



TRANSPORTATION IMPROVEMENT PROGRAM

STATE FISCAL YEAR 2026 - 2029



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

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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Appendix A: TIP Project Listing

Appendix B: Transit Supportive Documentation

Appendix C: Policy for Revising the TIP

Appendix D: Documentation of MORPC Transportation Policy Committee Self-Certification

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Separate from this document (provided upon request):

Appendix 1: Central Ohio Air Quality Conformity Determination Documentation

Appendix 2: Public Involvement

Appendix 3: Community Impact 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 expecting 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), 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 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, Johnstown, and Etna Township in Licking County, Bloom and Violet townships in Fairfield County, Jerome Township in Union County, and Plain City in both Union and Madison 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 2026-2029. 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 ODOT PID in Appendix A provides complete detail for each project. Other project listing tables provide portions of the information. Line items are also included in Section 9.

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 7 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 2024-2027 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.

Document Organization

This TIP document is organized into nine sections and nine 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 guide for the detailed project listing and map along with a subset listing of projects identified as significant for freight.

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

- Appendix A provides the TIP Project Listing
- Appendix B provides Transit Supportive Documentation
- Appendix C contains the Policy for Revising the TIP
- Appendix D is the MORPC Policy Committee Resolution Certifying the MORPC Metropolitan Transportation Planning Process

- Appendix E is the MORPC Policy Committee Resolution Adopting the SFY 2026-2029 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: Community Impact 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 the 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 2024, 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 on 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 2024, 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 was prepared that considered all information received from the local governments, COTA, DCT, ODOT and the public. It was reviewed by MORPC's Transportation Advisory Committee (TAC) and Community Advisory Committee (CAC). This draft was fiscally balanced for all funding sources. On January 31, it was provided to ODOT for its formal review. During the review, the schedules of some projects were 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 was prepared after the following:

- comments were received from ODOT
- air quality conformity documentation had been completed, if necessary
- comments received from local governments and the public had been reviewed

The final draft TIP was made available to local governments and to the public. The final draft TIP was posted online at <https://www.morpc.org/program-service/transportation-improvement-program/>. An open house was held on April 2, 2025 from 3:30pm to 6:30pm at MORPC's office located at 111 Liberty St, Suite 100, Columbus, OH 43215 to receive public comment on the

TIP. It was 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 C.

3. Status of Projects from the SFY 2024-2027 TIP

The previous TIP covered SFYs 2024-2027. 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 Urbanized Area (UZA) in the funding source for reference.

Project Phases Completed

Table 1 shows the project phases that were included in the SFY 2024-2027 TIP (including amendments) and that were authorized/sold during SFYs 2024-2025. 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 2025, 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 2024-2025 in the previous TIP (including amendments) but were delayed from the listed year to SFY 2026 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 provided in the TIP project listing. The table also shows project phases that were cancelled, merged with another project, or delayed beyond SFY 2029. 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 2024 to 2027 TIP that Were Authorized

Arterial Expansion

PID: 10573	MORPC ID: 5	Agency: Columbus	CRS: FRA-SR016-08.24				
E Broad St from I-270 to Outerbelt St, Major Widening/Intersection Modification				Source	Phase	Amount	SFY
				STBG-M	CO	\$10,316,792	2024
PID: 10695	MORPC ID: 440	Agency: ODOT	CRS: DEL-IR071-8.91 (Ph A)				
I-71 at Sunbury Parkway south of US 36/SR 37, New Interchange				Source	Phase	Amount	SFY
				Federal	CO	\$1,182,272	2025
				State	RW	\$122,200	2024
				Federal	RW	\$488,800	2024
				Connect 4 Ohio	RW	\$7,000,000	2024
				State	CO	\$4,222,400	2025
				State	CO	\$1,835,568	2025
				Federal	CO	\$2,000,000	2025
				Connect 4 Ohio	CO	\$22,000,000	2025
				Federal	CO	\$14,889,600	2025
PID: 10696	MORPC ID: 454	Agency: ODOT	CRS: DEL-Sunbury Parkway-Sunbury Parkway (Ph C)				
Sunbury Parkway from US 36 to 3 B's & K Rd, New Roadway				Source	Phase	Amount	SFY
				Federal	RW	\$3,200,000	2025
				State	RW	\$800,000	2025
PID: 11564	MORPC ID: 116	Agency: Columbus	CRS: FRA-SR016-9.27				
E Broad St from Outerbelt St to Reynoldsburg New Albany Rd, Major Widening				Source	Phase	Amount	SFY
				STBG-M	RW	\$1,632,000	2025
PID: 11579	MORPC ID: 341	Agency: Franklin County TID	CRS: FRA-CR122-0.00				
Alum Creek Dr from SR 317 to Groveort Rd, Major Widening/Major Rehabilitation				Source	Phase	Amount	SFY
				State	RW	\$858,462	2025
				Federal	DD	\$312,531	2024
				Federal	PE	\$1,960,858	2025
				State	DD	\$78,133	2024
				STBG-M	RW	\$341,538	2025
				State	PE	\$490,214	2025
PID: 11787	MORPC ID: 311	Agency: ODOT	CRS: FRA-SR161-22.1				
FRA/LIC SR 161 22.1/0.00 from US 62 to SR 37, Add Through Lane(s)				Source	Phase	Amount	SFY
				State	ENV	\$5,000,000	2025
PID: 11938	MORPC ID: 455	Agency: ODOT	CRS: FRA-US33-24.76				
US 33 from SR 104 to Diley Rd, Major Widening/New Interchange				Source	Phase	Amount	SFY
				State	ENV	\$3,778,976	2024
				Federal	ENV	\$976,800	2025
				State	ENV	\$244,200	2025
PID: 11946	MORPC ID: 439	Agency: ODOT	CRS: DEL-Sawmill Parkway-Extension				
Sawmill Parkway from current terminus to South Section Line Road, New Roadway				Source	Phase	Amount	SFY
				State	CO	\$250,000	2024
PID: 12181	MORPC ID: 492	Agency: ODOT D6	CRS: FRA-US33-22.99/0.00				
US 33 from SR 104 to Diley Rd, Major Widening				Source	Phase	Amount	SFY
				State	DD	\$1,000,000	2025
				Federal	DD	\$4,000,000	2025

Some phases in State Fiscal Year (SFY) 2025 had not yet been authorized at the time this table was created. Because they had not been moved to 2026, it is assumed they will be authorized in 2025.

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

Table 1. Phases Included in the SFY 2024 to 2027 TIP that Were Authorized

PID: 77238	MORPC ID: 451	Agency: ODOT	CRS: LIC-IR70-01.00				
IR 70 from Palmer Road overpass to SR 158 overpass, Major Widening/Resurfacing				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Federal	ENV	\$4,500,000	2025
				State	ENV	\$500,000	2025
PID: 90200	MORPC ID: 344	Agency: Delaware County TID	CRS: DEL-IR071-7.91				
Sunbury Pkwy, Phases B & C from Africa Rd to I-71, New Roadway/Interchange Modification				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	ENV	\$260,068	2024
				State	ENV	\$1,989,294	2024
PID: 96808	MORPC ID: 452	Agency: ODOT	CRS: FAI-IR70-0.00/0.00				
IR 70 at SR 256 and Taylor Rd SW, Interchange Modification/Major Rehabilitation				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Federal	DD	\$1,350,000	2025
				State	DD	\$150,000	2025
Total for Arterial Expansion (32 project phases)						\$97,730,706	
Bicycle & Pedestrian							
PID: 11203	MORPC ID: 60	Agency: Columbus	CRS: FRA-Olentangy Trail-Gap				
Olentangy Trail from Clinton Como Park to Northmoor Park, Multi-Use Path/New Bridge				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				CRP-M	CO	\$5,417,132	2024
PID: 11372	MORPC ID: 132	Agency: Columbus	CRS: FRA-Olive St/Floral Ave-				
Olive St & Floral Ave, Sidewalks				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				HSIP	CO	\$927,179	2024
				HSIP	RW	\$90,000	2024
PID: 11377	MORPC ID: 134	Agency: Columbus	CRS: FRA-SRTS Grace St-Sidewalks				
Grace St from Orel Ave to Eureka Ave, Sidewalks				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				HSIP	CO	\$400,000	2024
PID: 11747	MORPC ID: 293	Agency: Franklin County	CRS: FRA-SRTS-S Western / Worthington				
FRA-SRTS S.Western & Worthington at Various locations by Brookside, Stiles, West Frank, Pedestrian Facilities				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				SRTS	PE	\$41,793	2024
				SRTS	DD	\$22,042	2024
				SRTS	CO	\$590,226	2025
PID: 11765	MORPC ID: 302	Agency: Pataskala	CRS: LIC-SR016-5.36				
LIC SR 16 5.38 from SR 310 to Buckeye Blvd, Pedestrian Facilities				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Federal	CO	\$135,000	2025
PID: 12010	MORPC ID: 355	Agency: Hilliard	CRS: FRA-Cemetery Rd-SUP				
Cemetery Rd from Britton Pkwy to Trueman Blvd, Multi-Use Path				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				TAP-M	RW	\$180,000	2025
				HSIP	ENV	\$1,207,328	2024
				HSIP	DD	\$142,672	2025
Total for Bicycle & Pedestrian (11 project phases)						\$9,153,372	
Bridge Repair & Replacement							

Some phases in State Fiscal Year (SFY) 2025 had not yet been authorized at the time this table was created. Because they had not been moved to 2026, it is assumed they will be authorized in 2025.

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

Table 1. Phases Included in the SFY 2024 to 2027 TIP that Were Authorized

PID: 10543	MORPC ID: 66	Agency: ODOT D6	CRS: DEL-SR521-10.35/12.75				
SR-521 at 4 structures, Bridge Replacement/Guardrail Maintenance				Source	Phase	Amount	SFY
				State	PE	\$12,883	2024
				State	RW	\$100,000	2024
				Federal	PE	\$51,533	2024
				State	CO	\$505,600	2025
				Federal	CO	\$2,022,400	2025
				State	CO	\$14,280	2025
				Federal	CO	\$57,120	2025
PID: 10544	MORPC ID: 175	Agency: ODOT D6-Planning	CRS: UNI-SR038-3.21				
UNI-38-3.21 at over Big Darby Creek, Bridge Preservation				Source	Phase	Amount	SFY
				Federal	CO	\$332,560	2025
				Federal	CO	\$3,325,600	2025
				State	CO	\$831,400	2025
				State	CO	\$83,140	2025
PID: 10549	MORPC ID: 67	Agency: ODOT D6	CRS: FRA-IR270-00.96/1.52/9.30				
Gantz, McComb & Trabue Rds over I-270, Bridge Deck Replacement				Source	Phase	Amount	SFY
				Federal	CO	\$10,620	2025
				State	CO	\$1,180	2025
				State	CO	\$466,403	2024
				Federal	CO	\$293,831	2024
				State	CO	\$32,648	2024
				HSIP	CO	\$1,364	2025
				Federal	CO	\$4,197,628	2024
				HSIP	CO	\$500,000	2024
PID: 10775	MORPC ID: 88	Agency: ODOT D6	CRS: DEL-SR229-00.21 Bridges				
SR-229 at 5 bridges, Preventive Bridge Maintenance				Source	Phase	Amount	SFY
				State	PE	\$39,718	2024
				State	PE	\$425,000	2025
				State	RW	\$97,425	2025
PID: 10783	MORPC ID: 61	Agency: ODOT D6	CRS: FRA-IR270-05.47				
Hall Rd at I-270, Bridge Deck Replacement				Source	Phase	Amount	SFY
				Federal	DD	\$44,118	2024
				HSIP	RW	\$100,000	2025
				State	RW	\$240,000	2025
				Federal	RW	\$960,000	2025
				HSIP	ENV	\$349,999	2025
				State	ENV	\$8,479	2025
				State	DD	\$4,902	2024
				Federal	ENV	\$76,309	2025
PID: 10808	MORPC ID: 70	Agency: ODOT D6	CRS: FRA-US033-08.75 (Culvert)				
US 33 at 0.25 mi NW of Fishinger Rd, Culvert Maintenance				Source	Phase	Amount	SFY
				State	ENV	\$182,425	2024
				State	PE	\$100,000	2025
PID: 10906	MORPC ID: 64	Agency: Delaware County	CRS: DEL-CR163-04.31				
Warrensburg Rd at Scioto River, Bridge Maintenance Activities				Source	Phase	Amount	SFY
				State	CO	\$1,151,070	2024

Some phases in State Fiscal Year (SFY) 2025 had not yet been authorized at the time this table was created. Because they had not been moved to 2026, it is assumed they will be authorized in 2025.

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

Table 1. Phases Included in the SFY 2024 to 2027 TIP that Were Authorized

PID: 10965	MORPC ID: 62	Agency: ODOT D6	CRS: FRA-IR070-20.29
Courtright Rd at I-70 & NS RR, Bridge Deck Replacement/Sidewalks			
	Source	Phase	Amount
	Federal	CO	\$160,250
	HSIP	CO	\$372,455
	State	CO	\$17,806
	State	CO	\$230,230
	Federal	CO	\$2,072,072
	State	CO	\$41,384
PID: 11164	MORPC ID: 104	Agency: ODOT D6	CRS: FRA-IR670-0.31
IR 670 at FRA-670-0.31, Bridge Maintenance Activities			
	Source	Phase	Amount
	Federal	PE	\$98,526
	State	PE	\$10,000
	State	PE	\$10,947
	Federal	CO	\$812,130
	State	CO	\$90,237
	State	CO	\$845,559
	Federal	CO	\$7,610,030
	State	CO	\$453,744
	Federal	CO	\$4,083,697
PID: 11267	MORPC ID: 105	Agency: ODOT D6	CRS: FRA-IR070-16.83 Bridge
I70 at FRA-70 over Nelson, Bridge Maintenance Activities			
	Source	Phase	Amount
	Federal	CO	\$235,069
	Federal	CO	\$2,456,451
	State	CO	\$272,939
	State	CO	\$26,119
PID: 11270	MORPC ID: 107	Agency: ODOT D6	CRS: FRA-IR070-7.38
IR 70 at FRA-70-7.38 and FRA-16-6.06, Culvert Maintenance			
	Source	Phase	Amount
	Federal	PE	\$32,336
	State	CO	\$91,430
	Federal	CO	\$822,871
	State	CO	\$7,103
	State	PE	\$3,593
	Federal	CO	\$63,926
PID: 11347	MORPC ID: 222	Agency: Franklin County	CRS: FRA-CR003-2.83
FRA-CR3-2.83 at at Big Darby Creek, Bridge Preservation			
	Source	Phase	Amount
	BR-Off	PE	\$25,000
PID: 11548	MORPC ID: 255	Agency: ODOT D6-Planning	CRS: 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			
	Source	Phase	Amount
	State	CO	\$1,300,000
PID: 11568	MORPC ID: 257	Agency: ODOT D6-Planning	CRS: UNI-US033-17.95
UNI US 33 17.95 Beecher Gamble at Beecher Gamble over US 33, Bridge Preservation			
	Source	Phase	Amount
	Federal	CO	\$1,717,857
	State	PE	\$107,156
	State	CO	\$22,787
	State	CO	\$429,464
	State	CO	\$31,457
	Federal	CO	\$133,749
	HSIP	CO	\$205,086
PID: 11603	MORPC ID: 262	Agency: Worthington	CRS: FRA-West Selby Rd-West Selby Rd over Rush Rn
FRA - West Selby Road Bridge at West Selby Rd over Rush Rn, Bridge Preservation			
	Source	Phase	Amount
	Federal	CO	\$1,613,408

Some phases in State Fiscal Year (SFY) 2025 had not yet been authorized at the time this table was created. Because they had not been moved to 2026, it is assumed they will be authorized in 2025.

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

Table 1. Phases Included in the SFY 2024 to 2027 TIP that Were Authorized

PID: 11641	MORPC ID: 266	Agency: Gahanna	CRS: FRA-Wynne Ridge Ct-Wynne Ridge Ct at Beem Ditch
FRA Wynne Ridge Court at Wynne Ridge Ct at Beem Ditch, Bridge Preservation			
	Source	Phase	Amount
	Federal	CO	\$93,968
	Federal	CO	\$1,342,400
PID: 11701	MORPC ID: 128	Agency: ODOT D6	CRS: DEL-US023-08.96
US 23 at Oberlander Run (0.2 mi N of SR 315), Culvert Maintenance/Minor Pavement Rehabilitation			
	Source	Phase	Amount
	State	CO	\$38,366
	Federal	CO	\$153,464
	Federal	CO	\$2,192,240
	State	CO	\$548,060
PID: 11732	MORPC ID: 283	Agency: Fairfield County	CRS: FAI-CR020-1.96
FAI CR 20 1.96 Pickerington Rd at 0.25 miles south of Winchester R/Pickerington Rd, Bridge Preservation			
	Source	Phase	Amount
	BR-Off	PE	\$80,400
	BR-Off	CO	\$522,620
PID: 11902	MORPC ID: 426	Agency: ODOT D6-Bridges	CRS: -FRA/MRW Bridge Replacement-Various locations
FRA/MRW Bridge Replacement at Various locations, Bridge Preservation			
	Source	Phase	Amount
	Federal	ENV	\$105,631
	State	ENV	\$133,592
	State	ENV	\$26,408
	State	DD	\$25,597
	Federal	DD	\$102,386
	Federal	ENV	\$534,369
PID: 88611	MORPC ID: 24	Agency: ODOT D6	CRS: FRA-SR104-09.29/9.42/9.70
SR-104 at 6th St, RR overpass, and Groveport Rd, Bridge Maintenance Activities			
	Source	Phase	Amount
	State	PE	\$26,903
	Federal	PE	\$107,610
PID: 93290	MORPC ID: 19	Agency: ODOT	CRS: LIC-IR070/SR-158-Bridge Overlay
I-70 Corridor in Licking Co, Bridge Repair			
	Source	Phase	Amount
	Federal	CO	\$132,992
	State	CO	\$2,328
	State	CO	\$664,623
	Federal	CO	\$53,507
Total for Bridge Repair & Replacement (88 project phases)			\$50,013,965
Enhancement			
PID: 11760	MORPC ID: 149	Agency: ODOT	CRS: FRA-SR161-15.80
SR 161 from I-270 to US 62, Noise Walls			
	Source	Phase	Amount
	State	CO	\$7,940,506
	State	CO	\$565,835
Total for Enhancement (2 project phases)			\$8,506,340
Freeway Expansion			
PID: 10479	MORPC ID: 35	Agency: ODOT D6	CRS: FRA-IR071-09.62/09.71
I-71 from Stringtown Rd to SR-315, Major Widening/Interchange Modification			
	Source	Phase	Amount
	Debt Service-F	OTH	\$8,287,899
	Debt Service-F	OTH	\$8,389,477
	Debt Service-S	OTH	\$2,097,369
	Debt Service-S	OTH	\$2,071,975

Some phases in State Fiscal Year (SFY) 2025 had not yet been authorized at the time this table was created. Because they had not been moved to 2026, it is assumed they will be authorized in 2025.

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

Table 1. Phases Included in the SFY 2024 to 2027 TIP that Were Authorized

PID: 10532	MORPC ID: 31	Agency: ODOT D6	CRS: FRA-IR070-14.30 (Proj 2E)				
I-70/I-71 Innerbelt (Phase 2E), Major Widening/Interchange Modification				Source	Phase	Amount	SFY
				Debt Service-F	OTH	\$4,662,847	2025
				Debt Service-F	OTH	\$4,662,847	2024
PID: 10543	MORPC ID: 68	Agency: ODOT D6	CRS: FRA-IR071/270-28.27/25.99A				
I-71 & I-270 (North Outerbelt), Interchange Modification/Bridge Deck Replace				Source	Phase	Amount	SFY
				Federal	CO	\$3,436,250	2025
				HSIP	CO	\$3,240,000	2025
				State	CO	\$3,292,245	2025
				State	DD	\$274,680	2025
				State	CO	\$826,250	2025
				Federal	CO	\$2,800,080	2025
				State	CO	\$311,120	2025
				Federal	CO	\$29,630,205	2025
				State	CO	\$360,000	2025
PID: 10558	MORPC ID: 33	Agency: ODOT D6	CRS: FRA-IR071-14.36 (Prj 6R)				
I-70/I-71 Innerbelt (Project 6R), Major Widening/Interchange Modification				Source	Phase	Amount	SFY
				State	RW	\$178,816	2025
				Federal	RW	\$715,264	2025
PID: 76469	MORPC ID: 16	Agency: ODOT D6	CRS: FRA-IR270-09.15				
I-270 (West Outerbelt) from I-70 to US-33, Major Widening/Minor Pavement Rehabilitation				Source	Phase	Amount	SFY
				Debt Service-F	OTH	\$1,960,282	2024
				Debt Service-S	OTH	\$490,070	2024
				Debt Service-F	OTH	\$1,937,854	2025
				Debt Service-S	OTH	\$484,463	2025
PID: 77372	MORPC ID: 2	Agency: ODOT D6	CRS: FRA-IR070-12.68 (Proj 4A)				
I-70/I-71 Innerbelt (Phase 4A), Major Widening/Interchange Modification				Source	Phase	Amount	SFY
				State	CO	\$83,355,580	2024
				Federal	RW	\$180,000	2025
				State	RW	\$20,000	2025
				Federal	RW	\$1,347,277	2025
				State	CO	\$1,059,306	2025
				State	CO	\$947,353	2024
				State	CO	\$15,901	2025
				NHFP	CO	\$86,357,952	2024
				Federal	CO	\$68,887,636	2024
				State	RW	\$149,697	2025
				Bonds	CO	\$41,556,608	2024
				STBG-M	CO	\$9,529,594	2024
				State	CO	\$6,452,936	2024
				Federal	CO	\$14,488,802	2024
				Federal	CO	\$3,706,594	2025

Some phases in State Fiscal Year (SFY) 2025 had not yet been authorized at the time this table was created. Because they had not been moved to 2026, it is assumed they will be authorized in 2025.

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

Table 1. Phases Included in the SFY 2024 to 2027 TIP that Were Authorized

PID: 77555	MORPC ID: 3	Agency: ODOT D5	CRS: FAI-US033-02.64				
US-33 from Allen Rd to Pickerington Rd, New Interchange				Source	Phase	Amount	SFY
				Federal	ENV	\$120,650	2025
				State	RW	\$2,300,000	2024
				Federal	RW	\$9,200,000	2024
				State	ENV	\$30,163	2025
				Federal	CO	\$3,030,711	2025
				State	ENV	\$77,667	2024
				State	CO	\$757,678	2025
				Federal	CO	\$43,343,875	2025
				State	CO	\$10,835,969	2025
				Federal	CO	\$2,272,822	2025
				Federal	DD	\$400,000	2024
				State	DD	\$100,000	2024
				Federal	ENV	\$271,520	2024
				State	CO	\$574,350	2025
PID: 81828	MORPC ID: 14	Agency: ODOT D6	CRS: FRA-IR070-11.78 (6,6C,6R)				
I-70/I-71 Innerbelt (Project 6, 6C, 6D), Interchange Modification/Major Widening				Source	Phase	Amount	SFY
				Federal	RW	\$225,000	2025
				State	RW	\$25,000	2025
PID: 88035	MORPC ID: 12	Agency: ODOT D6	CRS: 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				Source	Phase	Amount	SFY
				State	RW	\$50,000	2025
				Federal	RW	\$450,000	2025
PID: 88310	MORPC ID: 11	Agency: ODOT D6	CRS: FRA-IR270-17.29				
I-270 at US-33/SR-161, Interchange Modification				Source	Phase	Amount	SFY
				STBG-M	OTH	\$1,223,380	2024
				STBG-M	OTH	\$1,260,357	2025
PID: 89464	MORPC ID: 13	Agency: ODOT D6	CRS: FRA-IR070-13.10 (Proj 6A)				
I-70/I-71 Innerbelt (Project 6A), Major Widening/Interchange Modification				Source	Phase	Amount	SFY
				State	CO	\$162,449	2025
				Federal	CO	\$1,462,039	2025
PID: 93496	MORPC ID: 15	Agency: ODOT D6	CRS: FRA-IR071-01.53				
I-71 at Big Darby Creek, Major Widening/Bridge Deck Replace				Source	Phase	Amount	SFY
				Debt Service-S	OTH	\$142,040	2024
				Debt Service-S	OTH	\$142,040	2025
				Debt Service-F	OTH	\$1,018,417	2024
				Debt Service-F	OTH	\$1,018,417	2025
PID: 98111	MORPC ID: 18	Agency: ODOT D6	CRS: FRA-US033-24.26				
US-33 from I-270 (SE Outerbelt) to Hamilton Rd (SR-317), Major Widening/Resurfacing				Source	Phase	Amount	SFY
				Debt Service-F	OTH	\$717,774	2024
				Debt Service-F	OTH	\$717,775	2025
PID: 98232	MORPC ID: 22	Agency: ODOT D6	CRS: FRA-IR070-22.85 (FEF-1B&C				
I-70 at I-270 (East Outerbelt), Interchange Modification				Source	Phase	Amount	SFY
				Federal	CO	\$43,246,800	2025
				Federal	CO	\$9,006,143	2025
				State	CO	\$9,104,200	2025
				State	CO	\$1,892,733	2025
				STBG-M	CO	\$15,000,000	2025
Total for Freeway Expansion (69 project phases)						\$558,345,198	

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

Table 1. Phases Included in the SFY 2024 to 2027 TIP that Were Authorized

ITS & TDM

PID: 11023	MORPC ID: 53	Agency: MORPC	CRS: FRA-MORPC Rideshare-FY24				
Gohio Commute, SFY 2024, Ridesharing				Source	Phase	Amount	SFY
				CMAQ-M	OTH	\$750,000	2024
PID: 11023	MORPC ID: 54	Agency: MORPC	CRS: FRA-MORPC Rideshare-FY25				
Gohio Commute, SFY 2025, Ridesharing				Source	Phase	Amount	SFY
				CMAQ-M	OTH	\$750,000	2025
PID: 11541	MORPC ID: 120	Agency: Columbus	CRS: FRA-E Rich St-Signals				
E Rich St from S Third St to S Grant Ave, Signals				Source	Phase	Amount	SFY
				STBG-M	CO	\$1,706,175	2025
Total for ITS & TDM (3 project phases)						\$3,206,175	

Maintenance

PID: 10382	MORPC ID: 8	Agency: Delaware County	CRS: DEL-CR021/CR-72-03.69/3.45				
Cheshire Rd & Africa Rd from Old State Rd to Lewis Center Rd, Resurfacing				Source	Phase	Amount	SFY
				STBG-M	OTH	\$1,127,467	2025
				STBG-M	OTH	\$1,127,467	2024
PID: 10580	MORPC ID: 29	Agency: Powell	CRS: DEL-CR609-02.24				
Sawmill Pkwy from Seldom Seen Rd to Home Rd, Resurfacing				Source	Phase	Amount	SFY
				STBG-M	OTH	\$188,967	2025
				STBG-M	OTH	\$377,933	2024
PID: 10626	MORPC ID: 42	Agency: ODOT D6	CRS: FRA-SR003-19.91				
Westerville Rd (SR-3) from Cleveland Ave to SR-161, Resurfacing/Operational Upgrades				Source	Phase	Amount	SFY
				State	CO	\$26,224	2024
				Federal	CO	\$1,654,651	2024
				State	CO	\$295,513	2024
				State	CO	\$32,293	2024
				Federal	CO	\$117,814	2024
				HSIP	CO	\$290,634	2024
PID: 10684	MORPC ID: 453	Agency: ODOT	CRS: FAC-CO ADA Project-CO ADA Projects				
CO ADA Project, Facility Renovation				Source	Phase	Amount	SFY
				State	OTH	\$54,039	2025
				State	OTH	\$91,195	2024
PID: 10807	MORPC ID: 90	Agency: ODOT D6	CRS: D06-SP FY24-General				
Spot Paving on General Routes FY24, Minor Pavement Rehabilitation				Source	Phase	Amount	SFY
				State	CO	\$869,907	2024
				State	CO	\$34,793	2024
PID: 10807	MORPC ID: 95	Agency: ODOT D6	CRS: D06-SP FY24-Concrete				
Spot concrete slab repair at District 6, Minor Pavement Rehabilitation				Source	Phase	Amount	SFY
				State	CO	\$2,331,330	2024
				State	CO	\$93,250	2024
PID: 10808	MORPC ID: 99	Agency: ODOT D6	CRS: D06-PMF-FY24				
Fast Dry Pavement Marking FY24 at District 6, Pavement Marking				Source	Phase	Amount	SFY
				State	CO	\$4,276,000	2024
				State	CO	\$429,870	2024
				State	CO	\$22,700	2024

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

Table 1. Phases Included in the SFY 2024 to 2027 TIP that Were Authorized

PID: 10808	MORPC ID: 101	Agency: ODOT D6	CRS: D06-RPM-FY24				
RPM FY24 at District 6, Raised Pavement Markers				Source	Phase	Amount	SFY
				State	CO	\$374,788	2024
				State	CO	\$37,482	2024
PID: 10879	MORPC ID: 71	Agency: ODOT D6	CRS: DEL-SR315-Drainage Impr				
SR-315 from Jewett Rd to Sherborne Ln, Maintenance Activity				Source	Phase	Amount	SFY
				State	RW	\$56,500	2024
				State	CO	\$178,200	2025
				State	CO	\$50,000	2025
PID: 10907	MORPC ID: 87	Agency: ODOT D6	CRS: DEL-US036-00.00				
US 36 from Union County Line to E of Section Line Rd, Major Rehabilitation				Source	Phase	Amount	SFY
				Federal	PE	\$15,446	2025
				State	PE	\$3,862	2025
				State	RW	\$363,950	2024
				State	RW	\$202,350	2025
PID: 11070	MORPC ID: 186	Agency: ODOT D6-Planning	CRS: D06-SP FY25-Concrete				
D06 SP FY25 Concrete at Various routes throughout District Six, Roadway Minor Rehab				Source	Phase	Amount	SFY
				State	CO	\$848,465	2025
				State	CO	\$84,845	2025
PID: 11138	MORPC ID: 86	Agency: ODOT D6	CRS: UNI-US042-04.92				
US 42 from Watkins-California Rd to W of SR-745, Major Rehabilitation/Intersection Modification				Source	Phase	Amount	SFY
				Federal	CO	\$779,067	2025
				State	RW	\$850,000	2025
				State	RW	\$1,350,000	2024
				State	PE	\$38,584	2024
				Federal	PE	\$154,337	2024
				HSIP	CO	\$3,244,359	2025
				State	CO	\$131,041	2025
				State	CO	\$360,484	2025
				State	CO	\$1,286,290	2025
				Federal	CO	\$5,145,162	2025
				Federal	CO	\$4,405,180	2025
				State	CO	\$697,455	2025
PID: 11160	MORPC ID: 84	Agency: ODOT D6	CRS: DEL-US036-07.26				
US 62 & SR 521 from City of Delaware Corp & William St to Sandusky St, Resurfacing				Source	Phase	Amount	SFY
				State	PE	\$15,000	2025
				Federal	CO	\$35,729	2025
				State	CO	\$385	2025
				State	CO	\$20,800	2025
				Federal	CO	\$1,108,800	2025
PID: 11199	MORPC ID: 59	Agency: Upper Arlington	CRS: FRA-CR052-01.82				
Fishing Rd from Riverside Dr to Mountview Rd, Reconstruction/Sidewalks				Source	Phase	Amount	SFY
				STBG-M	CO	\$5,453,209	2024
PID: 11240	MORPC ID: 97	Agency: ODOT D6	CRS: FRA-IR070-Pump ST-1&1A				
I-70 at Pump Stations ST-1 & ST-1A, Maintenance Activity				Source	Phase	Amount	SFY
				State	PE	\$113,809	2025

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Table 1. Phases Included in the SFY 2024 to 2027 TIP that Were Authorized

PID: 11279	MORPC ID: 109	Agency: ODOT D6	CRS: FRA-IR270-43.180				
I-270 (East Outerbelt) from RR bridge S of I-70 to N of Alum Creek Dr, Minor Pavement Rehabilitation				Source	Phase	Amount	SFY
				State	PE	\$4,226	2025
				State	CO	\$149,932	2025
				Federal	CO	\$35,726,525	2025
				State	CO	\$3,869,614	2025
				Federal	PE	\$505,744	2024
				State	PE	\$56,194	2024
				Federal	CO	\$1,349,388	2025
				Federal	PE	\$38,033	2025
PID: 11333	MORPC ID: 219	Agency: ODOT D5	CRS: D05-GR-FY2024				
D05 GR FY2024 (Ding N Dent) at District Wide, Guardrail / Roadside Maintenan				Source	Phase	Amount	SFY
				State	CO	\$104,320	2024
				State	CO	\$1,043,180	2024
PID: 11351	MORPC ID: 223	Agency: Delaware County	CRS: DEL-VAR CR GR-FY25				
DEL-VAR CR GR-FY25 at Various locations, Roadside / Median Improvement (Source	Phase	Amount	SFY
				HSIP-C	CO	\$300,000	2025
PID: 11410	MORPC ID: 225	Agency: ODOT D6-Planning	CRS: FRA-US062-8.91				
FRA-62-8.91 Storm Sewer from Blue Rock Blvd to Big Run Rd, Drainage System Maintenance				Source	Phase	Amount	SFY
				State	RW	\$255,000	2025
PID: 11552	MORPC ID: 256	Agency: ODOT	CRS: 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 (Source	Phase	Amount	SFY
				HSIP	CO	\$1,020,207	2024
				Federal	CO	\$71,413	2024
PID: 11586	MORPC ID: 261	Agency: Franklin County	CRS: FRA-CR VAR Signs-FY24				
FRA-CR VAR Signs-FY24 at Various routes throughout Franklin County, Building / Facility Improvement				Source	Phase	Amount	SFY
				State	CO	\$3,075	2024
				HSIP	CO	\$27,675	2024
PID: 11673	MORPC ID: 273	Agency: ODOT D6-Planning	CRS: FRA-IR070-0.00				
FRA IR 70 0.00 from Madison County Line (0.00) to Hilliard Rome Rd (3.41), Pavement Maintenance				Source	Phase	Amount	SFY
				Federal	CO	\$1,805,994	2025
				Federal	CO	\$72,243	2025
				State	CO	\$200,666	2025
				State	CO	\$8,027	2025

