eligible for LPA consideration.

ODOT allows LPAs to administer construction projects on the LPA's system using federal funds if the LPA has completed all of the required LPA eLearning Qualification Modules, the LPA can prove it has properly licensed and experienced employees, all of the required written processes and policies are in place, and the LPA has enough internal support to complete the project

properly.

For more information on Ohio's LPA Qualification Process, please review chapter one of the Locally Administered Transportation Projects Manual available at <http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/LocalLetProcesses.aspx> or contact the District LPA Manager (list available at [http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Documents/LPA\\_District\\_Managers.pdf](http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Documents/LPA_District_Managers.pdf))

MORPC will include new and outstanding funding commitments in SFYs 2024-2027 in the updated Transportation Improvement Program (TIP). For a project or activity to be eligible to receive federal funds, it must be included in the TIP.

## 8.2 Complete Streets Policy

Projects are required to adhere to MORPC's Complete Streets Policy in the planning and design of all proposed transportation projects using MORPC-attributable federal funds. The main objective of the policy is to design and build roads that safely and comfortably accommodate all users of roadways, including motorists, cyclists, pedestrians, transit and school bus riders, people with disabilities, delivery and service personnel, freight haulers, and emergency responders. It includes people of all ages and abilities.

Sponsors are responsible for determining, within the context of the project, the most appropriate project approach to meet the Complete Street Policy's requirements. MORPC staff can assist in determining the most appropriate approach. The Complete Streets Policy and other resources are available on the MORPC website: <http://www.morpc.org/tool-resource/complete-streets/>

## 8.3 Smart Streets Policy

Projects are required to adhere to MORPC's Smart Streets Policy in the planning and design of all proposed transportation projects using MORPC-attributable federal funds. The main objective of the policy is to ensure investments in mobility are planned and constructed in a manner that advances a regional smart mobility system that is connected, inclusive, secure, and resilient across jurisdictions. The goals of this policy seek to improve connectivity of digital infrastructure and to create a mobility system that provides for flexibility, interoperability, and equity.

Sponsors are responsible for determining, within the context of the project, the most appropriate approach to meet the Smart Streets Policy's requirements. Projects approved for funding prior to 2020 should consider the Smart Streets Policy and are requested to provide related information during Commitment Updates (see Section 9.3). Projects approved for funding in or after 2020 are required to incorporate the Smart Streets Policy into the planning and design of funded projects.

The Smart Street Policy is available on the MORPC website: <http://bit.ly/smartstreetspolicy>. The information identified in the Smarts Streets Checklist have been incorporated in the application questions.



## 9. Maintaining Funding Commitments

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It is the sponsor's responsibility, with ODOT and MORPC support, to develop the project on schedule in order to allow the funds to be authorized.

### 9.1 Partnering Agreements

To document the local commitment to each project, a partnering agreement will be developed in consultation with ODOT and executed among the sponsor and MORPC. The agreement will include the scope of the activity, its schedule prepared with mutually agreeable dates, a commitment on the parts of the sponsor to become suitably knowledgeable about the ODOT process, attending regular progress meetings with ODOT and MORPC and providing status update information necessary for monthly updates to the TAC, and commitment of all the partners to carry out their responsibilities to the project at a level of quality and in a time frame consistent with the best practices customary in Central Ohio. In certain circumstances, the partnering agreements may be revised as described in Section 9.5. A sample Partnering Agreement is provided in the Appendix. The amounts and SFYs in the Partnering Agreement will be consistent with the MORPC resolution adopting the funding commitments as approved by the TPC.

When funding sources other than attributable funds and local agency funds are committed to a phase, the Partnering Agreement will document the amount or percentage from these sources. The agreement will incorporate the expectation of how each source of funding will be adjusted as cost estimates are updated throughout project development.

MORPC and the sponsor can agree to make modest adjustments to the milestone dates dictated by the schedule in the application, provided the partnering agreement is executed prior to first incorporating the project into the TIP.

If funding is not available in the same SFY as the scheduled date, the date that will trigger a score reduction on future applications will be delayed to December 31 of the SFY to which MORPC has committed the funds. In practice, this means that penalties will begin to apply to a sponsor if the funds are not encumbered in the SFY to which the funding commitment was delayed. Otherwise, the scheduled dates in the partnering agreement can be changed only with the approval of the AFC during the commitment update cycle.

### 9.2 Project Monitoring

To assist in more timely delivery of MORPC-funded projects and to make the status of these projects more widely known, MORPC will closely monitor the status of projects. Steps MORPC will take to monitor will include:

- Maintain a list with contact information of project managers for the sponsor, ODOT and primary consultant.
- Maintain a list of milestone dates for the project, including at a minimum the milestones included in the application.
- Contact the sponsor, ODOT and consultant project managers at least monthly for status updates, which will be compiled into a report.

- Attend quarterly meetings and other project meetings. Sponsor attendance at quarterly project status meetings scheduled by ODOT will be mandatory unless the sponsor, ODOT, and MORPC agree to cancel the meeting.
- Report on the status of all projects at each TAC meeting. Managers of projects falling behind schedule may be requested to report on the project to TAC.
- Report a summary of the information to the sponsor CEO and chair of council (if such exists) at the beginning of each fiscal year at a minimum. These would be more often if a project begins to fall behind.
- Investigate additional means of monitoring and providing updates.

### 9.3 Commitment Update Form

After receiving a commitment, sponsors must submit a Commitment Update Form every two years, during the application period, until the funds have received federal authorization. If MORPC does not receive a Commitment Update Form, the commitment is considered to be cancelled (see Sec. 9.6). Exceptions will be made for funds expected to receive authorization for the final phase before SFY 2024. At the time MORPC requests Update Forms, sponsors of construction projects with a final plan package submittal date after December 31, 2022, are expected to submit an Update Form. Staff may grant exceptions at their discretion.

The purposes of the Update Form are to reaffirm or request adjustments to the committed amount and schedule; provide justification for requesting significant changes to the scope, schedule, or budget; reaffirm the sponsor's commitment to deliver the project; and provide an update on the project development requirements (see Sec 8).

Changes to the amount committed are significant if the total has changed by more than 10 percent (excluding inflation) since the previous application/update. Schedule changes are considered significant if any milestones have changed by more than six months since the previous application/update. Sponsors need to provide a resolution or legislation supporting the project that was approved within the year preceding the Update Form due date. **Funding commitments will be determined to be on schedule or behind schedule by comparing the revised schedule with the dates in the Partnering Agreement.**

Staff will present the requests to the AFC, which may consider the requests in aggregate and/or individually. The AFC has recommended approval of all updated requests when it has found the net change in total funds committed would be acceptable, notwithstanding significant changes in individual commitments or any sponsor's total commitments. When the total of all updated requests would result in a significant net increase, the AFC has asked sponsors of individual commitments requesting the largest percentage increases to submit a Final Application for the evaluation and scoring process to determine whether it will fulfill the request for additional funds. The AFC recommended approval of the other requests. Staff will use the recommendations as the basis of determining the availability of funds for new commitments.

If the AFC required a Final Application for a large increase, it considered its score and ranking with new applications in its category to inform its recommendation on the requested increase. Sponsors of unsuccessful applications for increases could either continue developing the same project (without significant alterations of the scope) without additional funding assistance or cancel the outstanding commitment.



## 9.4 Cost Overruns at Time of Authorization

The estimated cost of projects sometimes increases between the time the Partnering Agreement was signed and the final estimate prior to federal authorization. To provide some flexibility, MORPC will allow authorization amounts to exceed the committed funding according to the limits that follow.

Except as noted in the following paragraphs, MORPC's total participation in a project for Right-of-Way and Construction shall be fixed at no more than the commitments shown in the TIP at the time the project phase is authorized plus 10 percent or \$300,000, whichever is greater, as long as the total commitment does not increase more than 50 percent. Costs in excess of these amounts shall be the responsibility of the sponsor. Prior to authorization, sponsors have the right to withdraw projects and ask that they be reprioritized in a later year to obtain a higher MORPC commitment with the stipulation that if the withdrawal results in a loss of federal funds or obligation authority to the region, this funding commitment and others to the sponsoring agency may be delayed by MORPC indefinitely.

When funding sources other than attributable funds and local agency funds are committed to a phase, the authorization amount of the attributable funds may not exceed the amount shown on the TIP at the time the project phase is authorized. If the sponsor can document that the phase's final cost estimate has risen since the date of the estimate that formed the basis of the funding commitment (the estimate in the Partnering Agreement) and that the sponsor has made a good-faith effort to obtain a proportional increase in the amounts committed by other sources, then the attributable funding commitment will be subject to the limits in the preceding paragraph.

Commitments for non-construction activities, such as studies, preliminary engineering, MORPC programs, other programs, and purchases are fixed at the dollar amount shown on the TIP from which the project phase is obligated, i.e. there is no additional 10 percent MORPC participation. This also applies to construction projects that receive a commitment of a fixed dollar amount.

## 9.5 Delays and Penalties

Because, at times, sponsors have been unable to deliver their projects on the original schedule or within original budget, it is necessary to include penalties for delays and cost increases. The application of penalties will only take place after several notifications of the delayed or increased cost status of the project through the reports and letters generated through the monitoring system. Sponsors may appeal penalties by petitioning MORPC's Attributable Funds Committee (AFC) for relief.

- The partnering agreement between MORPC and the local agency shall document the milestone dates and funding commitment in determining dates when penalties take effect.
- If the sponsor has not authorized a consultant nor completed any additional project development tasks per the schedule by the time the first updated application is due, the project must re-compete.
- If a project's federal right-of-way authorization or final plan package submittal to ODOT is delayed more than one year, then the sponsor will be penalized on all new projects submitted for funding by reducing each new project's total score by 5 points. The penalty will be applied until the right-of-way is authorized or the final plan package is submitted to ODOT. If a sponsor has multiple existing projects with delays, the penalty will be applied for each delay up to a maximum of 15 penalty points.

- If a project's federal right-of-way authorization is delayed more than two years, then the sponsor is ineligible to apply for funding of additional projects until right-of-way is authorized.
- If a project's final plan package submittal to ODOT is delayed more than two years, then the sponsor is ineligible to apply for funding of additional projects until it has submitted the final plan package to ODOT.
- Projects which miss obligation dates that result in loss of funding to the region will have their federal share reduced by 10 percent (typically from 80 percent to 70 percent, but 100 percent projects would also drop to 70 percent), as well as have funding for this project and other projects sponsored by the agency delayed by MORPC indefinitely.
- During the formal commitment update cycle, with approval of the AFC and adopted through TPC resolution, the partnering agreement may be updated to reflect new funding commitment amounts.
- In extenuating circumstances, if agreed to by the AFC, the partnering agreement may be updated during the formal commitment update cycle to reflect new penalty trigger dates.

## 9.6 Cancelled Commitments

If a project sponsor decides not to proceed with a project or not to fulfill the requirements of the funding commitment, the commitment is cancelled and the funds are returned to the balance of uncommitted funds available for other uses. The sponsor is not permitted to transfer the funds to another unrelated project or activity.

# 10. Other Policies for Program Management

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## 10.1 Out-of-Cycle Requests

When circumstances require MORPC to decide outside of its normal funding cycle about committing MORPC-attributable funds to a project to which it has not previously made any commitments, the sponsor shall:

1. Fill out the final application from the previous funding round including all information used to score it.
2. Provide a letter to the Executive Director and Transportation Director requesting the funding which answers the following questions:
  - Why is this request being made outside the normal funding cycle?
  - What is the urgency of the request that it cannot wait until the next normal funding cycle?
  - When did the applicant know the funds being request would be needed?

Once the applicant has provided the completed application and letter of request, staff will:

1. Assign the application to the appropriate Activity Category and determine whether committing the requested funds would cause the total funding for that category to be outside its targeted range.
2. Score the application relative to the applications in the Activity Category from the last round
3. Assess if the requested funding would impact other funding commitments.

Once staff has completed the above assessment, the request will be processed as described below:

- If the requested amount is under \$2,000,000, staff will prepare a recommendation to the CAC, TAC and TPC on whether to provide the requested funding. Staff has the discretion to recommend a more rigorous process if it determines that circumstances warrant it.
- If the requested amount is \$2,000,000 or over, staff will provide a summary of the request to the TPC chair who will consult with the other officers, the CAC chair and the TAC chair. This evaluation group would then determine the additional steps to be taken to assess this request before submitting the request to CAC, TAC, and TPC. The options include:
  - No additional assessment. Go directly to CAC, TAC and TPC with staff recommendation
  - Direct the request to the AFC for further discussion and recommendation. The AFC recommendation would then be submitted to CAC, TAC and TPC
  - In consultation with the evaluation group and consistent with the Bylaws governing the TPC, the chair of the TPC appoints a special sub-committee or work group to further discuss the request and make a recommendation. The recommendation would then be submitted to CAC, TAC and TPC
- MORPC may adjust the type of federal funding (i.e., STBG, CMAQ, and TAP) awarded in order to balance its program. This does not mean that funding will not be committed, but that MORPC may alter funding arrangements to make the funds available.

## 10.2 Trading Funds with Other MPOs

Staff is authorized to negotiate with other MPOs, ODOT, and the County Engineers Association of Ohio to exchange obligation authority so it may be used to the advantage of Central Ohio. At the time it is necessary to submit a SIB loan application per Section 7.6, the principal amount applied for may be reduced or eliminated if there is the ability to exchange obligation authority. The Transportation Systems and Funding Director is authorized to approve these exchanges.

