



## 5 Plan Implementation and Monitoring

The CORPO Transportation Plan is updated every five years, but the planning process is continuous. Key elements of this ongoing process are implementing the strategies and projects identified in the CTP and monitoring the progress in advancing the established goals. Implementation is primarily accomplished through state or local government action on the strategies and to advance projects through their respective Capital Improvements Programs and the Transportation Improvement Program. CORPO program activities are accomplished through the development and execution of the annual Planning Work Program.

### 5.1 Financial Plan

The financial plan is intended to show how the strategies and projects listed in the plan can be implemented and that their associated costs are proportional to the amount of transportation funding reasonably expected to be available to the CORPO region through the horizon year of the plan. Though the CTP is not required to be fiscally constrained, cost estimates were developed for the projects included in the plan. These cost estimates are included in the project lists. Local, state, and federal funding sources were identified, and a trend analysis was used to project revenues to the final year of the plan, 2050. The following section describes the funding forecasts for local, state and federal funding sources.

#### Transportation Funding Sources

Funding for the transportation system comes from a variety of places. These include federal funds, state funds and local funds. It is unlikely that there will ever be adequate funds to meet all the transportation needs in all the CORPO counties. The CTP forecasts the amount of funds available through 2050. This forecast assumes that funding will grow at moderate levels through 2050.

#### Funding Forecast

Most of the federal and state funding sources are administered through ODOT. ODOT has various programs to manage its transportation system, utilizing funds from the appropriate sources. Some portions of the federal and state funding are passed on to CORPO, Large Cities, the County Engineers Association of Ohio (CEAO) and the Ohio Public Works Commission's (OPWC) Central Ohio districts to distribute to projects. In addition to funds available through federal, state, and regional agencies and programs, local funding can be used to fund projects. Local funding varies greatly from one community to another. For these reasons, the forecast of available funding is divided into the following categories:

- TRAC
- CORPO Dedicated Funds
- Large Cities (Lancaster and Marion)
- ODOT



- Federal Discretionary
- CEAO
- OPWC
- Local Public
- Private
- Other
- FTA, State, and Local Transit

These categories were selected because they could most easily be distinguished from each other from the point of view of who controls them and how the funds are used. Each of the categories is briefly described in this section with base forecasting assumption. Generally, historical information was used as the basis for the forecasts with growth to reflect the year of receipt dollars.



**TRANSPORTATION REVIEW ADVISORY COUNCIL (TRAC)**

The TRAC manages ODOT’s funding for new facilities and major expansion projects. These projects add lanes to freeways, build bypasses, expand existing interchanges, build new interchanges, fund major transit expansion and intermodal/multimodal terminals. ODOT funds the TRAC from a variety of sources depending upon the nature of the project, the funding sources for which it is eligible, and the funding available in a specific program.

In March of 2023 TRAC approved commitments for SFYs 2024-2026, including \$58.3 million in commitments within the CORPO region. The CTP assumes that \$170 million in TRAC funding will be available in 2027. Additionally, the CTP assumes that the amount of TRAC funding available will grow at a 2% rate, and CORPO will receive its proportional share based on population through 2050. The slight increase in amount of funding per year will come from the historical increase that occurs with a new federal transportation bill and perhaps adjustments to state funding. These assumptions are shown in the table below:

**TABLE 5. 1 FORECAST OF TRAC FUNDING (MILLIONS)**

<b>TRAC Commitment</b>	<b>Amount</b>
TRAC Commitments to RTPPO Area, 2024-2026	\$58.3
TRAC Commitments Statewide, 2024-2026	\$697.8
MPO Share of TRAC Commitments, 2024-2026	8%
Assumed Statewide Budget, 2027	\$170.0
Assumed Budget Growth Rate, 2027-2050	2.0%
Assumed Statewide Budget, 2027-2050	\$5,171.7
Projected RTPPO Share of Population, 2027-2050	5.1%
Projected RTPPO Share of TRAC, 2027-2050	\$263.9
Projected RTPPO Share of TRAC, 2024-2050	\$322.2