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

Table 1. Phases Included in the SFY 2024 to 2027 TIP that Were Authorized

PID: 11694	MORPC ID: 276	Agency: ODOT D6-Planning	CRS: FRA-IR070-0.00				
FRA IR 70 0.00 from Madison County Line (0.00) to Hillard Rome Rd (5.22), Roadway Major Rehab				Source	Phase	Amount	SFY
				State	CO	\$913,400	2025
				Federal	PE	\$2,278,784	2025
				Federal	PE	\$153,654	2024
				Federal	CO	\$835,200	2025
				Federal	DD	\$196,318	2025
				State	PE	\$17,073	2024
				Federal	CO	\$8,220,600	2025
				State	CO	\$5,843,800	2025
				Federal	CO	\$49,894,200	2025
				State	CO	\$92,800	2025
				State	DD	\$21,813	2025
				State	PE	\$253,198	2025
PID: 11711	MORPC ID: 278	Agency: ORDC	CRS: FRA-Alum Creek Dr-FRA Alum Creek Drive at the CS				
FRA Alum Creek CSX Surface at FRA Alum Creek Drive at the CSX grade crossing, Railroad Crossing Reconstructio				Source	Phase	Amount	SFY
				RRX	DD	\$10,000	2024
				RRX	CO	\$163,934	2024
PID: 11745	MORPC ID: 287	Agency: ODOT D6-Maintenance	CRS: FRA-GR-FY24				
FRA GR FY24 at Various locations throughout Franklin County, Guardrail / Roadside Maintenan				Source	Phase	Amount	SFY
				State	CO	\$1,525,254	2024
				State	CO	\$127,767	2024
				State	CO	\$300,000	2024
PID: 11745	MORPC ID: 288	Agency: ODOT D6-Maintenance	CRS: D06-GR-FY24				
D06 GR FY24 at Various locations throughtout District Six, Guardrail / Roadside Maintenan				Source	Phase	Amount	SFY
				State	CO	\$64,365	2024
				State	CO	\$643,645	2024
PID: 11745	MORPC ID: 289	Agency: ODOT D6-Planning	CRS: FRA-MOW-FY24				
FRA MOW FY24 at Various routes in Franklin County, Vegetative Maintenance				Source	Phase	Amount	SFY
				State	CO	\$850,311	2024
				State	CO	\$85,029	2024
PID: 11761	MORPC ID: 300	Agency: ORDC	CRS: FRA-CR011-CAMY				
FRA CR 11 Alkire CAMY Surface at FRA CR 11 / Alkire Road, near Galloway at the Camp, Railroad Crossing Reconstructio				Source	Phase	Amount	SFY
				RRX	DD	\$8,000	2024
				RRX	CO	\$244,641	2024
PID: 11859	MORPC ID: 338	Agency: Delaware	CRS: DEL-Colomet Dr-Pittsburgh Dr				
Colomet Dr from Pittsburgh Dr to End of road, Roadway Minor Rehab				Source	Phase	Amount	SFY
				State	CO	\$50,000	2024
PID: 86067	MORPC ID: 10	Agency: ODOT D6	CRS: FRA-IR270-36.94				
I-270 from 0.36 mi W of Hamilton Rd to 0.92 mi S of Broad St, Reconstruction				Source	Phase	Amount	SFY
				Federal	CO	\$952,597	2024
				Federal	CO	\$13,608,467	2024
				State	CO	\$1,512,052	2024
				State	CO	\$105,844	2024
Total for Maintenance (97 project phases)						\$176,431,826	

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Table 1. Phases Included in the SFY 2024 to 2027 TIP that Were Authorized

Safety & Minor Widening

PID: 10467	MORPC ID: 32	Agency: ODOT	CRS: FRA-IR670-05.03				
I-670 from 4th St to I-270, Operational Upgrades/Study				Source	Phase	Amount	SFY
				Debt Service-F	OTH	\$4,257,382	2025
				Debt Service-F	OTH	\$4,257,382	2024
PID: 10470	MORPC ID: 34	Agency: Columbus	CRS: FRA-CR026-1.89				
Georgesville Rd at Hall Rd (CR-125), Intersection Modification/Multi-Use Path				Source	Phase	Amount	SFY
				HSIP	CO	\$1,120,900	2024
PID: 10573	MORPC ID: 4	Agency: Columbus	CRS: FRA-CR096-01.71				
Cassady Ave from CSX Railroad to north of E 7th Ave, Minor Widening/Intersection Modification				Source	Phase	Amount	SFY
				CMAQ-M	CO	\$7,340,022	2025
PID: 10575	MORPC ID: 28	Agency: Franklin County	CRS: FRA-CR027-10.77				
Trabue Rd from Lakeshore Drive to Riverside Dr, Minor Widening/Bridge Deck Replacement				Source	Phase	Amount	SFY
				Federal	CO	\$843,079	2024
				STBG-M	CO	\$10,449,539	2024
PID: 10576	MORPC ID: 6	Agency: Whitehall	CRS: FRA-SR016-06.87				
E Broad St at Hamilton Rd, Intersection Modification				Source	Phase	Amount	SFY
				State	ENV	\$34,829	2024
				CMAQ-M	CO	\$5,356,149	2024
PID: 10585	MORPC ID: 178	Agency: ODOT D6-Planning	CRS: D06-PMF-FY25				
D06 PMF FY25 at Various routes throughout District Six, Traffic Control (Safety)				Source	Phase	Amount	SFY
				State	CO	\$5,184,000	2025
				State	CO	\$300,000	2025
PID: 10782	MORPC ID: 45	Agency: ODOT D6	CRS: UNI-US042-03.91				
US-42 and Industrial Pkwy from Watkins-California Rd to Monterey Dr, Minor Widening/Signals				Source	Phase	Amount	SFY
				State	RW	\$81,000	2025
				HSIP	RW	\$729,000	2025
				Federal	CO	\$339,570	2025
				State	CO	\$2,339,000	2025
				State	CO	\$55,230	2025
				Federal	CO	\$240,000	2025
				HSIP	CO	\$3,051,000	2025
				State	RW	\$82,000	2024
				Local	CO	\$250,000	2025
				HSIP	RW	\$738,000	2024
				State	CO	\$114,530	2025
PID: 10916	MORPC ID: 65	Agency: ODOT D6	CRS: FRA-IR071-19.10 (HSR)				
I-71 from I-670 to I-270 (North Outerbelt), Operational Upgrades/Minor Pavement Rehabilitation				Source	Phase	Amount	SFY
				Federal	DD	\$994,365	2025
				State	PE	\$473,461	2024
				State	PE	\$2,482,103	2025
				Federal	PE	\$4,261,147	2024
				State	DD	\$110,485	2025

Some phases in State Fiscal Year (SFY) 2025 had not yet been authorized at the time this table was created. Because they had not been moved to 2026, it is assumed they will be authorized in 2025.

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

Table 1. Phases Included in the SFY 2024 to 2027 TIP that Were Authorized

PID: 11008	MORPC ID: 183	Agency: ODOT D6-Planning	CRS: D06-PMA-FY25				
D06 PMA FY25 at Various routes throughout District Six, Traffic Control (Safety)				Source	Phase	Amount	SFY
				State	CO	\$62,300	2025
				State	CO	\$890,000	2025
PID: 11008	MORPC ID: 184	Agency: ODOT D6-Planning	CRS: D06-RPM-FY25				
D06 RPM FY25 at Various routes throughout District Six, Traffic Control Maintenance				Source	Phase	Amount	SFY
				State	CO	\$39,600	2025
				State	CO	\$396,000	2025
PID: 11037	MORPC ID: 73	Agency: ODOT D6	CRS: FRA-SR003-22.90				
Westerville Rd (SR-3) at Morse Rd, Intersection Modification				Source	Phase	Amount	SFY
				State	RW	\$5,000	2024
				HSIP	RW	\$45,000	2024
				State	CO	\$1,000	2024
				HSIP	CO	\$9,000	2024
PID: 11038	MORPC ID: 74	Agency: ODOT D6	CRS: FRA-US023-04.19				
US-23 at Rathmell Rd, Intersection Modification				Source	Phase	Amount	SFY
				HSIP	RW	\$701	2025
				HSIP	RW	\$261,000	2024
				State	RW	\$29,000	2024
				State	RW	\$78	2025
PID: 11044	MORPC ID: 76	Agency: ODOT D6	CRS: DEL-SR315-00.86				
SR-315 at Jewett Rd, Intersection Modification				Source	Phase	Amount	SFY
				State	RW	\$476,195	2025
				State	PE	\$64,080	2025
PID: 11058	MORPC ID: 81	Agency: ODOT D6	CRS: FRA-SR003-19.38				
SR 3 (Cleveland Ave) at Hudson St, Intersection Modification				Source	Phase	Amount	SFY
				State	CO	\$15,000	2025
				State	ENV	\$45,347	2024
				State	CO	\$132,008	2024
				HSIP	CO	\$1,188,072	2024
PID: 11086	MORPC ID: 79	Agency: Fairfield County	CRS: FAI-CR007-01.94				
Refugee Rd at four intersections, Intersection Modification				Source	Phase	Amount	SFY
				STBG-M	CO	\$750,000	2024
				HSIP	CO	\$1,420,000	2024
PID: 11092	MORPC ID: 77	Agency: ODOT D6	CRS: DEL-SR605-00.31				
SR-605 at Fancher Rd, Intersection Modification				Source	Phase	Amount	SFY
				Federal	CO	\$146,259	2024
				HSIP	RW	\$13,600	2025
				HSIP	RW	\$135,232	2024
				HSIP	CO	\$2,089,421	2024
				State	CO	\$35,712	2024
PID: 11103	MORPC ID: 187	Agency: ODOT	CRS: UNI-US033-SMC				
UNI [US-33 SMC Maintenance] from Dublin to East Liberty, Traffic Control Maintenance				Source	Phase	Amount	SFY
				State	CO	\$281,878	2024
				State	CO	\$415,610	2025

Some phases in State Fiscal Year (SFY) 2025 had not yet been authorized at the time this table was created. Because they had not been moved to 2026, it is assumed they will be authorized in 2025.

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

Table 1. Phases Included in the SFY 2024 to 2027 TIP that Were Authorized

PID: 11109	MORPC ID: 115	Agency: ODOT	CRS: -ATCMTD Truck Platoon Grant-		
ATCMTD Truck Platoon Grant, Operational Upgrades/Planning Activity				Source	SFY
				State	2025
				Federal	2025
				State	2024
				Federal	2024
PID: 11203	MORPC ID: 80	Agency: ODOT D6	CRS: FRA-US033-06.15		
US 33 at Hayden Run Rd, Intersection Modification				Source	SFY
				State	2024
				HSIP	2025
				State	2025
				HSIP	2025
				State	2025
				Federal	2024
PID: 11340	MORPC ID: 130	Agency: ODOT D5	CRS: FAI-SR204-02.30		
SR-204 at Milnor Rd, Intersection Modification				Source	SFY
				State	2025
				Federal	2025
				Federal	2025
				HSIP	2025
				State	2025
				HSIP	2024
				State	2024
				HSIP	2025
				State	2025
				State	2025
				State	2025
PID: 11365	MORPC ID: 131	Agency: ODOT D5	CRS: FAI-SR204-04.30		
SR-204 at Tollgate Rd, Intersection Modification				Source	SFY
				HSIP	2025
				State	2025
				State	2025
				State	2024
				State	2025
				HSIP	2025
PID: 11371	MORPC ID: 126	Agency: Franklin County	CRS: FRA-CR075-00.97		
Cleveland Ave from Huy Rd to Cooke Rd, Operational Upgrades				Source	SFY
				HSIP	2025
				HSIP	2024
PID: 11374	MORPC ID: 133	Agency: ODOT D6	CRS: FRA-US033-21.71		
US 33 at Petzinger Rd, Intersection Modification				Source	SFY
				State	2025
				HSIP	2025
				State	2025
				Federal	2025
PID: 11548	MORPC ID: 135	Agency: Columbus	CRS: FRA-Summit St Bump-Outs		
Summit St at 3rd Ave & 8th Ave, Intersection Modification				Source	SFY
				SRTS	2024
PID: 11579	MORPC ID: 118	Agency: Columbus	CRS: FRA-SR161--		
SR 161 from Ambleside Drive to Maple Canyon Ave, Intersection Modification/Multi-Use Path				Source	SFY
				STBG-M	2025

Some phases in State Fiscal Year (SFY) 2025 had not yet been authorized at the time this table was created. Because they had not been moved to 2026, it is assumed they will be authorized in 2025.
Local funds are included in this table for the ROW and Construction phases only.

Table 1. Phases Included in the SFY 2024 to 2027 TIP that Were Authorized

PID: 11635	MORPC ID: 138	Agency: ODOT D6	CRS: FRA-SR665-05.18				
SR-665 at Lambert Rd, Intersection Modification				Source	Phase	Amount	SFY
				HSIP	PE	\$249,107	2024
				HSIP	PE	\$18,207	2025
				HSIP	DD	\$182,791	2025
				State	DD	\$20,310	2025
				State	PE	\$27,679	2024
				HSIP	RW	\$360,000	2025
				State	RW	\$40,000	2025
				State	PE	\$2,023	2025
PID: 11637	MORPC ID: 264	Agency: Columbus	CRS: FRA-CR003-13.94				
FRA-CR3-13.94 (Yellow Arrows) at 11 Signals within City of Columbus, Traffic Control (Safety)				Source	Phase	Amount	SFY
				HSIP	CO	\$600,000	2024
PID: 11725	MORPC ID: 280	Agency: ODOT D6-Traffic	CRS: FRA-Wrong Way Detection-Variou				
D06 Wrong Way Detection at Various interchanges throughout District Six and F, Traffic Control (Safety)				Source	Phase	Amount	SFY
				State	CO	\$274,899	2025
				HSIP	CO	\$2,474,090	2025
				State	CO	\$19,243	2025
				Federal	CO	\$173,188	2025
				State	CO	\$260,736	2024
				State	PE	\$12,319	2024
				HSIP	PE	\$110,874	2024
PID: 11728	MORPC ID: 281	Agency: ODOT D5-Engineering	CRS: FAI-IR070-Franklin County				
D05 PM FY2024 (D) R-WR from Franklin County to SR158, Traffic Control (Safety)				Source	Phase	Amount	SFY
				State	CO	\$400,000	2024
				State	CO	\$91,783	2024
				State	CO	\$517,787	2024
PID: 11745	MORPC ID: 290	Agency: ODOT D6-Planning	CRS: D06-ELEC-FY24				
D06 ELEC FY24 at Various locations throughout Distict Six, Traffic Control Maintenance				Source	Phase	Amount	SFY
				State	CO	\$43,700	2024
				State	CO	\$437,000	2024
PID: 11746	MORPC ID: 142	Agency: ODOT	CRS: FRA-Aurthur Dr--				
Arthur Drive connector from North Clara Circle to Lyman Drive, Intersection Modification/New Roadway				Source	Phase	Amount	SFY
				State	CO	\$200,000	2024
PID: 11763	MORPC ID: 301	Agency: Hilliard	CRS: FRA-Lyman Dr-Lyman Dr and Anson Dr				
FRA Lyman Drive Reconstruction at Lyman Dr and Anson Dr, Roadway Improvement (Jobs & Com				Source	Phase	Amount	SFY
				State	CO	\$100,000	2024
PID: 11780	MORPC ID: 148	Agency: New Albany	CRS: LIC-Clover Valley Rd--				
Clover Valley Rd from Jug St to Green Chapel Rd, Minor Widening				Source	Phase	Amount	SFY
				Local	CO	\$15,900,000	2024
PID: 11795	MORPC ID: 313	Agency: ODOT D5	CRS: D05-Traffic-FY 2024				
D05 Traffic FY 2024, Traffic Control Maintenance				Source	Phase	Amount	SFY
				State	OTH	\$250,008	2025
				State	OTH	\$349,992	2024

Some phases in State Fiscal Year (SFY) 2025 had not yet been authorized at the time this table was created. Because they had not been moved to 2026, it is assumed they will be authorized in 2025.

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

Table 1. Phases Included in the SFY 2024 to 2027 TIP that Were Authorized

PID: 11836	MORPC ID: 337	Agency: Canal Winchester	CRS: FRA-SR674-2.22				
FRA-674-2.22 (Gender Rd) from Winchester Blvd to US 33, Traffic Control (Safety)				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				HSIP	CO	\$2,000,000	2024
PID: 11904	MORPC ID: 425	Agency: Worthington	CRS: FRA-SR161-Olentangy River				
SR 161 at Olentangy River, Intersection Modification				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				HSIP	CO	\$274,384	2024
				State	CO	\$3,049	2024
				Federal	CO	\$27,440	2024
				State	CO	\$30,487	2024
PID: 11951	MORPC ID: 342	Agency: Franklin County	CRS: FRA-CR172-0.28				
Ferris Road from Karl Rd to Westerville Rd, Minor Widening				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Federal	ENV	\$606,342	2024
				Federal	DD	\$61,740	2025
PID: 11974	MORPC ID: 442	Agency: Franklin County TID	CRS: FRA-SR605-Walnut St				
SR 605 at Walnut Street, Intersection Modification				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	ALL	\$5,000,000	2024
PID: 11974	MORPC ID: 443	Agency: Delaware County TID	CRS: DEL-SR037-County Line				
SR 37 at County Line Rd, Intersection Modification				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	ALL	\$4,000,000	2024
PID: 11980	MORPC ID: 438	Agency: ODOT D6	CRS: DEL-US023-21.43				
US 23 at SR 229, Intersection Modification				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	ENV	\$135,537	2024
				Federal	ENV	\$542,146	2024
				State	ENV	\$564,463	2025
				Federal	ENV	\$2,257,854	2025
PID: 97431	MORPC ID: 21	Agency: Delaware County	CRS: DEL-CR013-05.02				
Lewis Center Rd at Worthington Rd/Rome Corners Rd, Intersection Modification				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				HSIP	CO	\$1,743,160	2024
				STBG-C	CO	\$937,880	2024
Total for Safety & Minor Widening (128 project phases)						\$118,399,483	
Study or Other							
PID: 11022	MORPC ID: 48	Agency: MORPC	CRS: FRA-MORPC AQ Prog-FY24				
Air Quality Awareness, SFY 2024, Air Quality Project				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				CMAQ-M	OTH	\$575,000	2024
PID: 11022	MORPC ID: 49	Agency: MORPC	CRS: FRA-MORPC AQ Prog-FY25				
Air Quality Awareness, SFY 2025, Air Quality Project				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				CMAQ-M	OTH	\$575,000	2025
PID: 11023	MORPC ID: 55	Agency: MORPC	CRS: FRA-MORPC Supp Plan-FY24				
Supplemental Planning, SFY 2024, Planning Activity				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				STBG-M	OTH	\$400,000	2024
PID: 11023	MORPC ID: 56	Agency: MORPC	CRS: FRA-MORPC Supp Plan-FY25				
Supplemental Planning, SFY 2025, Planning Activity				<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				STBG-M	OTH	\$400,000	2025

Some phases in State Fiscal Year (SFY) 2025 had not yet been authorized at the time this table was created. Because they had not been moved to 2026, it is assumed they will be authorized in 2025.
Local funds are included in this table for the ROW and Construction phases only.

Table 1. Phases Included in the SFY 2024 to 2027 TIP that Were Authorized

PID: 11024	MORPC ID: 46	Agency: MORPC	CRS: FRA-insight2050 TAP-FY24 insight2050 Technical Assistance Program FY24, Planning Activity	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				STBG-M	OTH	\$275,000	2024
PID: 11024	MORPC ID: 47	Agency: MORPC	CRS: FRA-insight2050 TAP-FY25 insight2050 Technical Assistance Program FY25, Planning Activity	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				STBG-M	OTH	\$275,000	2025
PID: 11144	MORPC ID: 188	Agency: ODOT D6-Planning	CRS: D06-GES/Env Misc Agree-32249 D06 GES/Env Misc Agree 32249 at Throughout District Six, General Engineering	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	PE	\$1,000	2025
PID: 11276	MORPC ID: 113	Agency: ODOT D6	CRS: D06-US023- US 23, Corridor Study	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				Federal	ENV	\$499,872	2025
				State	ENV	\$14,999	2024
				State	ENV	\$124,968	2025
				Federal	ENV	\$59,997	2024
PID: 11425	MORPC ID: 227	Agency: ODOT D6-Planning	CRS: D06-Con Engr/Test Misc Agr-34095 D06 Con Engr/Test Misc Agr 34095 at Throughout District Six, General Engineering	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	PE	\$1,000	2025
PID: 11437	MORPC ID: 232	Agency: ODOT D6-Planning	CRS: D06-GES/Env Misc Agree-34440 D06 GES/Env Misc Agree 34440 at Throughout District Six, General Engineering	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	PE	\$1,000	2025
PID: 11540	MORPC ID: 253	Agency: ODOT D6-Planning	CRS: D06-Traffic & Develop. Serv.-A D06 Traffic & Develop. Serv. A at Various locations throughout District Six, Preliminary Development	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	OTH	\$64,588	2024
PID: 11548	MORPC ID: 254	Agency: ODOT D6-Planning	CRS: D06-Traffic & Develop. Serv.-B D06 Traffic & Develop. Serv. B at Various locations throughout District Six, Preliminary Development	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	OTH	\$60,000	2024
PID: 11570	MORPC ID: 258	Agency: ODOT D6-Planning	CRS: D06-General Engr Agree-36293 D06/D09 General Engr Agree 36293 at Throughout District Six, General Engineering	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	PE	\$1,000	2025
PID: 11638	MORPC ID: 265	Agency: ODOT D6-Planning	CRS: D06-GES/Env Misc Agree-36763 D06 GES/Env Misc Agree 36763 at Throughout District Six, General Engineering	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	PE	\$1,000	2025
PID: 11750	MORPC ID: 296	Agency: ODOT D6-Planning	CRS: D06-General Engr Agree-36763 D06/D09 General Engr Agree 36763 at Throughout District Six, General Engineering	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	PE	\$1,000	2025
PID: 11753	MORPC ID: 297	Agency: ODOT D6-Planning	CRS: D06-General Engr/Agree-37223 D06 General Engr/Agree 37223 at Throughout District Six, General Engineering	<u>Source</u>	<u>Phase</u>	<u>Amount</u>	<u>SFY</u>
				State	PE	\$1,000	2025

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

Table 1. Phases Included in the SFY 2024 to 2027 TIP that Were Authorized

PID: 11779	MORPC ID: 307	Agency: ODOT D6-Planning	CRS: FRA-SR315-2.77				
FRA-315-2.77 at Fifth Ave and the Olentangy River, Preliminary Development				Source	Phase	Amount	SFY
				State	PE	\$209,396	2024
				State	PE	\$67,783	2025
				Federal	PE	\$271,134	2025
				Federal	PE	\$837,586	2024
PID: 12061	MORPC ID: 448	Agency: ODOT	CRS: FRA-US62-30.36				
US 62 from Smiths Mill Road to Clark Drive, Study/Preliminary Engineering				Source	Phase	Amount	SFY
				Federal	PE	\$1,088,302	2024
				State	PE	\$12,639,622	2025
				State	PE	\$272,076	2024
PID: 12079	MORPC ID: 447	Agency: Franklin County	CRS: -Preliminary Engineering for TSI Projects-				
Preliminary Engineering for TSI Projects, Preliminary Development				Source	Phase	Amount	SFY
				STBG-M	OTH	\$320,000	2024
PID: 79608	MORPC ID: 9	Agency: Delaware County	CRS: DEL-IR071-03.550				
I-71 at Big Walnut Rd, Preliminary Engineering/New Interchange				Source	Phase	Amount	SFY
				Connect 4 Ohio	DD	\$1,000,000	2025
Total for Study or Other (28 project phases)						\$20,037,323	
Transit Capital							
PID: 11178	MORPC ID: 163	Agency: DCT	CRS: DEL-DCT-2024 Vehicle Replacement				
DCT 2024 Vehicle Replacement, Transit Replacement Capital				Source	Phase	Amount	SFY
				STBG-S	TRN	\$726,114	2024
				CRP-S	TRN	\$227,238	2024
PID: 11650	MORPC ID: 173	Agency: COTA	CRS: FRA-COTA-High Capacity Transit				
COTA High Capacity Transit W Broad St Corr, Transit Expansion Capital				Source	Phase	Amount	SFY
				Federal	DD	\$35,000,000	2025
				CMAQ-M	RW	\$7,520,000	2025
PID: 11786	MORPC ID: 310	Agency: Union County Health Depart	CRS: UNI-Mobility Management-SFY 2023				
State GRF SFY 2023 MM, Transit				Source	Phase	Amount	SFY
				State	TRN	\$89,332	2025
PID: 11802	MORPC ID: 315	Agency: COTA	CRS: FRA-COTA-Bus Shelters				
COTA Bus Shelters, Transit				Source	Phase	Amount	SFY
				STBG-S	TRN	\$240,000	2025
				Federal	TRN	\$320,000	2025
PID: 11809	MORPC ID: 329	Agency: DCT	CRS: DEL-DCT-2025 Operating Assistance				
DCT 2025 Operating Assistance, Transit				Source	Phase	Amount	SFY
				State	TRN	\$423,344	2025
PID: 11810	MORPC ID: 332	Agency: DCT	CRS: DEL-DCT-2025 Vehicle Replace				
DCT 2025 Vehicle Replace, Transit				Source	Phase	Amount	SFY
				STBG-S	TRN	\$178,513	2025
				STBG-S	TRN	\$934,374	2025
PID: 12035	MORPC ID: 446	Agency: COTA	CRS: FRA-FRAF24 OTP2-LinkUS				
SFY2024 OTP2 COTA LinkUS, Transit Activity/Planning Activity				Source	Phase	Amount	SFY
				STBG-S	TRN	\$1,600,000	2024

Some phases in State Fiscal Year (SFY) 2025 had not yet been authorized at the time this table was created. Because they had not been moved to 2026, it is assumed they will be authorized in 2025.
Local funds are included in this table for the ROW and Construction phases only.

Table 1. Phases Included in the SFY 2024 to 2027 TIP that Were Authorized

PID: 12054	MORPC ID: 449	Agency: COTA	CRS: COT-Prev Maint 2024-2027-				
Prev Maint 2024-2027, Transit Activity				Source	Phase	Amount	SFY
				State	TRN	\$3,018,960	2025
				State	TRN	\$3,040,382	2024
PID: 12118	MORPC ID: 456	Agency: COTA	CRS: COT-SFY2024 COTA DERG Buses-S2024 DERG Bus				
SFY2024 COTA DERG Buses, Transit Replacement Capital				Source	Phase	Amount	SFY
				DERG	TRN	\$2,666,167	2025
PID: 12120	MORPC ID: 450	Agency: COTA	CRS: -S2024 CITA OWMP Awards-				
S2024 CITA OWMP Awards, Transit Activity				Source	Phase	Amount	SFY
				STBG-S	TRN	\$2,700,000	2024
Total for Transit Capital (15 project phases)						\$58,684,424	
TOTAL ALL FEDERAL FUNDING SOURCES FOUR YEAR TIP:						\$1,100,508,812	

Some phases in State Fiscal Year (SFY) 2025 had not yet been authorized at the time this table was created. Because they had not been moved to 2026, it is assumed they will be authorized in 2025.
Local funds are included in this table for the ROW and Construction phases only.

Table 2. Projects with a Phase in SFYs 2024-2025 of the Previous TIP that Was Not Authorized

PID: 102124	MORPC ID: 23	Agency: ODOT D6	CRS: DEL-SR315-05.00/6.40/8.10
Various locations on SR-315 from Hyatts Rd to Buntly Station Rd, Maintenance Activity/Culvert Maintenance			<i>Project was delayed to SFY 2026-2029</i>
PID: 103097	MORPC ID: 7	Agency: ODOT D6	CRS: D06-SP FY25-General
D06 SP FY25 General at Various routes throughout District 6, Resurfacing			<i>Project was delayed to SFY 2026-2029</i>
PID: 105118	MORPC ID: 153	Agency: COTA	CRS: FRA-COTA-High Capacity Transit
COTA High Capacity Transit NW Corridor, Transit Expansion Capital			<i>Project was delayed to SFY 2026-2029</i>
PID: 106095	MORPC ID: 91	Agency: ODOT D6	CRS: FRA-US023-15.31
Indianola Ave from Hudson St to Oakland Park Ave, Bicycle Lanes/Minor Pavement Rehabilitation			<i>Project was delayed to SFY 2026-2029</i>
PID: 106265	MORPC ID: 41	Agency: ODOT D6	CRS: FRA-US033-18.85
Segments on W Spring St & E Livingston Ave, Preventive Pavement Maintenance			<i>Project was delayed to SFY 2026-2029</i>
PID: 106269	MORPC ID: 179	Agency: ODOT D6-Planning	CRS: FRA-US023-10.51
FRA 23 10.51 from US 23 (10.51) to US 33 (10.72), Roadway Minor Rehab			<i>Project was cancelled, merged with another project, or delayed beyond SFY 2029</i>
PID: 106272	MORPC ID: 89	Agency: ODOT D6	CRS: FRA-US040-12.50
Broad St from I-71 to Nelson Rd, Minor Pavement Rehabilitation			<i>Project was delayed to SFY 2026-2029</i>
PID: 107747	MORPC ID: 180	Agency: ODOT D6-Planning	CRS: FRA-IR270/071-Various Locations on FRA 315
FRA 270/71 Bridge Epoxy Overlay at Various Locations on FRA 315, Roadway Minor Rehab			<i>Project was cancelled, merged with another project, or delayed beyond SFY 2029</i>
PID: 108081	MORPC ID: 70	Agency: ODOT D6	CRS: FRA-US033-08.75 (Culvert)
US 33 at 0.25 mi NW of Fishingier Rd, Culvert Maintenance			<i>Project was delayed to SFY 2026-2029</i>
PID: 108151	MORPC ID: 181	Agency: ODOT D6-Engineering	CRS: FRA-US033-1.28
US 33 from North Wall Street (1.28) to US 33 (2.12), Roadway Minor Rehab			<i>Project was cancelled, merged with another project, or delayed beyond SFY 2029</i>
PID: 108154	MORPC ID: 94	Agency: ODOT D6	CRS: FRA-SR317-15.97
SR 317 from Columbus Corp & N of Rocky Fork Rd to CR-5 & Lincoln Circle, Minor Pavement Rehabilitation			<i>Project was cancelled, merged with another project, or delayed beyond SFY 2029</i>
PID: 108486	MORPC ID: 182	Agency: ODOT D6-Planning	CRS: D06-Tree Clearing-Various project locations throughout District Six
D06 Tree Clearing at Various project locations throughout District Six, Vegetative Maintenance			<i>Project was cancelled, merged with another project, or delayed beyond SFY 2029</i>
PID: 109070	MORPC ID: 87	Agency: ODOT D6	CRS: DEL-US036-00.00
US 36 from Union County Line to E of Section Line Rd, Major Rehabilitation			<i>Project was delayed to SFY 2026-2029</i>
PID: 110109	MORPC ID: 185	Agency: ODOT D6-Engineering	CRS: DEL-SR037-7.390
DEL SR 37 7.390 from Delaware corp limit (7.39) to Troy Rd (9.07), Roadway Minor Rehab			<i>Project was delayed to SFY 2026-2029</i>

**Table 2. Projects with a Phase in SFYs 2024-2025 of the Previous TIP
that Was Not Authorized**

PID: 110230 MORPC ID: 51 Agency: MORPC Paving the Way, SFY 2024, Program Administration	CRS: FRA-Paving the Way-FY24 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2029</i>
PID: 110231 MORPC ID: 52 Agency: MORPC Paving the Way, SFY 2025, Program Administration	CRS: FRA-Paving the Way-FY25 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2029</i>
PID: 110603 MORPC ID: 96 Agency: ODOT D6 US-23 from North of Troutman Rd to Waldo Delaware Rd, Resurfacing	CRS: DEL-US023-17.750 <i>Project was delayed to SFY 2026-2029</i>
PID: 111560 MORPC ID: 85 Agency: ODOT D6 SR-710 from SR-161 to just North of Schrock Rd, Resurfacing	CRS: FRA-SR710-00.00 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2029</i>
PID: 111613 MORPC ID: 83 Agency: ODOT D6 Nelson Rd (US 62) from Broad St to Airport Dr, Resurfacing	CRS: FRA-US062-17.66 <i>Project was delayed to SFY 2026-2029</i>
PID: 111615 MORPC ID: 189 Agency: ODOT D6-Engineering FRA SR 16 5.350 from Whitehall City limit (5.35) to Yearling Rd (6.40), Pavement Maintenance	CRS: FRA-SR016-5.35 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2029</i>
PID: 112116 MORPC ID: 156 Agency: COTA COTA High Capacity Transit E Main St Corr, Transit Expansion Capital	CRS: FRA-COTA-High Capacity Transit <i>Project was delayed to SFY 2026-2029</i>
PID: 112118 MORPC ID: 164 Agency: COTA COTA Transit Center PE/Construct, Transit Activity	CRS: FRA-COTA-Transit Center <i>Project was delayed to SFY 2026-2029</i>
PID: 112217 MORPC ID: 168 Agency: COTA COTA Electric Charging Stations, Transit Activity	CRS: FRA-COTA-Charging Stations <i>Project was delayed to SFY 2026-2029</i>
PID: 112932 MORPC ID: 215 Agency: ODOT D6-Planning FRA SR 104 8.180 from Frank Road to US 33, Roadway Minor Rehab	CRS: FRA-SR104-8.180 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2029</i>
PID: 112982 MORPC ID: 108 Agency: ODOT D6 IR 70 from Broad St to Souder Ave, Guardrail / Roadside Maintenan	CRS: FRA-IR070-11.22 <i>Project was delayed to SFY 2026-2029</i>
PID: 113471 MORPC ID: 222 Agency: Franklin County FRA-CR3-2.83 at at Big Darby Creek, Bridge Preservation	CRS: FRA-CR003-2.83 <i>Project was delayed to SFY 2026-2029</i>
PID: 113662 MORPC ID: 124 Agency: ODOT D6 SR-315 at Hyatts Rd, Intersection Modification	CRS: DEL-SR315-05.66 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2029</i>
PID: 113663 MORPC ID: 125 Agency: ODOT D6 I-270 at Easton Way, Interchange Modification	CRS: FRA-IR270-32.92 <i>Project was delayed to SFY 2026-2029</i>
PID: 113744 MORPC ID: 133 Agency: ODOT D6 US 33 at Petzinger Rd, Intersection Modification	CRS: FRA-US033-21.71 <i>Project was delayed to SFY 2026-2029</i>

Table 2. Projects with a Phase in SFYs 2024-2025 of the Previous TIP that Was Not Authorized