## 10.3 Ohio Statewide Urban CMAQ Program

MORPC does not receive a direct allocation from ODOT of Congestion Mitigation and Air Quality (CMAQ) funds specifically for the MORPC MPO area. The funds are available to the eight largest MPOs in the state are pooled. The eight large MPOs, acting through the Ohio Statewide Urban CMAQ Committee (OSUCC), solicit, evaluate, and select applications to use the pooled CMAQ funding. As outlined below, MORPC will work within the guidelines of the OSUCC to secure CMAQ funding for MORPC MPO area commitments.

- MORPC will strive to ensure that the MORPC MPO area obtains a fair share of CMAQ funding.
- The OSUCC does not require ridesharing and air quality programs to go through the project selection process. MORPC may continue them per Section 5.3 up to the funding threshold established in the OSUCC program.
- The application and selection process as described in Section 7 will be used to identify applications to be submitted to the statewide process for CMAQ funding. The target percentages of funding by Activity Category in Section 5.3 will assume MORPC will receive its fair share of CMAQ funding.
- All applications will be evaluated according to the category criteria as specified in Section 7. CMAQ-eligible applications will also be scored according to the OSUCC scoring criteria.
- The results of the MORPC evaluation and the statewide scoring will be considered in identifying applications to submit to the statewide process. The AFC will rank the top four applications in accordance to the statewide program.
- For applications being submitted to the statewide process, MORPC may work with the applicants to adjust the project's scope, schedule or funding to allow it to be more competitive in the statewide process and maximize the CMAQ funding able to be brought into the region. This may include relaxing some requirements identified in this document.
- If necessary, some funding commitments resulting from MORPC's normal selection process may be identified as contingent upon receiving funding through the statewide CMAQ process.

## 10.4 Participation in ODOT Freeway Projects

MORPC roadway funding is focused on arterial and collector facilities to support local agency roadway needs. Freeway facilities and system interchanges are generally the responsibility of ODOT, and MORPC does not intend to participate in funding those types of projects. However, MORPC will consider funding participation in the following:

- New or modified interchanges that connect to an arterial or collector (service interchanges)
- Components of a freeway project that modify an arterial or a collector
- Actual freeway or system interchange components if participation is structured as a series of payments over 10 to 20 years such that it does not significantly impact the ability to support local agency roadway needs.

In all cases, a local agency or multiple local agencies must be the applicant and follow the application process.

## 10.5 State Infrastructure Bank Loans

The State Infrastructure Bank (SIB) provides loans to advance transportation projects, which can be repaid with federal transportation dollars such as MORPC-attributable funds. The SIB is administered by ODOT and requires a separate application process. As the SIB has limited funding that must support projects around the state, projects using this mechanism should be

minimized as much as possible. The SIB generally functions as program management tool used to keep a project on schedule after it has been awarded funding.

MORPC will pay loan fees and interest to the maximum extent possible, based on the situation:

- 1) Should a project sponsor with a funding commitment seek to advance project construction prior to the fiscal year commitment specified in the signed Partnering Agreement, MORPC will pay any loan fees and interest up to the dollar amount of the future year commitment.
- 2) Should MORPC be unable to fulfill a funding commitment in the fiscal year specified in the signed Partnering Agreement, MORPC will pay any loan fees and interest such that the contribution from the sponsor will not increase.

When a larger-scale project, such as an ODOT-related freeway project, is identified for a Long Range Funding Commitment during the evaluation process (see Section 7.5), MORPC staff may work with the project sponsor to arrange the commitment as a series of payments, not to exceed aggregate limits referenced in Section 7.5. Any such commitments will be documented in the Partnering Agreements.

## **Appendix A: Project Application Form**

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The following pages are the questions that will be included in the project application form. The application process will utilize an online form for project updates, screening application and final application. The format of the information requested may be modified slightly for the online system. Applicants will be required to register with MORPC to be provided access to the online system. The application form as presented in the following pages will be available for download as a Word document from the online system for the convenience of applicants. All submissions must be through the online system. Additional detail about the online system will be provided when project solicitation begins and during the applicant workshop on May 18, 2022.

**Application Form for  
MORPC-Attributable Transportation Funding – 2022**  
State Fiscal Years 2024-2029

Screening Application Deadline: July 15, 2022, at 5 p.m. (Highlighted items only)

Final Application Deadline: September 28, 2022 at 5 p.m. (All items)

**For more information, please see Policies for Managing MORPC-Attributable Funds.**

1. Authorized Signature: The undersigned certifies: (1) he/she is authorized to request and accept financial assistance from the Mid-Ohio Regional Planning Commission (MORPC); (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that the chief executive officer of the sponsoring agency is aware that he/she must enter into a partnering agreement with MORPC.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name (type/print)

\_\_\_\_\_  
Title

**Reference Information**

2. Primary Facility (Road or Path)

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

3. Project Limits – For a linear/segment project, provide the names of the beginning and ending points of the project, which will serve as logical termini. These will typically be intersecting roads or other transportation facilities.

From: \_\_\_\_\_ To: \_\_\_\_\_

4. Secondary Facility or Feature – For a point project, such as an intersection or bridge project, provide the name of the road, railroad, path, water feature, etc., that intersects or crosses the primary facility.

At/Over: \_\_\_\_\_

5. Project Length: \_\_\_\_\_ miles

6. Title (for non-roadway/pathway applications): \_\_\_\_\_

7. Metropolitan Transportation Plan (MTP) Project ID(s). List the MTP IDs even if the scope of the proposed project does not exactly match the plan listing; e.g., different limits, number of lanes, etc. Some activities, such as transit, pedestrian, maintenance, intermodal, etc., are listed as Unmapped Projects.

8. ODOT PID (if assigned): \_\_\_\_\_

### Applicant Information

9. Sponsoring Local Public Agency: \_\_\_\_\_

See Policies Sec. 4.1 for sponsor eligibility.

10. Project Legislation – Effective Date: \_\_\_\_\_ Check if attached:

Attach a copy of the most recent project legislation. The effective date of the most recent project legislation approved by the sponsoring agency's legislative body (e.g., city council) must be after June 30, 2011.

NOTE: If a copy of approved supporting legislation is not received by October 29, 2022, the application's evaluation score will be reduced by 10 points. The penalty will increase by 5 points for each additional week that passes before the applicant provides a copy of enacted supporting legislation.

11. Sponsor Project Manager (responsible for all project communication):

Name	_____	Title	_____
Street	_____		
City	_____	State	_____
ZIP	_____		
Phone:	_____	_____	
E-mail:	_____		

Provide contact information for one person employed by the sponsoring agency who can assume responsibility for routing all project-related communications. The project manager may change as the project develops if the Sponsor notifies all other parties.

NOTE: The application could be penalized if the sponsor does not respond within one week of a request for additional information. MORPC will send any requests to the Sponsor Project Manager. Therefore, it is very important that the Sponsor Project Manager is able to respond quickly to requests while MORPC is reviewing the applications in late August and September, or that this person delegates that responsibility. See Policies Sec. 6.3.

### Project Information

Applications will be evaluated by criteria developed for one of six Activity Categories. Each category will have the same or similar types of projects. The six Activity Categories are:

- System Preservation
- Roadway Capacity/Operational Changes
- Bike and Pedestrian
- Transit
- Interchange/Freeway
- Other



**12. Primary Activity.** Choose only one activity that best describes the project. To determine the primary activity, consider what activity accounts for the largest portion of the costs or addresses the project's purpose and need most directly. This list is not exhaustive; many eligible activities are not listed.

	<b>Primary Activity</b>	<b>Activity Category</b>
<input type="checkbox"/>	Alternative Fuels/Vehicles (Non-Transit)	Other
<input type="checkbox"/>	Bridge Maintenance	System Preservation
<input type="checkbox"/>	Bridge/Bridge Deck Replacement	System Preservation
<input type="checkbox"/>	Preventive Maintenance	System Preservation
<input type="checkbox"/>	Reconstruction	System Preservation
<input type="checkbox"/>	Resurfacing	System Preservation
<input type="checkbox"/>	Intersection Modification	Minor Widening/Intersections/Signals
<input type="checkbox"/>	Minor Widening (add turn lane(s))	Minor Widening/Intersections/Signals
<input type="checkbox"/>	Traffic Signals	Minor Widening/Intersections/Signals
<input type="checkbox"/>	Interchange Modification	Major Widening/New Roadway
<input type="checkbox"/>	Major Widening (add through lane(s))	Major Widening/New Roadway
<input type="checkbox"/>	New Roadway	Major Widening/New Roadway
<input type="checkbox"/>	Bicycle Lanes	Bike and Pedestrian
<input type="checkbox"/>	Multi-Use Path (Bicycle/Pedestrian)	Bike and Pedestrian
<input type="checkbox"/>	Sidewalk Installation/Modification	Bike and Pedestrian
<input type="checkbox"/>	Streetscape Improvement	Bike and Pedestrian
<input type="checkbox"/>	Transit Capital Expansion (Vehicle Addition)	Transit
<input type="checkbox"/>	Transit Service Expansion	Transit
<input type="checkbox"/>	Transit Capital Maintenance (Vehicle Replacement)	Transit
<input type="checkbox"/>	Planning Activity	Other
<input type="checkbox"/>	Program Administration	Other
<input type="checkbox"/>	Travel Demand Management	Other
<input type="checkbox"/>	Other	Category
	_____	:

**13.** Briefly describe the scope of the project. When completed, what physical changes, products, and/or outcomes will result and who will have maintenance responsibility? Include important details not captured above, like any activities listed in the primary activities list above that are also part of the project, curbs/gutters, lighting or digital infrastructure. What, if any, transportation related mobility functions will be performed by the digital infrastructure elements of the project? If you think the Activity Category should be different from the one paired with the primary activity selected above, please tell us which category is more appropriate and why.

\_\_\_\_\_

14. Attach schematic drawings of the typical cross sections of the existing and proposed facilities. The drawings should show the location and widths of the right-of-way, pavement, travel lanes, bicycle lanes, shoulders, buffer strips, sidewalks, and multi-use paths. Consider using tools such as Streetmix (<http://streetmix.net/>) or Sketchup.

See Attachment

15. If there are any bridges located within the project limits, describe any work proposed for the bridges as part of the project.

16. If there are any railroad properties located within the project limits, describe any potential project impacts to that property.

**New Question** If there are any businesses located within the project limits, which steps will be taken to minimize construction impacts to these businesses?

17.  The sponsor has read MORPC's Complete Streets Policy and understands that it applies to all projects that will use federal funds allocated through MORPC.

18.  The sponsor has read MORPC's Smart Streets Policy and understands that it applies to all new projects that will use federal funds allocated through MORPC.

19.  The sponsor is familiar with NEPA and understands that it applies to all projects that will use federal funds allocated through MORPC.

20. Describe the project area's current accommodations for pedestrians (including ADA compliance), bicyclists, transit users and digital infrastructure. Include the location of the existing facilities nearest to the project limits for each facility type. Please describe the existing character of the project area, including estimated pedestrian and bicycle traffic, any unofficial walking paths, utilization of any on-street parking, density of development, street furniture/lighting, perceived safety issues, communication/digital infrastructure (e.g. coax, fiber, etc. including owners/capacity if known) along the project and/or to significant public facilities (e.g. recreation centers, schools, library, government offices, police & fire stations, etc.), existing signal coordination and other Intelligent Transportation System (ITS) components.