### CORPO DEDICATED FUNDS

At ODOT's discretion, CORPO has made a certain amount of STBG funds available to allocate towards transportation projects across the region. These funds have been used for a variety of transportation projects, including roadway widenings, reconstruction, and active transportation infrastructure. The CTP forecasts CORPO Dedicated Funding using the SFY 2024 allocation and assuming modest growth through 2050. These assumptions are shown in the table below:

**TABLE 5. 2 FORECAST OF CORPO DEDICATED FUNDS**

Fund	STBG
ODOT Allocation SFY 2024	\$1,002,004
Annual Growth Rate	3.0%
Number of Years, 2024-2050	27

### LARGE CITIES PROGRAM

In addition to providing funding to MPOs and RTPOs, ODOT provides a certain amount of STBG funds to five large cities across the state which are not within the boundaries of an MPO. The CORPO region includes two of these large cities. The CTP forecasts Large Cities funding to the City of Marion and the City of Lancaster using the average allocation to each city from SFY 2024-2027 and assuming modest growth through 2050. These assumptions are shown in the table below:

**TABLE 5. 3 FORECAST OF LARGE CITIES FUNDING**

	Lancaster STP-M	Marion STP-M
Average Allocation 24-27	\$718,241	\$625,593
Annual Growth Rate	3.0%	3.0%
Number of Years, 2024-2050	27	27
Total Available	\$26,881,225	\$23,413,738



## **ODOT**

The ODOT category encompasses the remainder of the funds controlled by ODOT that the TRAC does not manage. Most of these funds are for management and operations activities across a variety of program areas, such as major bridge, major rehabilitation, safety, and district preservation programs. The CTP forecasts available ODOT Safety funding using the 2024 statewide allocation, assuming modest growth, and assuming CORPO will receive its proportional share based on population through 2050. The CTP forecasts the remainder of ODOT controlled funds using the average amount of funding committed to the CORPO region in the SFY 2024-2027 Transportation Improvement Program, and assuming modest growth through 2050.

Across all the non-TRAC ODOT controlled funding sources, the CTP forecasts approximately \$1,570,000,000 will be available for transportation improvements within the CORPO region through 2050.

## **FEDERAL DISCRETIONARY**

The Bipartisan Infrastructure Law (BIL) continued and expanded two federal discretionary grant programs, the Infrastructure for Rebuilding America (INFRA) program and the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program (formally known as TIGER or BUILD). In addition to continuing these programs, the BIL also introduced multiple new discretionary grant opportunities including the Bridge Investment Program, the National Infrastructure Project Assistance (Mega) program, the Rural Surface Transportation grant (Rural) program, the Reconnecting Communities Pilot Program, and the Safe Streets and Road for All (SS4A) program among many others. The CTP assumes moderate growth in funding levels for each of these programs through 2050 and assumes CORPO will receive its proportional share of eligible federal discretionary grants based on population through 2050.

Across all eligible federal discretionary grants, the CTP forecasts approximately \$393,000,000 will be available for transportation improvements within the CORPO region through 2050.

## **COUNTY ENGINEERS ASSOCIATION OF OHIO - CEAO**

ODOT sub-allocated funding to the County Engineers Association of Ohio. The statewide sub allocation in 2024 is \$19 million of HSIP funds for safety projects, \$14 million of STBG funds that are generally used for minor arterial widening projects, and \$74 million of HBP funds for bridge replacements. The CTP assumes modest growth of these programs statewide and assumes CORPO will receive its proportional share based on population through 2050.

Across the CEAO controlled funding sources, the CTP forecasts approximately \$205,000,000 will be available for transportation improvements within the CORPO region through 2050.

## **OHIO PUBLIC WORKS COMMISSION – OWPC**

Ohio Public Works Commission District 17 and District 11 award funds to projects in CORPO's planning area. These funds come from the State Capital Improvements Program (SCIP) and the Local Transportation Improvements Program (LTIP). In 2024, \$200 million of SCIP funding and \$61 million of LTIP funding is available statewide. The CTP assumes modest growth of the



SCIP program every five years in line with historical trends and assumes the LTIP program will remain at the current funding level. Furthermore, the CTP assumes CORPO will receive its proportional share of these funding sources based on population through 2050.