PID: 114103 MORPC ID: 225 Agency: ODOT D6-Planning FRA-62-8.91 Storm Sewer from Blue Rock Blvd to Big Run Rd, Drainage System Maintenance	CRS: FRA-US062-8.91 <i>Project was delayed to SFY 2026-2029</i>
PID: 114801 MORPC ID: 240 Agency: Franklin County FRA-CR125-7.89 at at CR 142/CR 708 and CR 125/TR 142, Intersection Modification	CRS: FRA-CR125-7.89 <i>Project was delayed to SFY 2026-2029</i>
PID: 114836 MORPC ID: 245 Agency: ODOT D6-Planning FRA-SR674-0.00 from 0.00, 2.14 to 2.05, 2.21, Pavement Maintenance	CRS: FRA-SR674-0.00 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2029</i>
PID: 115179 MORPC ID: 123 Agency: Franklin County TID SR 161 at Linworth Rd, Intersection Modification	CRS: FRA-SR161-08.08 <i>Project was delayed to SFY 2026-2029</i>
PID: 115768 MORPC ID: 119 Agency: Columbus Sancus Blvd from Worthington Woods Blvd to Lazelle Rd, Minor Widening/Safety Improvement	CRS: FRA-Sancus Blvd-Worthington Woods Blvd <i>Project was delayed to SFY 2026-2029</i>
PID: 116194 MORPC ID: 170 Agency: COTA COTA Reynoldsburg Park and Ride, Transit Activity	CRS: FRA-COTA-Park and Ride <i>Project was delayed to SFY 2026-2029</i>
PID: 116500 MORPC ID: 173 Agency: COTA COTA High Capacity Transit W Broad St Corr, Transit Expansion Capital	CRS: FRA-COTA-High Capacity Transit <i>Project was delayed to SFY 2026-2029</i>
PID: 116600 MORPC ID: 271 Agency: ODOT D6-Engineering FRA US 40 4.43 from Galloway Rd (4.43) to Hilliard Rome Rd (4.69), Pavement Maintenance	CRS: FRA-US040-4.43 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2029</i>
PID: 116752 MORPC ID: 274 Agency: ODOT D6-Planning FRA-71-1.1 Drainage from 1.1 to 1.45, Drainage System Maintenance	CRS: FRA-IR071-1.1 <i>Project was delayed to SFY 2026-2029</i>
PID: 116785 MORPC ID: 122 Agency: Columbus Big Walnut Trail from Turtle Station Way to Mt Hood Ct, Multi-Use Path	CRS: FRA-Sunbury Rd-Big Walnut Tr <i>Project was delayed to SFY 2026-2029</i>
PID: 117187 MORPC ID: 279 Agency: ODOT D6-Planning FRA IR 670 3.29 (Fence) from Park St to High St, Fencing	CRS: FRA-IR670-3.29 <i>Project was delayed to SFY 2026-2029</i>
PID: 117641 MORPC ID: 174 Agency: COTA COTA Electric Infrastructure, Transit Activity	CRS: FRA-COTA-Electric Infrastructure <i>Project was cancelled, merged with another project, or delayed beyond SFY 2029</i>
PID: 117714 MORPC ID: 304 Agency: ODOT D6-Planning FRA-16-6.06 over Mason Run at over Mason Run, Culvert Preservation	CRS: FRA-SR016-6.06 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2029</i>
PID: 117799 MORPC ID: 144 Agency: New Albany Green Chapel Rd from US 62 to Clover Valley Rd, Minor Widening	CRS: LIC-Green Chapel Rd-- <i>Project was delayed to SFY 2026-2029</i>
PID: 117804 MORPC ID: 147 Agency: New Albany Harrison Rd from Clover Valley Rd to Mink St., New Roadway	CRS: LIC-Harrison Rd-- <i>Project was delayed to SFY 2026-2029</i>

**Table 2. Projects with a Phase in SFYs 2024-2025 of the Previous TIP
that Was Not Authorized**

PID: 117951	MORPC ID: 312	Agency: Columbus	CRS: FRA-CR067-1.589 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2029</i>
FRA-CR-67-1.589 at Summit St (US 23D) at 3rd Ave and 8th Avenue, Traffic Control (Safety)			
PID: 118192	MORPC ID: 336	Agency: Columbus	CRS: FRA-SR161-10.98 <i>Project was cancelled, merged with another project, or delayed beyond SFY 2029</i>
FRA-161-10.98 (Busch Blvd) at FRA SR 161 at Busch Blvd, Intersection Modification			
PID: 118949	MORPC ID: 421	Agency: Franklin County	CRS: FRA-Cleveland Ave-E Dunedin Rd <i>Project was cancelled, merged with another project, or delayed beyond SFY 2029</i>
Cleveland Ave at E Dunedin Rd, Intersection Modification/Safety Improvement			
PID: 119034	MORPC ID: 422	Agency: ODOT D6-Planning	CRS: DEL-SR037- <i>Project was delayed to SFY 2026-2029</i>
SR 37, Culvert Preservation			
PID: 119042	MORPC ID: 423	Agency: ODOT D6-Planning	CRS: FRA-US062- <i>Project was delayed to SFY 2026-2029</i>
US 62, Culvert Preservation			
PID: 119046	MORPC ID: 424	Agency: ODOT D6-Planning	CRS: FRA-SR003- <i>Project was cancelled, merged with another project, or delayed beyond SFY 2029</i>
SR 3, Culvert Preservation			
PID: 119879	MORPC ID: 354	Agency: Metro Parks	CRS: FRA-Scioto Trail-Bridge <i>Project was cancelled, merged with another project, or delayed beyond SFY 2029</i>
Scioto Trail Bridge at SR 104, Multi-Use Path			
PID: 97996	MORPC ID: 25	Agency: ODOT D5	CRS: LIC-SR016-00.00 <i>Project was delayed to SFY 2026-2029</i>
SR-16 from Franklin Co Line to SR-37, Resurfacing/Intersection Modification			
PID: NP	MORPC ID: 371	Agency: Dublin	CRS: FRA-Shier Rings Rd SUP-Eiterman Rd <i>Project was delayed to SFY 2026-2029</i>
Shier Rings Rd from Eiterman Rd to Cosgray Rd, Multi-Use Path			
PID: NP	MORPC ID: 373	Agency: Gahanna	CRS: FRA-Big Walnut Trail-Gahanna <i>Project was delayed to SFY 2026-2029</i>
Big Walnut Trail from Rocky Ford Dr South to Pizzuro Park Dr, Multi-Use Path			
PID: NP	MORPC ID: 374	Agency: Upper Arlington	CRS: FRA-Riverside Dr SUP-Lane Ave <i>Project was delayed to SFY 2026-2029</i>
Riverside Dr from Lane Ave to Trabue Rd, Multi-Use Path			
PID: NP	MORPC ID: 386	Agency: Delaware County	CRS: DEL-Cheshire Rd at Golf Course Rd-Golf Course Rd <i>Project was delayed to SFY 2026-2029</i>
Cheshire Rd at Golf Course Rd, Intersection Modification			
PID: NP	MORPC ID: 395	Agency: Delaware	CRS: DEL-Sawmill Pkwy Phase G-Innovation Ct <i>Project was delayed to SFY 2026-2029</i>
Sawmill Pkwy from Innovation Ct to South Section Line Rd, New Roadway			
PID: NP	MORPC ID: 403	Agency: Delaware	CRS: DEL-Byxbe Pkwy Phase 1-b-US 36 <i>Project was delayed to SFY 2026-2029</i>
Byxbe Pkwy from US 36 to Bowtown Rd, New Roadway			
PID: NP	MORPC ID: 404	Agency: Delaware	CRS: DEL-Merrick Blvd Phase A-Current east terminus <i>Project was delayed to SFY 2026-2029</i>
Merrick Blvd from Current east terminus to Troy Rd, New Roadway			

**Table 2. Projects with a Phase in SFYs 2024-2025 of the Previous TIP
that Was Not Authorized**

PID: NP	MORPC ID: 412	Agency: Canal Winchester	CRS: FAI-Violet Point Roadway Improvements-Kings Crossi
Basil-Western Rd from Kings Crossing/Hill Rd to Amanda-Northern Rd, Minor Widening/Realignment			<i>Project was delayed to SFY 2026-2029</i>
PID: NP	MORPC ID: 415	Agency: Columbus	CRS: FRA-Sancus Blvd SUP-Worthington-Galena Rd
Sancus Blvd from Worthington-Galena Rd to Worthington Woods Blvd, Multi- Use Path			<i>Project was delayed to SFY 2026-2029</i>
PID: NP	MORPC ID: 419	Agency: Columbus	CRS: FRA-Avery Roud Widening-Hayden Run Rd
Avery Rd from Hayden Run Rd to Tuttle Crossing Extension, Major Widening			<i>Project was delayed to SFY 2026-2029</i>

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 federal funds from programs like the Surface Transportation Block Grant (STBG), Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP) and a proportional sub-allocation of ODOT's authority to obligate those 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 use to select projects is built upon each MPO's own process for selecting projects to use CMAQ funding in their area. Thus, for the 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 2026-2029.

Table 3. Projected MORPC-Attributable Funding

Source	2026*	2027	2028	2029
STBG-M	\$28,600,335	\$28,600,335	\$28,600,335	\$28,600,335
CMAQ-M**	\$14,544,173	\$14,544,173	\$14,544,173	\$14,544,173
TAP-M	\$2,951,120	\$2,951,120	\$2,951,120	\$2,951,120
CRP-M	\$2,941,377	\$2,941,377	\$2,941,377	\$2,941,377

*Excludes carry over from years prior to SFY 2026

**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	2026	2027	2028	2029
5307	\$26,721,102	\$27,225,524	\$27,800,634	\$28,356,647
5310	\$1,831,446	\$1,868,075	\$1,905,437	\$1,945,545
5339	\$2,363,900	\$2,434,816	\$2,507,861	\$2,583,097

*Projected funding based upon FY24 full-year apportionment and projected population growth

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, local jurisdictions, and 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 are identified by location in the TIP. However, many other maintenance projects are not specifically identified by location in the TIP, but are included as district-wide activities, district-wide line items or statewide line items.

Tables 5 and 6 provide a summary of the amount of funds included in the TIP for SFY 2026-2029 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. Table 5 provides this summary for all highway projects, while Table 6 provides this summary for all transit projects.

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

Funding Source	Highway Operations and Maintenance	All Highway TIP Projects	Percent Operations and Maintenance
Discretionary / Earmark	\$4,700,000	\$45,111,138	10%
Garvee / SIB Repayments	\$66,334,099	\$92,772,534	72%
Labor	\$15,426,798	\$23,492,754	66%
Local	\$70,617,404	\$647,288,346	11%
Local Programs	\$10,111,745	\$15,045,128	67%
Major Programs	\$4,400,000	\$31,073,450	14%
MPO CMAQ	\$22,962,134	\$54,030,435	42%
MPO STBG	\$36,430,554	\$114,413,490	32%
MPO TA	-	\$21,417,316	0%
MPO CRP	\$3,339,428	\$12,194,572	27%
Preservation	\$189,677,821	\$209,288,581	91%
Safety	\$3,677,329	\$69,189,446	5%
State	\$118,724,681	\$161,683,674	73%
Total	\$546,401,994	\$1,497,638,500	36%

Table 6. Transit - Funding for Operation and Maintenance and All Projects Included in the TIP

	Local	State	Federal	Total
Transit Operations and Maintenance	\$1,534,798,218	\$4,436,594	\$144,385,476	\$1,683,620,288
All Transit TIP Projects	\$2,459,031,247	\$4,532,006	\$175,382,176	\$2,638,945,429
Percent Operations and Maintenance	62%	98%	82%	64%

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 are for the 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, local governments, 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 programs, 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 evaluation process is based upon the goals and objectives which MORPC identified in development of the 2024-2050 Metropolitan Transportation Plan, which was adopted in May of 2024. This process is revised and readopted biennially, prior to beginning the TIP update process. The Policies are available on the MORPC website at 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.)	\$475,468,785	57%
Transit, Bus Replacements	\$89,110,384	11%
Intelligent Transportation Systems, Traffic Control	\$84,103,205	10%
System Preservation, Reconstruction	\$68,530,185	8%
Bicycle, Pedestrian, Enhancement	\$67,421,417	8%
Air Quality, Ridesharing, Planning	\$42,953,997	5%
Total	\$827,587,973	100%

For this round, project applicants provided updates to previous MORPC project commitments in July 2024. MORPC received final applications for new projects in September 2024. Table 8 summarizes the available funding and projects requested.

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

	Amount (Millions)
Projects with Previous Commitments	\$286
Projects with New Commitments	\$52
Total Proposed for Funding	\$338
Total Requests Projects Not Proposed for Funding	\$114
Total for All Requests	\$452

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 2024 December 2024 to develop draft recommendations for the use of MORPC-attributable funding.

On January 13, 2025, MORPC announced a draft list of projects selected for public comment. Comments were received until February 12, 2025. On March 13, 2025, the Transportation Policy Committee adopted a resolution adopting the list of projects to use MORPC-attributable funds.

Locally Controlled Funds

Local jurisdictions each manage their own budgets and capital improvement programs. The process by which a local jurisdiction chooses which projects to prioritize may vary, but most local spending on transportation infrastructure is for maintenance and operations of their existing infrastructure. This Transportation Improvement Program does not include locally funded maintenance and operations projects, but locally funded projects which will impact the performance of the region's transportation system are included.

6. Performance Measures

MAP-21, the FAST Act, and the IIJA 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 three MOPRC MTPs included performance measures and targets. MORPC's 2024-2050 MTP measures and targets can be found at <https://www.morpc.org/2024-2050-metropolitan-transportation-plan/>. The 2024-2050 MTP was adopted in May 2024. Projects in this TIP are being advanced to achieve the performance targets established in the 2024-2050 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, as shown in Table 11. ODOT established the statewide baseline and targets originally in August 2017 with the latest annual update in July 2024. The July 2024 values are shown below.

Table 9. ODOT Statewide Safety Performance Measures

Measure	2023 Performance (CY 2019-2023 Avg/yr)	CY 2023 Target	CY 2025 Target
Number of fatalities	1,228	<1,173	<1,180
Number of serious injuries	7,791	<7,649	<7,482
Fatality rate (per 100 million VMT)	1.12	<1.04	<1.08
Serious injury rate (per 100 million VMT)	6.77	<6.77	<6.51
Non-motorized fatalities & serious injuries	842.4	<824	<809

Note: Targets for 2023 and 2025 are a 2% annual reduction from the baseline performance.

With the adoption of the 2024-2050 MTP in May 2024, MORPC established baseline and targets for each of the five measures. As described in the MTP, these were:

Table 10. MORPC 2024-2050 MTP Safety Performance Measures

Measure	Baseline CY 2018-2022 Avg/yr	2030 Target	2050 Target
Number of fatalities	138	2% annual reduction	2% annual reduction
Number of serious injuries	844	2% annual reduction	2% annual reduction
Fatality rate (per 100 million VMT)	1.09	2% annual reduction	2% annual reduction
Serious injury rate (per 100 million VMT)	6.63	2% annual reduction	2% annual reduction
Non-motorized fatalities & serious injuries	156	2% annual reduction	2% annual reduction

Table 11. MORPC Safety Performance Measures

Measure	Baseline CY 2019-2023 Avg/yr	2 Yr. Target	4 Yr. Target
Number of fatalities	147	Support ODOT Target	Support ODOT Target
Number of serious injuries	853	Support ODOT Target	Support ODOT Target
Fatality rate (per 100 million VMT)	1.16	Support ODOT Target	Support ODOT Target
Serious injury rate (per 100 million VMT)	6.70	Support ODOT Target	Support ODOT Target
Non-motorized fatalities & serious injuries	162	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 C. The table below summarizes projects in the TIP which improve safety, including those using federal Highway Safety Improvement Program (HSIP) funds.

Table 12. MORPC TIP Projects Improving Safety

Total Safety Projects	Total Safety \$ (Millions)	Projects with HSIP \$	HSIP \$ (Millions)
58	\$244.6 M	37	\$80.4

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 2024, ODOT established the following targets:

Table 13. ODOT Statewide Pavement and Bridge Performance Measures

Pavements	Baseline (2021)	2-Year Performance	2 Yr. Target	4 Yr. Target
Percentage of Interstate Pavements in Good Condition	72.9%	75.4%	<55%	> 55%
Percentage of Interstate Pavements in Poor Condition	0.1%	0.1%	<1%	< 1%
Percentage of Non-Interstate NHS Pavements in Good Condition	46.4%	50.4%	> 40%	> 40%
Percentage of Non-Interstate NHS Pavements in Poor Condition	1.9%	1.3%	< 2%	< 2%
Bridge	Baseline (2021)	2-Year Performance	2 Yr. Target	4 Yr. Target
Percentage of NHS Bridges by deck area in Good Condition	60.9%	60.8%	>55%	>55%
Percentage of NHS Bridges by deck area in Poor Condition	2.0%	2.0%	<3%	< 3%

Through the process to develop the 2024-2050 MTP which was adopted in May 2024, MORPC established the following performance measures and targets for the pavement and bridge measures.

Table 14. MORPC Pavement and Bridge Performance Measures

Pavements	Baseline (2024)	2 Yr. Target	4 Yr. Target
Percentage of Interstate Pavements in Good Condition	60%	>50%	>50%
Percentage of Interstate Pavements in Poor Condition	1.7%	<1%	<1%
Percentage of Non-Interstate NHS Pavements in Good Condition	29%	>35%	>35%
Percentage of Non-Interstate NHS Pavements in Poor Condition	3.1%	<3%	<3%
Bridge	Baseline (2024)	2 Yr. Target	4 Yr. Target
Percentage of NHS Bridges by deck area in Good Condition	72%	>70%	>70%
Percentage of NHS Bridges by deck area in Poor Condition	0.9%	<5%	<5%

A variety of projects in the TIP will allow the region to continue to meet the pavement and bridge targets and address deficient pavement and bridges. Specifically, as summarized below, approximately \$264.5 million 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)
Interstate	10	248	\$89.4
Non-Interstate	24	266	\$123.0
Bridge Projects	Number of Projects	Number of Bridges	Project Costs (millions)
NHS	16	28	\$52.3

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 2024, ODOT established the following targets:

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

Travel Time Reliability Statewide	Baseline (2021)	2-Year Performance	2 Yr. Target	4 Yr. Target
Percent of person-miles traveled on the Interstate that are reliable	98.8%	97.1%	> 85%	> 85%
Percent of person-miles traveled on the Non-Interstate NHS that are reliable	96.4%	95.9%	>80%	> 80%
Truck Travel Time Reliability Statewide			2 Yr. Target	4 Yr. Target
Interstate Truck Travel Time Reliability Index	1.19	1.22	<1.50	<1.50
Peak Hour Excessive Delay (PHED)			2 Yr. Target	4 Yr. Target
Annual Hours of Peak Hour Excessive Delay per Capita – Columbus	5.1 hrs. / yr.	5.9 hrs. / yr.	<10 hrs. / yr.	<10 hrs. / yr.
Percent of Non-SOV Travel			2 Yr. Target	4 Yr. Target
Percent of Non-SOV Travel – Columbus	20.8%	24.0%	18.5%	19.0%
Total CMAQ Emission Reduction Statewide			2 Yr. Target	4 Yr. Target
Volatile Organic Compounds Total Emission Reduction	320.195 kg/day	144.106 kg/day	>60 kg/day	>60 kg/day
Nitrous Oxide Total Emission Reduction	1018.130 kg/day	222.595 kg/day	>250 kg/day	>250 kg/day
Particulate Matter at 2.5 Micrometers Total Emission Reduction	246.405 kg/day	18.78 kg/day	>30 kg/day	>18.2 kg/day

Through the process to develop the 2024-2050 MTP which was adopted in May 2024, 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 (2024 ODOT, RTIS)	2 Yr. Target	4 Yr. Target
Percent of person-miles traveled on the Interstate that are reliable	77%	Support ODOT Target	Support ODOT Target
Percent of person-miles traveled on the Non-Interstate NHS that are reliable	71%	N/A	Support ODOT Target
Truck Travel Time Reliability Statewide	(2024 ODOT, RTIS)	2 Yr. Target	4 Yr. Target
Interstate Truck Travel Time Reliability Index	1.85	<1.50	<1.50
Peak Hour Excessive Delay (PHED)	(2024 ODOT, RTIS)	2 Yr. Target	4 Yr. Target
Annual Hours of Peak Hour Excessive Delay per Capita	8.6 hrs. / yr	N/A	<12 hrs. / yr.
Percent of Non-SOV Travel	(2019-2023 ACS)	2 Yr. Target	4 Yr. Target
Percent of Non-SOV Travel	18%	18.2%	19.0%
Total CMAQ Emission Reduction	(2018-2021 CMAQ Performance Plan)	2 Yr. Target	4 Yr. Target
Volatile Organic Compounds Total Emission Reduction	30.59 kg/day	3.8 kg/day	10.8 kg/day
Nitrous Oxide Total Emission Reduction	149.55 kg/day	9.8 kg/day	29.4 kg/day
Particulate Matter at 2.5 Micrometers Total Emission Reduction	7.57 kg/day	1.1 kg/day	3.4 kg/day

A variety of projects in the TIP address congestion problems which will directly impact reliability, freight and CMAQ measures. These projects are summarized in the table below.

Table 18. MORPC TIP Projects Improving Reliability, Freight and CMAQ Performance Measures

Travel Time Reliability	Number of Projects	Project Costs (millions)
Interstate	4	\$48.1
Non-Interstate NHS	4	\$87.0
Peak Hour Excessive Delay (PHED)	Number of Projects	Project Costs (millions)
Columbus Urbanized Area	10	\$209.5
Non-SOV Travel	Number of Projects	Project Costs (millions)
Columbus Urbanized Area	95	\$416.3
Projects with CMAQ Funding	Number of Projects	Project Costs (millions)
Columbus Urbanized Area	15	\$75.9

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 2024-2050 MTP. The targets were adopted in 2024. The following table has the targets for the asset classes above.

Table 19. MPO Transit Performance Measure Targets

	2024 MPO Wide Baseline % beyond useful life or below 3 on TERM scale	Target % beyond useful life or below 3 on TERM scale
Rolling Stock		
All Asset classes	12%	0%
Equipment		
Automobile	53%	16%
Truck	57%	40%
Other Equipment	41%	20%
Facilities		
Passenger & Parking	73%	50%
Administrative/Maintenance	14%	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 funds, 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 IJA. Fiscal balance for projects in the TIP is also confirmed by ODOT in the Statewide TIP, and this fiscal balance analysis was coordinated between MORPC and ODOT. For a key to the funding types and other codes, please see the guide to project listings in Section 9. 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 2026-2029 TIP is included in Appendix E. 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.

Fiscal Balance for MORPC-Attributable Funds

Table 20 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 3. Deficits or surpluses in CMAQ shown in Table 20 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 20, funding program transfers between MORPC programs are shown to demonstrate fiscal balance.

Tables 20 and 21 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. Fiscal Balance of MORPC-Attributable Funds

	2025	2026	2026	2026
	Carry Forward	Budget	Estimate	Balance
MPO Capital	\$27,582,792	\$49,037,005	\$37,754,698	\$38,865,100
STBG	\$5,104,418	\$28,600,335	\$24,764,948	\$8,939,806
CMAQ	\$0	\$14,544,173	\$4,592,950	\$19,994,530
TA	\$8,238,874	\$2,951,120	\$8,396,800	\$2,793,193
CRP	\$4,196,193	\$2,941,377	\$0	\$7,137,570
		2027	2027	2027
		Budget	Estimate	Balance
MPO Capital		\$49,037,005	\$79,139,374	\$8,762,730
STBG		\$28,600,335	\$37,785,687	(\$245,546)
CMAQ		\$14,544,173	\$31,096,542	\$3,442,161
TA		\$2,951,120	\$6,917,717	(\$1,173,404)
CRP		\$2,941,377	\$3,339,428	\$6,739,519
		2028	2028	2028
		Budget	Estimate	Balance
MPO Capital		\$49,037,005	\$75,528,298	(\$17,728,562)
STBG		\$28,600,335	\$41,545,519	(\$13,190,730)
CMAQ		\$14,544,173	\$19,090,792	(\$1,104,458)
TA		\$2,951,120	\$6,036,843	(\$4,259,127)
CRP		\$2,941,377	\$8,855,143	\$825,752
		2029	2029	2029
		Budget	Estimate	Balance
MPO Capital		\$49,037,005	\$36,573,957	(\$5,265,515)
STBG		\$28,600,335	\$23,271,566	(\$7,861,962)
CMAQ		\$14,544,173	\$13,302,390	\$137,325
TA		\$2,951,120	\$0	(\$1,308,007)
CRP		\$2,941,377	\$0	\$3,767,129

¹ Budgets represent apportionment amounts and assume no inflation.

² 2025 Balance incorporates anticipated carry forward.

Table 21. Fiscal Balance of Columbus UZA FTA Funds

	2025	2026	2026	2026
	Carryforward	Budget	Estimate	Balance
FTA Funding Total	\$18,664,925	\$30,916,448	\$33,601,047	\$15,980,326
5307	\$18,664,925	\$26,721,102	\$31,401,047	\$13,984,980
5310 (Non-ODOT)		\$1,831,446	\$0	\$1,831,446
5339 (Non-ODOT)		\$2,363,900	\$2,200,000	\$163,900
		2027	2027	2027
		Budget	Estimate	Balance
FTA Funding Total		\$31,558,415	\$46,379,470	\$1,159,271
5307		\$27,255,524	\$44,179,470	(\$2,938,966)
5310 (Non-ODOT)		\$1,868,075	\$0	\$3,699,521
5339 (Non-ODOT)		\$2,434,816	\$2,200,000	\$398,716
		2028	2028	2028
		Budget	Estimate	Balance
FTA Funding Total		\$32,213,932	\$28,712,959	\$4,660,244
5307		\$27,800,634	\$26,512,959	(\$1,651,291)
5310 (Non-ODOT)		\$1,905,437	\$0	\$5,604,958
5339 (Non-ODOT)		\$2,507,861	\$2,200,000	\$706,577
		2029	2029	2029
		Budget	Estimate	Balance
FTA Funding Total		\$32,885,289	\$28,746,557	\$8,798,976
5307		\$28,356,647	\$26,546,557	\$158,799
5310 (Non-ODOT)		\$1,945,545	\$0	\$7,550,503
5339 (Non-ODOT)		\$2,583,097	\$2,200,000	\$1,089,674

¹ Budgets represent apportionment amounts and assume no inflation.

² Projected funding based upon FY24 full-year apportionment and projected population growth.

³ 5310 (Non-ODOT) funds have not yet been committed to projects for SFYs 2026-2029 though all funds are anticipated to be expended throughout this TIP period.

Region Summary for Highway-Attributable Funds

Table 22 summarizes highway funding resources which are expected to be available in the MORPC region in 2026 – 2029. At this time, expected funding availability aligns with expected expenditures. The ODOT STIP further reaffirms fiscal balance. These highway funding resources are described below:

- Discretionary/Earmark = Federal funding made available through non-formula programs.
- Garvee/SIB Repayments = Repayments for advance construction loans.
- Labor = Staff time for construction engineering
- Local - Match = Local revenues utilized to match federal or state funds
- Local – NP Projects = Local revenues utilized for 100% locally funded projects
- Local Programs = Local and state funded programs dedicated to local projects
 - 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 = ODOT controlled federal and state funding for major new infrastructure projects
- MPO CMAQ = Congestion Mitigation and Air Quality, attributable to MORPC
- MPO STBG = Surface Transportation Block Grant, attributable to MORPC
- MPO TA = Transportation Alternatives Program, attributable to MORPC
- MPO CRP = Carbon Reduction Program, attributable to MORPC
- Preservation = State and federal funding for system preservation
- Safety = State and federal funding for safety improvements
- State = Unspecified state funding sources
 - 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 22. Summary of Highway STIP Estimates for MORPC Region in 2026–2029

Federal Funds					
	2026 Estimate	2027 Estimate	2028 Estimate	2029 Estimate	Total Estimate
Discretionary / Earmark	\$3,269,600	\$33,000,000	\$8,841,538	\$ -	\$45,111,138
Local Programs	\$533,242	\$4,066,461	\$1,757,468	\$8,687,956	\$15,045,127
Major Programs	\$22,673,450	\$8,400,000	\$ -	\$ -	\$31,073,450
MPO CMAQ	\$14,496,365	\$1,396,365	\$14,496,365	\$14,496,365	\$44,885,460
MPO CRP	\$3,279,743	\$3,279,743	\$3,279,743	\$3,279,743	\$13,118,972
MPO STBG	\$28,114,155	\$22,514,155	\$28,114,155	\$28,114,155	\$106,856,620
MPO TA	\$3,292,926	\$3,292,926	\$3,292,926	\$3,292,926	\$13,171,704
Other	\$3,395,855	\$1,120,000	\$ -	\$ -	\$4,515,855
Preservation	\$22,554,321	\$69,622,024	\$64,056,106	\$53,056,130	\$209,288,581
PROTECT	\$ -	\$4,546,900	\$480,000	\$ -	\$5,026,900
Safety	\$30,273,231	\$15,906,838	\$16,081,799	\$6,866,975	\$69,128,843
Total Federal	\$131,882,888	\$167,145,412	\$140,400,101	\$117,794,250	\$557,222,651
Other Funds					
State	\$68,484,673	\$42,116,518	\$28,677,238	\$22,405,245	\$161,683,674
Garvee / SIB Repayments	\$23,425,645	\$23,270,637	\$23,115,629	\$22,960,623	\$92,772,534
Labor	\$4,441,921	\$11,485,710	\$5,383,408	\$2,181,715	\$23,492,754
Local – Matching Funds	\$161,802,670	\$207,274,276	\$172,109,688	\$106,101,712	\$647,288,346
Local – NP Projects	\$258,154,908	\$284,147,141	\$229,285,963	\$153,649,295	\$925,237,307
Total Other	\$68,484,673	\$42,116,518	\$28,677,238	\$22,405,245	\$161,683,674
Total	\$390,037,796	\$451,292,553	\$369,686,064	\$271,443,546	\$1,482,459,959

Regional Summary for Transit-Attributable Funds

Transit funding resources are shown in Table 23 for the Central Ohio Transit Authority (COTA) and Delaware County Transit (DCT). The MORPC SFY 2026-2029 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 both Designated Recipients 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 B.

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. Table 23 includes expected 5310 funds through SFY 2029. These funds are not yet committed to individual projects but will be committed through an annual solicitation process which MORPC administers.

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 23. Summary of Transit TIP Estimates for MORPC Region in 2026–2029

Non-ODOT Administered Federal Funds by Program					
	2026 Estimate	2027 Estimate	2028 Estimate	2029 Estimate	Total Estimate
5339 (Non-ODOT)	\$2,363,900	\$2,434,816	\$2,507,861	\$2,583,097	\$9,889,674
5307	\$26,721,102	\$27,255,524	\$27,800,634	\$28,356,647	\$110,133,907
5310 (Non-ODOT)	\$1,831,446	\$1,868,075	\$1,905,437	\$1,945,545	\$7,550,503
Total Federal	\$30,916,448	\$31,558,415	\$32,213,932	\$32,885,289	\$127,574,084
Flex Fund Transfer					
Flex Transfer CMAQ	\$ -	\$13,100,000	\$ -	\$ -	\$13,100,000
Flex Transfer CRP	\$7,520,000	\$ -	\$ -	\$ -	\$7,520,000
Flex Transfer STBG	\$ -	\$5,600,000	\$ -	\$ -	\$5,600,000
Total Flex Fund	\$7,520,000	\$18,700,000	\$ -	\$ -	\$26,220,000
Other Funds					
Discretionary	\$12,164,200	\$9,465,500	\$ -	\$ -	\$21,629,700
State	\$607,012	\$210,000	\$4,026,594	\$231,525	\$5,075,131
Local	\$680,658,187	\$745,110,846	\$697,313,549	\$343,827,311	\$2,466,909,893
Total Other	\$693,429,399	\$754,786,346	\$701,340,143	\$344,058,836	\$2,493,614,724
Total	\$734,796,147	\$805,044,761	\$733,554,075	\$376,944,125	\$2,650,339,108

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 a 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. Effective 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, Ohio EPA submitted a redesignation request to US 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_{2.5}, Franklin, Delaware, Licking, and Fairfield counties and part of Coshocton County were designated to non-attainment of the 1997 annual PM_{2.5} standard effective April 2005. On November 7, 2013, US EPA approved re-designation of the Columbus area to attainment of the standard. A new annual PM_{2.5} standard was promulgated by US EPA in 2012 which strengthened the annual fine particle standard. On December 18, 2014, US EPA issued designations for the standard which showed counties in Central Ohio are in attainment of the standard. On August 24, 2016, US EPA finalized the rules that revoked the 1997 annual PM_{2.5} NAAQS in areas that are designated as attainment which removed transportation conformity requirements for areas in attainment of the PM_{2.5} standard such as central Ohio.

The Clean Air Act requires that 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 MOVES4 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 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 24 & 25 provide 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 2026–2029 TIP is in conformity.

Table 24. 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)
2030 Build	15.080	44.31	12.018	85.13
2040 Build	10.935	44.31	5.449	85.13
2050 Build	10.214	44.31	5.101	85.13

Table 25. 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)
2030 Build	14.102	22.03	11.290	20.98
2040 Build	10.215	22.03	5.109	20.98
2050 Build	9.531	22.03	4.771	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.

9. Detailed Project Listings

This section provides a map of all included projects, an explanation of statewide line items (also referred to as grouped projects), an explanation of how the TIP is advancing Intelligent Transportation Systems, an identification of projects which have significance for freight, and a guide to the detailed project listing (included as Appendix A). The TIP project listing is multi-modal and includes highway, transit, bikeway and pedestrian projects. Additionally, the TIP project listing includes some projects which are 100% funded via local funding sources, as opposed to state or federal funding sources. These projects are not required to be included in the TIP, but have been added to the project listing to provide a more complete listing of all significant projects scheduled to move forward over the next four years. The following is included in this section:

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 ODOT's PID number. It can be used with the map to identify where projects are located and includes the county, route and section identification.

Statewide Line Items – Following an explanation is a table of statewide line items.

Intelligent Transportation Systems – An explanation of projects and programs which are advancing Intelligent Transportation Systems.

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 detailed project listing and includes a list of all acronyms used throughout this document.