21. Which of the following items are planned to be part of the project? Please check all that will apply.

Pedestrian Components of the Project			
Included	Pedestrian Component	Length (mi.)	Comments (e.g., details, locations, quantities)
<input type="checkbox"/>	ADA curb ramps		
<input type="checkbox"/>	Audible signals		
<input type="checkbox"/>	Lighting		
<input type="checkbox"/>	Maybe - To be determined		
<input type="checkbox"/>	Modify existing facilities		

<b>Pedestrian Components of the Project</b>			
<b>Included</b>	<b>Pedestrian Component</b>	<b>Length (mi.)</b>	<b>Comments (e.g., details, locations, quantities)</b>
<input type="checkbox"/>	Multi-use path		
<input type="checkbox"/>	Multi-use path on 2 sides		
<input type="checkbox"/>	No change to existing conditions		
<input type="checkbox"/>	None		
<input type="checkbox"/>	Not applicable		
<input type="checkbox"/>	Other		
<input type="checkbox"/>	Pedestrian detectors		
<input type="checkbox"/>	Replace existing facilities		
<input type="checkbox"/>	Sidewalk on 1 side		
<input type="checkbox"/>	Sidewalk on 1 side, multi-use path on 1 side		
<input type="checkbox"/>	Sidewalk on 2 sides		
<input type="checkbox"/>	Signalized crosswalk		
<input type="checkbox"/>	Transit shelters		
<input type="checkbox"/>	Transit stop/ Paved waiting area		
<input type="checkbox"/>	Unsignalized marked crosswalk		
<input type="checkbox"/>	Widen shoulder		
<input type="checkbox"/>	Yes - Type to be determined		

<b>Bicycle Components of the Project</b>			
<b>Included</b>	<b>Bicycle Component</b>	<b>Length (mi.)</b>	<b>Comments (e.g., details, locations, quantities)</b>
<input type="checkbox"/>	Bicycle detectors		
<input type="checkbox"/>	Bicycle lanes		
<input type="checkbox"/>	Bicycle parking		
<input type="checkbox"/>	Bicycle signage		
<input type="checkbox"/>	Bicycle signal faces		
<input type="checkbox"/>	Maybe - To be determined		
<input type="checkbox"/>	Modify existing facilities		
<input type="checkbox"/>	Multi-use path		
<input type="checkbox"/>	Multi-use path on 2 sides		
<input type="checkbox"/>	No change to existing conditions		
<input type="checkbox"/>	None		
<input type="checkbox"/>	Not applicable		
<input type="checkbox"/>	Other		

<b>Bicycle Components of the Project</b>			
<b>Included</b>	<b>Bicycle Component</b>	<b>Length (mi.)</b>	<b>Comments (e.g., details, locations, quantities)</b>
<input type="checkbox"/>	Replace existing facilities		
<input type="checkbox"/>	Shared bike-bus lane		
<input type="checkbox"/>	Shared-lane markings/ Sharrows		
<input type="checkbox"/>	Widen outside lane		
<input type="checkbox"/>	Widen shoulder		
<input type="checkbox"/>	Yes - Type to be determined		

**Transit Facilities**

- Secure Bicycle Parking
- Shared Bike-Bus Lane
- Priority-Bus Lane
- Bus Stop, including Paved Passenger Waiting Area
- Bus Passenger Shelter
- Real-Time Bus Arrival Information Signs
- Bus Pads
- To Be Determined

**Traffic Calming Elements**

- Landscaping, including Street Trees
- Narrower Traffic Lanes
- On-Street Car Parking
- Curb Extensions
- Reduction in Speed Limit
- Other (please explain) \_\_\_\_\_
- To Be Determined

**Digital Infrastructure**

- Replace existing digital infrastructure
- Add new digital infrastructure
- To Be Determined

**22.** Explain how the proposed project will accommodate pedestrians (including ADA compliance), bicyclists, transit users, and digital infrastructure once completed, in conformance to MORPC's Complete Streets Policy and Smart Streets Policy. Include a description of how the project will connect to the nearest existing facilities of each type.

23. If you are not providing any pedestrian, bicycle, or transit facilities, or connecting to the facilities nearest to the project, please explain what alternatives were considered and why they were rejected for each type of facility.

24. Provide a statement answering the following questions: Are there any Intelligent Transportation Systems (ITS)-related recommendations within the project area, such as emergency or transit vehicle signal pre-emption systems, dynamic message signs, or signal coordination? Does the project present any ITS integration opportunities and ITS extensions of additional/future projects as identified in the Central Ohio Regional ITS Architecture? Describe how it will support future extensions of the regional architecture. If the project touches another jurisdiction, was a systems approach taken? Were cross jurisdictional connections considered? (Note: If yes, then the project must be consistent with and part of the regional ITS architecture including design standards, interoperability and data collection, sharing use and security. The database and document can be found on MORPC's website.)

Yes                       No

Please explain:

### Project Schedule

25. **Project Schedule Table** –Provide a schedule that is realistic and recognizes the processing and review times needed by ODOT and other state and federal agencies in the project development process. Unless the applicant can provide justification, the schedule should allow at least two years for preliminary development (between Consultant Authorization and Environmental Document Approval), one year for detailed design (between Environmental Document Approval and Final Plans/Bid Package Submittal) and one year for right-of-way activities (between RW Authorization and RW Acquisition Complete).

For construction phases, the SFY requested for the commitment will be one year following the calendar year of the Final Plans and Bid Package Submittal to ODOT in the project's schedule. For example, if the bid package submittal date is in April 2026, the applicant is requesting funds for SFY 2027. This is done to minimize the risk of the award date slipping into the next SFY and the potential that the unspent funds could be recalled

If selected for funding, the sponsor and MORPC must agree on a schedule, in consultation with ODOT, when the partnering agreement is executed (see Section 9.1). The schedule may be revised between the Screening Application and Final Application and between the Final Application and the Partnering Agreement.

Milestone	Date (MM/DD/YY)	Mark if Completed
<b>Consultant Authorized to Begin Design: Must be completed before the first Commitment Update Form is due (approx. July 2024).</b>		<input checked="" type="checkbox"/>
<u>Submittal of Alternative Evaluation Report or Feasibility Study:</u> The date when the Alternative Evaluation Report or Feasibility Study is received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
<u>Preferred Alternative Approval:</u> The date when a single Preferred Alternative is approved. For Path 1 Projects and simple Path 2 Projects, the preferred alternative may be established at scope development. If so, provide the scoping date. Otherwise, enter the appropriate approval date associated with the Alternative Evaluation Report or Feasibility Study.		<input type="checkbox"/>
<u>Stage 1 Design Plan Submittal:</u> The date when Stage 1 design plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
<u>Preliminary Right-of-Way Plan Submittal:</u> The date when Preliminary RW plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
<u>Stage 2 Design Plan Submittal</u> The date when Stage 2 design plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
<u>Final Right-of-Way Plan Submittal:</u> The date when Final RW plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
<u>Environmental Document Approval:</u> The date when the responsible agency (FHWA or ODOT) approves the document or the District confirms the project is exempt from documentation.		<input type="checkbox"/>
<b>Right-of-Way Authorization: The date when authorization is given to a local public agency to begin acquisition activities.</b>		<input type="checkbox"/>
<u>Stage 3 Design Plan Submittal:</u> The date when Stage 3 design plans are received for review by the District from a consultant or local public agency.		<input type="checkbox"/>
<u>Right-of-Way Acquisition Complete:</u> Date on which the local public agency certifies the completion of RW acquisition activities. (Utilities/encroachments not included.)		<input type="checkbox"/>
<u>Final Plans and Bid Package Submittal to ODOT:</u> Not permitted in January through June (the second half of a SFY). Must occur in July through December.		<input type="checkbox"/>
<b>Award Contract: The date the local public agency approves a contract with a successful bidder.</b>		<input type="checkbox"/>

26. For programs, purchases, studies, and other projects that do not have a construction phase, please provide a schedule for project development (including environmental approval) and funding. Provide an estimate of the date(s) that federal funds would need to be available. Also give a summary of the schedule to be followed before the project is ready for funding and while it is being implemented. Describe other relevant aspects of the project schedule. For example, is the funding schedule contingent upon other actions? Will the project need funding from other sources to proceed?

## Cost Estimate and Funding Request

### 27. Cost Estimate Table

A professional engineer, architect, or other appropriate professional discipline must certify the cost estimate.

Use ODOT's preliminary cost estimating procedure or some similarly detailed procedure. Refer to ODOT's Office of Estimating website for guidance: <http://www.dot.state.oh.us/Divisions/ConstructionMgt/Estimating/Pages/default.aspx>

Estimate costs in current (2022) dollars. Do not adjust construction cost estimates for inflation or include inflation in contingency costs.

The funding tables are set up to make automatic calculations in two ways, depending on what information is known. In the majority of cases, the total cost of the sub-phase has been estimated, and the percentage of funding from each source has been decided. In other cases, however, an applicant needs certain dollar amounts to fully fund a phase.

For each phase, you may use the default tables, in which you enter the total amount for each sub-phase and the percentage from each source, and the form will calculate the amounts for each funding source. Alternatively, you can select the amount-based table, and the table will calculate the percentages for each source and the total amount for each sub-phase.

#### **Preliminary Engineering**

MORPC expects project sponsors to undertake preliminary engineering (PE) on construction projects without the use of MORPC-attributable funds. However, if MORPC funds are requested for preliminary engineering, Policies Section 4.4.3 states, its total funding commitment to the project (PE, ROW & construction) will not exceed the amount it would have been had MORPC funds only been used for the ROW and construction phases.

PE – Environmental/Preliminary Development: Enter costs to prepare the environmental document and develop the project through Stage 1 design plans.

PE – Detailed Design: Enter costs to develop the project to right-of-way authorization or Stage 2 design plans.

#### **Right-of-Way**

Right-of-Way Acquisition. Land acquisition costs, including professional services, that are necessary to construct any project elements. Do not include utility relocation costs.

Utility Relocation: Estimate the project costs to relocate utilities as necessary to construct any project elements.

**Construction**

Construction Engineering: Inspection services, etc. These costs are typically estimated to be 10 percent of the contract costs.

<b>Preliminary Engineering</b>	<b>Environmental</b>			
	Sub-Phase Total			
	100%	MORPC Federal	80%	\$0
		Local Match to MORPC Federal	20%	\$0
	0%	Other Federal		\$0
	0%	Non-Federal		\$0
	<b>Detailed Design</b>			
	Sub-Phase Total			
	100%	MORPC Federal	80%	\$0
		Local Match to MORPC Federal	20%	\$0
	0%	Other Federal		\$0
	0%	Non-Federal		\$0
Phase Total			\$0	

<b>Right-of-Way</b>	<b>Acquisition</b>			
	Sub-Phase Total			
	100%	MORPC Federal	80%	\$0
		Local Match to MORPC Federal	20%	\$0
	0%	Other Federal		\$0
	0%	Non-Federal		\$0
	<b>Utilities</b>			
	Sub-Phase Total			
	100%	MORPC Federal	80%	\$0
		Local Match to MORPC Federal	20%	\$0
	0%	Other Federal		\$0
	0%	Non-Federal		\$0
Phase Total			\$0	

<b>Construction</b>	<b>Contract</b>			
	Sub-Phase Total			
	100%	MORPC Federal	80%	\$0
		Local Match to MORPC Federal	20%	\$0
0%	Other Federal		\$0	



	0%	Non-Federal		\$0
Engineering				
Sub-Phase Total				
	100%	MORPC Federal	80%	\$0
		Local Match to MORPC Federal	20%	\$0
	0%	Other Federal		\$0
	0%	Non-Federal		\$0
Phase Total				\$0

	Sub-Phase Total			
Other	100%	MORPC Federal	80%	\$0
		Local Match to MORPC Federal	20%	\$0
	0%	Other Federal		\$0
	0%	Non-Federal		\$0
Phase Total				\$0

Grand Total				\$0
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**28.** When was this cost estimate prepared? Cost estimates must have been prepared after June 30, 2021, using plans that were current at the time and consistent with the current scope of the project.

**29.** If the cost estimate methodology differed from ODOT's procedures, briefly summarize how costs were estimated, e.g., based on a similar project and adjusted for site conditions.

## Evaluation Information

The responses to the rest of the questions on this form will be used to score the project. The applicable categories and the priority level applied to each corresponding criterion are shown above each question. The questions will obtain information needed to score the project against the criteria developed for each goal.

### GOAL: Economic Opportunity

Position Central Ohio to attract and retain economic opportunity to prosper as a region and compete globally.

Categories:	A ✓ Roadway Capacity	Preservation	Bike & Ped	B ✓ Transit	Other
<b>30. Congestion Relief.</b> How is congestion hampering economic development in the area? How will improvements to the transportation system as a result of this project improve economic development? (MORPC will estimate change in congested VMT.)					
<input type="checkbox"/> See related attachment					

Categories:	A ✓ Roadway Capacity	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	Other
<b>31. Job Retention and Creation.</b> Provide the number of permanent jobs of each type (manufacturing, office, warehousing, retail, institutional) that will be <u>created in the region</u> as a result of the project. Provide a map showing the locations in relationship to the project. Provide documentation showing that these jobs are committed to being created in this area with the improvements to the area. (MORPC will calculate the number of existing jobs.)					
<input type="checkbox"/> See related attachment					

Categories:	B ✓ Roadway Capacity	Preservation	Bike & Ped	B ✓ Transit	Other
<b>32. Development Readiness.</b> Describe the presence and timing of all necessary economic development components in the project area, such as infrastructure (e.g., utilities, water and sewer, broadband), access to appropriately trained labor (skilled and unskilled), and other transportation options (e.g., rail, airports, transit or bicycle and pedestrian). This can include how much new private or public capital investment has been made in the project area or will be as a result of the project. This investment can be within the past three years or commitments between now and 5 years after completion of the transportation project. Provide a map showing the past and committed investments. Please specify the type of investment and the timeline for this investment.					
<input type="checkbox"/> See related attachment					

Categories:	B ✓ Roadway Capacity	A ✓ Preservation	Bike & Ped	Transit	Other
<b>33. Traffic Composition.</b> Current and future Average Daily Traffic and percentage of truck traffic. MORPC will use counts available in its online traffic count database and its travel demand model to project future traffic. The applicant can provide more recent data here, if available.					
<input type="checkbox"/> See related attachment					

Categories:	C ✓ Roadway Capacity	C ✓ Preservation	A ✓ Bike & Ped	A ✓ Transit	A ✓ Other
<b>34. Other Economic Considerations:</b> Describe the type and amount of acreage of site(s) that will primarily benefit from the project's improvements (e.g., greenfields, developed, redeveloped, infill, brownfields, intermodal facilities). Please provide information with regard to the project's impact on economic development in the area. Is there anything unique about this project that has not been captured by the criteria? This could include how the project will impact a specific industry cluster, innovative business, or industry target as identified by One Columbus, formerly known as Columbus 2020.					
<input type="checkbox"/> See related attachment					

Examples of other considerations or extraordinary aspects that have improved scores for this goal are:

- The project benefits a relatively distressed area of the region. Redevelopment efforts would be strengthened by new or improved infrastructure.
- The project has the potential to be a catalyst for regionally significant economic development and/or congestion reduction, such as high capacity transit in dense corridors of the region.