Across the SCIP and LTIP programs, the CTP forecasts approximately \$311,000,000 will be available for transportation improvements within the CORPO region through 2050.

### **LOCAL PUBLIC FUNDS**

Most local governments allocate their own dollars through a capital improvement program that includes transportation improvements. This may include funds from general revenue or other special-purpose sources. Although local governments go through cycles of experiencing budget problems, it is expected that the local governments will continue to have funds available for system management, operations, preservation, and expansion. Local funds are often used to match state and federal dollars or to repay OPWC loans. In addition to matching state and federal funds, local governments completely fund some projects themselves. The CTP assumes modest levels of local spending on transportation improvements in addition to the necessary match for forecasted state and federal funding sources.

In total, the CTP forecasts approximately \$1,227,000,000 of local funding will be available for transportation improvements within the CORPO region through 2050.

### **PRIVATE FUNDS**

Various private sources may include direct contribution of dollars or improvement of the facility by the private sector. These are mostly done as new facilities through vacant land that is being developed or modifications to existing facilities impacted by the development of vacant land. The CTP assumes modest private investment in transportation improvements through 2050, forecasting approximately \$190,000,000 of funding will be available within the CORPO region.

### **OTHER**

Other funds include five small programs and other unique situations. These are Roadwork Development (629) Program, Safe Routes to School (SRTS), TID Supplemental Funding, Clean Ohio Trail Fund (COTF) and Recreational Trails Program (RTP). Other funds may also be congressional earmarks, innovative financing techniques, or other unique situations. The CTIP assumes modest growth of these projects through 2050 and that CORPO will receive its proportional share of these funding sources based on population through 2050.

Across all other funding sources, CTP forecasts \$74,000,000 of funding will be available for transportation improvements within the CORPO region through 2050.



## **FTA, STATE, AND LOCAL TRANSIT FUNDING**

Several federal funding programs support transit in the CORPO region including Section 5311 Rural Formula grants, Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities grants, and Section 5339 Bus and Bus-related grants. In addition to these federal sources, the state of Ohio as well as local agencies provide additional transit support. The CTP uses funding levels included in the SFY 2024-2027 Transportation Improvement program, assuming moderate growth through 2050, to forecast available transit funding.

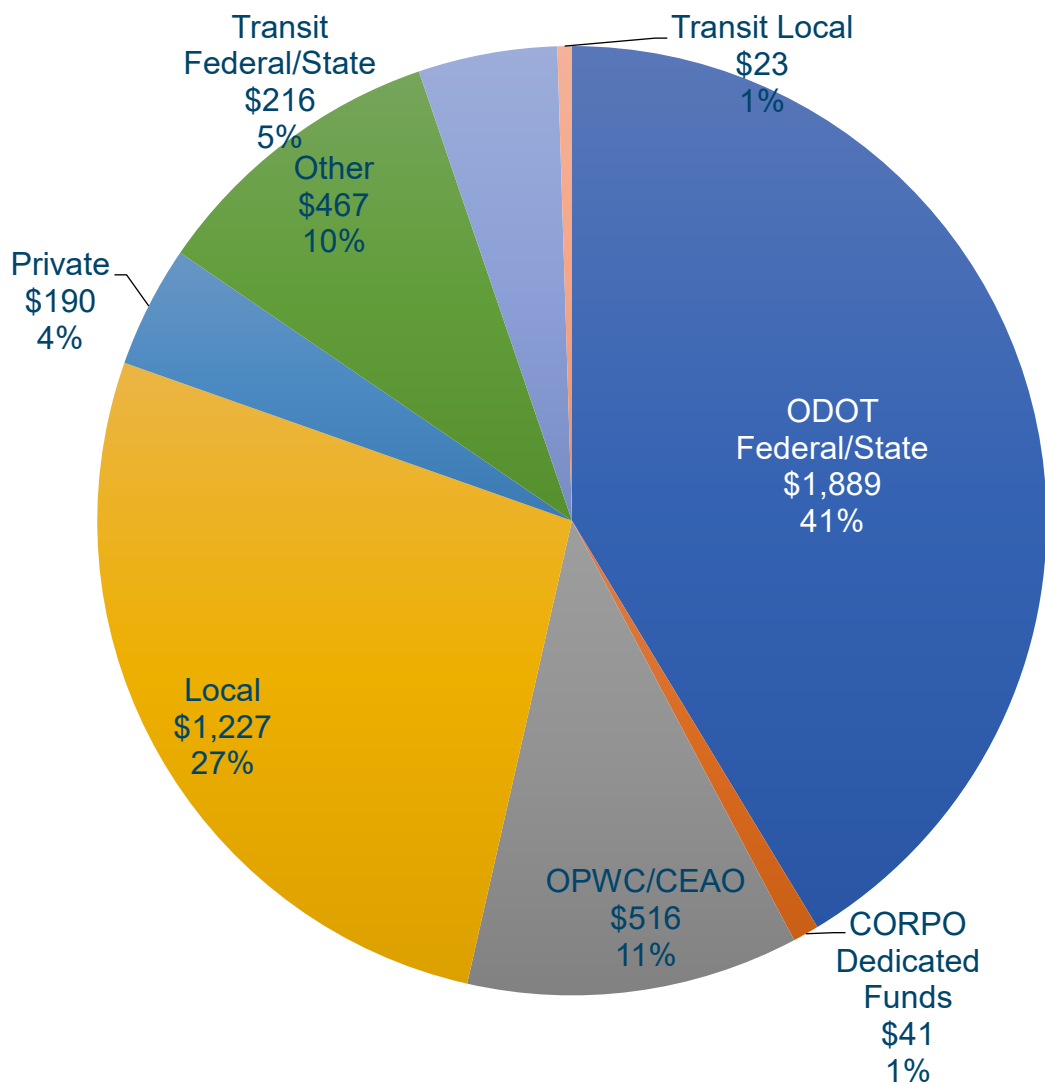
Across federal, state, and local funding sources, the CTP forecasts \$239,000,000 will be available for transit operations and expansion within the CORPO region through 2050.