Key for the Project Location Map (Sorted by ODOT PID)

PID	Project Name	Project Type	Agency
77555	FAI US 33 02.64	Interchange	ODOT SPONSORING AGENCY
96075	FAI SR 256 05.88	Bridge/Repair/Replacement	ODOT SPONSORING AGENCY
96308	DEL US 36 21.96	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
96808	FAI/LIC IR 70 0.00/0.00	Interchange	ODOT SPONSORING AGENCY
101718	LIC SR 37 04.09	Intersection Modification	ODOT SPONSORING AGENCY
102124	DEL-315- 5.00/6.40/8.10	Noise Barrier/Study/Other	DISTRICT 6-PLANNING
104970	FRA-70-0.80/1.41	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
105435	FRA-71/270- 28.27/25.99A	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
105442	UNI-38-3.21	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
105460	FRA-674-2.48	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
105464	FRA-70-7.96, FAY-35- 16.13L	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
105496	FRA-70-2.61	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
105842	D06 Bridge Repair FY27	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
106095	FRA US 23 15.30	Maintenance/Resurfacing	Columbus, City of
106265	FRA US 33 20.15	Maintenance/Resurfacing	Columbus, City of
106272	FRA US 40 12.50	Maintenance/Resurfacing	Columbus, City of
106959	DEL-71-8.91 (Ph A)	Interchange	DISTRICT 6-PLANNING
106961	DEL-Sunbury Parkway (Ph C)	New Roadway	DISTRICT 6-PLANNING
107754	DEL-229-0.45 AND VARIOUS	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
107756	DEL-257-0.21	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
107832	FRA-270-5.47	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
108081	FRA-33-8.75 Culvert Repl.	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
109070	DEL US 36 0.000	Maintenance/Resurfacing	DISTRICT 6-PLANNING
109156	DEL-23-7.682 Brdg/Culvert Repair	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
109164	FRA-71-19.10 (HSR) Project 1	Major Widening	DISTRICT 6-PLANNING
110082	D06 Culvert FY 27	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
110300	FRA-104-9.80 Noise Walls	Noise Barrier/Study/Other	DISTRICT 6-PLANNING

110446	DEL-315-0.86 (at Jewett Rd)	Intersection Modification	DISTRICT 6-PLANNING
110603	DEL/MAR-23-16.11/0.00	Maintenance/Resurfacing	DISTRICT 6-ENGINEERING
110703	DEL-23-SP-2025 (PRIORITY)	Maintenance/Resurfacing	DISTRICT 6-PLANNING
111613	FRA US 62 17.660	Maintenance/Resurfacing	Columbus, City of
112116	COTA High Capac E Main St Corr	Transit	COTA
112154	D05 CUL FY2026 (A)	Bridge/Repair/Replacement	ODOT SPONSORING AGENCY
112247	D06 Crackseal PPM FY27	Maintenance/Resurfacing	DISTRICT 6-PLANNING
112249	D06 Crackseal PPM FY26	Maintenance/Resurfacing	DISTRICT 6-PLANNING
112250	D06 SP FY27 Priority	Maintenance/Resurfacing	DISTRICT 6-PLANNING
112253	D06 SP FY26 Priority	Maintenance/Resurfacing	DISTRICT 6-PLANNING
112254	D06 SP FY26 General	Maintenance/Resurfacing	DISTRICT 6-PLANNING
112255	D06 SP FY27 Concrete	Maintenance/Resurfacing	DISTRICT 6-PLANNING
112257	D06 SP FY26 Concrete	Maintenance/Resurfacing	DISTRICT 6-PLANNING
112268	D06 PMF FY26	Traffic Signal Upgrade	DISTRICT 6-PLANNING
112269	D06 RPM FY26	Traffic Signal Upgrade	DISTRICT 6-PLANNING
112701	FRA-670-3.87A	Bridge/Repair/Replacement	DISTRICT 6-BRIDGES
112713	D06 Bridge Repair FY29	Bridge/Repair/Replacement	DISTRICT 6-BRIDGES
112718	DEL-71-0.00	Bridge/Repair/Replacement	DISTRICT 6-BRIDGES
112719	D06 Bridge Repair FY28	Bridge/Repair/Replacement	DISTRICT 6-BRIDGES
112725	FRA-665-9.88	Bridge/Repair/Replacement	DISTRICT 6-BRIDGES
112726	DEL-42-12.98	Bridge/Repair/Replacement	DISTRICT 6-BRIDGES
112845	DEL US 23 10.81	Maintenance/Resurfacing	DISTRICT 6-PLANNING
112872	D06 Chip FY 27	Maintenance/Resurfacing	DISTRICT 6-PLANNING
112914	DEL SR 229 0.41	Maintenance/Resurfacing	DISTRICT 6-PLANNING
112982	FRA-70-11.22 Median Barrier	Minor Widening/Safety Improvement	DISTRICT 6-PLANNING
113337	D05 GR FY2026 (Ding N Dent)	Maintenance/Resurfacing	ODOT SPONSORING AGENCY
113650	FAI SR 204 04.30	Intersection Modification	ODOT SPONSORING AGENCY
113663	FRA-270-32.92 at Easton Way	Interchange	DISTRICT 6-PLANNING
113744	FRA-33-21.71 at Petzinger Rd	Intersection Modification	DISTRICT 6-PLANNING
114103	FRA-62-8.91 Storm Sewer	Maintenance/Resurfacing	DISTRICT 6-PLANNING

114306	D05 Spot Paving FY2027	Maintenance/Resurfacing	ODOT SPONSORING AGENCY
114309	D05 GR FY2027 (Ding N Dent)	Maintenance/Resurfacing	ODOT SPONSORING AGENCY
114779	FRA-605-2.69	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
114801	FRA-CR125-7.89	Intersection Modification	FRANKLIN COUNTY ENGINEER
114880	DEL US 23 7.41	Maintenance/Resurfacing	DISTRICT 6-PLANNING
114906	FRA/DEL-71-29.29/0.00	Maintenance/Resurfacing	DISTRICT 6-PLANNING
114908	D06 SP FY27 General	Maintenance/Resurfacing	DISTRICT 6-PLANNING
115179	FRA-161-8.08	Intersection Modification	Franklin County TID
115180	DEL-257-4.89	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
115265	FRA-33-3.79 (over Scioto River)	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
115411	FRA-East Cooke Rd Reconstruction	Maintenance/Resurfacing	FRANKLIN COUNTY ENGINEER
115566	DEL-TR114-1.93 (Orange Road)	Minor Widening/Safety Improvement	DELAWARE COUNTY ENGINEER
115646	FRA SR 16 9.27	Major Widening	Columbus, City of
115768	FRA-Sancus Blvd Upgrade	Maintenance/Resurfacing	Columbus, City of
115792	FRA-CR122-0.00 (Alum Creek Dr)	Major Widening	FRANKLIN COUNTY ENGINEER
115797	FRA-161 (Ambleside/Maple Canyon)	Intersection Modification	Columbus, City of
116028	D05 UBI FY 2028	Noise Barrier/Study/Other	ODOT SPONSORING AGENCY
116029	D05 Spot Paving FY2028	Maintenance/Resurfacing	ODOT SPONSORING AGENCY
116030	D05 GR FY2028 (Ding N Dent)	Maintenance/Resurfacing	ODOT SPONSORING AGENCY
116115	UNI-CR1-3.26	Maintenance/Resurfacing	UNION COUNTY ENGINEER
116359	FRA SR 665 5.18 (at Lambert Rd)	Intersection Modification	DISTRICT 6-PLANNING
116500	COTA High Capac W Broad St Corr	Transit	COTA
116581	FRA-270-22.65 Abutment Repair	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
116712	D06 Crackseal PPM FY28	Maintenance/Resurfacing	DISTRICT 6-PLANNING
116713	D06 SP FY28 Priority	Maintenance/Resurfacing	DISTRICT 6-PLANNING
116718	D06 SP FY28 Concrete	Maintenance/Resurfacing	DISTRICT 6-PLANNING
116719	D06 SP FY28 General	Maintenance/Resurfacing	DISTRICT 6-PLANNING

116745	DEL-71-5.751	Bridge/Repair/Replacement	DISTRICT 6-ENGINEERING
116748	FRA-71-28.865	Bridge/Repair/Replacement	DISTRICT 6-ENGINEERING
116752	FRA-71-1.1 Drainage	Maintenance/Resurfacing	DISTRICT 6-PLANNING
116755	DEL-71-9.824	Bridge/Repair/Replacement	DISTRICT 6-ENGINEERING
116785	FRA-Sunbury Rd-Big Walnut Trail	Bikeways/Sidewalk/Transit	Columbus City Parks & Rec
116793	FRA-665-6.43	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
116876	MAD-CR7-9.85	Intersection Modification	MADISON COUNTY ENGINEER
117187	FRA IR 670 3.29 (Fence)	Noise Barrier/Study/Other	DISTRICT 6-PLANNING
117425	FRA-CR171-0.00 (Innis Sidewalks)	Bikeways/Sidewalk/Transit	FRANKLIN COUNTY ENGINEER
117479	FRA-SRTS Sunbury/Agler	Bikeways/Sidewalk/Transit	Columbus, City of
118575	D05 Spot Paving FY2029	Maintenance/Resurfacing	ODOT SPONSORING AGENCY
118577	D05 GR FY2029 (Ding & Dent)	Maintenance/Resurfacing	ODOT SPONSORING AGENCY
118621	FAI US 33 00.00	Maintenance/Resurfacing	ODOT SPONSORING AGENCY
119029	FRA-710-2.05/3.70, MRW-95-3.14	Bridge/Repair/Replacement	DISTRICT 6-BRIDGES
119034	DEL SR 37 6.50	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
119042	FRA US 62 4.90	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
119249	DEL-23-0.00	Maintenance/Resurfacing	DISTRICT 6-PLANNING
119251	DEL/MRW-SR 521/VAR-1.9/VAR	Maintenance/Resurfacing	DISTRICT 6-PLANNING
119280	FRA-710-2.06	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
119281	FRA-710-3.69	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
119283	FRA-315-9.24	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
119298	FRA/MAD-40/142-VAR	Maintenance/Resurfacing	DISTRICT 6-PLANNING
119334	D06 Crackseal PPM FY29	Maintenance/Resurfacing	DISTRICT 6-PLANNING
119336	D06 SP FY29 Priority	Maintenance/Resurfacing	DISTRICT 6-PLANNING
119340	D06 SP FY29 Concrete	Maintenance/Resurfacing	DISTRICT 6-PLANNING
119403	DEL-23 Corridor Projects	Intersection Modification	DISTRICT 6-PLANNING
119487	LIC TR 1135 0.58	Maintenance/Resurfacing	Etna, Township of
119514	FRA-CR172-0.28	Bikeways/Sidewalk/Transit	FRANKLIN COUNTY ENGINEER
119516	FRA-CR96-3.15	Minor Widening/Safety Improvement	FRANKLIN COUNTY ENGINEER

119688	FRA-CR10-7.14	Bikeways/Sidewalk/Transit	FRANKLIN COUNTY ENGINEER
119707	LIC CR 41 5.60 (Mink St)	Bridge/Repair/Replacement	Pataskala, City of
119738	FAI CR 7 01.94 Refugee SUP	Bikeways/Sidewalk/Transit	Fairfield County TID
119825	FRA-Zollinger Rd	Maintenance/Resurfacing	Upper Arlington, City of
119828	FRA-CR104-0.86 (McNaughten)	Bikeways/Sidewalk/Transit	Columbus, City of
119830	FRA-62-3.26 (at SR 665)	Intersection Modification	DISTRICT 6-PLANNING
119833	FRA-17th Avenue	Traffic Signal Upgrade	Columbus, City of
119844	FAI Flat Sheet Signs 2029	Traffic Signal Upgrade	ODOT SPONSORING AGENCY
119846	FRA-Sullivant Ave	Bikeways/Sidewalk/Transit	Columbus, City of
119850	FRA-Cassady Ave SUP	Bikeways/Sidewalk/Transit	Columbus, City of
119852	FRA-CR3-13.64 (Hilliard Rome)	Minor Widening/Safety Improvement	Columbus, City of
119854	FRA-SR161-5.78 SUP	Bikeways/Sidewalk/Transit	Columbus, City of
119855	FRA-161-11.11 (Busch/Ambleside)	Intersection Modification	Columbus, City of
119926	D05 PM FY2026 (C) R-WR	Traffic Signal Upgrade	ODOT SPONSORING AGENCY
119927	D05 PM FY2027 (C) R-WR	Traffic Signal Upgrade	ODOT SPONSORING AGENCY
119928	D05 PM FY2028 (D) R-WR	Traffic Signal Upgrade	ODOT SPONSORING AGENCY
119929	D05 PM FY2029 (D) R-WR	Traffic Signal Upgrade	ODOT SPONSORING AGENCY
119974	FRA-Livingston Ave	Maintenance/Resurfacing	Columbus, City of
119997	FRA-Big Walnut Trail	Bikeways/Sidewalk/Transit	Columbus City Parks & Rec
120034	FRA-SRTS SW City Schools	Bikeways/Sidewalk/Transit	FRANKLIN COUNTY ENGINEER
120103	FRA-Cemetery Rd SUP	Bikeways/Sidewalk/Transit	Hilliard, City of
120250	FRA-CR28-5.16 (Roberts/Spindler)	Intersection Modification	Columbus, City of
120251	FRA-SRTS Mt. Vernon Ave	Bikeways/Sidewalk/Transit	Columbus, City of
120256	DEL-SR37-10.79	Maintenance/Resurfacing	Delaware, City of
120257	FRA-Fairway Blvd SUP	Bikeways/Sidewalk/Transit	Whitehall, City of
120301	FRA-SRTS Muirfield Dr	Bikeways/Sidewalk/Transit	Dublin, City of
120346	FRA-270-9.30	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
120449	FRA-CR377-0.27	Intersection Modification	FRANKLIN COUNTY ENGINEER

120456	FRA-VAR Sidewalk FY28	Bikeways/Sidewalk/Transit	FRANKLIN COUNTY ENGINEER
120539	DEL/LIC-SR37- 28.98/0.00	Intersection Modification	Delaware County TID
120607	FRA-3-17.44	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
120615	FRA-CR2-1.77	Intersection Modification	FRANKLIN COUNTY ENGINEER
120617	FRA/LIC US 62 30.36/0.00	Major Widening	ODOT SPONSORING AGENCY
120785	FRA-CR7-0.05	Intersection Modification	Columbus, City of
120952	DEL-521-8.96	Intersection Modification	DISTRICT 6-PLANNING
121063	DEL-750-2.57	Bikeways/Sidewalk/Transit	Powell, City of
121065	DEL-CR72-3.83	Bridge/Repair/Replacement	DELAWARE COUNTY ENGINEER
121177	FRA-317-0.00	Maintenance/Resurfacing	DISTRICT 6-PLANNING
121306	DEL-315/VAR- 0.00/VAR	Maintenance/Resurfacing	DISTRICT 6-PLANNING
121481	FRA SR 104 8.293	Maintenance/Resurfacing	DISTRICT 6-PLANNING
121519	FRA CR 95/CR 106 Roundabout	Intersection Modification	FRANKLIN COUNTY ENGINEER
121568	FRA IR 670 2.5 Feasibility Study	Noise Barrier/Study/Other	DISTRICT 6-PLANNING
121669	FRA-670-1.260	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
121674	FRA-270-43.632 R/43.724 L	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
121811	FRA/FAI-33-22.99/0.00	Major Widening	DISTRICT 6-PLANNING
121812	FRA-270/33- 45.808/24.375	Interchange	DISTRICT 6-PLANNING
121814	FRA-33-27.831	Interchange	DISTRICT 6-PLANNING
121958	LIC SR 16 00.20	Intersection Modification	Pataskala, City of
121989	FAI US 22/ SR 188 14.39/14.44	Maintenance/Resurfacing	ODOT SPONSORING AGENCY
121998	FRA Birchview Drive	Maintenance/Resurfacing	Reynoldsburg, City of
122007	DEL SR 37 22.436	Maintenance/Resurfacing	SUNBURY
122044	DEL-61-5.44	Intersection Modification	DISTRICT 6-PLANNING
122065	FRA GR FY26	Maintenance/Resurfacing	DISTRICT 6- MAINTENANCE
122125	FRA CR 142 0.059	Minor Widening/Safety Improvement	FRANKLIN COUNTY ENGINEER
122131	FRA CR 123 3.93 Roundabout	Intersection Modification	FRANKLIN COUNTY ENGINEER
122133	FRA CR 22 6.37	Minor Widening/Safety Improvement	FRANKLIN COUNTY ENGINEER
122135	FRA CR 125 7.31	Bridge/Repair/Replacement	FRANKLIN COUNTY ENGINEER

122163	FAI CR 20/MR 841 07.35/0.00	Bikeways/Sidewalk/Transit	Pickerington, City of
122200	D06/D12 VAR DMS & QWS	Noise Barrier/Study/Other	ODOT SPONSORING AGENCY
122239	MAD SRTS Plain City Elementary	Bikeways/Sidewalk/Transit	Plain City, Village of
122247	FRA-70-12.14 FEN	Noise Barrier/Study/Other	DISTRICT 6-PLANNING
122346	DEL-750-6.72	Minor Widening/Safety Improvement	DISTRICT 6-PLANNING
122406	FRA/MAD-70-0.00/8.63 Fiber	Noise Barrier/Study/Other	DISTRICT 6-PLANNING
122446	D06 Bridge Pier Encasements	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
122447	DEL-750-4.47	Maintenance/Resurfacing	DISTRICT 6-PLANNING
122638	COTA High Capac Northwest Corr	Transit	COTA
122765	FRA US 33 28.61	Intersection Modification	DISTRICT 6-PLANNING
122854	FRA-EXPO CENTER/OHC-FY2026	Maintenance/Resurfacing	DISTRICT 6-PLANNING
122858	FRA-FY27 EXPO CENTER/OHC	Maintenance/Resurfacing	DISTRICT 6-PLANNING
122859	FRA-FY28 EXPO CENTER/OHC	Maintenance/Resurfacing	DISTRICT 6-PLANNING
122860	FRA-FY29 EXPO CENTER/OHC	Maintenance/Resurfacing	DISTRICT 6-PLANNING
122884	FRA-IR 71/US 62 Infields TP	Noise Barrier/Study/Other	ODOT SPONSORING AGENCY
122962	LIC MR 1803 00.11 (Key Blvd)	Bridge/Repair/Replacement	Pataskala, City of
123071	FRA Eakin Road SUP	Bikeways/Sidewalk/Transit	Columbus, City of
123113	DEL SR 3 4.583 (at Lewis Center)	Intersection Modification	DELAWARE COUNTY ENGINEER
123123	FRA Ohio Center Way Bridge	Bridge/Repair/Replacement	Columbus, City of
123202	D06-ITS MAINT- FY2026	Maintenance/Resurfacing	TRAFFIC
123333	DEL VAR Sidewalk/SUP	Bikeways/Sidewalk/Transit	Delaware, City of
123363	FRA SR 317/Williams Rd	Intersection Modification	Groveport, City of
123462	FRA Drainage Repair	Bridge/Repair/Replacement	DISTRICT 6- MAINTENANCE
123472	FRA East Broad Capital Trail	Bikeways/Sidewalk/Transit	Columbus, City of
123475	FRA-East Cooke Rd Ph 2	Maintenance/Resurfacing	FRANKLIN COUNTY ENGINEER
123541	FRA IR 71 17.68	Maintenance/Resurfacing	MORPC

123542	FRA-315-6.42/12.49	Maintenance/Resurfacing	MORPC
123549	FRA Grove City Gateway Overpass	New Roadway	Grove City, City of
123557	FRA-CR52-0.46 Fishinger Bridge	Bridge/Repair/Replacement	FRANKLIN COUNTY ENGINEER
123603	DO5 CUL FY2028 (B)	Bridge/Repair/Replacement	ODOT SPONSORING AGENCY
123653	FRA-70/270-27.73/24.50	Maintenance/Resurfacing	DISTRICT 6-PLANNING
123741	FRA CR 27 7.392	Bikeways/Sidewalk/Transit	Columbus, City of
123757	D06 Bridge Joint Repair - FY27	Bridge/Repair/Replacement	DISTRICT 6-BRIDGES
123768	D06 Bridge Painting - FY28	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
123769	D06 Bridge Painting - FY29	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
123770	D06 Bridge Overlay - FY29	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
123771	D06 Bridge-Culvert Repl - FY29	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
123772	FAY/PIC-41/159-1.42/9.01	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
123773	MAR/MRW Bridge Repl - FY29	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
123775	D06 Sys Sign Repl - FY27	Bridge/Repair/Replacement	DISTRICT 6-PLANNING
123870	FRA US 62 14.13	Bridge/Repair/Replacement	Columbus, City of
123987	FRA-71-17.22 Ramp	Interchange	DISTRICT 6-PLANNING
NP-33	Cosgray Road Improvements - Phase 2	Intersection Modification	Hilliard, City of
NP-34	Hayden Run Central Ohio Greenways Trail - Phase 1	Bikeways/Sidewalk/Transit	Hilliard, City of
NP-35	Heritage Trail Extension	Bikeways/Sidewalk/Transit	Hilliard, City of
NP-36	Hayden Run Road/Wilcox Road Intersection Improvement	Intersection Modification	Hilliard, City of
NP-37	Alton & Darby Creek Road at Roberts Road Improvement	Intersection Modification	Hilliard, City of
NP-38	Brice Road Corridor Revitalization and Active Transportation Improvements	Minor Widening/Safety Improvement	Reynoldsburg, City of

NP-39	East Main Street Multi-Use Path Connection	Bikeways/Sidewalk/Transit	Reynoldsburg, City of
NP-40	Roadway - Livingston Ave - 18th St to Nelson Rd	Minor Widening/Safety Improvement	Columbus, City of
NP-41	Roadway - Polaris Pkwy - Gemini Place to South Old St Rd	Maintenance/Resurfacing	Columbus, City of
NP-42	Pedestrian Safety - Hiawatha Park Dr – Silver Dr to Hudson St	Bikeways/Sidewalk/Transit	Columbus, City of
NP-43	Bikeway - Sancus Boulevard SUP - Worthington-Galena Road to Worthington Woods Boulevard	Bikeways/Sidewalk/Transit	Columbus, City of
NP-44	Arterial Street Rehabilitation - Hamilton Rd from SR161 to Central College Rd	Major Widening	Columbus, City of
NP-45	Bridge Rehabilitation - Front St and Nationwide Blvd over RR Tunnel	Bridge/Repair/Replacement	Columbus, City of
NP-46	Arterial Street Rehabilitation - Avery Road Widening	Major Widening	Columbus, City of
NP-47	East Broad Street - Phase 4	Maintenance/Resurfacing	Whitehall, City of
NP-48	Signals - N. 4th St Ph 1	Traffic Signal Upgrade	Columbus, City of
NP-49	McDowell Road Improvements	Maintenance/Resurfacing	Grove City, City of
NP-50	Summit Road Reconstruction and Widening	Maintenance/Resurfacing	Reynoldsburg, City of
NP-51	Bexley Calm Corridor (Cassingham Rd)	Bikeways/Sidewalk/Transit	Bexley, City of
NP-52	Worthington Miscellaneous Sidewalk Gaps	Bikeways/Sidewalk/Transit	Worthington, City of
NP-53	SR 315 Crossing - Olentangy Trail to SR 161	Bikeways/Sidewalk/Transit	Worthington, City of
NP-54	E Wilson Bridge Rd SUP	Bikeways/Sidewalk/Transit	Worthington, City of
NP-55	Hanby Park Connector	Bikeways/Sidewalk/Transit	Westerville, City of

NP-56	Pedestrian/Cyclist Improvements on Main St Bridge	Bikeways/Sidewalk/Transit	Bexley, City of
NP-57	Brooksedge Mobility Project Phase 2	Bikeways/Sidewalk/Transit	Westerville, City of
NP-58	Brooksedge Mobility Project Phase 1	Bikeways/Sidewalk/Transit	Westerville, City of
NP-59	Shier Rings Rd SUP	Bikeways/Sidewalk/Transit	Washington, Township of
NP-60	Gender Rd Sidewalk Connections	Bikeways/Sidewalk/Transit	Canal Winchester, Village of
NP-61	Industrial Park Sidewalks - Urbancrest	Bikeways/Sidewalk/Transit	UNASIGNED
NP-62	Gender Rd South Multi-Use Path	Bikeways/Sidewalk/Transit	Canal Winchester, Village of
NP-63	Big Run Greenway-Georgesville Rd. to Demorest Rd.	Bikeways/Sidewalk/Transit	Columbus City Parks & Rec
NP-64	Centerpoint Transit Stop Upgrade	Bikeways/Sidewalk/Transit	UNASIGNED
NP-65	Henderson Rd SUP (Dierker Rd to Reed Rd)	Bikeways/Sidewalk/Transit	Upper Arlington, City of
NP-66	Big Walnut Trail—Winchester Pike to Refugee Road/Nafzger Park	Bikeways/Sidewalk/Transit	Columbus City Parks & Rec
NP-67	Capital Trail	Bikeways/Sidewalk/Transit	Columbus, City of
NP-68	Blacklick Creek Bridge	Bikeways/Sidewalk/Transit	Reynoldsburg, City of
NP-69	Dublin-Granville Road Multi-Use Trail Project & Rocky Fork Creek Trail	Bikeways/Sidewalk/Transit	Columbus, City of
NP-71	Three Creeks Connector / Memorial Park SUP	Bikeways/Sidewalk/Transit	Obetz, Village of
NP-72	Memorial park to downtown connector SUP	Bikeways/Sidewalk/Transit	Obetz, Village of
NP-73	Big Walnut Creek South Branch SUP	Bikeways/Sidewalk/Transit	Obetz, Village of
NP-74	Rocky Fork Trail (Dublin-Granville Rd to Central College Rd)	Bikeways/Sidewalk/Transit	New Albany, City of
NP-75	Cleveland Ave/Minerva Lake Rd	Bikeways/Sidewalk/Transit	UNASIGNED
NP-76	Groveport-Madison HS area sidewalks	Bikeways/Sidewalk/Transit	MADISON TOWNSHIP

NP-77	Lockbourne Rd SUP (Magnolia Trail to Collings Dr.)	Bikeways/Sidewalk/Transit	UNASIGNED
NP-78	Eastmoor Green Line	Bikeways/Sidewalk/Transit	Columbus City Parks & Rec
NP-79	Franklinton Loop	Bikeways/Sidewalk/Transit	Columbus City Parks & Rec
NP-80	Stoneridge Park SUP (Columbus Park)	Bikeways/Sidewalk/Transit	Jackson, Township of
NP-81	Leap Road South Improvements	Bikeways/Sidewalk/Transit	Hilliard, City of
NP-82	Scioto Grove Metro Park to Great Southern Metro Park	Bikeways/Sidewalk/Transit	Grove City, City of
NP-83	Hoover Rd Pedestrian Bridge	Bikeways/Sidewalk/Transit	Grove City, City of
NP-84	Grove City connection to Camp Chase Trail	Bikeways/Sidewalk/Transit	Grove City, City of
NP-85	Gender Rd SUP (Lehman to Shannon)	Bikeways/Sidewalk/Transit	Columbus, City of
NP-86	Gender Rd SUP (Winchester Pike to Lehman)	Bikeways/Sidewalk/Transit	Columbus, City of
NP-87	Farmstead to Holton Rd SUP	Bikeways/Sidewalk/Transit	Grove City, City of
NP-88	Second Ave Bicycle Boulevard	Bikeways/Sidewalk/Transit	Grandview Heights, City of
NP-89	Big Walnut Trail (Gahanna)	Bikeways/Sidewalk/Transit	Gahanna, City of
NP-90	Georgesville Rd SUP	Bikeways/Sidewalk/Transit	Columbus, City of
NP-91	Harrisburg Pike Sidewalks/SUP	Bikeways/Sidewalk/Transit	Columbus, City of
NP-92	Triangle Area (Brown Rd/Harrisburg Pike) Sidewalks	Bikeways/Sidewalk/Transit	Franklin, Township of
NP-93	Coolidge Ave Sidewalks	Bikeways/Sidewalk/Transit	Franklin, Township of
NP-94	King Ave (North Star Ave to Olentangy River Rd)	Bikeways/Sidewalk/Transit	Columbus, City of
NP-95	Linden Green Line	Bikeways/Sidewalk/Transit	Columbus City Parks & Rec
NP-96	McNaughten Rd Improvements - Phase 2	Bikeways/Sidewalk/Transit	Columbus, City of
NP-97	Winchester Pike (Gender Rd to Shannon Rd)	Bikeways/Sidewalk/Transit	FRANKLIN COUNTY ENGINEER

NP-98	White Rd (Buckeye Pkwy to SR104)	Bikeways/Sidewalk/Transit	FRANKLIN COUNTY ENGINEER
NP-99	Waggoner Rd (Havens Corners Rd to Chapel Stone Rd)	Bikeways/Sidewalk/Transit	FRANKLIN COUNTY ENGINEER
NP-100	Snouffer Rd (Bride Water Blvd to Smoky Row Rd)	Bikeways/Sidewalk/Transit	FRANKLIN COUNTY ENGINEER
NP-101	Reynoldsburg-New Albany Rd/Morse Rd (Clark State Rd to Havant Dr)	Bikeways/Sidewalk/Transit	FRANKLIN COUNTY ENGINEER
NP-102	Renner Rd (Alton Darby Creek to Hilliard Rome Rd)	Bikeways/Sidewalk/Transit	FRANKLIN COUNTY ENGINEER
NP-103	McComb Rd Sidewalks	Bikeways/Sidewalk/Transit	FRANKLIN COUNTY ENGINEER
NP-104	Lockbourne Rd SUP Phase 1	Bikeways/Sidewalk/Transit	FRANKLIN COUNTY ENGINEER
NP-105	Hopkins Ave SUP	Bikeways/Sidewalk/Transit	FRANKLIN COUNTY ENGINEER
NP-107	Havens Rd/Waggoner Rd SUP	Bikeways/Sidewalk/Transit	FRANKLIN COUNTY ENGINEER
NP-108	Hague Ave (Trabue Rd to Valleyview Dr)	Bikeways/Sidewalk/Transit	FRANKLIN COUNTY ENGINEER
NP-109	Groveport Rd SUP	Bikeways/Sidewalk/Transit	FRANKLIN COUNTY ENGINEER
NP-110	Grener Rd SUP	Bikeways/Sidewalk/Transit	FRANKLIN COUNTY ENGINEER
NP-111	Bridge Street & High Street Intersection ADA Improvements	Bikeways/Sidewalk/Transit	Dublin, City of
NP-112	Galloway Road SUP	Bikeways/Sidewalk/Transit	FRANKLIN COUNTY ENGINEER
NP-113	Clark State Rd SUP Phase 1	Bikeways/Sidewalk/Transit	FRANKLIN COUNTY ENGINEER
NP-114	Cosgray and Rings Roads Intersection Improvements	Intersection Modification	Dublin, City of
NP-115	Frantz Road Streetlight and Streetscape Improvements	Bikeways/Sidewalk/Transit	Dublin, City of
NP-117	Dale Dr SUP	Bikeways/Sidewalk/Transit	Dublin, City of
NP-118	North Riverview Street Improvements	Bikeways/Sidewalk/Transit	Dublin, City of
NP-119	Sawmill Road - Snouffer Road Intersection Improvement	Intersection Modification	Dublin, City of

NP-120	Riverside Drive & Summit View Road Intersection and Shared Use Path Improvement	Intersection Modification	Dublin, City of
NP-121	Blazer Parkway Bike/Ped Improvements	Bikeways/Sidewalk/Transit	Dublin, City of
NP-122	University Boulevard Extension - Phase 3	New Roadway	Dublin, City of
NP-125	Trabue Rd SUP Phase 1	Bikeways/Sidewalk/Transit	Columbus, City of
NP-127	Sullivant Ave Improvements	Bikeways/Sidewalk/Transit	Columbus, City of
NP-128	Riverside Drive East Shared Use Path 1	Bikeways/Sidewalk/Transit	Dublin, City of
NP-129	North Broadway SUP	Bikeways/Sidewalk/Transit	Columbus, City of
NP-130	Riverside Drive East Shared Use Path 2	Bikeways/Sidewalk/Transit	Dublin, City of
NP-131	Nelson Rd Sidewalks	Bikeways/Sidewalk/Transit	Columbus, City of
NP-145	Heritage Trail Expansion ROW Acquisition	Bikeways/Sidewalk/Transit	FRANKLIN COUNTY ENGINEER

Transportation Improvement Program

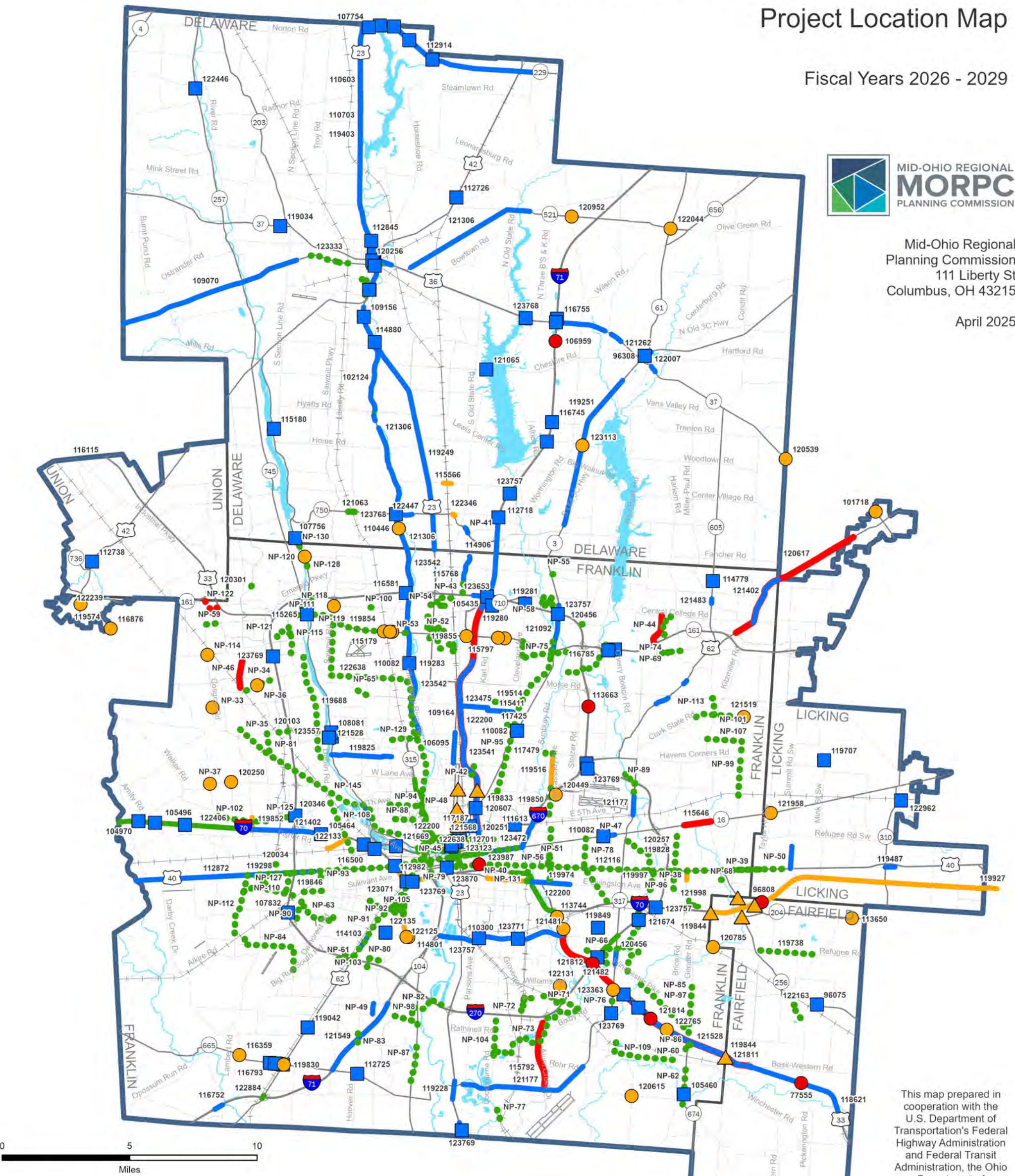
Project Location Map

Fiscal Years 2026 - 2029



Mid-Ohio Regional
Planning Commission
111 Liberty St
Columbus, OH 43215

April 2025



This map prepared in cooperation with the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, the Ohio Department of Transportation, and local communities.

Construction Phase FY 2026 - 2029

- Bridge/Repair/Replacement
- Interchange
- Intersection Modification
- ▲ Traffic Signal Upgrade
- Bikeways/Sidewalk/Transit
- Maintenance/Resurfacing
- Major Widening
- Minor Widening/Safety Improvement
- New Road
- Noise Barrier/Study/Other



The information shown on this map is compiled from various sources available to us which we believe to be reliable.
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4/24/2025

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 26 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 2026-2029 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 (ODOT's project tracking system) with the grouped project reference ID and notify the Project Manager, ODOT District, and MPO.