**GOAL: Natural Resources**

Preserve and protect natural resources to maintain a healthy ecosystem.

Categories:	A ✓ Roadway Capacity	Preservation	A ✓ Bike & Ped	A ✓ Transit	A ✓ Other
<b>35. Emission Reduction.</b> For vehicle purchases or retrofits, provide specifications such as year, vehicle type, and average annual mileage of vehicles to be replaced and any characteristics of the new vehicles that will result in additional emission reductions. (For the Major, Minor and Bike & Ped categories, MORPC will estimate emission reductions using the regional travel demand model or other methods as appropriate.)					
<input type="checkbox"/> See related attachment					

Categories:	B ✓ Roadway Capacity	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	Other
<p><b>36. Addressing Sensitive Land Issues.</b> Based on project location information provided in the Screening Application, the following sensitive lands have the potential to be impacted by the project: [List of sensitive lands.]</p> <p>Provide information addressing how the project impacts each of these sensitive lands. Projects that do not impact sensitive lands or will go beyond NEPA requirements will score better.</p>					
<input type="checkbox"/> See related attachment					

Categories:	B ✓ Roadway Capacity	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	B ✓ Other
<p><b>37. Water Runoff Quality &amp; Quantity.</b> Describe a current significant water runoff quality or quantity problem in the project area that will be resolved as a result of the project and complying with NEPA requirements. If there is no current significant water runoff quality or quantity problem, describe aspects of the project that will improve water runoff quality or quantity that will go beyond NEPA requirements. Projects which address problems or go beyond NEPA requirements will score better.</p>					
<input type="checkbox"/> See related attachment					

Categories:	B ✓ Roadway Capacity	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	B ✓ Other
<p><b>38. Vegetation and Habitat Restoration:</b> Describe a current significant vegetation or habitat problem in the project area that will be resolved as a result of the project and complying with NEPA requirements. If there is no current significant vegetation or habitat problem, describe aspects of the project that will improve vegetation or habitat restoration above and beyond NEPA requirements. Projects that address problems or go beyond NEPA requirements will score better.</p>					
<input type="checkbox"/> See related attachment					

Categories:	B ✓ Roadway Capacity	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	B ✓ Other
<p><b>39. Other Extraordinary Aspects Related to Natural Resources.</b> Provide a statement about the project's impact on the natural habitat. With regard to projects in the "Other" category, this includes rationale on how project would further this goal especially in regard to any of the criteria listed for this goal in the Policies.</p>					
<input type="checkbox"/> See related attachment					

Examples of responses that have improved scores for this goal are:

- Existing culverts are hydraulically undersized, contributing to flooding of the intersection. High outlet velocities have resulted in significant stream erosion.
- The area adjacent to a project currently experiences some drainage issues and basement flooding. The project will address all known flooding / drainage issues.
- Documentation includes plans for a bioswale in the center median, vegetated swales, bio-retention cells for water quality treatment, detention basins, rain gardens, infiltration beds and trenches.

- Eliminate direct runoff to waterways from structures.
- The project will not increase impervious surface area.

**GOAL: Energy**

Promote the reduction of per capita energy consumption and the production of energy from renewable local sources to increase affordability and resilience of regional energy supplies.

Categories:	B ✓ Roadway Capacity	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	B ✓ Other
<b>40. Components that Save Energy.</b> Provide an assessment of the potential project-level technology components that save energy.					
<input type="checkbox"/> See related attachment					

Categories:	B ✓ Roadway Capacity	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	B ✓ Other
<b>41. Other Extraordinary Energy Aspects.</b> Provide a statement about any extraordinary aspects of the projects impact on energy. This could include renewable energy production as part of the project.					
<input type="checkbox"/> See related attachment					

Examples of responses that have improved scores for this goal are:

- Project electrified by solar power.
- Plans to install roundabouts, which use less energy than traffic signals.
- Reuse of existing pavement material as road base saving energy from production and transport.
- The project continues the implementing the technology to support a connected vehicle environment across many areas of the city which sets up more energy efficiency in the future.
- Commitment to use energy efficient technology (LED) for street lighting and traffic signal heads.
- Documentation of the project infrastructure or right-of-way being used to produce renewable energy.

**GOAL: Collaboration and Funding**

Increase collaboration to maximize the return on public expenditures.

Categories:	A ✓ Roadway Capacity	A ✓ Preservation	A ✓ Bike & Ped	A ✓ Transit	A ✓ Other
<p><b>42. Documentation of Support and Collaboration.</b> Provide letters of support from neighboring government jurisdictions, community associations, business associations, or others.. Also provide names of entities that are expected to contribute financially to the project. Provide the amount or magnitude of the contribution and include documentation. This includes those entities funding any aspects of project development as well as the number contributing to right-of-way and construction. Projects with more private sector funding will score better. Projects that have more support and documentation will score better. Additionally, the more private sector funding, the better the score.</p>					
<input type="checkbox"/> See related attachment					

Categories:	B ✓ Roadway Capacity	B ✓ Preservation	B ✓ Bike & Ped	B ✓ Transit	B ✓ Other
<p><b>43. Origin of Project/Project Readiness.</b> Please explain the origin of the project including all planning studies recommending the project or activity and which ODOT Project Development Process (PDP) steps have been completed at time of final application submittal. Projects that that are further through the planning and PDP process will score better. Where applicable, the sponsor is encouraged to provide additional documentation on interagency (other local governments, ODOT, transit, etc.) and community collaboration (e.g., identification in MORPC’s Competitive Advantage Projects initiative) that has occurred to date to advance the project.</p>					
<input type="checkbox"/> See related attachment					

Categories:	C ✓ Roadway Capacity	C ✓ Preservation	C ✓ Bike & Ped	C ✓ Transit	C ✓ Other
<p><b>44. Applicant Priority Ranking.</b> Applicants that submit more than on project must also submit a priority ranking of their projects. The applicant’s top project within each category, and top two projects within the Roadway Capacity/Operational Changes category, will benefit under this criterion.</p>					
<input type="checkbox"/> See related attachment					

Categories:	C ✓ Roadway Capacity	C ✓ Preservation	C ✓ Bike & Ped	C ✓ Transit	C ✓ Other
<p><b>45. Small Agency Funding Capacity.</b> For an agency with a small transportation budget, such that the local funding they are contributing to the project phases for which they are requesting assistance is approximately equal to or greater than the usual size of its annual transportation infrastructure expenditures, will benefit under this criterion.</p>					
<input type="checkbox"/> See related attachment					

**GOAL: Health, Safety & Welfare**

Use public investments to benefit the health, safety and welfare of people.

Categories:	A ✓ Roadway Capacity	B ✓ Preservation	A ✓ Bike & Ped	A ✓ Transit	Other
<p><b>46. Enhance Safety.</b> Describe how the project will improve or maintain safety. Projects which address existing safety issues will score higher, but projects which include systemic safety improvements to maintain safety can benefit in this criterion. Additionally, projects which are identified in local or regional plans as priority safety projects will score higher.</p>					
<input type="checkbox"/> See related attachment					

Categories:	A ✓ Roadway Capacity	A ✓ Preservation	Bike & Ped	Transit	Other
<p><b>47. Facility Condition.</b> The average PCR of the existing roadway that would be improved as part of the project based on the most recent ODOT data will be calculated. The worst existing bridge component rating based on ODOT data that would be improved as part of the project. The sponsor should review the ODOT data and may provide supplemental data if desired. Projects that are on facilities with lower PCRs and/or bridge ratings will score higher.</p>					
<input type="checkbox"/> See related attachment					

Categories:	Roadway Capacity	Preservation	Bike & Ped	A ✓ Transit	Other
<p><b>48. New Transit System Ridership.</b> Provide an estimate of the increase in transit ridership. This is to include both the ridership on the specific project or activity as well as overall system ridership. Projects that have higher ridership will score better.</p>					
<input type="checkbox"/> See related attachment					

Categories:	A ✓ Roadway Capacity	A ✓ Preservation	A ✓ Bike & Ped	A ✓ Transit	Other
<p><b>49. Regional Transportation System Equity.</b> With a focus on minority, low income, elderly, disabled or other historically underrepresented population group, provide a description of how the unmet need(s) of the population group(s) is being addressed by the project. Please provide data (census or other) to support the project is serving the specified population(s) should be provided</p>					
<input type="checkbox"/> See related attachment					

Categories:	C ✓ Roadway Capacity	C ✓ Preservation	C ✓ Bike & Ped	A ✓ Transit	Other
<p><b>50. System Life.</b> Provide information on the age and condition of the components (other than pavement or bridge structures) being preserved or replaced. Also provide a statement, if applicable, as to the potential of the project to maximize life of transportation system. This is any extraordinary aspect that is likely to be part of the project.</p>					
<input type="checkbox"/> See related attachment					

Categories:	C ✓ Roadway Capacity	C ✓ Preservation	C ✓ Bike & Ped	C ✓ Transit	A ✓ Other
<b>51. Other Health, Safety &amp; Welfare Considerations.</b> Provide a statement with a rationale on how project would further this goal especially in regard to any of the criteria listed for this goal in the Policies including beneficiaries of the project's digital infrastructure. Reference should be made to as many of the above criteria as applicable in justifying the benefits of the program/activity/project relative to this goal.					
<input type="checkbox"/> See related attachment					

Examples of responses that have improved scores for this goal are:

- Project serves a nearby public safety facility (police/fire substation)
- Project to improve emergency response time in the project area
- Addresses a location on a high crash listing.
- The proposed project is predicted to have a service life of 30 years, an improvement of 50% over the typical 20 years.
- Designed for overweight vehicles
- The project area is targeted as part of the City of Columbus' Celebrate One program.
- Opting for a more extensive fix expected to last 50-75 years instead of temporary repairs.
- Bus pads to help extend system life

**GOAL: Sustainable Neighborhoods and Quality of Life**

Create sustainable neighborhoods to improve residents' quality of life.

Categories:	B ✓ Roadway Capacity	B ✓ Preservation	A ✓ Bike & Ped	A ✓ Transit	Other
<b>52. Pedestrian System.</b> Provide information on the relationship of the project to the existing pedestrian transportation system and/or how the project will include improvements to enhance or connect to the pedestrian system. Projects that facilitate the construction of pedestrian facilities along a regionally significant active transportation corridor will score higher. Projects that provide pedestrian facilities where none currently exist and/or provide connections among existing facilities will score higher.					
<input type="checkbox"/> See related attachment					



Categories:	B ✓ Roadway Capacity	B ✓ Preservation	A ✓ Bike & Ped	A ✓ Transit	Other
<p><b>53. Bikeway System.</b> Provide information on the relationship of the project to the existing bikeway transportation system and/or how the project will include improvements to enhance or connect to the bikeway system. Projects that facilitate the construction of facilities along a regional active transportation corridor will score higher. Projects that provide bike facilities where none currently exist will score higher.</p>					
<input type="checkbox"/> See related attachment					

Categories:	B ✓ Roadway Capacity	B ✓ Preservation	A ✓ Bike & Ped	B ✓ Transit	Other
<p><b>54. Transit System.</b> Provide a statement as to how the project enhances transit service. Beyond what transit related facilities may be part of the project if on existing transit line, projects that make additional improvement, improve (FLM) connections to existing service, or that could enhance future transit service while not on a current transit line will score higher.</p>					
<input type="checkbox"/> See related attachment					

Categories:	B ✓ Roadway Capacity	C ✓ Preservation	C ✓ Bike & Ped	C ✓ Transit	Other
<p><b>55. Displacements.</b> Provide an estimate of the number of displacements (business and residential) as a result of the project. The information can be provided in terms of a likely range of displacements. The information can be provided in terms of a range of likely displacements.</p>					
<input type="checkbox"/> See related attachment					

Categories:	C ✓ Roadway Capacity	C ✓ Preservation	C ✓ Bike & Ped	C ✓ Transit	A ✓ Other
<p><b>56. Other Sustainable Neighborhoods Considerations.</b> Provide a statement with rationale on how the project would further quality of life and relationship of this project to furthering the community's quality of life goals.</p> <p>Attach a schematic map or aerial/satellite photo of the project area showing existing land uses and future trip generators, i.e., places that attract customers, employees, students, visitors, and others. The following are some examples: employment centers, shopping centers, schools/colleges, libraries, distribution centers, parks, tourist destinations, places of worship, entertainment, and residential areas. List or describe these locations below or on the attachment.</p> <p>For projects in the Other Activity Category, provide additional information in regard to any of criteria above as applicable in justifying the benefits of the program/activity/project relative to this goal.</p>					
<input type="checkbox"/> See related attachment					

## **Appendix B: Sample Partnering Agreement**

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The following pages are templates for the partnering agreements. One is for projects with their first commitment of MORPC attributable funding. The second is for projects which have had a previous partnering agreement and the update is to reestablish the funding and schedule for the project. These templates are suitable for most projects. If there are unique circumstances surrounding the funding or schedule for a project, the partnering agreement will include additional language describing the circumstances.