### Transportation Funding Summary

In total, the CTP forecasts approximately \$4,786,000,000 will be available for transportation projects in the CORPO area through 2050. The chart below displays the breakdown of forecasted resources through 2050 by source.

**FIGURE 5. 1 AVAILABLE FUNDING RESOURCES BY TYPE THROUGH 2050 (IN MILLIONS)**







## **5.2 Implementation and Monitoring**

The CTP identifies numerous strategies and projects for the purpose of advancing the established regional transportation goals. CORPO will work with state and local governments and regional planning partners to execute the strategies identified.

Some of the strategies identify specific infrastructure projects. While the fiscal forecast in this chapter demonstrates that completing these projects by the year 2050 may be financially feasible, specific funding has not been allocated to most of the projects. When local governments or ODOT decide to secure and commit funding for the design and construction of a project, the project is then added to the Transportation Improvement Program (TIP).

### **Transportation Improvement Program (TIP)**

The TIP is a schedule of transportation infrastructure projects within CORPO's planning area that have specific funding committed and are expected to have design or construction work begin within a four-year horizon. The TIP is updated every two years. Projects included in the TIP should first be included in the CTP. The current CORPO TIP for State Fiscal Years 2024-2027 was adopted in 2023 and will be updated in 2025.

### **Statewide Transportation Improvement Program (STIP)**

ODOT maintains the Statewide Transportation Improvement Program (STIP). The CORPO TIP is a subset of the Statewide TIP. The STIP is Ohio's four-year planning document that identifies all state and local transportation federal highway or federal transit funded projects as well as state funded projects scheduled for some phase of implementation during the fiscal four-year period. ODOT develops the STIP in coordination with MPOs and in consultation with RTPOS, non-metropolitan local officials and transit authorities as part of a comprehensive process during the STIP development period. The STIP is approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

### **Capital Improvement Programs (CIP)**

Many local governments also maintain their own Capital Improvements Program (CIP). A CIP identifies projects within the local jurisdiction with committed funding. Many of the most significant projects in local CIPs are incorporated into the CORPO TIP.