Table 26. MOPRC Highway TIP Grouped Project Summary

2026-2029 Highway TIP Grouped Project Table	
<i>Note: All funds, associated thresholds, and fiscal constraint for the Grouped Project Table are maintained at the statewide level in the STIP.</i>	
Discretionary / Earmark	<i>(Appalachian Development, Discretionary, Earmark)</i>
Emergency	<i>(Emergency)</i>
FLAP	<i>(Federal Lands Access Program)</i>
Local Programs	<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>
Major Programs	<i>(Minor project activities funded by Major Programs)</i>
MPO Capital	<i>(Metropolitan Planning Organizations Surface Transportation Block Grant, Congestion Mitigation and Air Quality, Transportation Alternatives)</i>
National Highway Freight	<i>(National Highway Freight)</i>
Other	<i>(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, Carbon Reduction Program, National Electric Vehicle Infrastructure (NEVI) Program, Protect Program)</i>
Preservation	<i>(District Preservation)</i>
Rail	<i>(Railroad Crossing Safety, Freight Rail Development)</i>
Rec Trails	<i>(Recreational Trails Program)</i>
Safety	<i>(Highway Safety Improvement Program)</i>
State	<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>
RTPO Capital	<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.

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 help 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);
- Has knowledge of local ITS initiatives and projects;
- Has a vision for interconnectivity, partnership, and regional integration; and
- Acts as a consensus builder (facilitator)

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 make the necessary 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 2021, an update to the regional ITS architecture was completed working in conjunction with federal and state agencies and with local governments. The 2021 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 ITS 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 on a real-time basis and 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, to place consistent, accurate and up-to-the-minute traffic information on 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 and will be implemented for future BRT routes planned as part of COTA's LinkUS initiative.

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 private and public leaders in the Central Ohio region to create and sustain a vibrant economy, which requires an effective movement of goods and labor. Freight Planning is an important component in the effort to retain and attract new businesses to the region, ensure the reliability of multimodal and intermodal transportation hubs, and maintain a safe, environmentally responsible and cost-effective freight network. All these efforts together help to sustain Central Ohio's reputation as an international freight center.

Central Ohio Freight Overview

Goods are moved, transferred and distributed to destinations across the United States and around the world from Central Ohio via truck, rail and air. Homeland security, national economic competitiveness, international trade, and supply chain flows 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 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 facilities, rail yards, and two Class-1 railroads. This confluence of factors has attracted many manufacturers, distributors and logistics companies to locate within the region. Effective planning and strategic investments are critical to building on the logistic advantages that benefit these companies and create more economic opportunities for residents.

MORPC's Role in Freight Planning

MORPC recognizes these dynamics and plays a key role in identifying significant freight-related projects to ensure the smooth movement of goods to, through, and from Central Ohio. Through our planning process and programming, MORPC seeks to create favorable conditions to ensure this sector, and thereby the economy, prospers. Elevating freight-related economic development opportunities allows for any issues to be adequately addressed from a regional improvements and funding allocation perspective. Global and national freight logistics firms rely on the planning studies that MPOs conduct, and the infrastructure local agencies build, to continue their business successfully 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 that are regional in scope or which occur on the National Highway System, such as ODOT's TRAC projects), the identified projects will create the greatest benefits to the region's freight network.

The identified projects have a direct and positive association with the flow of goods at intermodal facilities, near manufacturing, office, or commercial locations, or to key freight 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, and protecting the environment and the region's quality of life. The following page provides a listing of the projects selected for their significance for freight.

Freight Project Listing

PID	Project Name	Project Type	Agency
77555	FAI US 33 02.64	Interchange	ODOT SPONSORING AGENCY
106959	DEL-71-8.91 (Ph A)	Interchange	DISTRICT 6-PLANNING
109164	FRA-71-19.10 (HSR) Project 1	Major Widening	DISTRICT 6-PLANNING
113663	FRA-270-32.92 at Easton Way	Interchange	DISTRICT 6-PLANNING
115646	FRA SR 16 9.27	Major Widening	Columbus, City of
115792	FRA-CR122-0.00 (Alum Creek Dr)	Major Widening	FRANKLIN COUNTY ENGINEER
120617	FRA/LIC US 62 30.36/0.00	Major Widening	ODOT SPONSORING AGENCY
121568	FRA IR 670 2.5 Feasibility Study	Noise Barrier/Study/Other	DISTRICT 6-PLANNING
121812	FRA-270/33-45.808/24.375	Interchange	DISTRICT 6-PLANNING
121814	FRA-33-27.831	Interchange	DISTRICT 6-PLANNING
NP-44	Arterial Street Rehabilitation - Hamilton Rd from SR161 to Central College Rd	Major Widening	Columbus, City of
119403	DEL-23 Corridor Projects	Intersection Modification	DISTRICT 6-PLANNING
121811	FRA/FAI-33-22.99/0.00	Major Widening	DISTRICT 6-PLANNING

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.

Air Quality Status – How the project is assessed for the air quality conformity analysis

- Exempt = Exempt from the analysis
- Non-exempt (Analyzed) = Included in the system-wide analysis

ALI – FTA Activity Line Item code

Bicycle and Pedestrian Components – Description of bicycle and pedestrian components that are associated with the project.

FTA – Federal Transit Administration

ITS – Intelligent Transportation Systems

MPO(s) / RTPO(s) – Identifies all Metropolitan Planning Organization and Rural Transportation Planning Organizations which the project fall within.

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

ODOT District(s) – Identifies which ODOT district the project is in (MORPC falls between D5 and D6)

Performance Measures – Performance measures identified as likely to improve as a result of the project.

Phase – A component of the project. Abbreviations:

- CO = Construction
- OTH = Other
- DBT = Debt Repayment
- 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.

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

Project Name – Name of the project including the County-Route-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 2026 begins July 1, 2025 and ends June 30, 2026.

Sponsoring 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

STIP Fund Type– Origin of funding commitment. STIP Fund Types are listed below:

- Discretionary/Earmark = Federal funding made available through non-formula programs.
- Garvee/SIB Repayments = Repayments for advance construction loans.
- Labor = Staff time for construction engineering
- Local = Local revenues
- Local Programs = Local and state funded programs dedicated to local projects
 - 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 = ODOT controlled federal and state funding for major new infrastructure projects
- MPO CMAQ = Congestion Mitigation and Air Quality, attributable to MORPC
- MPO STBG = Surface Transportation Block Grant, attributable to MORPC
- MPO TA = Transportation Alternatives Program, attributable to MORPC
- MPO CRP = Carbon Reduction Program, attributable to MORPC
- Preservation = State and federal funding for system preservation
- Safety = State and federal funding for safety improvements
- State = Unspecified state funding sources
 - 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
 - Unrestricted State Revenue

Termini – The limits of the project.

Appendix A

TIP Project Listing

Sorted by ODOT PID
Highway Projects listed before Transit Projects

Highway TIP Listing

**This list includes all state and federally funded highway projects
(Inclusive of all roadways and bicycle/pedestrian infrastructure)**

76469 - FRA IR 270 9.15

PID: 76469	Project Name: FRA IR 270 9.15	Primary Work Category: Add Through Lane(s)	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Non-Exempt (Analyzed)
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Bridge (NHS), Pavement (Interstate), PHED, TTRI (Interstate)	STIP Type: Individual

Termini:	Total Project Estimate:
Columbus, Dublin, Hilliard. Rehab - SLM 9.15 to SLM 15.96 North of I-70 to just south of IR270/US33 interchange.	\$65,847,684

Description:

Rehabilitation of I-270 from 9.15 to 15.96 (N of Trabue to just south of IR270/US33 interchange) 3.5" OL, joint repair, signs, guardrail, drainage, lighting.

One additional lane will be added in both directions between I-70 and US-33. Work on five pairs of mainline structures.

CE to be performed under this PID by consultant (Resource International, agreement # 19817).

TIP Project Comments:

This project represents debt service repayments for the SFY 2017 project.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DBT	Garvee / SIB Repayments	\$18,255,460	\$2,394,281	\$2,366,245	\$2,338,208	\$2,310,173	\$1,571,646	\$29,236,013
Total DBT		\$18,255,460	\$2,394,281	\$2,366,245	\$2,338,208	\$2,310,173	\$1,571,646	\$29,236,013
Total		\$18,255,460	\$2,394,281	\$2,366,245	\$2,338,208	\$2,310,173	\$1,571,646	\$29,236,013

77555 - FAI US 33 02.64

PID: 77555	Project Name: FAI US 33 02.64	Primary Work Category: Interchange Expansion	Sponsoring Agency: ODOT SPONSORING AGENCY	Air Quality Status: Non-Exempt (Analyzed)
ODOT Dist(s): 05	Locale: FAI	MPO(s) / RTPPO(s): MORPC	Performance Measures: Bridge (NHS), Pavement (Non- Interstate NHS), PHED, Safety, TTRI (Non-Interstate NHS)	STIP Type: Individual
Termini: Pickerington Road and Allen Road				Total Project Estimate: \$77,006,268

Description:
Replace the existing intersection of US 33 and Pickerington Road with an interchange and remove the Allen Road intersections.

TIP Project Comments:
MTP ID: 377
Bicycle and Pedestrian Components Included: No

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
ENV	Major Programs	\$324,440	\$120,650	\$ -	\$ -	\$ -	\$ -	\$445,090
	State	\$4,435,861	\$30,163	\$ -	\$ -	\$ -	\$ -	\$4,466,024
Total ENV		\$4,760,301	\$150,813	\$ -	\$ -	\$ -	\$ -	\$4,911,114
CO	Labor	\$3,788,389	\$ -	\$ -	\$ -	\$ -	\$ -	\$3,788,389
	Major Programs	\$22,909,464	\$800,000	\$ -	\$ -	\$ -	\$ -	\$23,709,464
	State	\$5,834,889	\$500,000	\$200,000	\$ -	\$ -	\$ -	\$6,534,889
	N/A	\$25,543,014	\$ -	\$ -	\$ -	\$ -	\$ -	\$25,543,014
	Preservation	\$272,822	\$1,200,000	\$800,000	\$ -	\$ -	\$ -	\$2,272,822
Total CO		\$58,348,578	\$2,500,000	\$1,000,000	\$ -	\$ -	\$ -	\$61,848,578
Total		\$63,108,879	\$2,650,813	\$1,000,000	\$ -	\$ -	\$ -	\$66,759,692

88310 - FRA IR 270 17.28 (1st Pjt)

PID: 88310	Project Name: FRA IR 270 17.28 (1st Pjt)	Primary Work Category: Roadway Major Rehab	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Bridge (NHS), Pavement (Interstate), PHED, TTRI (Non-Interstate NHS)	STIP Type: Individual
Termini: Dublin. FRA IR 270 at US 33/SR 161 Interchange, FRA-33 from 1.31/Avery to 3.13/Frantz				Total Project Estimate: \$90,928,934

Description:

Reconstruction of I-270 at US 33/SR 161 interchange - Project 1

Add 2 new lanes on 33 WB and 4 new lanes on 33 EB between Avery Rd & I-270

Remove ES & WN loop ramps and construct new ramps WN (from West to North - from the West (eastbound) to the North) & ES (from East to South - from the East (westbound) to the South)

Construct 6 new bridges for ramps WN & ES over 270, 33 over new ramps, & ramps over S Fork Indian Run

Planning study - PID 75154.

TIP Project Comments:

This project represents debt service repayments for the SFY 2015 project. This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DBT	MPO STBG	\$10,099,281	\$1,298,451	\$1,337,697	\$1,378,129	\$1,419,782	\$9,466,660	\$25,000,000
Total DBT		\$10,099,281	\$1,298,451	\$1,337,697	\$1,378,129	\$1,419,782	\$9,466,660	\$25,000,000
Total		\$10,099,281	\$1,298,451	\$1,337,697	\$1,378,129	\$1,419,782	\$9,466,660	\$25,000,000

93496 - FRA IR 71 1.53

PID: 93496	Project Name: FRA IR 71 1.53	Primary Work Category: Roadway Major Rehab	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Non-Exempt (Analyzed)
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Bridge (NHS), Pavement (Interstate), PHED, TTRI (Interstate)	STIP Type: Individual

Termini: FRA Co; IR 71-1.53 L/R; structures over Big Darby Creek	Total Project Estimate: \$19,242,544
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Description:
Replace and widen to three lanes IR 71 structures over Big Darby Creek including pavement widening and resurfacing for approximately .12 mi each direction

Design for PID 107201 included with this PID

TIP Project Comments:
This project represents debt service repayments for the SFY 2019 project.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DBT	Garvee / SIB Repayments	\$6,789,729	\$1,160,458	\$1,160,457	\$1,160,458	\$1,160,457	\$2,493,930	\$13,925,489
Total DBT		\$6,789,729	\$1,160,458	\$1,160,457	\$1,160,458	\$1,160,457	\$2,493,930	\$13,925,489
Total		\$6,789,729	\$1,160,458	\$1,160,457	\$1,160,458	\$1,160,457	\$2,493,930	\$13,925,489

96075 - FAI SR 256 05.88

PID: 96075	Project Name: FAI SR 256 05.88	Primary Work Category: Bridge Preservation	Sponsoring Agency: ODOT SPONSORING AGENCY	Air Quality Status: Exempt
ODOT Dist(s): 05	Locale: FAI	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: 0.65mi NW of TR227(Allen Rd) over Sycamore Cr.				Total Project Estimate: \$1,361,325

Description:
Rehabilitation the Fai-256-0588 (SFN 2303124).

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$ -	\$1,045,440	\$ -	\$ -	\$1,045,440
	State	\$ -	\$ -	\$ -	\$261,360	\$ -	\$ -	\$261,360
	Labor	\$ -	\$ -	\$ -	\$54,025	\$ -	\$ -	\$54,025
Total CO		\$ -	\$ -	\$ -	\$1,360,825	\$ -	\$ -	\$1,360,825
Total		\$ -	\$ -	\$ -	\$1,360,825	\$ -	\$ -	\$1,360,825

96308 - DEL US 36 21.96

PID: 96308	Project Name: DEL US 36 21.96	Primary Work Category: Bridge Preservation	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: DEL-36-21.96 over Prairie Run north of SR 37				Total Project Estimate: \$344,500

Description:
Replace concrete culvert DEL-36-21.96 over Prairie Run
R/W possible

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$ -	\$24,500	\$ -	\$24,500
	Preservation	\$ -	\$ -	\$ -	\$ -	\$196,000	\$ -	\$196,000
	State	\$ -	\$ -	\$ -	\$ -	\$49,000	\$ -	\$49,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$269,500	\$ -	\$269,500
Total		\$ -	\$ -	\$ -	\$ -	\$269,500	\$ -	\$269,500

96808 - FAI/LIC IR 70 0.00/0.00

PID: 96808	Project Name: FAI/LIC IR 70 0.00/0.00	Primary Work Category: Interchange Expansion	Sponsoring Agency: ODOT SPONSORING AGENCY	Air Quality Status: Non-Exempt (Analyzed)
ODOT Dist(s): 05	Locale: FAI, LIC	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Individual
Termini: FAI IR 70 0.00 to 2.38: LIC IR 70 0.00 to 0.40				Total Project Estimate: \$146,499,999

Description:
Interchange improvement at SR 256 and Taylor Road SW. Realign ramps at SR 256. Continue auxiliary lane between SR 256 and Taylor Road. New bridge over I-70 for Taylor Road SW with ramps to I-70. Construct auxiliary lanes between SR 256 interchange and Taylor Road SW. Add turn lanes at SR 204 at Taylor Road SW intersection and Taylor Road at Taylor Road SW intersection. Widen Taylor Road SW between Taylor Road and SR 204.

TIP Project Comments:
MTP ID: 60
Bicycle and Pedestrian Components Included: Yes, shared-use path and widening to accommodate future facilities

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Major Programs	\$ -	\$6,400,000	\$ -	\$ -	\$ -	\$ -	\$6,400,000
	State	\$ -	\$1,600,000	\$ -	\$ -	\$ -	\$ -	\$1,600,000
Total RW		\$ -	\$8,000,000	\$ -	\$ -	\$ -	\$ -	\$8,000,000
DD	Major Programs	\$ -	\$740,110	\$ -	\$ -	\$ -	\$ -	\$740,110
	State	\$ -	\$82,234	\$ -	\$ -	\$ -	\$ -	\$82,234
Total DD		\$ -	\$822,344	\$ -	\$ -	\$ -	\$ -	\$822,344
Total		\$ -	\$8,822,344	\$ -	\$ -	\$ -	\$ -	\$8,822,344

98111 - FRA US 33 24.260 Part 1 & 2

PID: 98111	Project Name: FRA US 33 24.260 Part 1 & 2	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Non-Exempt (Analyzed)
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Bridge (NHS), Pavement (Non-Interstate NHS), Safety	STIP Type: Individual
Termini: Part 1:FRA US33: . 5 mi NE of IR 270 (24.26) to SR317 (26.12); Part 2 Gender Rd structure over US 33 (29.64)				Total Project Estimate: \$17,049,343

Description:

Part 1:Multi-lane resurfacing US33 from IR 270 to SR317.

Includes a third lane in the median of US 33 eastbound only between the IR 270 SB exit ramp and the bridges over Big Walnut Creek and an auxiliary lane between the ramps for Hamilton Road and the ramps for eastbound I-270 in both directions of US33 including widening of Big Walnut Creek bridge.

Part 2: Repair damage to Gender Rd structure over US 33

TIP Project Comments:

This project represents debt service repayments for the SFY 2019 project.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DBT	Garvee / SIB Repayments	\$5,024,422	\$717,774	\$717,774	\$717,774	\$717,774	\$717,774	\$8,613,292
Total DBT		\$5,024,422	\$717,774	\$717,774	\$717,774	\$717,774	\$717,774	\$8,613,292
Total		\$5,024,422	\$717,774	\$717,774	\$717,774	\$717,774	\$717,774	\$8,613,292

101718 - LIC SR 37 04.09

PID: 101718	Project Name: LIC SR 37 04.09	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: ODOT SPONSORING AGENCY	Air Quality Status: Exempt
ODOT Dist(s): 05	Locale: LIC	MPO(s) / RTPO(s): LCATS, MORPC	Performance Measures: CMAQ, Pavement (Non-Interstate NHS), Safety	STIP Type: Individual
Termini: Lic 37 from Croton Rd to Caswell Rd in the city of Johnstown				Total Project Estimate: \$2,177,464

Description:
Resurfacing and related work inside City of Johnstown.

Installation of Northbound Right Turn Lane and Traffic Signal at S.R. 37 and Leafy Dell Road intersection.

TIP Project Comments:
MTP ID: 185
Bicycle and Pedestrian Components Included: Yes, enhanced pedestrian crossings
Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$49,406	\$ -	\$ -	\$ -	\$ -	\$49,406
	Local	\$ -	\$339,435	\$ -	\$ -	\$ -	\$ -	\$339,435
	Preservation	\$ -	\$374,160	\$ -	\$ -	\$ -	\$ -	\$374,160
	MPO CMAQ	\$ -	\$983,580	\$ -	\$ -	\$ -	\$ -	\$983,580
Total CO		\$ -	\$1,746,581	\$ -	\$ -	\$ -	\$ -	\$1,746,581
Total		\$ -	\$1,746,581	\$ -	\$ -	\$ -	\$ -	\$1,746,581

102124 - DEL-315-5.00/6.40/8.10

PID: 102124	Project Name: DEL-315-5.00/6.40/8.10	Primary Work Category: Geologic Maintenance / Slide Repair	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: DEL SR 315; S of Hyatts Rd to N of Bunty Station Rd				Total Project Estimate: \$6,397,292

Description:
Restore infrastructure along SR 315 at various locations (between Hyatts Rd and Bunty Station Rd) by resurfacing, installing roadside ditches, and replacing culverts and retaining walls.

R/W anticipated.

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$504,522	\$ -	\$ -	\$ -	\$ -	\$504,522
	Labor	\$ -	\$119,000	\$ -	\$ -	\$ -	\$ -	\$119,000
	Other	\$ -	\$3,395,855	\$ -	\$ -	\$ -	\$ -	\$3,395,855
	State	\$162,545	\$503,448	\$ -	\$ -	\$ -	\$ -	\$665,993
Total CO		\$162,545	\$4,522,825	\$ -	\$ -	\$ -	\$ -	\$4,685,370
Total		\$162,545	\$4,522,825	\$ -	\$ -	\$ -	\$ -	\$4,685,370

103828 - DEL CR21/CR72 3.85/3.45

PID: 103828	Project Name: DEL CR21/CR72 3.85/3.45	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: DELAWARE COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Individual
Termini: CR72: Berlin Twp. Cheshire Rd from CR10 to CR21. CR21: Orange/Berlin Twp. Africa Rd from CR106 to CR72				Total Project Estimate: \$5,591,059

Description:

Minor widening and resurfacing; construction of paved shoulders; replacement of deficient guardrail and signage; addition of left and right turn lanes at the intersection of CR21 (Africa Road) and TR105 (Plumb Road).

CR21 (Africa Road). Orange/Berlin Townships. From CR106 (Lewis Center Road) to CR72 (Cheshire Road). MORPC STP Funds.

CR72 (Cheshire Road). Berlin Township. From CR10 (Old State Road) to CR21 (Africa Road). CEAO STP Funds.

Local-let by Delaware County Engineer's office.

TIP Project Comments:

This project represents debt service repayments for the SFY 2020 project. This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DBT	MPO STBG	\$2,254,933	\$1,127,467	\$ -	\$ -	\$ -	\$ -	\$3,382,400
Total DBT		\$2,254,933	\$1,127,467	\$ -	\$ -	\$ -	\$ -	\$3,382,400
Total		\$2,254,933	\$1,127,467	\$ -	\$ -	\$ -	\$ -	\$3,382,400

104674 - FRA IR 670 5.03

PID: 104674	Project Name: FRA IR 670 5.03	Primary Work Category: Transport System Mgmt and Ops (TSMO)	Sponsoring Agency: CENTRAL OFFICE ENGINEERING	Air Quality Status: Non-Exempt (Analyzed)
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Bridge (NHS), Pavement (Interstate), PHED, Safety, TTRI (Interstate)	STIP Type: Individual
Termini: FRA-670-5.03 to 10.39; IR 71 to IR 270				Total Project Estimate: \$74,533,062

Description:

Part 1: Hard shoulder running installation (branded as SmartLane) on FRA-670 between IR-71 and IR-270. Approximately between 5.03-10.39 SLM. The project also includes improvements to the 670/270/62 interchange and along IR 270 NB (SLM 32.94 to 35.84) to improve congestion and safety due to a weave.

Part 2: WB IR 670 resurfacing. Approximately between 5.03-10.39 SLM.

TIP Project Comments:

This project represents debt service repayments for the SFY 2018 project.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DBT	Garvee / SIB Repayments	\$29,466,761	\$4,257,382	\$4,257,382	\$4,257,382	\$4,257,382	\$4,592,295	\$51,088,584
Total DBT		\$29,466,761	\$4,257,382	\$4,257,382	\$4,257,382	\$4,257,382	\$4,592,295	\$51,088,584
Total		\$29,466,761	\$4,257,382	\$4,257,382	\$4,257,382	\$4,257,382	\$4,592,295	\$51,088,584

104799 - FRA-71-9.62/9.71 Part 1 & 2

PID:
104799

Project Name:
FRA-71-9.62/9.71 Part 1 & 2

Primary Work Category:
Roadway Major Rehab

Sponsoring Agency:
DISTRICT 6-PLANNING

Air Quality Status:
Non-Exempt (Analyzed)

ODOT Dist(s):
06

Locale:
FRA

MPO(s) / RTPO(s):
MORPC

Performance Measures:
Bridge (NHS), Pavement (Interstate), PHED, TTRI (Interstate)

STIP Type:
Individual

Termini:
Columbus, Grove City; from just north of Stringtown Road to SR-315. SLM 9.62 to 15.18

Total Project Estimate:
\$119,665,836

Description:

Part 1: FRA-71-9.62 Major Rehabilitation of IR-71 from Stringtown Road to SR-315. Widening I-71 to a third/fourth lane. Re-deck and rehab 5 pairs of mainline structures. Previously PID 93497.

Part 2: FRA-71-9.71 Construct new IR 71 SB to Stringtown Rd exit by separating mainline and exiting traffic. Previously PID 92615.

CE to be performed under this PID as well (consultant agreement #30159 CTL).

TIP Project Comments:

This project represents debt service repayments for the SFY 2018 project.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DBT	Garvee / SIB Repayments	\$73,707,291	\$10,232,903	\$10,105,932	\$9,978,960	\$9,851,990	\$11,203,245	\$125,080,321
Total DBT		\$73,707,291	\$10,232,903	\$10,105,932	\$9,978,960	\$9,851,990	\$11,203,245	\$125,080,321
Total		\$73,707,291	\$10,232,903	\$10,105,932	\$9,978,960	\$9,851,990	\$11,203,245	\$125,080,321

104970 - FRA-70-0.80/1.41

PID: 104970	Project Name: FRA-70-0.80/1.41	Primary Work Category: Bridge Preservation	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Bridge (NHS)	STIP Type: Group
Termini: FRA-70.0.80 under Roberts Rd; FRA-70-1.41 under Amity Rd.				Total Project Estimate: \$3,500,000

Description:
FRA-70.0.80 under Roberts Rd; FRA-70-1.41 under Amity Rd. deck replacements

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$ -	\$2,250,000	\$ -	\$ -	\$2,250,000
	State	\$ -	\$ -	\$ -	\$250,000	\$ -	\$ -	\$250,000
	Labor	\$ -	\$ -	\$ -	\$175,000	\$ -	\$ -	\$175,000
Total CO		\$ -	\$ -	\$ -	\$2,675,000	\$ -	\$ -	\$2,675,000
Total		\$ -	\$ -	\$ -	\$2,675,000	\$ -	\$ -	\$2,675,000

105322 - FRA IR 70 14.54 (Proj 2E)

PID: 105322	Project Name: FRA IR 70 14.54 (Proj 2E)	Primary Work Category: Roadway Major Rehab	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Non-Exempt (Analyzed)
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Bridge (NHS), Pavement (Interstate), PHED, Safety, TTRI (Interstate)	STIP Type: Individual
Termini: FRA-70 4th to Miller; Mooberry St between Parsons Ave and 18th St. Fulton St between 3rd and 4th; FRA-71 IR 70 to Long St				Total Project Estimate: \$87,287,493

Description:
Reconstruct and widen portions of IR 70 EB & WB between 4thSt and Miller St to include ramps from Fulton Ave to IR 70 EB and IR 70EB to Parsons Ave. Reconstruct Mooberry St from Parsons Ave to 18th St and Fulton St between Third St and Fourth St. Reconstruct structures FRA-70-14.61, FRA-70-14.79 R, and FRA 70-14.93L&R. Construct eight retaining walls.

TIP Project Comments:
This project represents debt service repayments for the SFY 2019 project.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DBT	Garvee / SIB Repayments	\$26,663,025	\$4,662,847	\$4,662,847	\$4,662,847	\$4,662,847	\$10,639,754	\$55,954,167
Total DBT		\$26,663,025	\$4,662,847	\$4,662,847	\$4,662,847	\$4,662,847	\$10,639,754	\$55,954,167
Total		\$26,663,025	\$4,662,847	\$4,662,847	\$4,662,847	\$4,662,847	\$10,639,754	\$55,954,167

105435 - FRA-71/270-28.27/25.99A

PID: 105435	Project Name: FRA-71/270- 28.27/25.99A	Primary Work Category: Bridge Preservation	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPPO(s): MORPC	Performance Measures: Bridge (NHS), Safety	STIP Type: Individual
Termini: Interchange of I-71 and I-270 North end				Total Project Estimate: \$48,544,937

Description:

Widen the IR 270 EB to IR 71 NB ramp to two lanes using the existing structure. Convert merge to add lane on IR 71 NB. Add option lane to diverge ramp

Replace bridge deck and semi integral abutment conversion for the following bridges:

FRA-71-28.27 270 WB to I71 SB ramp over I71

FRA-71-28.31 I71 NB to 270 WB ramp over I71

FRA-270-25.99A I270 WB ramp over 71 NB to 270 WB

TIP Project Comments:

MTP ID: 2147

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Bonds	\$5,586,917	\$ -	\$ -	\$ -	\$ -	\$ -	\$5,586,917
	Major Programs	\$24,601,980	\$ -	\$ -	\$ -	\$ -	\$ -	\$24,601,980
	State	\$3,919,803	\$500,000	\$ -	\$ -	\$ -	\$ -	\$4,419,803
	Preservation	\$3,436,250	\$500,000	\$ -	\$ -	\$ -	\$ -	\$3,936,250
	Safety	\$3,240,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$3,240,000
	Labor	\$3,111,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$3,111,200
Total CO		\$43,896,150	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$44,896,150
Total		\$43,896,150	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$44,896,150

105442 - UNI-38-3.21

PID: 105442	Project Name: UNI-38-3.21	Primary Work Category: Bridge Preservation	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: UNI	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: UNI 38 over Big Darby Creek				Total Project Estimate: \$5,110,048

Description:
Replacing deck, semi-integral conversion, and painting of bridge UNI-38-3.21

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$831,400	\$ -	\$ -	\$ -	\$ -	\$831,400
	Preservation	\$ -	\$3,325,600	\$ -	\$ -	\$ -	\$ -	\$3,325,600
	Labor	\$ -	\$415,700	\$ -	\$ -	\$ -	\$ -	\$415,700
Total CO		\$ -	\$4,572,700	\$ -	\$ -	\$ -	\$ -	\$4,572,700
Total		\$ -	\$4,572,700	\$ -	\$ -	\$ -	\$ -	\$4,572,700

105460 - FRA-674-2.48

PID:
105460

Project Name:
FRA-674-2.48

ODOT Dist(s):
06

Termini:
FRA 674 over Little Walnut Creek

Primary Work Category:
Bridge Preservation

MPO(s) / RTPO(s):
MORPC

Sponsoring Agency:
DISTRICT 6-PLANNING

Performance Measures:

Air Quality Status:
Exempt

STIP Type:
Group

Total Project Estimate:
\$3,076,202

Description:

Full replacement of bridge FRA-674-2.48 over Little Walnut Creek

TIP Project Comments:

MTP ID: 203

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Preservation	\$ -	\$ -	\$80,000	\$ -	\$ -	\$ -	\$80,000
	State	\$ -	\$ -	\$20,000	\$ -	\$ -	\$ -	\$20,000
Total DD		\$ -	\$ -	\$100,000	\$ -	\$ -	\$ -	\$100,000
CO	Preservation	\$ -	\$ -	\$ -	\$ -	\$2,000,000	\$ -	\$2,000,000
	State	\$ -	\$ -	\$ -	\$ -	\$500,000	\$ -	\$500,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$2,500,000	\$ -	\$2,500,000
Total		\$ -	\$ -	\$100,000	\$ -	\$2,500,000	\$ -	\$2,600,000

105464 - FRA-70-7.96, FAY-35-16.13L

PID: 105464 Project Name: FRA-70-7.96, FAY-35-16.13L Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: FAY, FRA MPO(s) / RTPO(s): MORPC, OVRDC Performance Measures: Bridge (NHS) STIP Type: Group

Termini: Wilson Rd over 70, Add'l Location Total Project Estimate: \$550,000

Description:

Bridge repair at three locations - FRA-70-7.95 (Wilson over 70), FAY-35-16.13L over Creek Rd, and FRA-71-21.91 (E Weber over 71)

TIP Project Comments:

MTP ID: 203

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$50,000	\$ -	\$ -	\$ -	\$ -	\$50,000
	State	\$ -	\$500,000	\$ -	\$ -	\$ -	\$ -	\$500,000
Total CO		\$ -	\$550,000	\$ -	\$ -	\$ -	\$ -	\$550,000
Total		\$ -	\$550,000	\$ -	\$ -	\$ -	\$ -	\$550,000

105496 - FRA-70-2.61

PID: 105496 Project Name: FRA-70-2.61 Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: FRA MPO(s) / RTPO(s): MORPC Performance Measures: Bridge (NHS) STIP Type: Group

Termini: Jones Rd Over I 70 in FRA County Total Project Estimate: \$1,000,000

Description:

Replaced deck and add concrete parapets and vandal fence on bridge FRA-70-2.61, Jones Rd over I-70, convert to semi integral abutments

TIP Project Comments:

MTP ID: 203

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$ -	\$ -	\$900,000	\$ -	\$900,000
	State	\$ -	\$ -	\$ -	\$ -	\$100,000	\$ -	\$100,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$1,000,000	\$ -	\$1,000,000
Total		\$ -	\$ -	\$ -	\$ -	\$1,000,000	\$ -	\$1,000,000

105842 - D06 Bridge Repair FY27

PID: 105842	Project Name: D06 Bridge Repair FY27	Primary Work Category: Bridge Preservation	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: D06	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Various locations throughout District Six				Total Project Estimate: \$2,100,000

Description:
Bridge repairs at various locations throughout District Six FY27

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$2,000,000	\$ -	\$ -	\$ -	\$2,000,000
	Labor	\$ -	\$ -	\$100,000	\$ -	\$ -	\$ -	\$100,000
Total CO		\$ -	\$ -	\$2,100,000	\$ -	\$ -	\$ -	\$2,100,000
Total		\$ -	\$ -	\$2,100,000	\$ -	\$ -	\$ -	\$2,100,000

106095 - FRA US 23 15.30

PID: 106095	Project Name: FRA US 23 15.30	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: FRA-23 (Indianola Ave) from Hudson St (SLM 15.30) to Oakland Park Ave (SLM 16.56)				Total Project Estimate: \$2,329,540

Description:
Urban Paving Project (and Road Diet Project) in the City of Columbus

AC Overlay with Repairs:
FRA-23-15.30-16.56

TIP Project Comments:
MTP ID: 1054
Bicycle and Pedestrian Components Included: Yes, bicycle lanes

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$101,756	\$ -	\$ -	\$ -	\$ -	\$101,756
	Local	\$ -	\$1,413,736	\$ -	\$ -	\$ -	\$ -	\$1,413,736
	Preservation	\$ -	\$814,048	\$ -	\$ -	\$ -	\$ -	\$814,048
Total CO		\$ -	\$2,329,540	\$ -	\$ -	\$ -	\$ -	\$2,329,540
Total		\$ -	\$2,329,540	\$ -	\$ -	\$ -	\$ -	\$2,329,540

106265 - FRA US 33 20.15

PID: 106265	Project Name: FRA US 33 20.15	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Pavement (Non-Interstate NHS)	STIP Type: Group
Termini: FRA-33-20.15-20.69 (S Nelson Ave to IR-70 interchange)				Total Project Estimate: \$1,043,878

Description:
Urban Paving project, mill & fill 1.70 miles of US 33 from IS70 north to E. Livingston Avenue, then west on E Livingston to Nelson Road. This project will perform pavement repairs, update curb ramps, and install new pavement markings.