Partnering Agreement Template for New Funding Commitment

August ##, 2023

«AddressBlock»

«GreetingLine»

MORPC has selected your project, «Project\_Name», for MORPC-attributable funding. MORPC receives this allocation of federal transportation funding in accordance with federal transportation law and by Ohio Department of Transportation (ODOT) policy. MORPC has established Policies for Managing MORPC-Attributable Funds (Policies) to guide the solicitation, selection and administration of these funds. MORPC last adopted the Policies in March 2022.

Beginning in the summer of 2022, MORPC requested updated cost and schedule information from previous funding commitments and then solicited, evaluated and selected projects for new funding commitments in accordance with the Policies for Managing MORPC-Attributable Funds (Policies) adopted in March 2020. This process concluded with the adoption of the program of projects to receive MORPC-attributable funding via resolution T-##-21 on June 10, 2021.

In accordance with the Policies, entities that receive funding are to enter into a partnering agreement that specifies the scope and schedule of the project receiving the funding commitment as well as a commitment from the project sponsor and MORPC to be knowledgeable of and deliver the project through ODOT’s Project Development Process (PDP). This requires that the project sponsor and their consultant, if applicable, attend quarterly meetings and provide other information to MORPC in order to monitor progress through the PDP. The project manager, «Project\_Manager», should remain in contact with MORPC staff and communicate any changes to the scope, cost and schedule promptly. This letter, once signed by both parties, constitutes the partnering agreement.

MORPC resolution T-##-21 awarded funding for «Project\_Name» (PID ##) for the following phases in the expected state fiscal year period and amount and based on the funding splits shown below.

Phase	State Fiscal Year	MORPC Committed Amount	Local Match	Other Funding	Phase Total
Right-of-Way					
Construction					

Commitments of MORPC-attributable funding in SFY 28/29 are not assigned a specific year. During future attributable funding cycles, as project updates are received, the specific fiscal year will be defined based on progress of projects and availability of funding.

The partnering agreement would include a paragraph here describing any specifics with regard to the funding plan such as: local match percent (generally 20%); is MORPC funding a fixed

amount; if there are multiple funding sources and the cost estimate changes, what is the expectations on the change in MORPC's and the other funding sources.

As the project proceeds through the PDP, should the cost estimates change and the funding plan is significantly altered, the project may be subject to re-competing during a future attributable funding cycle.

To ensure the implementation of this schedule and the availability of funding for this and other projects, MORPC monitors project milestones. The Policies outline two key dates, right-of-way authorization and final plan and bid package submittal to ODOT, which if not met will trigger penalties. If either of these milestones is delayed by more than one year, new projects submitted for MORPC-attributable funding will have their score reduced by 5 points; if either of these milestones is delayed by more than two years, the sponsoring agency will be ineligible to submit new projects for MORPC-attributable funding. The date included in the new application for funding is used as the scheduled date with trigger dates as described above. However, in cases where the funding commitment is in a later fiscal year than the schedule proposed, the first trigger date is set such that if met, the funding would still be encumbered in the committed fiscal year and the second trigger date one year later. The scheduled dates listed below for Right-of-Way Authorization and the Final Plans and Bid Package Submittal to ODOT were used to establish the dates that will trigger penalties per the Policies if not met.

Milestone	Scheduled Date	Trigger Date for Score Reduction	Trigger Date for Ineligibility
Right-of-Way Authorization			
Final Plans and Bid Package Submittal to ODOT			

If penalties are applied, they remain in effect until the milestone that triggered the penalty is complete.

Additionally, projects that miss obligation dates that result in the loss of funding to the region will have their federal share reduced by 10 percentage points (typically from 80 percent to 70 percent).

If the milestone for Final Plans and Bid Package Submittal to ODOT is after December 31, 2024, MORPC requires the project sponsor to submit an update in summer of 2024.

See the Policies for additional information and please do not hesitate to contact MORPC staff with any questions.

Sincerely,

Thea J. Walsh, AICP  
 Director, Transportation & Infrastructure Development

MORPC agrees to fund the «Project Name» project in the amounts shown above according to the included schedule contingent upon MORPC's continued federal funding. The «Jurisdiction» agrees to the amounts shown above and the included schedule and is aware of the potential penalties of failing to maintain that schedule. Changes to the scope, cost and schedule as outlined in this agreement must be approved in accordance with the Policies.

---

Director  
Transportation Infrastructure and Development  
Mid-Ohio Regional Planning Commission

Date

---

Project Manager/CEO  
«Jurisdiction»

Date

Partnering Agreement Template for Updated Funding Commitment

August ##, 2023

«AddressBlock»

«GreetingLine»

Beginning in the summer of 2022, MORPC requested updated cost and schedule information from previous funding commitments and then solicited, evaluated and selected projects for new funding commitments in accordance with the Policies for Managing MORPC-Attributable Funds (Policies) adopted in March 2022. This process concluded with the adoption of the program of projects to receive MORPC-attributable funding via resolution T-#-21 on June 10, 2021. This resolution maintained the commitment of MORPC-attributable funds to your project, «Project\_Name».

In accordance with the Policies, entities that receive funding are to enter into a partnering agreement that specifies the scope and schedule of the project receiving the funding commitment as well as a commitment from the project sponsor and MORPC to be knowledgeable of and deliver the project through ODOT’s Project Development Process (PDP). This requires that the project sponsor and their consultant, if applicable, attend quarterly meetings and provide other information to MORPC in order to monitor progress through the PDP. The project manager, «Project\_Manager», should remain in contact with MORPC staff and communicate any changes to the scope, cost and schedule promptly. This letter, once signed by both parties, constitutes the partnering agreement.

MORPC resolution T-#-21 reestablished funding for «Project\_Name» (PID ##) for the following phases in the expected state fiscal year period and amount and based on the funding splits shown below.

Phase	State Fiscal Year	MORPC Committed Amount	Local Match	Other Funding	Phase Total
Right-of-Way					
Construction					

The partnering agreement would include a paragraph here describing any specifics with regard to the funding plan such as: local match percent (generally 20%); is MORPC funding a fixed amount; if there are multiple funding sources and the cost estimate changes, what is the expectations on the change in MORPC’s and the other funding sources.

As the project proceeds through the PDP, should the cost estimates change and the funding plan is significantly altered, the project may be subject to re-competing during a future attributable funding cycle.

To ensure the implementation of this schedule and the availability of funding for this and other projects, MORPC monitors project milestones. The Policies outline two key dates, right-of-way authorization and final plan and bid package submittal to ODOT, which if not met will trigger

penalties. If either of these milestones is delayed by more than one year, new projects submitted for MORPC-attributable funding will have their score reduced by 5 points; if either of these milestones is delayed by more than two years, the sponsoring agency will be ineligible to submit new projects for MORPC-attributable funding. The date included in the new application for funding is used as the scheduled date with trigger dates as described above. However, in cases where the funding commitment is in a later fiscal year than the schedule proposed, the first trigger date is set such that if met, the funding would still be encumbered in the committed fiscal year and the second trigger date one year later. The 20## partnering agreement established the dates listed below for Right-of-Way Authorization and the Final Plans and Bid Package Submittal to ODOT. These continue to be the dates that will trigger penalties per the Policies if not met.

Milestone	Scheduled Date	Trigger Date for Score Reduction	Trigger Date for Ineligibility
Right-of-Way Authorization			
Final Plans and Bid Package Submittal to ODOT			

If penalties are applied, they remain in effect until the milestone that triggered the penalty is completed.

Additionally, projects that miss obligation dates that result in the loss of funding to the region will have their federal share reduced by 10 percentage points (typically from 80 percent to 70 percent).

If the milestone for Final Plans and Bid Package Submittal to ODOT is after December 31, 2024, MORPC requires the project sponsor to submit an update in summer of 2024.

See the Policies for additional information and please do not hesitate to contact MORPC staff with any questions.

Sincerely,

Thea J. Walsh, AICP  
 Director, Transportation & Infrastructure Development

MORPC agrees to fund the «Project Name» project in the amounts shown above according to the included schedule contingent upon MORPC's continued federal funding. The «Jurisdiction» agrees to the amounts shown above and the included schedule and is aware of the potential penalties of failing to maintain that schedule. Changes to the scope, cost and schedule as outlined in this agreement must be approved in accordance with the Policies.

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Director  
Transportation Infrastructure and Development  
Mid-Ohio Regional Planning Commission

Date

---

Project Manager/CEO  
«Jurisdiction»

Date



## **Appendix C: One-Pager Template**

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The following page is a template for the informational handouts which will be produced for each final application. These handouts will be provided to the AFC and posted online.

# 108 - Orange Road under CSX/NS Grade Separation

## Project Scope

Construction of a 5-lane curb and gutter roadway between Green Meadows Drive and Blue Holly Drive/Northpointe Meadows Blvd for the purpose of a railroad grade separation under the CSX and Norfolk Southern Railroads. There will be 4-lanes, a center median and a 10' wide multi-use path under the railroad with center turn lanes at each intersection. The at-grade structures are proposed as two-span steel beam bridges to carry the railroads over Orange Road. LED lighting will be provided in the underpass. Project will include relocation of existing telecommunication facilities and provisions for future fiber optic cables.

**Applicant:** Delaware County TID

**ACTIVITY CATEGORY:** Roadway Capacity/  
Operational Changes

- **Primary Project Type:** Major Widening
- **Secondary Project Type:** Grade Separation

**BIKE/PED ACCOMADATIONS:** 10' MUP

**ESTIMATED COST:** \$22,908,235

**REQUESTED FUNDING:** \$7,366,590 (32%)

- **CON:** \$7,366,590 (35%) in SFY 26/27

**OTHER COMMITTED FUNDING:**

- Orange TWP: \$3,000,000
- Delaware County TID: \$500,000

## Milestones

**Stage 1 Plans:** 2/1/2022

**Stage 2 Plans:** 10/1/2022

**ROW Authorization:** 6/1/2023

**Stage 3 Plans:** 12/1/2024

**ROW Certification:** 6/1/2024

**Final Plan Submittal:** 9/1/2025

**Award:** 12/1/2025

\*completed

MAP GOES HERE

## FOR MORE INFORMATION:

**Tom Graham, Senior Planner**

Mid-Ohio Regional Planning Commission

tgraham@morpc.org | 614.233.4193



MID-OHIO REGIONAL  
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PLANNING COMMISSION

# **Appendix C**

## **MORPC Complete Streets Policy**

**Approved by Resolution T-12-21  
Adopted on November 10, 2021**

# MORPC Complete Streets Policy

October 2021



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

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## Section 1. Complete Streets Defined

Complete Streets are roadways designed, implemented, operated, and maintained in an equitable and context-sensitive manner so that people of all ages, incomes, and abilities can use them safely. These streets consider the needs of all people, including, but not limited to, people walking, bicycling, using shared mobility devices and assistive devices, using transit and riding school buses, driving, and operating commercial and emergency vehicles.

*Please refer to the appendix for key term definitions.*

## Section 2. Background and Vision

The Mid-Ohio Regional Planning Commission (MORPC) supports the development of a safe and sustainable transportation system that ensures accessibility for everyone using the transportation system. As Central Ohio experiences historic population growth, a regional Complete Streets policy can help to guide public transportation infrastructure investments in a manner that supports regional safety, multimodal mobility, and sustainability goals while accommodating population growth and shifts in development. This policy builds upon previous efforts to develop a comprehensive, multimodal transportation system and promotes integration with sustainable land use development.

This policy is consistent with regional goals and objectives established in the Metropolitan Transportation Plan (MTP), the Regional Sustainability Agenda (RSA), the Active Transportation Plan (ATP), the Central Ohio Transportation Safety Plan (COTSP), and other key regional plans and policies. The policy aligns with development principles established through the insight2050 initiative and sustainability principles outlined through the Sustaining Scioto Adaptive Management Plan.

### Vision Statement

This Complete Streets Policy aims to enhance the quality of life in Central Ohio through improvements to transportation safety, equity, mobility, accessibility, connectivity, sustainability, and resiliency as well as public health and economic vitality. This vision will be implemented through street design that is context sensitive and incorporates principles and practices that focus the function of a street around the movement of people, balance mobility for everyone, and minimize negative impacts on the environment.

## Section 3. Purpose

The Complete Streets policy outlines the requirements and recommendations for project development to ensure implementation of the vision set forth in *Section 2, Background and Vision*, as well as established regional goals and objectives.

The following principles guide this policy and serve as the basis for the recommendations and requirements established in *Section 5, Policy*.

### **Complete Streets:**

1. Serve people of all ages and abilities using all modes of transportation, as well as the movement of goods;
2. Consider not only the presence of a transportation facility for vulnerable road users, but also the level of comfort and safety provided by that facility; and
3. Require connected travel networks, best-practice design criteria, and context-sensitive approaches.

## Section 4. Applicability and Review Process

MORPC will promote the Complete Streets concept throughout the region and, therefore, recommends that all local jurisdictions and the state adopt comprehensive Complete Streets policies consistent with the MORPC Complete Streets Policy. MORPC will seek incorporation of the Complete Streets concept and policy into the development of all transportation infrastructures within the region at all phases of their development to ensure that all projects throughout our region accommodate people using all modes of transportation.