### **Performance Measures Consolidated**

Throughout the plan, performance measures are described, and current benchmarks are included in relation to each mode or type of infrastructure the measure relates to. This benchmark data can be used to develop targets in the future to measure progress towards CORPO regional goals and objectives. By comparing current data with the 2023 benchmarks, the CORPO region can assess if it is moving in the right direction, and on track to meet short- and long-term goals. The 2023-2050 performance measure benchmark information is consolidated on the following page.

ID #	Federal/State Measure	CORPO Performance Measure	Goal	Objective	Mode	2023 CTP Benchmark	Source(s)
<b>Pavement Condition</b>							
1	Yes	Percent of interstate pavement in good or poor condition*	1	2	Roadway	100% good condition, 0% poor condition	ODOT-TIMS *See section 3.1 for PCR thresholds
2	Yes	Percent of Non-interstate NHS pavement in good or poor condition*	1	2	Roadway	97.8% good condition, 2.2% poor condition	
3	Yes	Percent of Non-NHS pavement in good or poor condition*	1	2	Roadway	95.8% good condition, 4.3% poor condition	
6	No	Percent of Non-NHS Federal Aid System pavement in good or poor condition*	1	2	Roadway	95.7% good condition, 4.26% poor condition	
<b>Pavement Condition</b>							
4	Yes	Percent of NHS bridges in good or poor condition	1	1	Roadway		
5	No	Percent of Non-NHS bridges in good or poor condition	1	1	Roadway		
<b>Fatalities &amp; Serious Injuries</b>							
7	Yes	Number of fatalities (5-year rolling average)	2	4	Multimodal	64	ODOT-provided crash data
8	Yes	Fatality rate	2	4	Multimodal	1.25 fatalities per 100 million VMT	
9	Yes	Number of serious injuries (5-year rolling average)	2	4	Multimodal	402	
10	Yes	Serious injury rate	2	4	Multimodal	8.51 per 100 million VMT	
11	Yes	Non-motorized fatalities and serious injuries	2	4	Non-motorized	29	
<b>Transit</b>							
12	No	Amount of fixed route transit service hours	3	6,10,13,15	Transit	<5%	
13	No	Proportion of day/area served by on demand transit for the general public	3	6,10,13,15	Transit	6AM-6PM / 100% of urban areas	
<b>Bike &amp; Pedestrian Infrastructure</b>							
14	No	Miles of bikeways	3	7,10,15	Non-motorized	246 (multi-use paths and bike lanes)	MORPC Bikeways GIS
15	No	Percent of urban arterials and collectors with sidewalks	3	7,10,15	Non-motorized	<i>No data available</i>	
<b>Travel Reliability &amp; Congestion</b>							
16	Yes	Percent of person-miles traveled on the interstate that are reliable	5	9,13	Multimodal	100	INRIX
17	Yes	Percent of person-miles traveled on Non-interstate NHS routes that are reliable	5	9,13	Multimodal	96.3	INRIX
18	Yes	Level of truck travel time reliability	5	12	Freight	1.12	NPMRDS INRIX
19	No	Percent of federal aid road miles under congested conditions	5	9,12,13	Multimodal	13.6	INRIX
20	No	AM/PM uncertainty index	5	9,12,13	Multimodal	AM=1.18, PM=1.18	INRIX
<b>Single-Occupancy Vehicles</b>							
21	Yes	Percent of non-SOV commuting of all COMMUTERS* *9.3% of CORPO region workers work from home and do not commute	6	15	Multimodal	<b>12% Non-SOV</b>	ACS: 2021 5-Year Estimate; Table: B08301  Universe: Workers 16 years and Over  Geographies: CORPO Counties: Fairfield, Knox, Madison, Marion, Morrow, Pickaway, and Union  SOV: "Drove alone" WFH: "Worked from home"
						Carpool: 8.8%	
						Public transit/bike/walk: 2.1%	
						Other: 1.1%	
21	Yes	Percent of non-SOV commuting of all WORKERS	6	15	Multimodal	<b>88% SOV</b>	
						<b>10.9% Non-SOV</b>	
						Carpool: 7.9%	
						Public transit/bike/walk: 1.9%	
	Other: 1.1%						
	<b>9.3% Work from Home</b>						
	<b>79.8% SOV</b>						