AC Overlay without Repairs:
FRA-33-20.15-21.91

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Yes, enhanced pedestrian crossings

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$383,040	\$ -	\$ -	\$ -	\$383,040
	Labor	\$ -	\$ -	\$79,438	\$ -	\$ -	\$ -	\$79,438
	Local	\$ -	\$ -	\$581,400	\$ -	\$ -	\$ -	\$581,400
Total CO		\$ -	\$ -	\$1,043,878	\$ -	\$ -	\$ -	\$1,043,878
Total		\$ -	\$ -	\$1,043,878	\$ -	\$ -	\$ -	\$1,043,878

106272 - FRA US 40 12.50

PID: 106272	Project Name: FRA US 40 12.50	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Pavement (Non-Interstate NHS)	STIP Type: Group
Termini: FRA-40-13.63-15.27 (Ramp from/to I-71 to Nelson Rd)				Total Project Estimate: \$2,551,349

Description:
Urban Paving Project within the City of Columbus:

AC Overlay without Repairs:
FRA-40-13.63-15.27

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$1,168,020	\$ -	\$ -	\$1,168,020
	Labor	\$ -	\$ -	\$ -	\$98,129	\$ -	\$ -	\$98,129
	Preservation	\$ -	\$ -	\$ -	\$1,285,200	\$ -	\$ -	\$1,285,200
Total CO		\$ -	\$ -	\$ -	\$2,551,349	\$ -	\$ -	\$2,551,349
Total		\$ -	\$ -	\$ -	\$2,551,349	\$ -	\$ -	\$2,551,349

106959 - DEL-71-8.91 (Ph A)

PID:
106959

Project Name:
DEL-71-8.91 (Ph A)

Primary Work Category:
Interchange Expansion

Sponsoring Agency:
DISTRICT 6-PLANNING

Air Quality Status:
Non-Exempt (Analyzed)

ODOT Dist(s):
06

Locale:
DEL

MPO(s) / RTPO(s):
MORPC

Performance Measures:
PHED, TTRI (Interstate)

STIP Type:
Individual

Termini:
DEL IR71 south of US36/SR37

Total Project Estimate:
\$59,864,072

Description:
DEL IR71 south of US36/SR37

Construct a new interchange on IR 71 at Sunbury Parkway south of US 36/SR 37 and connect to Sunbury Parkway east of IR 71

PE is paid 100% by Delaware County

TIP Project Comments:
MTP ID: 384
Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$500,000	\$500,000	\$ -	\$ -	\$ -	\$ -	\$1,000,000
	Major Programs	\$160,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$160,000
	Discretionary / Earmark	\$2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$2,000,000
	N/A	\$41,912,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$41,912,000
	State	\$754,860	\$500,000	\$ -	\$ -	\$ -	\$ -	\$1,254,860
	Labor	\$3,017,840	\$ -	\$ -	\$ -	\$ -	\$ -	\$3,017,840
Total CO		\$48,344,700	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$49,344,700
Total		\$48,344,700	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$49,344,700

106961 - DEL-Sunbury Parkway (Ph C)

PID: 106961	Project Name: DEL-Sunbury Parkway (Ph C)	Primary Work Category: New Roadway	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Non-Exempt (Analyzed)
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures: PHED	STIP Type: Individual
Termini: New road between US 36 to 3 B's & K Rd				Total Project Estimate: \$42,734,000

Description:
Construct Sunbury Parkway from US 36 to 3 B's & K Rd and widen Sunbury Parkway between 3 B's &K Rd to W of IR 71

TIP Project Comments:
MTP ID: 324
Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Major Programs	\$ -	\$ -	\$3,200,000	\$ -	\$ -	\$ -	\$3,200,000
	State	\$ -	\$ -	\$800,000	\$ -	\$ -	\$ -	\$800,000
Total RW		\$ -	\$ -	\$4,000,000	\$ -	\$ -	\$ -	\$4,000,000
Total		\$ -	\$ -	\$4,000,000	\$ -	\$ -	\$ -	\$4,000,000

107754 - DEL-229-0.45 AND VARIOUS

PID: 107754	Project Name: DEL-229-0.45 AND VARIOUS	Primary Work Category: Bridge / Culvert Maintenance	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: DEL SR 229 from Norton to Horseshoe Rd				Total Project Estimate: \$5,789,197

Description:
DEL SR 229 - bridge rehab project on 5 structures over waterways.

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$3,155,609	\$ -	\$ -	\$ -	\$ -	\$3,155,609
	State	\$ -	\$788,902	\$ -	\$ -	\$ -	\$ -	\$788,902
	Labor	\$ -	\$196,067	\$ -	\$ -	\$ -	\$ -	\$196,067
Total CO		\$ -	\$4,140,578	\$ -	\$ -	\$ -	\$ -	\$4,140,578
Total		\$ -	\$4,140,578	\$ -	\$ -	\$ -	\$ -	\$4,140,578

107756 - DEL-257-0.21

PID: 107756	Project Name: DEL-257-0.21	Primary Work Category: Bridge Preservation	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: DEL SR 257 over Deer Run (SLM 0.21)				Total Project Estimate: \$416,000

Description:
DEL SR 257 over Deer Run (SLM 0.21), bridge replacement. Scope also includes rockfall clean out in NB ditch, and roadway barrier upgrade.

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$ -	\$16,000	\$ -	\$16,000
	State	\$ -	\$ -	\$ -	\$ -	\$80,000	\$ -	\$80,000
	Preservation	\$ -	\$ -	\$ -	\$ -	\$320,000	\$ -	\$320,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$416,000	\$ -	\$416,000
Total		\$ -	\$ -	\$ -	\$ -	\$416,000	\$ -	\$416,000

107832 - FRA-270-5.47

PID:
107832

Project Name:
FRA-270-5.47

ODOT Dist(s):
06

Termini:
FRA-270-5.47 HALL RD. OVER I-270

Primary Work Category:
Bridge Preservation

MPO(s) / RTPO(s):
MORPC

Sponsoring Agency:
DISTRICT 6-PLANNING

Performance Measures:
Bridge (NHS), Safety

Air Quality Status:
Exempt

STIP Type:
Group

Total Project Estimate:
\$4,689,889

Description:

FRA-270-5.47; Hall Rd. over I-270; deck replacement to include widening for SUP (Columbus funded)

TIP Project Comments:

MTP ID: 203 and 186

Bicycle and Pedestrian Components Included: Yes, shared-use path

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Safety	\$ -	\$ -	\$1,100,000	\$ -	\$ -	\$ -	\$1,100,000
	State	\$ -	\$ -	\$60,000	\$ -	\$ -	\$ -	\$60,000
	Local	\$ -	\$ -	\$722,222	\$ -	\$ -	\$ -	\$722,222
	Preservation	\$ -	\$ -	\$540,000	\$ -	\$ -	\$ -	\$540,000
	Labor	\$ -	\$ -	\$120,000	\$ -	\$ -	\$ -	\$120,000
Total CO		\$ -	\$ -	\$2,542,222	\$ -	\$ -	\$ -	\$2,542,222
RW	Preservation	\$960,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$960,000
	Local	\$ -	\$11,111	\$ -	\$ -	\$ -	\$ -	\$11,111
	State	\$240,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$240,000
	Safety	\$ -	\$100,000	\$ -	\$ -	\$ -	\$ -	\$100,000
Total RW		\$1,200,000	\$111,111	\$ -	\$ -	\$ -	\$ -	\$1,311,111
Total		\$1,200,000	\$111,111	\$2,542,222	\$ -	\$ -	\$ -	\$3,853,333

108081 - FRA-33-8.75 Culvert Repl.

PID: 108081	Project Name: FRA-33-8.75 Culvert Repl.	Primary Work Category: Culvert Preservation	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group

Termini:
Storm sewer is appx. 0.25 miles northwest of Fishinger Rd.

Total Project Estimate:
\$1,765,473

Description:
District culvert program for FY 25
FRA-33-8.75 - Storm Sewer Replacement

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$25,000	\$ -	\$ -	\$ -	\$ -	\$25,000
	State	\$ -	\$1,295,499	\$ -	\$ -	\$ -	\$ -	\$1,295,499
Total CO		\$ -	\$1,320,499	\$ -	\$ -	\$ -	\$ -	\$1,320,499
Total		\$ -	\$1,320,499	\$ -	\$ -	\$ -	\$ -	\$1,320,499

109070 - DEL US 36 0.000

PID: 109070	Project Name: DEL US 36 0.000	Primary Work Category: Roadway Major Rehab	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures: PHED, Safety	STIP Type: Group
Termini: DEL 36 0.00 to 7.26; Union County Line to the ex pavmt break at the curbed section				Total Project Estimate: \$13,964,056

Description:
DEL-36-0.00-7.26 (the Union County line to the existing pavement break at the curbed section of roadway

DEL-36 shoulder widening and resurfacing project

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$1,858,853	\$ -	\$ -	\$ -	\$1,858,853
	Labor	\$ -	\$ -	\$346,227	\$ -	\$ -	\$ -	\$346,227
	Major Programs	\$ -	\$ -	\$4,400,000	\$ -	\$ -	\$ -	\$4,400,000
	Preservation	\$ -	\$ -	\$2,156,888	\$ -	\$ -	\$ -	\$2,156,888
	Safety	\$ -	\$ -	\$1,976,676	\$ -	\$ -	\$ -	\$1,976,676
Total CO		\$ -	\$ -	\$10,738,644	\$ -	\$ -	\$ -	\$10,738,644
Total		\$ -	\$ -	\$10,738,644	\$ -	\$ -	\$ -	\$10,738,644

109156 - DEL-23-7.682 Brdg/Culvert Repair

PID: 109156 Project Name: DEL-23-7.682 Brdg/Culvert Repair Primary Work Category: Culvert Preservation Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: DEL MPO(s) / RTPPO(s): MORPC Performance Measures: Bridge (NHS) STIP Type: Group

Termini: DEL US 23 between just south of SR 315 (SLM 8.682) to just south of Main Rd (CR 213 SLM 16.03). Total Project Estimate: \$16,975,880

Description:

Repair several bridges and repair or replace several conduits on DEL US 23 between just south of SR 315 (SLM 8.682) to just south of Main Rd (CR 213 SLM 16.03).

TIP Project Comments:

MTP ID: 203

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Preservation	\$78,395	\$161,605	\$ -	\$ -	\$ -	\$ -	\$240,000
	State	\$19,599	\$40,401	\$ -	\$ -	\$ -	\$ -	\$60,000
	Labor	\$765,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$765,000
Total DD		\$862,994	\$202,006	\$ -	\$ -	\$ -	\$ -	\$1,065,000
CO	State	\$ -	\$ -	\$2,495,996	\$ -	\$ -	\$ -	\$2,495,996
	Local	\$ -	\$ -	\$716,155	\$ -	\$ -	\$ -	\$716,155
	Labor	\$ -	\$ -	\$531,555	\$ -	\$ -	\$ -	\$531,555
	Preservation	\$ -	\$ -	\$9,706,984	\$ -	\$ -	\$ -	\$9,706,984
Total CO		\$ -	\$ -	\$13,450,690	\$ -	\$ -	\$ -	\$13,450,690
Total		\$862,994	\$202,006	\$13,450,690	\$ -	\$ -	\$ -	\$14,515,690

109164 - FRA-71-19.10 (HSR) Project 1

PID: 109164	Project Name: FRA-71-19.10 (HSR) Project 1	Primary Work Category: Transport System Mgmt and Ops (TSMO)	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Non-Exempt (Analyzed)
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Pavement (Interstate), PHED, TTRI (Interstate)	STIP Type: Individual
Termini: FRA IR 71 between IR 670 and IR 270				Total Project Estimate: \$58,976,601

Description:
Project 1 of Overall Project to create a Hard Shoulder Running Lane between 5th Ave and SR 161. Numerous bridges will be rehabilitated, and the roadway will be resurfaced.

Roadway work - SB & NB from I-670 to N. Broadway
NB Bridge work at 17th Ave and Hiawath Park
NB & SB Bridge Work at 2nd Ave
All lighting work
NB ITS conduit, pull boxes, outside foundations and work pads
(Note - Existing ITS fiber to be maintained in median but temporarily spliced for crossovers
Permanent ITS Fiber Backbone pulled into new conduits & temp connections to ex devices

TIP Project Comments:
MTP ID: 911
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$200,000	\$200,000	\$ -	\$ -	\$9,000,000	\$9,400,000
	Preservation	\$ -	\$800,000	\$800,000	\$ -	\$ -	\$30,000,000	\$31,600,000
	Labor	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,940,439	\$1,940,439
Total CO		\$ -	\$1,000,000	\$1,000,000	\$ -	\$ -	\$40,940,439	\$42,940,439
Total		\$ -	\$1,000,000	\$1,000,000	\$ -	\$ -	\$40,940,439	\$42,940,439

110082 - D06 Culvert FY 27

PID: 110082	Project Name: D06 Culvert FY 27	Primary Work Category: Culvert Preservation	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: D06	MPO(s) / RTPO(s): CORPO, MORPC	Performance Measures:	STIP Type: Group
Termini: MAR-4-5.56; FRA-3-20.927 to 20.930; FRA-16-6.048; FRA-315-9.409; PIC-22-4.805; PIC-104-15,753				Total Project Estimate: \$9,170,000

Description:

Improving the resiliency of conduit systems by upsizing undersized conduits including storm sewer repair/rehab, culvert repair/rehab/replacement on various routes and locations in Marion, Franklin, and Pickaway counties.

(There is the potential for temporary R/W)

TIP Project Comments:

MTP ID: 203

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$320,000	\$ -	\$ -	\$ -	\$320,000
	PROTECT	\$ -	\$ -	\$3,480,000	\$ -	\$ -	\$ -	\$3,480,000
	State	\$ -	\$ -	\$870,000	\$ -	\$ -	\$ -	\$870,000
Total CO		\$ -	\$ -	\$4,670,000	\$ -	\$ -	\$ -	\$4,670,000
RW	State	\$200,000	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$1,200,000
Total RW		\$200,000	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$1,200,000
Total		\$200,000	\$1,000,000	\$4,670,000	\$ -	\$ -	\$ -	\$5,870,000

110300 - FRA-104-9.80 Noise Walls

PID: 110300	Project Name: FRA-104-9.80 Noise Walls	Primary Work Category: Noise Wall	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: FRA SR 104 from just east of Groveport Rd to just west of Elwood Ave				Total Project Estimate: \$1,526,000

Description:
Construct noise walls along SR 104

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$98,000	\$ -	\$ -	\$ -	\$98,000
	State	\$ -	\$ -	\$280,000	\$ -	\$ -	\$ -	\$280,000
	Other	\$ -	\$ -	\$1,120,000	\$ -	\$ -	\$ -	\$1,120,000
Total CO		\$ -	\$ -	\$1,498,000	\$ -	\$ -	\$ -	\$1,498,000
Total		\$ -	\$ -	\$1,498,000	\$ -	\$ -	\$ -	\$1,498,000

110446 - DEL-315-0.86 (at Jewett Rd)

PID: 110446	Project Name: DEL-315-0.86 (at Jewett Rd)	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures: Safety	STIP Type: Group
Termini: DEL SR 315 at Jewett Rd				Total Project Estimate: \$4,284,860

Description:
Intersection improvement to increase safety and reduce congestion

TIP Project Comments:
MTP ID: 1409
Bicycle and Pedestrian Components Included: Yes, widening to accommodate future facilities

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$105,000	\$ -	\$ -	\$ -	\$ -	\$105,000
	Safety	\$ -	\$2,337,300	\$ -	\$ -	\$ -	\$ -	\$2,337,300
	State	\$ -	\$259,700	\$ -	\$ -	\$ -	\$ -	\$259,700
Total CO		\$ -	\$2,702,000	\$ -	\$ -	\$ -	\$ -	\$2,702,000
Total		\$ -	\$2,702,000	\$ -	\$ -	\$ -	\$ -	\$2,702,000

110603 - DEL/MAR-23-16.11/0.00

PID: 110603	Project Name: DEL/MAR-23-16.11/0.00	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: DISTRICT 6-ENGINEERING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures: Pavement (Non-Interstate NHS)	STIP Type: Group
Termini: DEL-23-16.11-21.60 & MAR-23-0.00-2.41 (just North of Main Rd to North of Waldo)				Total Project Estimate: \$10,237,145

Description:
Resurfacing of US 23 in Delaware and Marion counties.

Asphalt Concrete Overlay with repairs and guardrail improvements: DEL-23-16.11-21.60 & MAR-23-0.00-2.41

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$7,874,727	\$ -	\$ -	\$ -	\$7,874,727
	State	\$ -	\$ -	\$1,968,682	\$ -	\$ -	\$ -	\$1,968,682
	Labor	\$ -	\$ -	\$393,736	\$ -	\$ -	\$ -	\$393,736
Total CO		\$ -	\$ -	\$10,237,145	\$ -	\$ -	\$ -	\$10,237,145
Total		\$ -	\$ -	\$10,237,145	\$ -	\$ -	\$ -	\$10,237,145

110703 - DEL-23-SP-2025 (PRIORITY)

PID: 110703	Project Name: DEL-23-SP-2025 (PRIORITY)	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Various locations in D6 - to be determined				Total Project Estimate: \$2,150,000

Description:
Spot paving repairs on priority system FY25

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$80,000	\$ -	\$ -	\$ -	\$ -	\$80,000
	State	\$ -	\$2,070,000	\$ -	\$ -	\$ -	\$ -	\$2,070,000
Total CO		\$ -	\$2,150,000	\$ -	\$ -	\$ -	\$ -	\$2,150,000
Total		\$ -	\$2,150,000	\$ -	\$ -	\$ -	\$ -	\$2,150,000

111613 - FRA US 62 17.660

PID: 111613	Project Name: FRA US 62 17.660	Primary Work Category: Pavement Maintenance	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: FRA-62-17.66-18.99 (Broad Street to Airport Drive)				Total Project Estimate: \$673,273

Description:
Urban Paving Project in the City of Columbus

AC Overlay without Repairs:
FRA-62-17.66-18.99 (Broad Street to 5th Ave)

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$25,895	\$ -	\$ -	\$ -	\$ -	\$25,895
	Preservation	\$ -	\$339,150	\$ -	\$ -	\$ -	\$ -	\$339,150
	Local	\$ -	\$308,228	\$ -	\$ -	\$ -	\$ -	\$308,228
Total CO		\$ -	\$673,273	\$ -	\$ -	\$ -	\$ -	\$673,273
Total		\$ -	\$673,273	\$ -	\$ -	\$ -	\$ -	\$673,273

112154 - D05 CUL FY2026 (A)

PID: 112154 Project Name: D05 CUL FY2026 (A) Primary Work Category: Culvert Preservation Sponsoring Agency: ODOT SPONSORING AGENCY Air Quality Status: Exempt

ODOT Dist(s): 05 Locale: D05 MPO(s) / RTPO(s): Buckeye Hills, CORPO, LCATS, MORPC, OMEGA Performance Measures: STIP Type: Group

Termini:
District-wide culvert project

Total Project
Estimate:
\$1,669,629

Description:
Repair/Replace culverts in D5.

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$100,548	\$ -	\$ -	\$ -	\$ -	\$100,548
	State	\$ -	\$143,640	\$ -	\$ -	\$ -	\$ -	\$143,640
	Preservation	\$ -	\$1,292,760	\$ -	\$ -	\$ -	\$ -	\$1,292,760
Total CO		\$ -	\$1,536,948	\$ -	\$ -	\$ -	\$ -	\$1,536,948
Total		\$ -	\$1,536,948	\$ -	\$ -	\$ -	\$ -	\$1,536,948

112247 - D06 Crackseal PPM FY27

PID: 112247 Project Name: D06 Crackseal PPM FY27 Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: D06 MPO(s) / RTPO(s): CORPO, MORPC, OVRDC Performance Measures: STIP Type: Group

Termini:
Various routes in District Six

Total Project
Estimate:
\$620,000

Description:
D6 preventive maintenance cracksealing project for FY27

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$600,000	\$ -	\$ -	\$ -	\$600,000
	Labor	\$ -	\$ -	\$20,000	\$ -	\$ -	\$ -	\$20,000
Total CO		\$ -	\$ -	\$620,000	\$ -	\$ -	\$ -	\$620,000
Total		\$ -	\$ -	\$620,000	\$ -	\$ -	\$ -	\$620,000

112249 - D06 Crackseal PPM FY26

PID: 112249 Project Name: D06 Crackseal PPM FY26 Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: D06 MPO(s) / RTPO(s): MORPC Performance Measures: STIP Type: Group

Termini:
Various routes in District Six

Total Project
Estimate:
\$620,000

Description:
D6 preventive maintenance cracksealing project for FY26

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$20,000	\$ -	\$ -	\$ -	\$ -	\$20,000
	State	\$ -	\$600,000	\$ -	\$ -	\$ -	\$ -	\$600,000
Total CO		\$ -	\$620,000	\$ -	\$ -	\$ -	\$ -	\$620,000
Total		\$ -	\$620,000	\$ -	\$ -	\$ -	\$ -	\$620,000

112250 - D06 SP FY27 Priority

PID: 112250 Project Name: D06 SP FY27 Priority Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: D06 MPO(s) / RTPO(s): MORPC Performance Measures: STIP Type: Group

Termini:
Various locations in D6 - to be determined

Total Project
Estimate:
\$2,060,000

Description:
Spot paving repairs on priority system FY27

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$2,000,000	\$ -	\$ -	\$ -	\$2,000,000
	Labor	\$ -	\$ -	\$60,000	\$ -	\$ -	\$ -	\$60,000
Total CO		\$ -	\$ -	\$2,060,000	\$ -	\$ -	\$ -	\$2,060,000
Total		\$ -	\$ -	\$2,060,000	\$ -	\$ -	\$ -	\$2,060,000

112253 - D06 SP FY26 Priority

PID: 112253 Project Name: D06 SP FY26 Priority Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: D06 MPO(s) / RTPO(s): MORPC Performance Measures: STIP Type: Group

Termini: Various locations in D6 - to be determined Total Project Estimate: \$2,060,000

Description:
Spot paving repairs on priority system FY26

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$2,000,000	\$ -	\$ -	\$ -	\$ -	\$2,000,000
	Labor	\$ -	\$60,000	\$ -	\$ -	\$ -	\$ -	\$60,000
Total CO		\$ -	\$2,060,000	\$ -	\$ -	\$ -	\$ -	\$2,060,000
Total		\$ -	\$2,060,000	\$ -	\$ -	\$ -	\$ -	\$2,060,000

112254 - D06 SP FY26 General

PID: 112254 Project Name: D06 SP FY26 General Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: D06 MPO(s) / RTPO(s): MORPC Performance Measures: STIP Type: Group

Termini: Various general system routes throughout District Six Total Project Estimate: \$1,040,000

Description:
Spot paving on various general system routes throughout District Six

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$1,000,000
	Labor	\$ -	\$40,000	\$ -	\$ -	\$ -	\$ -	\$40,000
Total CO		\$ -	\$1,040,000	\$ -	\$ -	\$ -	\$ -	\$1,040,000
Total		\$ -	\$1,040,000	\$ -	\$ -	\$ -	\$ -	\$1,040,000

112255 - D06 SP FY27 Concrete

PID: 112255 Project Name: D06 SP FY27 Concrete Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: D06 MPO(s) / RTPO(s): MORPC Performance Measures: STIP Type: Group

Termini:
Various routes throughout District Six

Total Project
Estimate:
\$2,080,000

Description:
Spot concrete slab repair on various routes throughout District Six

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$2,000,000	\$ -	\$ -	\$ -	\$2,000,000
	Labor	\$ -	\$ -	\$80,000	\$ -	\$ -	\$ -	\$80,000
Total CO		\$ -	\$ -	\$2,080,000	\$ -	\$ -	\$ -	\$2,080,000
Total		\$ -	\$ -	\$2,080,000	\$ -	\$ -	\$ -	\$2,080,000

112257 - D06 SP FY26 Concrete

PID: 112257 Project Name: D06 SP FY26 Concrete Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: D06 MPO(s) / RTPO(s): MORPC Performance Measures: STIP Type: Group

Termini:
Various routes throughout District Six

Total Project
Estimate:
\$2,080,000

Description:
Spot concrete slab repair on various routes throughout District Six

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$2,000,000	\$ -	\$ -	\$ -	\$ -	\$2,000,000
	Labor	\$ -	\$80,000	\$ -	\$ -	\$ -	\$ -	\$80,000
Total CO		\$ -	\$2,080,000	\$ -	\$ -	\$ -	\$ -	\$2,080,000
Total		\$ -	\$2,080,000	\$ -	\$ -	\$ -	\$ -	\$2,080,000

112268 - D06 PMF FY26

PID: 112268	Project Name: D06 PMF FY26	Primary Work Category: Traffic Control (Safety)	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: D06	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group

Termini:
Various routes throughout District Six

Total Project
Estimate:
\$3,300,000

Description:
One year fast dry pavement marking contract FY26

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$3,000,000	\$ -	\$ -	\$ -	\$ -	\$3,000,000
	Labor	\$ -	\$300,000	\$ -	\$ -	\$ -	\$ -	\$300,000
Total CO		\$ -	\$3,300,000	\$ -	\$ -	\$ -	\$ -	\$3,300,000
Total		\$ -	\$3,300,000	\$ -	\$ -	\$ -	\$ -	\$3,300,000

112269 - D06 RPM FY26

PID: 112269	Project Name: D06 RPM FY26	Primary Work Category: Traffic Control Maintenance	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: D06	MPO(s) / RTPO(s): CORPO, MORPC, OVRDC	Performance Measures: Safety	STIP Type: Group

Termini:
Various routes throughout District Six

Total Project
Estimate:
\$320,000

Description:
Raised pavement marker project on various routes throughout District Six- FY26

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$320,000	\$ -	\$ -	\$ -	\$ -	\$320,000
Total CO		\$ -	\$320,000	\$ -	\$ -	\$ -	\$ -	\$320,000
Total		\$ -	\$320,000	\$ -	\$ -	\$ -	\$ -	\$320,000

112403 - FRA 70 Pump ST-1 & ST-1A Rehab

PID: 112403 Project Name: FRA 70 Pump ST-1 & ST-1A Rehab Primary Work Category: Building / Facility Improvement Sponsoring Agency: DISTRICT 6-OPERATIONS Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: FRA MPO(s) / RTPO(s): MORPC Performance Measures: STIP Type: Group

Termini: Pump Stations ST-1 & ST-1A at FRA 70/71/315 interchange Total Project Estimate: \$5,807,971

Description:

Rehabilitate FRA IR 70 Pump Stations ST-1 and ST-1A by refurbishing the pumps, replacing the electrical systems, and other miscellaneous repairs and upgrades

TIP Project Comments:

MTP ID: 205

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$5,000,000	\$ -	\$ -	\$ -	\$5,000,000
	Labor	\$ -	\$ -	\$350,000	\$ -	\$ -	\$ -	\$350,000
Total CO		\$ -	\$ -	\$5,350,000	\$ -	\$ -	\$ -	\$5,350,000
Total		\$ -	\$ -	\$5,350,000	\$ -	\$ -	\$ -	\$5,350,000

112701 - FRA-670-3.87A

PID: 112701 Project Name: FRA-670-3.87A Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 6-BRIDGES Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: D06 MPO(s) / RTPO(s): MORPC Performance Measures: Bridge (NHS) STIP Type: Group

Termini: FRA-670-3.87 Total Project Estimate: \$500,000

Description:

Remove bridge at FRA-670-3.87A

TIP Project Comments:

MTP ID: 203

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$100,000	\$ -	\$ -	\$100,000
	Preservation	\$ -	\$ -	\$ -	\$400,000	\$ -	\$ -	\$400,000
Total CO		\$ -	\$ -	\$ -	\$500,000	\$ -	\$ -	\$500,000
Total		\$ -	\$ -	\$ -	\$500,000	\$ -	\$ -	\$500,000

112713 - D06 Bridge Repair FY29

PID: 112713 Project Name: D06 Bridge Repair FY29 Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 6-BRIDGES Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: D06 MPO(s) / RTPO(s): CORPO, MORPC, OVRDC Performance Measures: STIP Type: Group

Termini: D06 Bridge rehab various locations Total Project Estimate: \$2,200,000

Description:
D06 FY29 Bridge Repair

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$ -	\$400,000	\$ -	\$400,000
	Labor	\$ -	\$ -	\$ -	\$ -	\$200,000	\$ -	\$200,000
	Preservation	\$ -	\$ -	\$ -	\$ -	\$1,600,000	\$ -	\$1,600,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$2,200,000	\$ -	\$2,200,000
Total		\$ -	\$ -	\$ -	\$ -	\$2,200,000	\$ -	\$2,200,000

112718 - DEL-71-0.00

PID: 112718 Project Name: DEL-71-0.00 Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 6-BRIDGES Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: D06 MPO(s) / RTPO(s): MORPC Performance Measures: Bridge (NHS) STIP Type: Group

Termini: DEL-71-0.00 Total Project Estimate: \$2,000,000

Description:
Replace deck on Lewis Center over I71 and Powell Road

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$ -	\$ -	\$1,600,000	\$ -	\$1,600,000
	State	\$ -	\$ -	\$ -	\$ -	\$400,000	\$ -	\$400,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$2,000,000	\$ -	\$2,000,000
Total		\$ -	\$ -	\$ -	\$ -	\$2,000,000	\$ -	\$2,000,000

112719 - D06 Bridge Repair FY28

PID: 112719 Project Name: D06 Bridge Repair FY28 Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 6-BRIDGES Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: D06 MPO(s) / RTPPO(s): CORPO, MORPC, OVRDC Performance Measures: STIP Type: Group

Termini: Various locations throughout district 6

Total Project Estimate: \$2,000,000

Description:
District wide FY25 Bridge Repair various locations

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$400,000	\$ -	\$ -	\$400,000
	Preservation	\$ -	\$ -	\$ -	\$1,600,000	\$ -	\$ -	\$1,600,000
Total CO		\$ -	\$ -	\$ -	\$2,000,000	\$ -	\$ -	\$2,000,000
Total		\$ -	\$ -	\$ -	\$2,000,000	\$ -	\$ -	\$2,000,000

112725 - FRA-665-9.88

PID: 112725 Project Name: FRA-665-9.88 Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 6-BRIDGES Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: D06 MPO(s) / RTPPO(s): MORPC Performance Measures: Bridge (NHS) STIP Type: Group

Termini: FRA-665-9.88

Total Project Estimate: \$350,000

Description:
Replace FRA-665-9.88 with box

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$70,000	\$ -	\$ -	\$70,000
	Preservation	\$ -	\$ -	\$ -	\$280,000	\$ -	\$ -	\$280,000
Total CO		\$ -	\$ -	\$ -	\$350,000	\$ -	\$ -	\$350,000
Total		\$ -	\$ -	\$ -	\$350,000	\$ -	\$ -	\$350,000

112726 - DEL-42-12.98

PID:
112726

Project Name:
DEL-42-12.98

ODOT Dist(s):
06

Termini:
DEL-42-12.97

Primary Work Category:
Bridge Preservation

MPO(s) / RTPO(s):
MORPC

Sponsoring Agency:
DISTRICT 6-BRIDGES

Performance Measures:

Air Quality Status:
Exempt

STIP Type:
Group

Total Project Estimate:
\$312,000

Description:
Replace culvert at DEL-42-12.97

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$12,000	\$ -	\$ -	\$12,000
	Preservation	\$ -	\$ -	\$ -	\$240,000	\$ -	\$ -	\$240,000
	State	\$ -	\$ -	\$ -	\$60,000	\$ -	\$ -	\$60,000
Total CO		\$ -	\$ -	\$ -	\$312,000	\$ -	\$ -	\$312,000
Total		\$ -	\$ -	\$ -	\$312,000	\$ -	\$ -	\$312,000

112845 - DEL US 23 10.81

PID: 112845	Project Name: DEL US 23 10.81	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures: Pavement (Non-Interstate NHS)	STIP Type: Group
Termini: DEL-23-10.81 to 14.12 various locations; Concrete pavement to City of Delaware North corp limit				Total Project Estimate: \$6,397,508

Description:
DEL-23 Resurfacing Project

DEL-23-10.81 to 14.37 various locations; Concrete pavement to City of Delaware North corp limit

Asphalt Concrete Overlay with minor pavement repair, bridge deck sealing and upgrade guardrail as needed.

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$ -	\$198,116	\$ -	\$198,116
	Local	\$ -	\$ -	\$ -	\$ -	\$201,367	\$ -	\$201,367
	Preservation	\$ -	\$ -	\$ -	\$ -	\$4,959,514	\$ -	\$4,959,514
	State	\$ -	\$ -	\$ -	\$ -	\$1,038,511	\$ -	\$1,038,511
Total CO		\$ -	\$ -	\$ -	\$ -	\$6,397,508	\$ -	\$6,397,508
Total		\$ -	\$ -	\$ -	\$ -	\$6,397,508	\$ -	\$6,397,508

112872 - D06 Chip FY 27

PID: 112872	Project Name: D06 Chip FY 27	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL, MAD, PIC	MPO(s) / RTPO(s): CORPO, MORPC	Performance Measures:	STIP Type: Group
Termini: Various locations				Total Project Estimate: \$57,634

Description:
D06 District Wide Chip Seal Surfacing Project

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$0	\$ -	\$ -	\$ -	\$0
	Preservation	\$ -	\$ -	\$2	\$ -	\$ -	\$ -	\$2
	Labor	\$ -	\$ -	\$57,632	\$ -	\$ -	\$ -	\$57,632
Total CO		\$ -	\$ -	\$57,634	\$ -	\$ -	\$ -	\$57,634
Total		\$ -	\$ -	\$57,634	\$ -	\$ -	\$ -	\$57,634

112914 - DEL SR 229 0.41

PID: 112914	Project Name: DEL SR 229 0.41	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures: Safety	STIP Type: Group
Termini: DEL-229-0.41 to 6.524; US-23 to Ashley East corp limit				Total Project Estimate: \$3,560,825

Description:
DEL 229 Resurfacing Project

DEL-229-0.41 to 6.524; east side of US-23 to Ashley west corp limit

Resurfacing with minor pavement repair, and upgrade guardrail as needed.

Along SR 229 in the Village of Ashley:
 Add a curb extension and RRFB at SR 229/S. Main Street
 Install curb ramps, static pedestrian crossing warning signage and high visibility crosswalks at SR 229/Central St and SR 229/Grove St
 Replace curb ramps and install an RRFB at the mid-block crosswalk to Buckeye Valley East Elementary School located just west of Ashley Rd.