This Complete Streets Policy applies to all projects receiving MORPC-attributable federal funding, including the new construction, reconstruction, rehabilitation, repair, maintenance, or planning of roadways, trails and other transportation facilities. Projects on facilities where walking and bicycling is prohibited by law are still required to comply with the policy as it pertains to connections across them, such as underpasses and overpasses, as well as other modes of transportation that may travel along them, such as public transit. Additionally, projects limited exclusively to maintenance-type activities are required to comply with the policy, but may be permitted to include low-cost accommodations that can feasibly be incorporated within the extent of the maintenance project.

All projects selected for their first commitment of MORPC-attributable federal funding starting with the 2022-2023 application cycle shall adhere to this policy, and are required to follow the Complete Streets review process as detailed below. Projects approved for MORPC-attributable federal funding prior to 2022 are required to comply with the previous Complete Streets Policy, adopted in 2010. However, those projects should consider complying with this updated Complete Streets Policy where possible, and are requested to provide related information during Commitment Updates, as required by the Policies for Managing MORPC-Attributable Funds. Projects utilizing any other funding sources are also encouraged to adhere to this policy.

### Complete Streets Review Process

The following steps are part of the general review process of MORPC-funded projects.

1. **Step 1:** As described in MORPC's attributable funding application process, MORPC staff will host an applicant workshop following the announcement of the solicitation of applications. The workshop will include an overview of the Complete Streets Policy and provide an opportunity for project sponsors to discuss the policy requirements with MORPC staff.
2. **Step 2:** MORPC staff perform an initial screening of new funding requests through the attributable funding application process. Staff will be available throughout the funding application process to provide technical assistance related to compliance with the Complete Streets Policy.
3. **Step 3:** Project sponsors applying for MORPC-attributable federal funding will be asked to acknowledge that their project will adhere to the Complete Streets Policy, and explain how their project will safely and comfortably accommodate vulnerable road users. This should include a description of the pedestrian, bicycle, and transit facilities that will be included in the project. If the project does not provide any of these facilities, the project sponsor must explain why.
4. **Step 4:** After MORPC has committed funding to a project, MORPC staff will review the project throughout the project development process to provide assistance where needed and ensure that the requirements of the Complete Streets Policy are met. Due to the flexibility of the policy and the variety of approaches that a sponsor may take to complete a street, MORPC staff will work with the project sponsor throughout the project development process to find an acceptable solution for both parties.

## Section 5. Policy

MORPC requires that all projects receiving MORPC-attributable federal funding adhere to this policy. Any project receiving MORPC-attributable funding must meet the requirements outlined below. Each of these requirements addresses one or more of the principles established in *Section 3, Purpose*, and helps Central Ohio to meet established regional goals and objectives. Projects utilizing any other funding sources are also encouraged to adhere to this policy.

### Requirements

1. Designs shall include accommodation of people using all modes of transportation and be sensitive to the context of the project setting (existing land uses, proposed land uses, etc.). It is important to note that Complete Streets may look different for every project and road type. However, every project shall be designed to optimize the level of comfort and safety for the people who are most vulnerable on our roadways, with due consideration of issues such as accessibility, functionality, and connectivity. The tools and resources in the Active Transportation Plan (ATP) provide the relevant guidance for determining appropriate facility types based on roadway conditions.
2. People of all ages and abilities using all modes of transportation shall be accommodated during the entire life cycle of a project, including planning, design, construction, operations, and maintenance.
  - a. This includes providing accommodations for people using all modes of transportation to continue to use the road safely and efficiently during any construction or repair work that infringes on the right-of-way and/or sidewalk.
3. Safety shall be prioritized for the people who are most vulnerable on our roadways. Safety improvements for vulnerable road users will not be compromised to achieve improved level of service for less vulnerable users.
4. A systems approach shall be used in developing every roadway project to ensure regional connectivity of Complete Streets elements throughout the entirety of the project limits.
  - a. If there is an existing facility or another project planned or in development near this project, the two shall be coordinated to ensure consistency and future connectivity between the facilities serving the corridor.
  - b. Logical termini shall be chosen to include connections through “pinch points,” such as overpasses, railroad crossings, and bridges. Logical termini shall also be designed to provide safe and adequate transitions at facility end points.
  - c. If the project is adjacent to a destination point, such as a school, recreational facility, shopping center, hospital, office complex, or transit facility, the project shall provide the opportunity for the destination to have access to the project’s pedestrian and bicycle facilities.
5. Every project shall consider future planned facilities or services and likely future demand for all modes, and not preclude the provision of future improvements.
6. Every project shall involve the local transit agency in the design process to ensure that sufficient accommodation of transit vehicles and access to transit facilities is provided. The project sponsor shall engage the local transit agency at the start of the Project Development Process and provide the opportunity for the transit agency to participate throughout the entire process.
  - a. Public transit facilities shall be designed with the goals of Complete Streets in mind by including sidewalks, bicycle connections, or secure bicycle parking, among others.
  - b. When designing a facility that includes or crosses an existing or future transit route, ensure that the appropriate pedestrian and ADA access is provided to and from the transit stops.



7. Each project shall use the most appropriate design standards and procedures. For projects using MORPC attributable federal funding, it will be necessary to meet or exceed standards and procedures acceptable to the Ohio and U.S. Departments of Transportation, such as the Ohio Department of Transportation's Project Development Process and Location & Design Manual, as well as the Ohio Manual of Uniform Traffic Control Devices. Additional resources can be found in *Section 7, Design*, regarding best practice design guidelines and procedures.

## Recommendations

The recommendations outlined below should also be considered, as appropriate to the context of a project.

1. Consideration should be given to street design that encourages safer travel speeds. Speed management and traffic calming elements including, but not limited to, road diets, street trees, and narrowing of lane widths, should be considered where safe and appropriate.
2. Locations for safe street crossings should be considered throughout the length of a project. Design of those crossings should consider best practices that ensure high visibility and safety for people crossing the street in those locations.
3. Street furniture, such as bike racks or benches, should be considered as part of all projects as long as they do not impede any user.
4. Project sponsors should consider including street trees and landscape components, with careful analysis of tree species, site, and design considerations. Considerations should include, but are not limited to, providing adequate space for tree roots to grow and selecting trees that require less maintenance and do not inhibit the movement of people using adjacent sidewalks or pathways.
  - a. Any project that requires removal of existing trees as part of construction should provide an equal or greater number of replacement trees.
5. Each project design should be coordinated with appropriate access management strategies. Access management strategies should consider the placement of sidewalks and ramps to eliminate sight distance issues.
6. Although this policy focuses primarily on the engineering aspects of roadway projects, the project sponsor should provide education, encouragement, and equitable enforcement strategies during and after the project. The education component should include government officials, developers, the public, and other relevant parties.
7. While this policy focuses on transportation, local governments should review their related policies, regulations, and standards to ensure that they are complementary to the development of Complete Streets. This includes land use and zoning policies, as well as building design and development standards, etc.
8. Local agencies should regularly update transportation design standards and procedures, and coordinate with partners to ensure compatibility in those standards and procedures throughout the region. Agencies should also regularly train staff on any updates to the standards and procedures so that they can adhere to them appropriately.
9. Local governments are encouraged to adopt their own Complete Streets policies, consistent with this regional policy and federal and state design standards. State governments should work with the local Metropolitan Planning Organizations to ensure consistency in policies at the state, regional, and local level.

## Section 6. Appeal Process

Project sponsors may request an exemption or re-review of their projects by the Appeals Committee if they cannot reach an agreement with MORPC staff regarding project compliance with the Complete Streets policy. The Appeals Committee is composed of six (6) representatives and will meet on an “as needed” basis. The voting membership consists of three (3) representatives from the Attributable Funds Committee (AFC) and three (3) representatives from the Active Transportation Committee (ATC). When an appeal is filed, the chairs of the AFC and ATC will appoint their respective representatives to the Appeals Committee.

MORPC staff will review the requests initially and provide a report with recommendations to the committee in advance of each meeting. The applicant will have the opportunity to review the report and add comments to it prior to its submittal to the committee. During each meeting, the committee shall discuss and evaluate the request(s) and vote on a recommendation. The committee may invite the applicant to attend the meeting(s).

A vote of at least four (4) committee members is needed to act. If no agreement can be reached, the project sponsor must propose an alternative that can obtain the votes necessary for approval. Members with conflicts of interest on a particular project before the committee must recuse themselves from deliberation on that project.

Instead of an exemption, the Appeals Committee may also suggest a lesser level of accommodation or accommodation on a parallel route. All appeals and resulting decisions will be kept on record and made publicly available.

## Section 7. Design

Project sponsors will be required to work with MORPC and ODOT staff to determine the most appropriate design for a project and to ensure that the design does not conflict with federally required standards. National best practice design guidance, standards, and recommendations should be referenced in the design and implementation of Complete Streets, but may require the use of design exceptions or requests for experimentation in some cases. Current guidelines and resources supported by the Federal Highway Administration (FHWA) include, but are not limited to:

### Guidelines

- American Association of State Highway and Transportation Officials (AASHTO) Guide for Planning, Designing and Operating Pedestrian Facilities
- American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities
- Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
- National Association of City Transportation Officials (NACTO) Urban Street Design Guide
- National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide

### Additional FHWA Resources:

- FHWA Bikeway Selection Guide
- FHWA Separated Bike Lanes Planning and Design Guide
- FHWA Designing for Pedestrian Safety

## Section 8. Implementation and Evaluation

The Complete Streets Policy is part of MORPC's planning process and project selection for MORPC-attributable funding. The vision and goals of the Metropolitan Transportation Plan (MTP), Active Transportation Plan (ATP), and other key regional plans informed the development of this policy and will also guide MORPC staff in review of project compliance with the policy.

MORPC shall, at a minimum, evaluate this policy every two years in alignment with the updates to the Policies for Managing MORPC-Attributable Funds. The review will be completed in advance of updates to the Policies for Managing MORPC-Attributable Funds so that any changes to the Complete Streets Policy may be incorporated into that update. This evaluation may include recommendations for amendments to the Complete Streets Policy and subsequently be considered for adoption by the Transportation Policy Committee.

In order to evaluate the progress resulting from the policy, as well as potential needs for updating the policy, MORPC staff will document information related to project compliance with the policy. This may include regular reports on project progress through the Complete Streets Review Process, as well as summaries of the challenges encountered and resolutions made throughout the review process.

# Appendix

## Key Term Definitions from the Federal Highway Administration (FHWA)

<p>Context Sensitive Design (CSD)</p>	<p>Context Sensitive Design is a design process that not only considers physical aspects or standard specifications of a transportation facility, but also the economic, social, and environmental resources in the community being served by that facility. A CSD approach helps to ensure projects:</p> <ul style="list-style-type: none"> <li>• Are safe for all users.</li> <li>• Use a shared stakeholder vision as a basis for decisions and for solving problems that may arise.</li> <li>• Meet or exceed the expectations of both designers and stakeholders, thereby adding lasting value to the community, the environment, and the transportation system.</li> <li>• Demonstrate effective and efficient use of resources.<sup>1</sup></li> </ul>
<p>Context Sensitive Solutions (CSS)</p>	<p>The Context Sensitive Solutions process, as defined by FHWA, is a collaborative, interdisciplinary, and holistic approach to the development of transportation projects. The CSS process involves all stakeholders, including community members, elected officials, interest groups, and affected local, state, and federal agencies. The CSS process values equally the needs of agency and community, considering all trade-offs in decision-making.</p> <p>The CSS process is guided by four core principles:</p> <ul style="list-style-type: none"> <li>• A shared stakeholder vision to provide a basis for decisions.</li> <li>• A comprehensive understanding of contexts.</li> <li>• Continuing communication and collaboration to achieve consensus.</li> <li>• Flexibility and creativity to shape effective transportation solutions, while preserving and enhancing community and natural environments.<sup>2</sup></li> </ul>
<p>Equity</p>	<p>Equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members. A central goal of transportation equity is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved.</p> <p>It is important to note that transportation equity does not mean equal. An equitable transportation plan considers the circumstances impacting a community's mobility and connectivity needs, and this information is used to determine the measures needed to develop an equitable transportation network.<sup>3</sup></p>

<sup>1</sup> Understanding CSD and CSS, [https://www.fhwa.dot.gov/planning/css/what\\_is\\_css/](https://www.fhwa.dot.gov/planning/css/what_is_css/)

<sup>2</sup> Understanding CSD and CSS, [https://www.fhwa.dot.gov/planning/css/what\\_is\\_css/](https://www.fhwa.dot.gov/planning/css/what_is_css/)

<sup>3</sup> Environmental Justice, Title VI, Non-Discrimination, and Equity, [https://www.fhwa.dot.gov/environment/environmental\\_justice/equity/](https://www.fhwa.dot.gov/environment/environmental_justice/equity/)

## Key Term Definitions (Continued)

Resilience	Resilience is the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. The Fixing America's Surface Transportation (FAST) Act, signed into law in December 2015, requires agencies to take resiliency into consideration during transportation planning processes. <sup>4</sup>
Shared Mobility	Shared mobility – the shared use of a vehicle, bicycle, or other mode – is an innovative transportation strategy that enables users to gain short-term access to transportation modes on an as-needed basis. The term <i>shared mobility</i> includes various forms of carsharing, bikesharing, ridesharing (carpooling and vanpooling), and on-demand ride services. It can also include alternative transit services, such as paratransit, shuttles, and private transit services (called microtransit), which can supplement fixed-route bus and rail services. <sup>5</sup>
Sustainability	Sustainability is often described using the “triple bottom line” concept, which includes giving consideration to three primary principles: Social, Environmental, and Economic. The goal of sustainability is the satisfaction of basic social and economic needs, both present and future, and the responsible use of natural resources, all while maintaining or improving the well-being of the environment on which life depends. <sup>6</sup>
Vulnerable Road Users	“Vulnerable road users” is a term applied to those most at risk in traffic. Thus, vulnerable road users are mainly those unprotected by an outside shield, namely pedestrians and two-wheelers, as they sustain a greater risk of injury in any collision against a vehicle and are therefore highly in need of protection against such collisions. <sup>7</sup>

<sup>4</sup> Resilience and Transportation Planning, <https://www.fhwa.dot.gov/environment/sustainability/resilience/publications/ratp/index.cfm>

<sup>5</sup> Shared Mobility: Current Practices and Guiding Principles <https://ops.fhwa.dot.gov/publications/fhwahop16022/fhwahop16022.pdf>

<sup>6</sup> What is Sustainability? <https://www.sustainablehighways.dot.gov/overview.aspx#quest1>

<sup>7</sup> Safety of Vulnerable Road Users, [https://safety.fhwa.dot.gov/ped\\_bike/docs/oecd\\_safety.pdf](https://safety.fhwa.dot.gov/ped_bike/docs/oecd_safety.pdf)

# **Appendix D**

## **MORPC Smart Streets Policy**

**Approved by Resolution T-6-19  
Adopted on May 1, 2019**



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

## SMART STREETS POLICY

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### BACKGROUND

For decades, transportation has been understood primarily as the movement of people and goods via motorized vehicles on a network of publicly funded highways and streets, with most vehicles being privately owned by individuals or companies and supplemented by public transit running on fixed routes. Technological advancements are rapidly transforming this conventional view of transportation into the concept of a mobility system that employs digital communications and information technologies to provide a variety of services for moving people and goods. These include transportation network companies, shared vehicles (motorized and non-motorized), employer-provided shuttles, unmanned aerial vehicles, or drones, and increasingly connected and autonomous vehicles that collect, transmit and share large volumes of data. Similarly, the transportation network is being transformed by the deployment of digital technologies that collect, transmit and share data with its users and managers about traffic, incidents and the condition of the infrastructure.

These emerging technologies must be implemented to improve service delivery and the quality of life in Central Ohio as it continues to grow in population and employment. If implemented thoughtfully, these advancements have the potential to improve safety, reduce congestion, increase system efficiency, and deliver services more effectively.

Digital infrastructure is a key component for deploying these technologies and realizing their benefits. This infrastructure needs to be regional in nature to maximize the potential of these technologies. It requires a significant investment to build and maintain this infrastructure. A regional policy on the deployment of digital infrastructure is an effective way to ensure that public infrastructure investments are made in a way that supports the capability of these technologies to effectively serve public interests and improve the quality of life in Central Ohio.

### DEFINITIONS

Smart Streets comprise a mobility system able to leverage current and emerging technologies and data to provide services more effectively and improve the quality of life of all residents.

Digital Infrastructure is the system that provides and supports digital communications, including fiber optic cable, wireless communications, and the hardware and software that supports them.

Intelligent Transportation System (ITS) are technologies that advance transportation safety and mobility and enhance productivity by integrating advanced communications technologies into transportation infrastructure and modes of travel.

Mobility is the quality or state of being mobile or movable.

Mobility System is the infrastructure, services, data, technology, and governance that enables the mobility of people and goods.

## VISION

Central Ohio is the leader in creating a regional smart mobility system that is connected, inclusive, secure, and resilient across jurisdictions, providing services effectively to improve the quality of life of all residents.

## PURPOSE

To ensure public investments in mobility are planned, selected, scoped, designed, constructed, and maintained in a manner that advances a Smart Region.

## GOALS

- Connectivity: Strategically advance digital infrastructure (primarily broadband) and access across jurisdictions throughout the region to improve mobility and the delivery of public services and effectively support economic development.
- Flexibility: The mobility system is flexible, scalable, and able to support evolving digital technologies to improve people's mobility and the delivery of public services.
- Interoperability: The mobility system is interoperable and can effectively and securely collect and share data across jurisdictions for processing and analysis to improve mobility, safety, infrastructure management, and the quality of life.
- Equity: The mobility system is accessible to all people, and emphasizes improving access and mobility for the disadvantaged.

## POLICY

### Statements

MORPC supports the Smart Streets concept throughout Central Ohio. To promote the acceptance and practice of Smart Streets, MORPC recommends that local jurisdictions and the state of Ohio develop and adopt Smart Streets policies to meet their needs and are compatible with this regional policy.

MORPC seeks to incorporate the Smart Streets concept into the planning, programming, scoping, design, implementation, maintenance, and performance monitoring of all transportation infrastructure and encourages all infrastructure investments in Central Ohio to follow this policy.

This policy will be applied to all projects awarded funding through MORPC. MORPC will ensure the uses of these funds are consistent with this policy, incorporating Smart Streets concepts as appropriate. The policy is intended to identify opportunities where they exist and leverage our investments in infrastructure. It requires sponsors to take certain considerations regarding digital infrastructure into account during project development, document the findings, and provide a rationale for its decisions. The policy does not include the specific criteria for how those decisions will be judged. Those criteria are expected to develop and change rapidly as the technologies emerge and evolve and be very dependent on the individual circumstances of



each project. Instead, the policy is intended for the project sponsor, the program administrators, and the existing organizational institutions to make informed, transparent decisions about the digital infrastructure components of transportation projects, using standards and criteria they mutually agreed upon. If it is successful, the policy will not result in imposing a burden upon sponsors or their projects, but, through its deliberate application, help to generate the awareness and knowledge necessary to lead them to processes and outcomes they value themselves.

This policy is not intended to create new rights for utilities outside those provided by existing law and contract.

## Applicability

Many factors will be considered to determine whether a project is consistent with the policy.

1. Prior to submitting a formal application or request for funding, MORPC staff will be available to the sponsor to review the proposed use of funds, to discuss any potential Smart Streets considerations with the project, and to provide resources for technical assistance.
2. The formal application or funding request shall provide sufficient information about the projects for staff to determine whether the proposed project adheres to this policy. The evaluation and selection process will incorporate Smart Streets concepts.
3. Once MORPC-attributable funds are committed to a project, staff will continually monitor its development through the construction/implementation. This includes review and comment on (if applicable) requests for proposals, field reviews, scoping, preliminary studies, systems engineering analysis, design plans, and change orders to ensure adherence to this policy and provide guidance on incorporating Smart Streets concepts.

## Requirements

The policy's requirements are listed below and grouped by the four goals of the policy. Some of these are already required by existing laws, regulations, and standards. They are included here to stress their importance for Smart Street concepts.

## Connectivity

1. The project sponsor shall complete the checklist accompanying this policy and provide the information to MORPC.
2. The project shall use the most appropriate development process and design standards. Any digital infrastructure related to the project shall meet accepted industry standards.
3. Project sponsors shall notify the owners of digital infrastructure located within the project limits of the project scope and schedule after MORPC has committed funds to the project. They shall be given the opportunity to participate in the plan review process. This policy is not intended to create new rights for utilities outside those provided by existing law and contract.
4. The sponsor shall provide MORPC with geocoded data for the location, type and specifications of publicly-owned digital infrastructure that was installed as part of the project. Sensitive data must be protected by a non-disclosure agreement.
5. If the project will affect digital infrastructure adjacent to institutional uses or public facilities, such as a police or fire station, school, library, recreation center, government offices, or maintenance facility, the project sponsor shall engage the facility

owner/operator about the possibility of the facility having access, if feasible, to the affected infrastructure.

6. If the construction of a project requires the removal or relocation of the project sponsor's digital infrastructure in current use for a transportation service, the infrastructure shall be maintained by being relocated or replaced. The replacement infrastructure shall meet current industry standards, be compatible with the existing infrastructure, and be sufficient to continue current transportation uses.

### Flexibility

1. Project requirements for digital infrastructure shall be sensitive to the context of the project setting, the scope of the project, and cost. Projects in different contexts may take different approaches to Smart Streets.
2. Sponsors shall govern the project's digital infrastructure in a state of good repair through its anticipated useful life and operate the infrastructure securely, in accordance with industry standards.

### Interoperability/Data

1. All Intelligent Transportation Systems (ITS) associated with a project shall be interoperable with other such systems serving public infrastructure in the region. They will have the capability to transmit and share data with each other.
2. A systems approach shall be used in developing a project, such that the sponsoring agency has engaged and communicated with stakeholders (within the sponsoring agency as well as any other jurisdictions) about the potential interrelationships between the project and any existing, planned or proposed infrastructure in the vicinity of the project.
3. If there are other adjacent infrastructure projects planned, programmed or in development, the projects should be coordinated to ensure consistency and connectivity among the facilities serving the area.
4. Sponsors of projects with digital infrastructure components are required to have policies in place to guide the collection, use and sharing of data and to ensure the security and privacy of the system and the data within it, especially for potentially sensitive data such as personally identifiable information.
5. Public transit agencies shall be informed of projects being developed in their service areas and shall have the opportunity to coordinate with the project sponsor to jointly consider the ITS aspects of the project. Each transit agency and the project sponsor can determine the appropriate level of participation in project development.
6. All sponsors shall identify any ITS services, inventory elements, functional requirements and interfaces/information flows in the Central Ohio Regional ITS Architecture that are relevant to the project before beginning detailed design or right-of-way acquisition.
7. Projects shall facilitate ITS integration opportunities and ITS extensions of additional/future projects as identified in the Central Ohio Regional ITS Architecture by accounting for future integration requirements and describing how it will support future extensions of the regional architecture.

### Equity

1. All digital infrastructure funded by the project must be primarily utilized to serve a public purpose.

2. The sponsor shall ensure that actions taken to comply with this policy do not prevent safe use of the public right-of-way by any mode (e.g., a traffic signal cabinet shall not block the clear walking zone on the sidewalk or encroach on a transit stop).
3. Project sponsors shall comply with all applicable laws, regulations, and standards regarding the installation and placement of digital infrastructure.

## Recommendations

The following statements are recommendations. Project sponsors and others are not obligated to follow any of these recommendations to be considered in compliance with this policy.

1. Local governments are encouraged to adopt their own Smart Streets policies to meet the needs of their communities. They should strive for consistency with this regional policy and federal and state requirements.
2. State government agencies should work with Metropolitan Planning Organizations to ensure consistency in digital infrastructure policies at the state, regional and local level.
3. Project sponsors are encouraged to build redundancy and resiliency into digital infrastructure to a degree that is in accordance with industry best practices.
4. Project sponsors may encourage colocation with private utility infrastructure provided that it does not inhibit public use of the infrastructure or right-of-way.
5. Project sponsors should allow other local governments and public uses the option to pay for the use power and fiber installed as part of the project that is not reserved by the sponsor for a specific public use. See also Recommendation 4 regarding private uses of the conduit.
6. Project sponsors should consider incorporating other connected technologies into their projects that can benefit from and maximize the utility of the digital infrastructure being installed, such as smart lighting, traffic surveillance, security surveillance, data collection and reporting.
7. Project sponsors should avoid use of proprietary point technologies where practicable in favor of interoperable technologies.
8. Traffic signal maintenance should include upgrades to support connected vehicles when it can be installed at a comparably lower cost than a subsequent retrofit.
9. As multiple mobility providers emerge and the usage of shared/autonomous vehicles increases, the demand for curb space may become acute at certain times and places. Local agencies should consider policies to equitably and effectively manage these spaces.
10. MORPC advocates for open data sharing, good data governance and the adoption of policies to ensure data security by local public agencies. However, it also recognizes that every situation presents unique challenges and trade-offs such that these principles cannot be applied to specific projects nor every circumstance.

## Appeals

If the sponsor and MORPC staff are unable to reach an agreement on assuring compliance with a provision of this policy, sponsors may ask the Attributable Funds Committee to grant an exemption from the provision or to review the situation. MORPC staff will review the request and provide a report with recommendations to the committee in advance of the decision. In the event that the sponsor disagrees with the action of the Attributable Funds Committee, the sponsor may appeal to the MORPC Policy Committee officers, who may or may not elect to hear the appeal request.

## IMPLEMENTATION

Upon approval and adoption of this policy, the Attributable Funds Committee will be tasked with incorporating Smart Street concepts into the project selection process for MORPC-attributable funds. The policy will also guide MORPC staff in the preparation of the Metropolitan Transportation Plan and other plans it prepares or to which it contributes.

A resource guide will be developed to assist sponsors in developing projects that comply with the Smart Streets Policy. This guide will contain project-specific best practices, sample policies, funding opportunities, and information on other resources.

## EVALUATION

MORPC reports annually on the region's progress toward targets established in the Metropolitan Transportation Plan. These targets include several ITS-related targets that can be considered in evaluating the effectiveness of this policy.

MORPC collects data on several aspects of projects receiving the assistance of MORPC-attributable funds, such as the lead agency, location, limits, type of work, length, number of travel lanes, pedestrian facilities, bicycle facilities, and funding by phase, source and year. Digital infrastructure components of these projects will be tracked through reporting mandated by Connectivity Requirement #4.

Portions of the Policy that are the subject of an appeal heard by the Attributable Funds Committee will be subsequently reviewed by the committee, and any recommendations concerning the policy will be considered for approval by MORPC's Community Advisory, Transportation Advisory, and Transportation Policy committees.