TIP Project Comments:
MTP ID: 205 and 186
Bicycle and Pedestrian Components Included: Yes, enhanced pedestrian crossings

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$180,353	\$ -	\$ -	\$ -	\$ -	\$180,353
	Preservation	\$ -	\$2,299,353	\$ -	\$ -	\$ -	\$ -	\$2,299,353
	State	\$ -	\$625,466	\$ -	\$ -	\$ -	\$ -	\$625,466
	Safety	\$ -	\$455,653	\$ -	\$ -	\$ -	\$ -	\$455,653
Total CO		\$ -	\$3,560,825	\$ -	\$ -	\$ -	\$ -	\$3,560,825
Total		\$ -	\$3,560,825	\$ -	\$ -	\$ -	\$ -	\$3,560,825

112982 - FRA-70-11.22 Median Barrier

PID: 112982	Project Name: FRA-70-11.22 Median Barrier	Primary Work Category: Roadside / Median Improvement (Safety)	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Safety	STIP Type: Group
Termini: FRA IR 70 from Broad St (SLM 11.22) to Souder Ave (SLM 12.80)				Total Project Estimate: \$2,027,200

Description:
Replace median barrier on IR 70 from Broad St to Souder Ave

Replace light pole foundations at several locations

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$181,000	\$ -	\$ -	\$ -	\$181,000
	Preservation	\$ -	\$ -	\$1,629,000	\$ -	\$ -	\$ -	\$1,629,000
	Labor	\$ -	\$ -	\$126,700	\$ -	\$ -	\$ -	\$126,700
Total CO		\$ -	\$ -	\$1,936,700	\$ -	\$ -	\$ -	\$1,936,700
Total		\$ -	\$ -	\$1,936,700	\$ -	\$ -	\$ -	\$1,936,700

113337 - D05 GR FY2026 (Ding N Dent)

PID: 113337	Project Name: D05 GR FY2026 (Ding N Dent)	Primary Work Category: Guardrail / Roadside Maintenance	Sponsoring Agency: ODOT SPONSORING AGENCY	Air Quality Status: Exempt
ODOT Dist(s): 05	Locale: D05	MPO(s) / RTPO(s): Buckeye Hills, CORPO, LCATS, MORPC, OMEGA	Performance Measures:	STIP Type: Group
Termini: District 5				Total Project Estimate: \$1,242,960

Description:
Guardrail repair and maintenance contract for District 5 in FY 2026

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$1,161,645	\$ -	\$ -	\$ -	\$ -	\$1,161,645
	Labor	\$ -	\$81,315	\$ -	\$ -	\$ -	\$ -	\$81,315
Total CO		\$ -	\$1,242,960	\$ -	\$ -	\$ -	\$ -	\$1,242,960
Total		\$ -	\$1,242,960	\$ -	\$ -	\$ -	\$ -	\$1,242,960

113650 - FAI SR 204 04.30

PID: 113650	Project Name: FAI SR 204 04.30	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: ODOT SPONSORING AGENCY	Air Quality Status: Exempt
ODOT Dist(s): 05	Locale: FAI	MPO(s) / RTPO(s): MORPC	Performance Measures: Safety	STIP Type: Group
Termini: Intersection of SR 204 and Tollgate Road (TR 225)				Total Project Estimate: \$2,602,743

Description:
Construction of a roundabout at the intersection of SR 204 and Toll Gate Road (TR 225) in Violet Township, Fairfield County, Ohio. Project work includes new asphalt pavement, curb and gutter, storm sewer, street lighting and traffic control.

TIP Project Comments:
MTP ID: 2028
Bicycle and Pedestrian Components Included: Yes, enhanced pedestrian crossings

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$145,000	\$ -	\$ -	\$ -	\$ -	\$145,000
	Safety	\$ -	\$1,305,000	\$ -	\$ -	\$ -	\$ -	\$1,305,000
	State	\$ -	\$145,000	\$ -	\$ -	\$ -	\$ -	\$145,000
Total CO		\$ -	\$1,595,000	\$ -	\$ -	\$ -	\$ -	\$1,595,000
Total		\$ -	\$1,595,000	\$ -	\$ -	\$ -	\$ -	\$1,595,000

113663 - FRA-270-32.92 at Easton Way

PID: 113663	Project Name: FRA-270-32.92 at Easton Way	Primary Work Category: Interchange Improvement (Safety)	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Pavement (Interstate), Safety	STIP Type: Group
Termini: FRA IR 270 at Easton Way interchange				Total Project Estimate: \$6,247,098

Description:

Improve safety and reduce congestion by:

Extending westbound left turn queue storage on Easton Way approaching Stelzer Rd by modifying the existing raised median in this area

Signalizing the I-270 southbound off ramp at Easton Way

Widening the I-270 southbound off ramp to create a two-lane exit and three approach lanes to the signalized ramp termini

Extending the southbound off ramp storage/deceleration length

Widening Easton Way west of the bridge over I-270 to add a third westbound through lane approaching the signalized I-270 southbound off ramp/Easton Way intersection

TIP Project Comments:

MTP ID: 789

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$447,600	\$ -	\$ -	\$ -	\$ -	\$447,600
	Local	\$ -	\$30,000	\$ -	\$ -	\$ -	\$ -	\$30,000
	Labor	\$ -	\$138,000	\$ -	\$ -	\$ -	\$ -	\$138,000
	Safety	\$ -	\$4,028,400	\$ -	\$ -	\$ -	\$ -	\$4,028,400
Total CO		\$ -	\$4,644,000	\$ -	\$ -	\$ -	\$ -	\$4,644,000
Total		\$ -	\$4,644,000	\$ -	\$ -	\$ -	\$ -	\$4,644,000

113744 - FRA-33-21.71 at Petzinger Rd

PID: 113744	Project Name: FRA-33-21.71 at Petzinger Rd	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Pavement (Non-Interstate NHS), Safety	STIP Type: Group
Termini: FRA US 33 at Petzinger Rd intersection				Total Project Estimate: \$17,783,784

Description:
Convert US 33 at Petzinger Rd intersection to a signalized RCUT intersection with U-Turns at Schaff Rd and reconfigure the interchange of US 33/James Rd/Winchester Pike to provide U-Turns at Winchester Pike.

TIP Project Comments:
MTP ID: 347
Bicycle and Pedestrian Components Included:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$3,997,600	\$ -	\$ -	\$ -	\$ -	\$3,997,600
	Safety	\$ -	\$8,909,100	\$ -	\$ -	\$ -	\$ -	\$8,909,100
	State	\$ -	\$1,989,300	\$ -	\$ -	\$ -	\$ -	\$1,989,300
	Labor	\$ -	\$360,500	\$ -	\$ -	\$ -	\$ -	\$360,500
Total CO		\$ -	\$15,256,500	\$ -	\$ -	\$ -	\$ -	\$15,256,500
Total		\$ -	\$15,256,500	\$ -	\$ -	\$ -	\$ -	\$15,256,500

114103 - FRA-62-8.91 Storm Sewer

PID: 114103	Project Name: FRA-62-8.91 Storm Sewer	Primary Work Category: Drainage System Maintenance	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Safety	STIP Type: Group
Termini: FRA Co; US 62 from Blue Rock Blvd to Big Run Rd East. (SLM 8.91 to 9.22)				Total Project Estimate: \$2,059,629

Description:

Replace storm sewer along US 62 from Blue Rock Blvd to Big Run Rd East. (SLM 8.91 to 9.22).

Add a southbound right turn lane on US 62 at Alkire Rd.

TIP Project Comments:

MTP ID: 205

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$355,537	\$ -	\$ -	\$ -	\$ -	\$355,537
	State	\$ -	\$220,537	\$ -	\$ -	\$ -	\$ -	\$220,537
	Labor	\$ -	\$71,200	\$ -	\$ -	\$ -	\$ -	\$71,200
	Local	\$ -	\$396,074	\$ -	\$ -	\$ -	\$ -	\$396,074
	Safety	\$ -	\$45,000	\$ -	\$ -	\$ -	\$ -	\$45,000
Total CO		\$ -	\$1,088,348	\$ -	\$ -	\$ -	\$ -	\$1,088,348
Total		\$ -	\$1,088,348	\$ -	\$ -	\$ -	\$ -	\$1,088,348

114306 - D05 Spot Paving FY2027

PID: 114306	Project Name: D05 Spot Paving FY2027	Primary Work Category: Pavement Maintenance	Sponsoring Agency: ODOT SPONSORING AGENCY	Air Quality Status: Exempt
ODOT Dist(s): 05	Locale: D05	MPO(s) / RTPO(s): Buckeye Hills, CORPO, LCATS, MORPC, OMEGA	Performance Measures:	STIP Type: Group
Termini: District 5				Total Project Estimate: \$550,000

Description:
Project for performing partial/full depth pavement repairs in D-05 in FY2027

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$100,000	\$ -	\$ -	\$ -	\$100,000
	Preservation	\$ -	\$ -	\$400,000	\$ -	\$ -	\$ -	\$400,000
	Labor	\$ -	\$ -	\$50,000	\$ -	\$ -	\$ -	\$50,000
Total CO		\$ -	\$ -	\$550,000	\$ -	\$ -	\$ -	\$550,000
Total		\$ -	\$ -	\$550,000	\$ -	\$ -	\$ -	\$550,000

114309 - D05 GR FY2027 (Ding N Dent)

PID: 114309	Project Name: D05 GR FY2027 (Ding N Dent)	Primary Work Category: Guardrail / Roadside Maintenance	Sponsoring Agency: ODOT SPONSORING AGENCY	Air Quality Status: Exempt
ODOT Dist(s): 05	Locale: D05	MPO(s) / RTPO(s): Buckeye Hills, CORPO, LCATS, MORPC, OMEGA	Performance Measures: Safety	STIP Type: Group
Termini: District 5				Total Project Estimate: \$1,337,500

Description:
Guardrail repair and maintenance contract for District 5 in FY 2027

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$87,500	\$ -	\$ -	\$ -	\$87,500
	State	\$ -	\$ -	\$1,250,000	\$ -	\$ -	\$ -	\$1,250,000
Total CO		\$ -	\$ -	\$1,337,500	\$ -	\$ -	\$ -	\$1,337,500
Total		\$ -	\$ -	\$1,337,500	\$ -	\$ -	\$ -	\$1,337,500

114779 - FRA-605-2.69

PID:
114779

Project Name:
FRA-605-2.69

ODOT Dist(s):
06

Termini:
FRA-605-2.69 over Schleppi Run

Primary Work Category:
Bridge Preservation

MPO(s) / RTPO(s):
MORPC

Sponsoring Agency:
DISTRICT 6-PLANNING

Performance Measures:

Air Quality Status:
Exempt

STIP Type:
Group

Total Project Estimate:
\$1,580,000

Description:
FRA-605-2.69; replace bridge - twin pipes

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Preservation	\$ -	\$ -	\$80,000	\$ -	\$ -	\$ -	\$80,000
	State	\$ -	\$ -	\$20,000	\$ -	\$ -	\$ -	\$20,000
Total DD		\$ -	\$ -	\$100,000	\$ -	\$ -	\$ -	\$100,000
CO	Preservation	\$ -	\$ -	\$ -	\$760,000	\$ -	\$ -	\$760,000
	State	\$ -	\$ -	\$ -	\$190,000	\$ -	\$ -	\$190,000
	Labor	\$ -	\$ -	\$ -	\$130,000	\$ -	\$ -	\$130,000
Total CO		\$ -	\$ -	\$ -	\$1,080,000	\$ -	\$ -	\$1,080,000
Total		\$ -	\$ -	\$100,000	\$1,080,000	\$ -	\$ -	\$1,180,000

114801 - FRA-CR125-7.89

PID: 114801	Project Name: FRA-CR125-7.89	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Safety	STIP Type: Group
Termini: Franklin County, Jackson Township, City of Columbus. CR125 (Frank Road) at CR142(Brown Road)/CR708 (Hardy Parkway) and CR125/TR142				Total Project Estimate: \$9,364,093

Description:
Construction of two multi-lane roundabouts on CR125 (Frank Road) at CR142(Brown Road)/CR708 (Hardy Parkway) and CR125/TR142 (Brown Road).
Local-let by Franklin County Engineer's office.
ODOT HSP funding.

TIP Project Comments:
MTP ID: 1851
Bicycle and Pedestrian Components Included: Yes, shared-use path

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$6,259,893	\$ -	\$ -	\$ -	\$ -	\$6,259,893
	Safety	\$ -	\$3,104,200	\$ -	\$ -	\$ -	\$ -	\$3,104,200
Total CO		\$ -	\$9,364,093	\$ -	\$ -	\$ -	\$ -	\$9,364,093
Total		\$ -	\$9,364,093	\$ -	\$ -	\$ -	\$ -	\$9,364,093

114880 - DEL US 23 7.41

PID: 114880	Project Name: DEL US 23 7.41	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures: Pavement (Non-Interstate NHS)	STIP Type: Group
Termini: DEL-23-7.41-10.15 (just South of Cheshire Road to the concrete pavement just South of US-42)				Total Project Estimate: \$5,083,271

Description:
General/Urban/Priority System Project:

Resurfacing project on DEL-23

Resurfacing project with minor pavement repairs, minor bridge work and upgrade guardrail as needed.

DEL-23-7.41-10.15 (just South of Cheshire Road to the concrete pavement just South of US-42)

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$ -	\$627,298	\$ -	\$627,298
	Labor	\$ -	\$ -	\$ -	\$ -	\$209,648	\$ -	\$209,648
	Preservation	\$ -	\$ -	\$ -	\$ -	\$3,898,898	\$ -	\$3,898,898
	Local	\$ -	\$ -	\$ -	\$ -	\$347,426	\$ -	\$347,426
Total CO		\$ -	\$ -	\$ -	\$ -	\$5,083,271	\$ -	\$5,083,271
Total		\$ -	\$ -	\$ -	\$ -	\$5,083,271	\$ -	\$5,083,271

114906 - FRA/DEL-71-29.29/0.00

PID: 114906	Project Name: FRA/DEL-71-29.29/0.00	Primary Work Category: Pavement Maintenance	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL, FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Pavement (Interstate)	STIP Type: Group
Termini: Paving project on FRA-71-29.29-29.90 and DEL-71-0.00-11.55				Total Project Estimate: \$26,531,986

Description:
Priority System Resurfacing project on I-71 in Franklin and Delaware County.

Asphalt Overlay with pavement repairs, guardrail upgrades as needed. Resurfacing work will also be performed on Ramps & CD lanes.

FRA-71-29.29-29.90 and DEL-71-0.00-11.55

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$2,366,544	\$ -	\$ -	\$ -	\$2,366,544
	State	\$ -	\$ -	\$2,466,544	\$ -	\$ -	\$ -	\$2,466,544
	Preservation	\$ -	\$ -	\$21,698,897	\$ -	\$ -	\$ -	\$21,698,897
Total CO		\$ -	\$ -	\$26,531,986	\$ -	\$ -	\$ -	\$26,531,986
Total		\$ -	\$ -	\$26,531,986	\$ -	\$ -	\$ -	\$26,531,986

114908 - D06 SP FY27 General

PID: 114908	Project Name: D06 SP FY27 General	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: D06	MPO(s) / RTPO(s): CORPO, MORPC, OVRDC	Performance Measures:	STIP Type: Group
Termini: Various general system routes throughout District Six				Total Project Estimate: \$1,040,000

Description:
Spot paving on various general system routes throughout District Six

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$1,000,000	\$ -	\$ -	\$ -	\$1,000,000
	Labor	\$ -	\$ -	\$40,000	\$ -	\$ -	\$ -	\$40,000
Total CO		\$ -	\$ -	\$1,040,000	\$ -	\$ -	\$ -	\$1,040,000
Total		\$ -	\$ -	\$1,040,000	\$ -	\$ -	\$ -	\$1,040,000

115179 - FRA-161-8.08

PID: 115179	Project Name: FRA-161-8.08	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: Franklin County TID	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: CMAQ, Safety	STIP Type: Individual
Termini: Franklin County. SR 161 (from Answorth Dr to Strathaven Dr incl. Linworth intersection) and safety improvements at Bellbrook Pl				Total Project Estimate: \$15,382,165

Description:

161/Linworth: Intersection improvement to reduce the severe congestion and long queues experienced by vehicles and add pedestrian/multi-use facilities.

161/Bellbrook Place: extend sidewalk, install high visibility crosswalks and ramps, and install RRFB with crosswalk lighting at 161. (formerly PID 122351)

The improvements will be maintained by ODOT, Columbus and Worthington after construction. The local funding share may be provided by several partners on this project: ODOT, Cities of Columbus and Worthington, Perry Township, the Franklin County Engineer, and the Franklin County Transportation Improvement District.

Previous corridor study PID101775.

TIP Project Comments:

MTP ID: 1119 186

Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side

Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	MPO CMAQ	\$ -	\$ -	\$4,800,000	\$ -	\$ -	\$ -	\$4,800,000
	Local	\$ -	\$ -	\$1,200,000	\$ -	\$ -	\$ -	\$1,200,000
Total RW		\$ -	\$ -	\$6,000,000	\$ -	\$ -	\$ -	\$6,000,000
Total		\$ -	\$ -	\$6,000,000	\$ -	\$ -	\$ -	\$6,000,000

115180 - DEL-257-4.89

PID: 115180 Project Name: DEL-257-4.89 Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: DEL, MAR MPO(s) / RTPO(s): CORPO, MORPC Performance Measures: STIP Type: Group

Termini: DEL-257-4.89 Total Project Estimate: \$39,371

Description:
Culvert invert repair of DEL-257-4.89

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$ -	\$2,115	\$ -	\$2,115
	State	\$ -	\$ -	\$ -	\$ -	\$21,256	\$ -	\$21,256
Total CO		\$ -	\$ -	\$ -	\$ -	\$23,371	\$ -	\$23,371
Total		\$ -	\$ -	\$ -	\$ -	\$23,371	\$ -	\$23,371

115265 - FRA-33-3.79 (over Scioto River)

PID: 115265 Project Name: FRA-33-3.79 (over Scioto River) Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: FRA MPO(s) / RTPO(s): MORPC Performance Measures: Bridge (NHS) STIP Type: Group

Termini: FRA-33-3.79 over the Scioto River Total Project Estimate: \$13,200,595

Description:
Rehab structure FRA-33-0379 (SFN 2501171) over the Scioto River to include new wearing surface & extensive substructure patching.

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$1,000,000	\$ -	\$ -	\$1,000,000
	Preservation	\$ -	\$ -	\$ -	\$8,231,034	\$ -	\$ -	\$8,231,034
	State	\$ -	\$ -	\$ -	\$2,057,758	\$ -	\$ -	\$2,057,758
Total CO		\$ -	\$ -	\$ -	\$11,288,792	\$ -	\$ -	\$11,288,792
Total		\$ -	\$ -	\$ -	\$11,288,792	\$ -	\$ -	\$11,288,792

115411 - FRA-East Cooke Rd Reconstruction

PID: 115411	Project Name: FRA-East Cooke Rd Reconstruction	Primary Work Category: Roadway Major Rehab	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Individual
Termini: East Cooke Rd from Karl Rd to Cleveland Ave				Total Project Estimate: \$9,202,061

Description:
Reconstruct E Cooke Rd. Project includes pedestrian safety improvements, storm storm upgrades and highway lighting.

East Cooke Rd from Karl Rd to Cleveland Ave

TIP Project Comments:
MTP ID: 425 and 186
Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side
Additional Project Information: This project includes a commitment of MORPC-Attributable Funding. This project includes a commitment of COTA TSI Funding. (CO: \$672,755)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO STBG	\$ -	\$3,557,985	\$ -	\$ -	\$ -	\$ -	\$3,557,985
	Local	\$ -	\$4,544,076	\$ -	\$ -	\$ -	\$ -	\$4,544,076
Total CO		\$ -	\$8,102,061	\$ -	\$ -	\$ -	\$ -	\$8,102,061
Total		\$ -	\$8,102,061	\$ -	\$ -	\$ -	\$ -	\$8,102,061

115566 - DEL-TR114-1.93 (Orange Road)

PID: 115566	Project Name: DEL-TR114-1.93 (Orange Road)	Primary Work Category: Railroad Grade Separation	Sponsoring Agency: DELAWARE COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures: PHED	STIP Type: Individual
Termini: ORANGE TWP., DEL TR124 (Home Road) at CSX Railroad crossing				Total Project Estimate: \$68,683,194

Description:
Construct a grade separation of TR114 (Orange Road) and the Norfolk Southern/CSX railroad.
Construction funded by MORPC federal STBG.

TIP Project Comments:
MTP ID: 2105
Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side
Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$32,190,879	\$ -	\$ -	\$ -	\$32,190,879
	Discretionary / Earmark	\$5,000,000	\$ -	\$21,000,000	\$ -	\$ -	\$ -	\$26,000,000
	MPO STBG	\$ -	\$ -	\$8,387,599	\$ -	\$ -	\$ -	\$8,387,599
	Labor	\$ -	\$ -	\$2,104,716	\$ -	\$ -	\$ -	\$2,104,716
Total CO		\$5,000,000	\$ -	\$63,683,194	\$ -	\$ -	\$ -	\$68,683,194
Total		\$5,000,000	\$ -	\$63,683,194	\$ -	\$ -	\$ -	\$68,683,194

115646 - FRA SR 16 9.27

PID: 115646	Project Name: FRA SR 16 9.27	Primary Work Category: Add Through Lane(s)	Sponsoring Agency: Columbus, City of	Air Quality Status: Non-Exempt (Analyzed)
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Pavement (Non-Interstate NHS), PHED, Safety, TTRI (Non-Interstate NHS)	STIP Type: Individual

Termini:	Total Project
Columbus. SR16 (East Broad Street) from Outerbelt Street to Reynoldsburg-New Albany Road.	Estimate:
	\$26,032,432

Description:

Columbus. SR16 (East Broad Street) from Outerbelt Street to Reynoldsburg-New Albany Road. Major widening from four to six lanes including intersection improvements. Work to include signal modifications at four locations, addition/extension of turn lanes at various intersections, median additions and/or revised drive configurations for access management, construction of SUP on one side and sidewalk on other side, and lighting improvements.

Local-let by City of Columbus.

TIP Project Comments:

MTP ID: 1786

Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side

Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$14,736,414	\$ -	\$ -	\$ -	\$14,736,414
	MPO STBG	\$ -	\$ -	\$9,256,018	\$ -	\$ -	\$ -	\$9,256,018
Total CO		\$ -	\$ -	\$23,992,432	\$ -	\$ -	\$ -	\$23,992,432
Total		\$ -	\$ -	\$23,992,432	\$ -	\$ -	\$ -	\$23,992,432

115768 - FRA-Sancus Blvd Upgrade

PID: 115768	Project Name: FRA-Sancus Blvd Upgrade	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: CMAQ	STIP Type: Individual
Termini: Columbus. Sancus Blvd from 100' south of Worthington Woods Blvd to 1,000' south Lazelle Rd				Total Project Estimate: \$15,836,366

Description:
Minor widening and pavement rehab from 2 to 3 lanes on Sancus Blvd from Worthington Woods Blvd to Park Rd.
Rehab of Sancus Blvd. from Park Rd. to Lazelle Rd, including multi-use path and sidewalk.
New traffic signals, street lighting, and new storm sewer.

TIP Project Comments:
MTP ID: 1809 and 186
Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side
Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$3,320,329	\$ -	\$ -	\$ -	\$3,320,329
	MPO CMAQ	\$ -	\$ -	\$10,345,949	\$ -	\$ -	\$ -	\$10,345,949
Total CO		\$ -	\$ -	\$13,666,278	\$ -	\$ -	\$ -	\$13,666,278
RW	Local	\$ -	\$788,318	\$ -	\$ -	\$ -	\$ -	\$788,318
	MPO CMAQ	\$ -	\$1,381,770	\$ -	\$ -	\$ -	\$ -	\$1,381,770
Total RW		\$ -	\$2,170,088	\$ -	\$ -	\$ -	\$ -	\$2,170,088
Total		\$ -	\$2,170,088	\$13,666,278	\$ -	\$ -	\$ -	\$15,836,366

115792 - FRA-CR122-0.00 (Alum Creek Dr)

PID: 115792	Project Name: FRA-CR122-0.00 (Alum Creek Dr)	Primary Work Category: Add Through Lane(s)	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Non-Exempt (Analyzed)
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Bridge (NHS), Pavement (Non-Interstate NHS), PHED, TTRI (Non-Interstate NHS)	STIP Type: Individual
Termini: Franklin County				Total Project Estimate: \$61,156,890

Description:
Major Rehab/Widening of Alum Creek Drive

TIP Project Comments:
MTP ID: 1182
Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side
Additional Project Information: This project includes a commitment of MORPC-Attributable Funding. This project includes a commitment of COTA TSI Funding. (Phase CO: \$2,995,500)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$40,882,199	\$ -	\$ -	\$40,882,199
	Discretionary / Earmark	\$ -	\$ -	\$ -	\$4,141,538	\$ -	\$ -	\$4,141,538
	MPO STBG	\$ -	\$ -	\$ -	\$10,158,463	\$ -	\$ -	\$10,158,463
Total CO		\$ -	\$ -	\$ -	\$55,182,200	\$ -	\$ -	\$55,182,200
Total		\$ -	\$ -	\$ -	\$55,182,200	\$ -	\$ -	\$55,182,200

115797 - FRA-161 (Ambleside/Maple Canyon)

PID: 115797	Project Name: FRA-161 (Ambleside/Maple Canyon)	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPPO(s): MORPC	Performance Measures: Safety	STIP Type: Individual
Termini: FRA SR 161 at Parkville/Spring Run				Total Project Estimate: \$19,734,014

Description:
Intersection improvements to increase safety and reduce congestion at SR161 at Tamarack Blvd./Sharon Woods Blvd. and Beechcroft Rd. by constructing roundabouts just north/south of Service Road(s). Also includes construction of a SUP from Satinwood/Ambleside Dr. to Maple Canyon.

TIP Project Comments:
MTP ID: 2183, 1728, 185, and 2024
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO STBG	\$ -	\$11,684,989	\$ -	\$ -	\$ -	\$ -	\$11,684,989
	Safety	\$ -	\$2,500,000	\$ -	\$ -	\$ -	\$ -	\$2,500,000
	Local	\$ -	\$3,199,025	\$ -	\$ -	\$ -	\$ -	\$3,199,025
Total CO		\$ -	\$17,384,014	\$ -	\$ -	\$ -	\$ -	\$17,384,014
Total		\$ -	\$17,384,014	\$ -	\$ -	\$ -	\$ -	\$17,384,014

116028 - D05 UBI FY 2028

PID: 116028	Project Name: D05 UBI FY 2028	Primary Work Category: Asset Inventory / Inspection	Sponsoring Agency: ODOT SPONSORING AGENCY	Air Quality Status: Exempt
ODOT Dist(s): 05	Locale: D05	MPO(s) / RTPO(s): Buckeye Hills, CORPO, LCATS, MORPC, OMEGA	Performance Measures:	STIP Type: Group
Termini: District wide				Total Project Estimate: \$400,000

Description:
FY 2028 Underwater Bridge Inspection (required every five years) for NBIS compliance. Inspection task will also include three (3) culverts and one (1) retaining wall.

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	State	\$ -	\$ -	\$ -	\$400,000	\$ -	\$ -	\$400,000
Total OTH		\$ -	\$ -	\$ -	\$400,000	\$ -	\$ -	\$400,000
Total		\$ -	\$ -	\$ -	\$400,000	\$ -	\$ -	\$400,000

116029 - D05 Spot Paving FY2028

PID: 116029	Project Name: D05 Spot Paving FY2028	Primary Work Category: Pavement Maintenance	Sponsoring Agency: ODOT SPONSORING AGENCY	Air Quality Status: Exempt
ODOT Dist(s): 05	Locale: D05	MPO(s) / RTPO(s): Buckeye Hills, CORPO, LCATS, MORPC, OMEGA	Performance Measures:	STIP Type: Group
Termini: District 5				Total Project Estimate: \$550,000

Description:
Project for performing partial/full depth pavement repairs in D-05 in FY2028

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$50,000	\$ -	\$ -	\$50,000
	Preservation	\$ -	\$ -	\$ -	\$400,000	\$ -	\$ -	\$400,000
	State	\$ -	\$ -	\$ -	\$100,000	\$ -	\$ -	\$100,000
Total CO		\$ -	\$ -	\$ -	\$550,000	\$ -	\$ -	\$550,000
Total		\$ -	\$ -	\$ -	\$550,000	\$ -	\$ -	\$550,000

116030 - D05 GR FY2028 (Ding N Dent)

PID: 116030 Project Name: D05 GR FY2028 (Ding N Dent) Primary Work Category: Guardrail / Roadside Maintenance Sponsoring Agency: ODOT SPONSORING AGENCY Air Quality Status: Exempt

ODOT Dist(s): 05 Locale: D05 MPO(s) / RTPO(s): Buckeye Hills, CORPO, LCATS, MORPC, OMEGA Performance Measures: Safety STIP Type: Group

Termini: District 5 Total Project Estimate: \$1,337,500

Description: Guardrail repair and maintenance contract for District 5 in FY 2028

TIP Project Comments:

MTP ID: 205

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$1,250,000	\$ -	\$ -	\$1,250,000
	Labor	\$ -	\$ -	\$ -	\$87,500	\$ -	\$ -	\$87,500
Total CO		\$ -	\$ -	\$ -	\$1,337,500	\$ -	\$ -	\$1,337,500
Total		\$ -	\$ -	\$ -	\$1,337,500	\$ -	\$ -	\$1,337,500

116115 - UNI-CR1-3.26

PID: 116115 Project Name: UNI-CR1-3.26 Primary Work Category: Roadway Minor Rehab Sponsoring Agency: UNION COUNTY ENGINEER Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: UNI MPO(s) / RTPO(s): CORPO, MORPC Performance Measures: STIP Type: Group

Termini: UNI CR1 from 3.26 to 8.39. Total Project Estimate: \$1,170,000

Description: UNI CR1 from 3.26 to 8.39. Mill and resurface including safety edge, raised pavement markers, upgrade guardrail/end treatments and berm.

TIP Project Comments:

MTP ID: 205

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local Programs	\$ -	\$ -	\$936,000	\$ -	\$ -	\$ -	\$936,000
	Local	\$ -	\$ -	\$234,000	\$ -	\$ -	\$ -	\$234,000
Total CO		\$ -	\$ -	\$1,170,000	\$ -	\$ -	\$ -	\$1,170,000
Total		\$ -	\$ -	\$1,170,000	\$ -	\$ -	\$ -	\$1,170,000

116359 - FRA SR 665 5.18 (at Lambert Rd)

PID: 116359	Project Name: FRA SR 665 5.18 (at Lambert Rd)	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Safety	STIP Type: Group
Termini: FRA SR 665 at Lambert Rd. (CR 291)				Total Project Estimate: \$3,644,461

Description:
Reduce accidents and congestion by constructing a roundabout at the intersection of FRA SR 665 and Lambert Rd. (CR 291)

TIP Project Comments:
MTP ID: 185
Bicycle and Pedestrian Components Included:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Safety	\$ -	\$ -	\$2,186,100	\$ -	\$ -	\$ -	\$2,186,100
	Labor	\$ -	\$ -	\$105,000	\$ -	\$ -	\$ -	\$105,000
	State	\$ -	\$ -	\$242,900	\$ -	\$ -	\$ -	\$242,900
Total CO		\$ -	\$ -	\$2,534,000	\$ -	\$ -	\$ -	\$2,534,000
Total		\$ -	\$ -	\$2,534,000	\$ -	\$ -	\$ -	\$2,534,000

116581 - FRA-270-22.65 Abutment Repair

PID: 116581 Project Name: FRA-270-22.65 Abutment Repair Primary Work Category: Bridge Preservation Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: FRA MPO(s) / RTPO(s): MORPC Performance Measures: Bridge (NHS) STIP Type: Group

Termini: FRA-270-22.65: IR 270 over 270 WB to SR 315 SB ramp Total Project Estimate: \$550,000

Description: FRA-270-22.65 repair rear and forward abutments

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$ -	\$450,000	\$ -	\$ -	\$450,000
	Labor	\$ -	\$ -	\$ -	\$50,000	\$ -	\$ -	\$50,000
	State	\$ -	\$ -	\$ -	\$50,000	\$ -	\$ -	\$50,000
Total CO		\$ -	\$ -	\$ -	\$550,000	\$ -	\$ -	\$550,000
Total		\$ -	\$ -	\$ -	\$550,000	\$ -	\$ -	\$550,000

116712 - D06 Crackseal PPM FY28

PID: 116712 Project Name: D06 Crackseal PPM FY28 Primary Work Category: Pavement Maintenance Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: D06 MPO(s) / RTPO(s): CORPO, MORPC, OVRDC Performance Measures: STIP Type: Group

Termini: Various routes in District Six Total Project Estimate: \$620,000

Description: D6 preventive maintenance cracksealing project for FY28

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$600,000	\$ -	\$ -	\$600,000
	Labor	\$ -	\$ -	\$ -	\$20,000	\$ -	\$ -	\$20,000
Total CO		\$ -	\$ -	\$ -	\$620,000	\$ -	\$ -	\$620,000
Total		\$ -	\$ -	\$ -	\$620,000	\$ -	\$ -	\$620,000

116713 - D06 SP FY28 Priority

PID: 116713 Project Name: D06 SP FY28 Priority Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: D06 MPO(s) / RTPO(s): MORPC Performance Measures: STIP Type: Group

Termini: Various locations in D6 - to be determined

Total Project Estimate: \$2,080,000

Description:
Spot paving repairs on priority system FY28

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$80,000	\$ -	\$ -	\$80,000
	State	\$ -	\$ -	\$ -	\$2,000,000	\$ -	\$ -	\$2,000,000
Total CO		\$ -	\$ -	\$ -	\$2,080,000	\$ -	\$ -	\$2,080,000
Total		\$ -	\$ -	\$ -	\$2,080,000	\$ -	\$ -	\$2,080,000

116718 - D06 SP FY28 Concrete

PID: 116718 Project Name: D06 SP FY28 Concrete Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: D06 MPO(s) / RTPO(s): MORPC Performance Measures: STIP Type: Group

Termini: Various routes throughout District Six

Total Project Estimate: \$2,080,000

Description:
Spot concrete slab repair on various routes throughout District Six

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$2,080,000	\$ -	\$ -	\$2,080,000
Total CO		\$ -	\$ -	\$ -	\$2,080,000	\$ -	\$ -	\$2,080,000
Total		\$ -	\$ -	\$ -	\$2,080,000	\$ -	\$ -	\$2,080,000

116719 - D06 SP FY28 General

PID: 116719	Project Name: D06 SP FY28 General	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: D06	MPO(s) / RTPO(s): CORPO, MORPC, OVRDC	Performance Measures:	STIP Type: Group
Termini: Various general system routes throughout District Six				Total Project Estimate: \$1,040,000

Description:
Spot paving on various general system routes throughout District Six

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$40,000	\$ -	\$ -	\$40,000
	State	\$ -	\$ -	\$ -	\$1,000,000	\$ -	\$ -	\$1,000,000
Total CO		\$ -	\$ -	\$ -	\$1,040,000	\$ -	\$ -	\$1,040,000
Total		\$ -	\$ -	\$ -	\$1,040,000	\$ -	\$ -	\$1,040,000

116745 - DEL-71-5.751

PID:
116745

Project Name:
DEL-71-5.751

ODOT Dist(s):
06

Termini:
DEL-71-5.751 (Just North of Plumb Road)

Primary Work Category:
Bridge / Culvert Maintenance

MPO(s) / RTPO(s):
MORPC

Description:
Culvert maintenance with slip liner

DEL-71-5.751 (Just North of Plumb Road)

Sponsoring Agency:
DISTRICT 6-ENGINEERING

Performance Measures:

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

Air Quality Status:
Exempt

STIP Type:
Group

Total Project Estimate:
\$572,000

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$22,000	\$ -	\$ -	\$ -	\$22,000
	State	\$ -	\$ -	\$55,000	\$ -	\$ -	\$ -	\$55,000
	Preservation	\$ -	\$ -	\$495,000	\$ -	\$ -	\$ -	\$495,000
Total CO		\$ -	\$ -	\$572,000	\$ -	\$ -	\$ -	\$572,000
Total		\$ -	\$ -	\$572,000	\$ -	\$ -	\$ -	\$572,000

116748 - FRA-71-28.865

PID: 116748	Project Name: FRA-71-28.865	Primary Work Category: Bridge / Culvert Maintenance	Sponsoring Agency: DISTRICT 6-ENGINEERING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: FRA-71-28.865 (Just North of the IR-270 interchange)				Total Project Estimate: \$572,000

Description:
Culvert rehab with spray liner

FRA-71-28.865 (Just North of the IR-270 interchange)

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$55,000	\$ -	\$ -	\$55,000
	Labor	\$ -	\$ -	\$ -	\$22,000	\$ -	\$ -	\$22,000
	Preservation	\$ -	\$ -	\$ -	\$495,000	\$ -	\$ -	\$495,000
Total CO		\$ -	\$ -	\$ -	\$572,000	\$ -	\$ -	\$572,000
Total		\$ -	\$ -	\$ -	\$572,000	\$ -	\$ -	\$572,000

116752 - FRA-71-1.1 Drainage

PID: 116752	Project Name: FRA-71-1.1 Drainage	Primary Work Category: Drainage System Maintenance	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: FRA-71-1.1 to 1.45				Total Project Estimate: \$156,000

Description:
Darby Creek Levee - Maintenance and Rehab

Levee installed for Darby creek south to old rest area, needs trees removed, ditch cleanout, Levee corrections and access over ditch so maintenance can maintain
FRA-71-1.1 to 1.45

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$124,800	\$ -	\$ -	\$ -	\$124,800
	State	\$ -	\$ -	\$31,200	\$ -	\$ -	\$ -	\$31,200
Total CO		\$ -	\$ -	\$156,000	\$ -	\$ -	\$ -	\$156,000
Total		\$ -	\$ -	\$156,000	\$ -	\$ -	\$ -	\$156,000

116755 - DEL-71-9.824

PID:
116755

Project Name:
DEL-71-9.824

Primary Work Category:
Bridge / Culvert Maintenance

Sponsoring Agency:
DISTRICT 6-ENGINEERING

Air Quality Status:
Exempt

ODOT Dist(s):
06

Locale:
DEL

MPO(s) / RTPO(s):
MORPC

Performance Measures:

STIP Type:
Group

Termini:
DEL-71-9.824 (Just North of 36/37 interchange)

Total Project Estimate:
\$572,000

Description:
Culvert replacement project

DEL-71-9.824 (Just North of 36/37 interchange)

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$ -	\$22,000	\$ -	\$22,000
	State	\$ -	\$ -	\$ -	\$ -	\$55,000	\$ -	\$55,000
	Preservation	\$ -	\$ -	\$ -	\$ -	\$495,000	\$ -	\$495,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$572,000	\$ -	\$572,000
Total		\$ -	\$ -	\$ -	\$ -	\$572,000	\$ -	\$572,000

116785 - FRA-Sunbury Rd-Big Walnut Trail

PID: 116785	Project Name: FRA-Sunbury Rd-Big Walnut Trail	Primary Work Category: Bike Facility	Sponsoring Agency: Columbus City Parks & Rec	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Non-SOV	STIP Type: Individual
Termini: Sunbury Road Big Walnut Trail				Total Project Estimate: \$12,020,424

Description:
Construct a dedicated 2.5 mile shared use path along Big Walnut Creek from Turtle Station Way to Mt. Hood Court (Alum Creek Trail). This includes stream crossing, linkage to the west side of Big Walnut Creek to Shady Blossom Lane.
MORPC TAP funds.
Local-let and administered by City of Columbus Parks and Recreation Department.