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

## **SMART STREETS POLICY PROJECT CHECKLIST**

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### **PROJECT SCOPE**

Using available information, check any of the following that could potentially be involved in the project:

- Right-of-way acquisition
- Utility relocation
- Excavation of more than 3 feet below ground level
- Traffic signal infrastructure
- Light poles

What transportation-related or mobility function will be performed by the digital infrastructure elements of the project?

### **CONNECTIVITY**

Please cite the specific design guidance or resources related to digital infrastructure that you expect to use in the development and design of your project.

Will the project affect digital infrastructure in the vicinity of any institutional uses or public facilities? Check all that apply:

- Police or fire station
- School
- Library
- Recreation center
- Government offices
- Maintenance facility
- Other (please specify): \_\_\_\_\_

What digital infrastructure is currently present in the project area? Will it be maintained in place or will it potentially need to be relocated or replaced? What digital infrastructure is expected to replace the existing infrastructure to meet current industry standards and be sufficient to continue current public uses?

What communications infrastructure (e.g. coax, fiber, conduit, duct bank, pull boxes) are present in the project area? What specifications/details (owners, users, number of strands, lines, capacity) are known about each one?

What are the current publicized connection speeds of internet service available in the project area?

## **FLEXIBILITY**

What agency will be responsible for ongoing maintenance of the digital infrastructure and how will this be budgeted? If the project sponsor is not responsible for maintenance after the project ends, please indicate responsible agency name. Please attach the maintenance agreement.

## **INTEROPERABILITY**

Project limits should be selected so that they can accommodate existing and future connections. If the project touches another jurisdiction, was a systems approach taken? Were cross-jurisdictional connections considered?

Identify any public transit services and stops in the project area. Describe any engagement with the transit service provider regarding this project.

Will the digital infrastructure systems associated with this project be interoperable with other such systems serving public infrastructure in the region?

Identify any Intelligent Transportation Systems (ITS) services, inventory elements, functional requirements and interfaces/information flows in the Central Ohio Regional ITS Architecture that are relevant to the project.

Does the project present any ITS integration opportunities and ITS extensions of additional/future projects as identified in the Central Ohio Regional ITS Architecture? Describe how it will support future extensions of the regional architecture.

What policies are in place to guide the collection, use and sharing of data and to ensure the security and privacy of the system and the data within it?

## **EQUITY**

Identify people and organizations that are expected to benefit from the digital infrastructure proposed in the project and any people and organizations that could have a potential benefit.

# **Appendix E**

## **Policy for Revising the Transportation Improvement Program (TIP)**

# Policy for Revising the Transportation Improvement Program (TIP)

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Before the U.S. Department of Transportation (USDOT) can authorize the use of federal funds in MORPC's transportation planning area, MORPC must approve of their use by including a description of the purpose and amount of those funds in its TIP. Generally, this means that the TIP must list the specific project or program with the funding source and amounts that are consistent with the request for authorization. If the TIP will not be consistent with an anticipated request before the next scheduled biennial TIP update, MORPC must revise the TIP by a formal amendment or an administrative modification as described in this policy.

MORPC's TIP is a component of the Statewide TIP (STIP). After MORPC approves a revision to the TIP, ODOT must submit it and other STIP revisions to the USDOT for final approval.

The Policy for Revising the TIP is intended to conform to the minimum requirements of:

- The Fixing America's Surface Transportation Act (FAST Act) (P. L. 114-94, December 4, 2015)
- 23 CFR 450, May 27, 2016
- *Procedures for Ohio Statewide Transportation Program (STIP) Amendments and Administrative Modifications* (signed by ODOT and FHWA on September 24, 2013)
- *Ohio 2021-2024 S/TIP Development Guidance (August 2019)*.

## I. Definitions

### A. Administrative Modifications

Per 23 CFR 450.104 and in compliance with 49 CFR 613: *Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).*

### B. Amendment

Per 23 CFR 450.104 and in compliance with 49 CFR 613: *Amendment means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving "non-exempt" projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.*



## II. STIP/TIP Revisions

Projects listed in any of the four years of the approved STIP are eligible for authorization in any other of the four years of the STIP. STIP/TIP revisions are needed only for federal- and state-funded projects that require federal approval or authorization action prior to the next scheduled biennial STIP/TIP update. There are two categories of STIP revisions: formal amendments and administrative modifications.

### A. STIP/TIP revisions must meet three major criteria:

1. Fiscal constraint must be maintained.
2. Transportation conformity requirements must be met for air quality nonattainment and maintenance areas.
3. STIP/TIP revisions shall be coordinated through MORPC's current adopted public involvement process.

### B. Revisions Requiring an Amendment

1. Any change to the project description or scope that adds or removes a transportation feature.
2. Adding or deleting projects or project phases into or out of the current TIP that are not categorized as statewide line items.
3. Any change that affects financial constraint or affects air quality conformity (regardless of the funding source).
4. Project phase funding increase over the modification limits in II. C. below.

### C. Revisions Acceptable through an Administrative Modification

1. Revise a project description without causing significant change to the project scope (adding or removing a transportation feature) or conflict with the environmental document.
2. Revise a project's fiscal year within the current STIP/TIP.
3. For project phases with MORPC-attributable funding, any increase in the amount of MORPC-attributable funding for a project such that the total MORPC funding for the project remains less than the agreed cap for the phases listed in the TIP (as amended) and defined in the Policies (Cost Overruns) in Appendix B.
4. For FHWA projects without MORPC-attributable funding, revision to project phase funding within the following limits:
  - a. for a project estimate less than \$3,000,000, a change in project/phase cost less than or equal to \$1,500,000.
  - b. for a project estimate greater than or equal to \$3,000,000, but less than \$5,000,000, a change in project/phase cost less than or equal to 50 percent.
  - c. For a project estimate greater than or equal to \$5,000,000, but less than \$10,000,000, a change in project/phase cost less than or equal to 30 percent.

- d. for a project estimate greater than or equal to \$10,000,000, a change in project/phase cost less than or equal to 20 percent.
- 5. For FTA projects without MORPC-attributable funding:
  - a. for a project phase listed amount less than \$600,000, a change in phase cost less than or equal to \$300,000.
  - b. for a project phase listed amount greater than or equal to \$600,000, but less than \$1,000,000, a change in phase cost less than or equal to 50 percent.
  - c. for a project phase listed amount greater than or equal to \$1,000,000, but less than \$5,000,000, a change in phase cost less than or equal to 30 percent.
  - d. for a project phase listed amount greater than \$5,000,000, a change in phase cost less than or equal to 20 percent.
  - e. a revision that affects only local transit funding sources and/or funding type changes.
- 6. Change in source/type of federal funds (between federal, state and local funds) by phase on a listed project or an individual statewide line item.
- 7. Change in project lead agency.
- 8. Split or combine individually listed projects in the TIP without causing a significant changes to the project scope, environmental document, or air quality conformity.
- 9. Revise the ALI code with similar scope, project name, number of vehicles, or type of vehicles.

#### D. MORPC TIP Amendment Procedures

MORPC's Transportation Policy Committee will consider approval of a resolution to amend the TIP at its meetings in March, June, September and December (generally the month before ODOT completes a STIP amendment), with special amendments considered on an as-needed basis.

- 1. The MORPC TIP Manager must receive requests for the amendment **by the 10th day of February, May, August, or November** to be included in the next regularly scheduled STIP amendment. MORPC may choose to postpone consideration of requests received after this date until the next TIP amendment.
- 2. TIP revision requests to MORPC should include current information for all fields included in the TIP project listing, including a funding table that shows the amount, fiscal year, and source for each phase of a project. Requests should highlight fields that differ from the current TIP listing. Requests should also provide information about how the project affects bicyclists, pedestrians and transit riders, such as the facilities available to each before and after the project.
- 3. MORPC staff will prepare a resolution packet for members of the Community Advisory Committee (CAC), Transportation Advisory Committee (TAC), and Transportation Policy Committee meetings.
- 4. MORPC submits the amendment resolution to the ODOT Office of Program Management following Transportation Policy Committee approval.

5. The ODOT Office of Program Management will prepare highway program-funded STIP Amendment requests for submittal to FHWA by the **first business day of the months of October, January, April, and July (or necessary special submittal).**
6. STIP revisions become effective only following USDOT approval.
7. The ODOT Office Program Management will notify the MORPC TIP Manager of USDOT approval of STIP revisions.

E. MORPC Administrative Modification Procedures

1. By approval of the resolution to adopt the SFY 2021-2024 TIP (Appendix F) the Transportation Policy Committee has delegated the authority to approve administrative modifications (i.e., revisions meeting the criteria described in II. C. above) to MORPC's Transportation Study Director.
2. The MORPC TIP Manager will submit each approved administrative modification to the appropriate ODOT District office, which will forward it to the ODOT Office of Program Management and/or ODOT Office of Transit for approval.
3. Once approved by ODOT, the administrative modification will be incorporated into Ohio's STIP and no federal action will be required. ODOT will notify MORPC of the approved administrative modification and provide a copy of the approved administrative modification to FHWA and FTA.

# **Appendix F**

## **Documentation of MORPC Transportation Policy Committee Adoption of the SFY 2024–2027 TIP**

## RESOLUTION T-X-23

### **“Adoption of the FY 2024-202 Transportation Improvement Program (TIP)”**

WHEREAS, the Mid-Ohio Regional Planning Commission is designated as the metropolitan planning organization (MPO) by the Governor, acting through the Ohio Department of Transportation and in cooperation with locally elected officials for Franklin and Delaware counties, the cities of New Albany and Pataskala and Etna Township in Licking County, and Violet and Bloom townships in Fairfield County, and Jerome Township in Union County; and

WHEREAS, pursuant to 23 United States Code 134, and 49 United States Code 5303, 5305, and 5306, MORPC, as the MPO, has prepared the 2020-2050 Metropolitan Transportation Plan dated May 2020; and

WHEREAS, pursuant to 23 United States Code 134, and 49 United States Code 5304, MORPC, as the MPO, has prepared a Transportation Improvement Program (TIP) for Fiscal Years 2024 through 2027 dated May 1, 2023, and available at [www.morpc.org/tip](http://www.morpc.org/tip); and

WHEREAS, all projects in the TIP are included in the 2020-2050 Metropolitan Transportation Plan; and

WHEREAS, pursuant to 23 USC 134 and 42 USC 7506, the 2020-2050 Metropolitan Transportation Plan has been analyzed based on accepted methodology and has been determined to be in conformity with the requirements of the Clean Air Act Amendments of 1990, and said fact is documented in the *Air Quality Conformity Determination Documentation for the Franklin, Delaware, Licking, Fairfield, Madison and Knox County Ozone Non-Attainment Area and the Franklin, Delaware, Licking, Fairfield and Coshocton County (Franklin Twp.) PM 2.5 Non-Attainment Area* dated May 1, 2023, and the SFY 2024-2027 TIP projects are consistent with this conformity determination; and

WHEREAS, the TIP includes the Central Ohio Transit Authority's (COTA's) Short-Range Transit Plan (SRTP) with specific details provided in Appendix A of the TIP, which will be adopted by the COTA board at its May, 2023 meeting; and

WHEREAS, in compliance with the U.S. Department of Transportation's Title VI regulations, solicitation of citizens' comments on the TIP was made by following MORPC's adopted Public Involvement Process including review by the Community Advisory Committee (CAC), advertisements in the *Columbus Dispatch*, *Delaware Gazette*, *Newark Advocate*, *Lancaster Eagle-Gazette*, and *Columbus Post*, sunshine mailings and an open house meeting; and

WHEREAS, in response to the Federal Transit Administration's guidelines on private sector participation, private transportation operators in the region have been involved in the planning process through representation on the Transportation Advisory Committee, the CAC and/or the Transportation Policy Committee; and

WHEREAS, pursuant to 23 USC 134, the financial plan for the TIP demonstrates that it can be implemented and that it is consistent with funding reasonably expected to be available; and

WHEREAS, the TIP does not become effective until approval is received from the federal and state authorities; and

WHEREAS, the Community Advisory Committee at its meeting on May 1, 2023 and the Transportation Advisory Committee at its meeting on May 3, 2023 recommended approval of this resolution to the Transportation Policy Committee; now therefore

**BE IT RESOLVED BY THE TRANSPORTATION POLICY COMMITTEE OF THE MID-OHIO REGIONAL PLANNING COMMISSION:**

- Section 1. That it adopts the Transportation Improvement Program for Fiscal Years 2024 through 2027 dated May 1, 2023, as provided on the MORPC website at [www.morpc.org/tip](http://www.morpc.org/tip) and recommends that its members incorporate these improvements into their transportation improvement programming for their governmental units.
- Section 2. That it affirms the consistency between the Fiscal Years 2024 through 2027 TIP and the 2020-2050 Metropolitan Transportation Plan and thus the determination of conformity between the TIP and the State Implementation Plan (SIP).
- Section 3. That it authorizes the Transportation Director to approve administrative modifications to the TIP as provided in Appendix D of the document.
- Section 4. That the Transportation Policy Committee finds and determines that all formal deliberations and actions of this committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.

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Erik J. Janas, Chair  
**MID-OHIO REGIONAL PLANNING COMMISSION**

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Date

Prepared by: Programming Staff