TIP Project Comments:
MTP ID: 294
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO TA	\$ -	\$7,092,344	\$ -	\$ -	\$ -	\$ -	\$7,092,344
	Local	\$ -	\$4,928,080	\$ -	\$ -	\$ -	\$ -	\$4,928,080
Total CO		\$ -	\$12,020,424	\$ -	\$ -	\$ -	\$ -	\$12,020,424
Total		\$ -	\$12,020,424	\$ -	\$ -	\$ -	\$ -	\$12,020,424

116793 - FRA-665-6.43

PID:
116793

Project Name:
FRA-665-6.43

ODOT Dist(s):
06

Termini:
FRA-665-6.43

Primary Work Category:
Culvert Preservation

MPO(s) / RTPO(s):
MORPC

Sponsoring Agency:
DISTRICT 6-PLANNING

Performance Measures:

Air Quality Status:
Exempt

STIP Type:
Group

Total Project Estimate:
\$660,000

Description:
Culvert and Storm Sewer work on FRA-665

Storm Sewer upgrades and Culvert Rehab
(There is the potential for temporary R/W)

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$60,000	\$ -	\$ -	\$60,000
	PROTECT	\$ -	\$ -	\$ -	\$480,000	\$ -	\$ -	\$480,000
	State	\$ -	\$ -	\$ -	\$120,000	\$ -	\$ -	\$120,000
Total CO		\$ -	\$ -	\$ -	\$660,000	\$ -	\$ -	\$660,000
Total		\$ -	\$ -	\$ -	\$660,000	\$ -	\$ -	\$660,000

116876 - MAD-CR7-9.85

PID: 116876	Project Name: MAD-CR7-9.85	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: MADISON COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: MAD	MPO(s) / RTPO(s): CORPO, MORPC	Performance Measures: Safety	STIP Type: Group
Termini: MAD CR7 at CR30/CR34				Total Project Estimate: \$2,961,495

Description:
Construct a roundabout at the intersection of CR7 (Plain City-Georgesville Road)/CR30 (Converse Huff Road)/CR 34 (Cemetery Pike).
CEAO HSP funds in CONS phase.
Local-let by Madison County Engineer's office.

TIP Project Comments:
MTP ID: 185
Bicycle and Pedestrian Components Included: No

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local Programs	\$ -	\$ -	\$1,319,720	\$ -	\$ -	\$ -	\$1,319,720
	Local	\$ -	\$ -	\$1,641,775	\$ -	\$ -	\$ -	\$1,641,775
Total CO		\$ -	\$ -	\$2,961,495	\$ -	\$ -	\$ -	\$2,961,495
Total		\$ -	\$ -	\$2,961,495	\$ -	\$ -	\$ -	\$2,961,495

117187 - FRA IR 670 3.29 (Fence)

PID: 117187	Project Name: FRA IR 670 3.29 (Fence)	Primary Work Category: Fencing	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: FRA-IR 670 from west of Park St to east of High St (SLM 3.29 to 3.67)				Total Project Estimate: \$2,164,500

Description:
Replace decorative fence with vandal protective fence, repair concrete barriers

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$1,350,000	\$ -	\$ -	\$ -	\$1,350,000
	Labor	\$ -	\$ -	\$129,500	\$ -	\$ -	\$ -	\$129,500
	Local	\$ -	\$ -	\$350,000	\$ -	\$ -	\$ -	\$350,000
	State	\$ -	\$ -	\$150,000	\$ -	\$ -	\$ -	\$150,000
Total CO		\$ -	\$ -	\$1,979,500	\$ -	\$ -	\$ -	\$1,979,500
Total		\$ -	\$ -	\$1,979,500	\$ -	\$ -	\$ -	\$1,979,500

117425 - FRA-CR171-0.00 (Innis Sidewalks)

PID: 117425	Project Name: FRA-CR171-0.00 (Innis Sidewalks)	Primary Work Category: Pedestrian Facilities	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Non-SOV, Safety	STIP Type: Group
Termini: Clinton Township; Innis Rd (CR 171) from Cleveland Ave to Westerville Rd.				Total Project Estimate: \$969,329

Description:
HSIP Systemic safety funded project to fill the sidewalk gap, installing a pedestrian crossing near the transit stop, and reducing the number of lanes along and on Innis Rd. between Cleveland Ave. and Westerville Rd. in Franklin County.

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, sidewalk on both sides

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$88,121	\$ -	\$ -	\$ -	\$ -	\$88,121
	Safety	\$ -	\$881,208	\$ -	\$ -	\$ -	\$ -	\$881,208
Total CO		\$ -	\$969,329	\$ -	\$ -	\$ -	\$ -	\$969,329
Total		\$ -	\$969,329	\$ -	\$ -	\$ -	\$ -	\$969,329

117479 - FRA-SRTS Sunbury/Agler

PID: 117479	Project Name: FRA-SRTS Sunbury/Agler	Primary Work Category: Pedestrian Facilities	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Non-SOV, Safety	STIP Type: Group
Termini: Sunbury Rd from Agler Rd to Existing North Sidewalk and Cassady from Agler Rd to Existing North Sidewalks				Total Project Estimate: \$440,000

Description:
Sidewalk installed along the east side of Sunbury Rd from Agler Rd to the existing sidewalk to the north and on both the east and west sides of N Cassady Ave from Agler Rd to the existing sidewalks to the north. Path will be installed along the south side of Agler Rd from Sunbury Rd to the existing SUP to the east.

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, sidewalk and/or shared-use path, multiple locations

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Safety	\$ -	\$400,000	\$ -	\$ -	\$ -	\$ -	\$400,000
	Local	\$40,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$40,000
Total CO		\$40,000	\$400,000	\$ -	\$ -	\$ -	\$ -	\$440,000
Total		\$40,000	\$400,000	\$ -	\$ -	\$ -	\$ -	\$440,000

118575 - D05 Spot Paving FY2029

PID: 118575	Project Name: D05 Spot Paving FY2029	Primary Work Category: Pavement Maintenance	Sponsoring Agency: ODOT SPONSORING AGENCY	Air Quality Status: Exempt
ODOT Dist(s): 05	Locale: D05	MPO(s) / RTPO(s): Buckeye Hills, CORPO, LCATS, MORPC, OMEGA	Performance Measures:	STIP Type: Group
Termini: District 5				Total Project Estimate: \$550,000

Description:
Project for performing partial/full depth pavement repairs in D-05 in FY2029

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$ -	\$100,000	\$ -	\$100,000
	Preservation	\$ -	\$ -	\$ -	\$ -	\$400,000	\$ -	\$400,000
	Labor	\$ -	\$ -	\$ -	\$ -	\$50,000	\$ -	\$50,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$550,000	\$ -	\$550,000
Total		\$ -	\$ -	\$ -	\$ -	\$550,000	\$ -	\$550,000

118577 - D05 GR FY2029 (Ding & Dent)

PID: 118577	Project Name: D05 GR FY2029 (Ding & Dent)	Primary Work Category: Guardrail / Roadside Maintenance	Sponsoring Agency: ODOT SPONSORING AGENCY	Air Quality Status: Exempt
ODOT Dist(s): 05	Locale: D05	MPO(s) / RTPO(s): Buckeye Hills, CORPO, LCATS, MORPC, OMEGA	Performance Measures: Safety	STIP Type: Group
Termini: District 5				Total Project Estimate: \$1,337,500

Description:
Guardrail repair and maintenance contract for District 5 in FY 2029

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$ -	\$87,500	\$ -	\$87,500
	State	\$ -	\$ -	\$ -	\$ -	\$1,250,000	\$ -	\$1,250,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$1,337,500	\$ -	\$1,337,500
Total		\$ -	\$ -	\$ -	\$ -	\$1,337,500	\$ -	\$1,337,500

118621 - FAI US 33 00.00

PID: 118621	Project Name: FAI US 33 00.00	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: ODOT SPONSORING AGENCY	Air Quality Status: Exempt
ODOT Dist(s): 05	Locale: FAI	MPO(s) / RTPO(s): MORPC	Performance Measures: Pavement (Non-Interstate NHS)	STIP Type: Group
Termini: Fai-33: Fai/Fra County line to 0.1 miles NW of Pleasantville/Lockville Road intersection.				Total Project Estimate: \$4,103,584

Description:
Resurfacing and related work of a portion of US 33 in Fairfield County.

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$779,622	\$ -	\$ -	\$779,622
	Preservation	\$ -	\$ -	\$ -	\$3,118,488	\$ -	\$ -	\$3,118,488
	Labor	\$ -	\$ -	\$ -	\$200,474	\$ -	\$ -	\$200,474
Total CO		\$ -	\$ -	\$ -	\$4,098,584	\$ -	\$ -	\$4,098,584
ENV	Labor	\$ -	\$ -	\$ -	\$5,000	\$ -	\$ -	\$5,000
Total ENV		\$ -	\$ -	\$ -	\$5,000	\$ -	\$ -	\$5,000
Total		\$ -	\$ -	\$ -	\$4,103,584	\$ -	\$ -	\$4,103,584

119029 - FRA-710-2.05/3.70, MRW-95-3.14

PID: 119029	Project Name: FRA-710-2.05/3.70, MRW-95-3.14	Primary Work Category: Bridge Preservation	Sponsoring Agency: DISTRICT 6-BRIDGES	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA, MRW	MPO(s) / RTPO(s): CORPO, MORPC	Performance Measures: Bridge (NHS)	STIP Type: Group
Termini: FRA-710-2.059 & 3.70 & MRW-95-3.148				Total Project Estimate: \$4,240,000

Description:
Structure replacement:
FRA-710-2.059 (SFN: 2517450)
FRA-710-3.70 (SFN: 2517485)
MRW-95-3.148 (SFN: 5901928)

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Preservation	\$102,386	\$57,614	\$ -	\$ -	\$ -	\$ -	\$160,000
	State	\$25,597	\$14,403	\$ -	\$ -	\$ -	\$ -	\$40,000
Total DD		\$127,983	\$72,017	\$ -	\$ -	\$ -	\$ -	\$200,000
Total		\$127,983	\$72,017	\$ -	\$ -	\$ -	\$ -	\$200,000

119034 - DEL SR 37 6.50

PID: 119034	Project Name: DEL SR 37 6.50	Primary Work Category: Culvert Preservation	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: DEL-37-6.50-6.73				Total Project Estimate: \$660,000

Description:
Culvert and storm sewer upgrade on DEL-37

Storm Sewer upgrades and Culvert Rehab:
DEL-37-6.50-6.73

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$120,000	\$ -	\$ -	\$ -	\$120,000
	Labor	\$ -	\$ -	\$60,000	\$ -	\$ -	\$ -	\$60,000
	PROTECT	\$ -	\$ -	\$480,000	\$ -	\$ -	\$ -	\$480,000
Total CO		\$ -	\$ -	\$660,000	\$ -	\$ -	\$ -	\$660,000
Total		\$ -	\$ -	\$660,000	\$ -	\$ -	\$ -	\$660,000

119042 - FRA US 62 4.90

PID: 119042	Project Name: FRA US 62 4.90	Primary Work Category: Culvert Preservation	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: FRA-62-4.90-5.01				Total Project Estimate: \$361,000

Description:
Culvert and storm sewer work on FRA-62

Storm sewer upgrades and culvert rehab

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$20,000	\$ -	\$ -	\$ -	\$20,000
	PROTECT	\$ -	\$ -	\$306,900	\$ -	\$ -	\$ -	\$306,900
	State	\$ -	\$ -	\$34,100	\$ -	\$ -	\$ -	\$34,100
Total CO		\$ -	\$ -	\$361,000	\$ -	\$ -	\$ -	\$361,000
Total		\$ -	\$ -	\$361,000	\$ -	\$ -	\$ -	\$361,000

119249 - DEL-23-0.00

PID:
119249

Project Name:
DEL-23-0.00

ODOT Dist(s):
06

Termini:
DEL-23-0.00-7.32

Primary Work Category:
Roadway Minor Rehab

MPO(s) / RTPO(s):
MORPC

Sponsoring Agency:
DISTRICT 6-PLANNING

Performance Measures:
Pavement (Non-Interstate NHS)

Air Quality Status:
Exempt

STIP Type:
Group

Total Project Estimate:
\$6,699,202

Description:
Pavement maintenance and guardrail improvements in Delaware County on US 23.

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$ -	\$5,153,232	\$ -	\$ -	\$5,153,232
	State	\$ -	\$ -	\$ -	\$1,288,308	\$ -	\$ -	\$1,288,308
	Labor	\$ -	\$ -	\$ -	\$257,662	\$ -	\$ -	\$257,662
Total CO		\$ -	\$ -	\$ -	\$6,699,202	\$ -	\$ -	\$6,699,202
Total		\$ -	\$ -	\$ -	\$6,699,202	\$ -	\$ -	\$6,699,202

119251 - DEL/MRW-SR 521/VAR-1.9/VAR

PID: 119251	Project Name: DEL/MRW-SR 521/VAR-1.9/VAR	Primary Work Category: Pavement Maintenance	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Pavement maintenance in Delaware County on SR 521, SR3, SR 37, SR 203, and in Morrow County on SR 656.				Total Project Estimate: \$6,809,751

Description:
Pavement maintenance in Delaware County on SR 521, SR3, SR 37, SR 203, and in Morrow County on SR 656.

Resurfacing and guardrail improvements in Delaware County at the following locations:
DEL-3-1.38-7.657, DEL-521-1.944-7.282, DEL-37-6.88-7.529, DEL-203-0-0.03

Resurfacing and guardrail improvements in Morrow County at the following location:
MRW-656-0-4.873

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$1,228,400	\$ -	\$ -	\$ -	\$1,228,400
	Preservation	\$ -	\$ -	\$4,913,600	\$ -	\$ -	\$ -	\$4,913,600
	Labor	\$ -	\$ -	\$667,751	\$ -	\$ -	\$ -	\$667,751
Total CO		\$ -	\$ -	\$6,809,751	\$ -	\$ -	\$ -	\$6,809,751
Total		\$ -	\$ -	\$6,809,751	\$ -	\$ -	\$ -	\$6,809,751

119280 - FRA-710-2.06

PID: 119280	Project Name: FRA-710-2.06	Primary Work Category: Bridge Preservation	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: FRA-710-2.06 (Schrock Rd) just east of Karl Rd				Total Project Estimate: \$770,000

Description:
Replace FRA-710-2.06 structure (SFN 2517450) over Noble Run/Store

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$ -	\$70,000	\$ -	\$70,000
	Preservation	\$ -	\$ -	\$ -	\$ -	\$560,000	\$ -	\$560,000
	State	\$ -	\$ -	\$ -	\$ -	\$140,000	\$ -	\$140,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$770,000	\$ -	\$770,000
Total		\$ -	\$ -	\$ -	\$ -	\$770,000	\$ -	\$770,000

119281 - FRA-710-3.69

PID:
119281

Project Name:
FRA-710-3.69

ODOT Dist(s):
06

Primary Work Category:
Bridge Preservation

MPO(s) / RTPO(s):
MORPC

Sponsoring Agency:
DISTRICT 6-PLANNING

Performance Measures:
Bridge (NHS)

Air Quality Status:
Exempt

STIP Type:
Group

Total Project Estimate:
\$660,000

Termini:
FRA-710-3.69 structure over Bison Run

Description:

Replace FRA-710-3.69 (Cleveland Ave) structure (SFN 2517485) over Bison Run within the IR 270/SR 710 interchange.

TIP Project Comments:

MTP ID: 203

Bicycle and Pedestrian Components Included:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$ -	\$60,000	\$ -	\$60,000
	State	\$ -	\$ -	\$ -	\$ -	\$120,000	\$ -	\$120,000
	Preservation	\$ -	\$ -	\$ -	\$ -	\$480,000	\$ -	\$480,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$660,000	\$ -	\$660,000
Total		\$ -	\$ -	\$ -	\$ -	\$660,000	\$ -	\$660,000

119283 - FRA-315-9.24

PID: 119283	Project Name: FRA-315-9.24	Primary Work Category: Culvert Preservation	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: FRA-315-9.24; culvert under SR 315 north of Bethel Rd				Total Project Estimate: \$715,000

Description:
Place slip liner inside the FRA-315-9.24 culvert (CFN 1866942).

This work was previously part of PID 98213

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$520,000	\$ -	\$ -	\$ -	\$520,000
	State	\$ -	\$ -	\$130,000	\$ -	\$ -	\$ -	\$130,000
	Labor	\$ -	\$ -	\$65,000	\$ -	\$ -	\$ -	\$65,000
Total CO		\$ -	\$ -	\$715,000	\$ -	\$ -	\$ -	\$715,000
Total		\$ -	\$ -	\$715,000	\$ -	\$ -	\$ -	\$715,000

119298 - FRA/MAD-40/142-VAR

PID: 119298	Project Name: FRA/MAD-40/142-VAR	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA, MAD	MPO(s) / RTPO(s): CORPO, MORPC	Performance Measures:	STIP Type: Group
Termini: Various locations				Total Project Estimate: \$5,235,879

Description:
Pavement maintenance in Franklin on US 40, and Madison County on US 40, SR 142.

Resurfacing and guardrail improvements in Franklin County at the following locations:
FRA-40-3.431-6.97

Resurfacing and guardrail improvements in Madison County at the following locations:
MAD-40-6.5-15.59, MAD-142-11.21-13.05

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: No

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$4,027,599	\$ -	\$ -	\$ -	\$4,027,599
	State	\$ -	\$ -	\$1,006,900	\$ -	\$ -	\$ -	\$1,006,900
	Labor	\$ -	\$ -	\$201,380	\$ -	\$ -	\$ -	\$201,380
Total CO		\$ -	\$ -	\$5,235,879	\$ -	\$ -	\$ -	\$5,235,879
Total		\$ -	\$ -	\$5,235,879	\$ -	\$ -	\$ -	\$5,235,879

119334 - D06 Crackseal PPM FY29

PID: 119334 Project Name: D06 Crackseal PPM FY29 Primary Work Category: Pavement Maintenance Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: D06 MPO(s) / RTPO(s): CORPO, MORPC, OVRDC Performance Measures: STIP Type: Group

Termini: Various routes in District Six

Total Project Estimate: \$624,000

Description:

D6 preventive maintenance cracksealing project for FY28

TIP Project Comments:

MTP ID: 205

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$ -	\$600,000	\$ -	\$600,000
	Labor	\$ -	\$ -	\$ -	\$ -	\$24,000	\$ -	\$24,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$624,000	\$ -	\$624,000
Total		\$ -	\$ -	\$ -	\$ -	\$624,000	\$ -	\$624,000

119336 - D06 SP FY29 Priority

PID: 119336 Project Name: D06 SP FY29 Priority Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: D06 MPO(s) / RTPO(s): CORPO, MORPC, OVRDC Performance Measures: STIP Type: Group

Termini: Various locations in D6 - to be determined

Total Project Estimate: \$2,080,000

Description:

Spot paving repairs on priority system FY29

TIP Project Comments:

MTP ID: 205

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$ -	\$80,000	\$ -	\$80,000
	State	\$ -	\$ -	\$ -	\$ -	\$2,000,000	\$ -	\$2,000,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$2,080,000	\$ -	\$2,080,000
Total		\$ -	\$ -	\$ -	\$ -	\$2,080,000	\$ -	\$2,080,000

119340 - D06 SP FY29 Concrete

PID: 119340 Project Name: D06 SP FY29 Concrete Primary Work Category: Roadway Minor Rehab Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: D06 MPO(s) / RTPO(s): CORPO, MORPC, OVRDC Performance Measures: STIP Type: Group

Termini: Various routes throughout District Six

Total Project Estimate: \$2,080,000

Description:
Spot concrete slab repair on various routes throughout District Six

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$ -	\$2,000,000	\$ -	\$2,000,000
	Labor	\$ -	\$ -	\$ -	\$ -	\$80,000	\$ -	\$80,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$2,080,000	\$ -	\$2,080,000
Total		\$ -	\$ -	\$ -	\$ -	\$2,080,000	\$ -	\$2,080,000

119371 - FRA MORPC FY23-25 Supp Planning

PID: 119371 Project Name: FRA MORPC FY23-25 Supp Planning Primary Work Category: Statewide / Regional Planning Sponsoring Agency: MORPC Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: FRA MPO(s) / RTPO(s): MORPC Performance Measures: STIP Type: Group

Termini: 0.00

Total Project Estimate: \$1,000,000

Description:
MORPC FY23-25 Supplemental Planning

TIP Project Comments:
MTP ID: 144
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	State	\$800,000	\$200,000	\$ -	\$ -	\$ -	\$ -	\$1,000,000
Total OTH		\$800,000	\$200,000	\$ -	\$ -	\$ -	\$ -	\$1,000,000
Total		\$800,000	\$200,000	\$ -	\$ -	\$ -	\$ -	\$1,000,000

119403 - DEL-23 Corridor Projects

PID: 119403	Project Name: DEL-23 Corridor Projects	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: DEL US 23 between Pennsylvania Ave and SR 229				Total Project Estimate: \$10,300,000

Description:
Develop individual construction projects resulting from the US 23 Corridor Study (PID 112768) thru Detailed Design. These projects will be separate stand-alone PIDs.

Consultant to provide design and environmental services for multiple locations on the 23 corridor from Pennsylvania Ave to the Marion County line. The intersections with SR 229 and Coover Rd will be excluded from this contract because they have been previously contracted. Improvements will range from R-cuts, overpasses, right in/right outs to interchanges. The final scope will be determined after the completion of the corridor planning study in 2024. Corridor study information is available at <https://www.transportation.ohio.gov/projects/projects/112768>.

TIP Project Comments:
MTP ID: 185
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
ENV	State	\$531,827	\$1,528,173	\$ -	\$ -	\$ -	\$ -	\$2,060,000
	Major Programs	\$2,127,310	\$6,112,690	\$ -	\$ -	\$ -	\$ -	\$8,240,000
Total ENV		\$2,659,137	\$7,640,863	\$ -	\$ -	\$ -	\$ -	\$10,300,000
Total		\$2,659,137	\$7,640,863	\$ -	\$ -	\$ -	\$ -	\$10,300,000

119487 - LIC TR 1135 0.58

PID: 119487	Project Name: LIC TR 1135 0.58	Primary Work Category: Roadway Major Rehab	Sponsoring Agency: Etna, Township of	Air Quality Status: Exempt
ODOT Dist(s): 05	Locale: LIC	MPO(s) / RTPPO(s): MORPC	Performance Measures:	STIP Type: Individual
Termini: Pike Street from SR 310 to Etna United Methodist Church				Total Project Estimate: \$5,737,837

Description:
Roadway reconstruction of Pike Street (TR 1135). Scope of work to include improved roadway, drainage, lighting, and crosswalks. Pedestrian facilities to be installed as part of project scope.

TIP Project Comments:
MTP ID: 205 and 186
Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side
Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO STBG	\$ -	\$3,199,495	\$ -	\$ -	\$ -	\$ -	\$3,199,495
	Local	\$ -	\$2,538,342	\$ -	\$ -	\$ -	\$ -	\$2,538,342
Total CO		\$ -	\$5,737,837	\$ -	\$ -	\$ -	\$ -	\$5,737,837
Total		\$ -	\$5,737,837	\$ -	\$ -	\$ -	\$ -	\$5,737,837

119514 - FRA-CR172-0.28

PID: 119514	Project Name: FRA-CR172-0.28	Primary Work Category: Pedestrian Facilities	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Non-SOV	STIP Type: Individual
Termini: FRA Ferris Road (CR 172) from Minnie Road to Cleveland Ave.				Total Project Estimate: \$9,063,162

Description:
FRA Ferris Road (CR 172) from Karl Road to Cleveland Ave.

The project includes improving 1.2 miles of Ferris Rd between Karl Rd and Cleveland Ave, including widening for bike lanes, storm sewer replacement, lighting, and 5 Sidewalks on both sides of the roadway from Minnie Road to Cleveland Ave.

Earmark: OH428

TIP Project Comments:
MTP ID: 1426 and 186
Bicycle and Pedestrian Components Included: Yes, bicycle lanes and sidewalk
Additional Project Information: This project includes a commitment of MORPC-Attributable Funding. This project includes a commitment of COTA TSI Funding. (CO: \$958,560)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Discretionary / Earmark	\$ -	\$269,600	\$ -	\$ -	\$ -	\$ -	\$269,600
	Local	\$ -	\$67,400	\$ -	\$ -	\$ -	\$ -	\$67,400
Total RW		\$ -	\$337,000	\$ -	\$ -	\$ -	\$ -	\$337,000
CO	Local	\$ -	\$ -	\$4,774,084	\$ -	\$ -	\$ -	\$4,774,084
	MPO STBG	\$ -	\$ -	\$3,116,976	\$ -	\$ -	\$ -	\$3,116,976
Total CO		\$ -	\$ -	\$7,891,060	\$ -	\$ -	\$ -	\$7,891,060
Total		\$ -	\$337,000	\$7,891,060	\$ -	\$ -	\$ -	\$8,228,060

119516 - FRA-CR96-3.15

PID: 119516	Project Name: FRA-CR96-3.15	Primary Work Category: Roadway Major Rehab	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: CMAQ	STIP Type: Individual
Termini: Cassady Avenue from Plaza Properties Blvd to Agler Road				Total Project Estimate: \$15,243,019

Description:
Widening of 1.3 miles of Cassady Avenue to 3-lanes from Plaza Properties Blvd to Agler Rd. Work includes full-depth pavement reconstruction, sidewalk, Shared-use-path, new storm sewer, lighting, and updated traffic signals along the corridor.

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side
Additional Project Information: This project includes a commitment of MORPC-Attributable Funding. This project includes a commitment of COTA TSI Funding. (CO: \$1,258,110)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Local	\$ -	\$143,400	\$ -	\$ -	\$ -	\$ -	\$143,400
	MPO CMAQ	\$ -	\$573,600	\$ -	\$ -	\$ -	\$ -	\$573,600
Total RW		\$ -	\$717,000	\$ -	\$ -	\$ -	\$ -	\$717,000
CO	MPO CMAQ	\$ -	\$ -	\$ -	\$10,660,815	\$ -	\$ -	\$10,660,815
	Local	\$ -	\$ -	\$ -	\$3,865,204	\$ -	\$ -	\$3,865,204
Total CO		\$ -	\$ -	\$ -	\$14,526,019	\$ -	\$ -	\$14,526,019
Total		\$ -	\$717,000	\$ -	\$14,526,019	\$ -	\$ -	\$15,243,019

119518 - FRA MORPC FY 26 AQ Program

PID: 119518	Project Name: FRA MORPC FY 26 AQ Program	Primary Work Category: Statewide / Regional Planning	Sponsoring Agency: MORPC	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: CMAQ	STIP Type: Individual
Termini: 0.00				Total Project Estimate: \$600,000

Description:
MORPC FY 26 AQ Program

TIP Project Comments:
MTP ID: 143
Bicycle and Pedestrian Components Included: Not applicable
Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	MPO CMAQ	\$ -	\$600,000	\$ -	\$ -	\$ -	\$ -	\$600,000
Total OTH		\$ -	\$600,000	\$ -	\$ -	\$ -	\$ -	\$600,000
Total		\$ -	\$600,000	\$ -	\$ -	\$ -	\$ -	\$600,000

119519 - FRA MORPC FY 27 AQ Program

PID: 119519	Project Name: FRA MORPC FY 27 AQ Program	Primary Work Category: Statewide / Regional Planning	Sponsoring Agency: MORPC	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: CMAQ	STIP Type: Individual
Termini: 0.00				Total Project Estimate: \$625,000

Description:
MORPC FY 27 AQ Program

TIP Project Comments:
MTP ID: 143
Bicycle and Pedestrian Components Included: Not applicable
Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	MPO CMAQ	\$ -	\$ -	\$625,000	\$ -	\$ -	\$ -	\$625,000
Total OTH		\$ -	\$ -	\$625,000	\$ -	\$ -	\$ -	\$625,000
Total		\$ -	\$ -	\$625,000	\$ -	\$ -	\$ -	\$625,000

119522 - FRA MORPC FY 26 Rideshare

PID: 119522	Project Name: FRA MORPC FY 26 Rideshare	Primary Work Category: Miscellaneous	Sponsoring Agency: MORPC	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: CMAQ, Non-SOV	STIP Type: Individual
Termini: 0.00				Total Project Estimate: \$800,000

Description:
MORPC FY 26 Rideshare

TIP Project Comments:
MTP ID: 143
Bicycle and Pedestrian Components Included: Not applicable
Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	MPO CMAQ	\$ -	\$800,000	\$ -	\$ -	\$ -	\$ -	\$800,000
Total OTH		\$ -	\$800,000	\$ -	\$ -	\$ -	\$ -	\$800,000
Total		\$ -	\$800,000	\$ -	\$ -	\$ -	\$ -	\$800,000

119523 - FRA MORPC FY 27 Rideshare

PID: 119523	Project Name: FRA MORPC FY 27 Rideshare	Primary Work Category: Miscellaneous	Sponsoring Agency: MORPC	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: CMAQ, Non-SOV	STIP Type: Individual
Termini: 0.00				Total Project Estimate: \$800,000

Description:
MORPC FY 27 Rideshare

TIP Project Comments:
MTP ID: 143
Bicycle and Pedestrian Components Included: Not applicable
Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	MPO CMAQ	\$ -	\$ -	\$800,000	\$ -	\$ -	\$ -	\$800,000
Total OTH		\$ -	\$ -	\$800,000	\$ -	\$ -	\$ -	\$800,000
Total		\$ -	\$ -	\$800,000	\$ -	\$ -	\$ -	\$800,000

119524 - FRA MORPC FY 26 Supp Planning

PID: 119524	Project Name: FRA MORPC FY 26 Supp Planning	Primary Work Category: Statewide / Regional Planning	Sponsoring Agency: MORPC	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Individual
Termini: 0.00				Total Project Estimate: \$475,000

Description:
MORPC FY 26 Supplemental Planning

TIP Project Comments:
MTP ID: 144
Bicycle and Pedestrian Components Included: Not applicable
Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	MPO STBG	\$ -	\$475,000	\$ -	\$ -	\$ -	\$ -	\$475,000
Total OTH		\$ -	\$475,000	\$ -	\$ -	\$ -	\$ -	\$475,000
Total		\$ -	\$475,000	\$ -	\$ -	\$ -	\$ -	\$475,000

119525 - FRA MORPC FY 27 Supp Planning

PID: 119525	Project Name: FRA MORPC FY 27 Supp Planning	Primary Work Category: Statewide / Regional Planning	Sponsoring Agency: MORPC	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Individual
Termini: 0.00				Total Project Estimate: \$500,000

Description:
MORPC FY 27 Supplemental Planning

TIP Project Comments:
MTP ID: 144
Bicycle and Pedestrian Components Included: Not applicable
Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	MPO STBG	\$ -	\$ -	\$500,000	\$ -	\$ -	\$ -	\$500,000
Total OTH		\$ -	\$ -	\$500,000	\$ -	\$ -	\$ -	\$500,000
Total		\$ -	\$ -	\$500,000	\$ -	\$ -	\$ -	\$500,000

119527 - Insight2050 Tech Assistance FY26

PID: 119527	Project Name: Insight2050 Tech Assistance FY26	Primary Work Category: Statewide / Regional Planning	Sponsoring Agency: MORPC	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Individual
Termini: 0.00				Total Project Estimate: \$300,000

Description:

Provide technical planning assistance, including outreach and planning services to assist individual communities with effective integration of insight2050 findings into local land use and transportation plans in SFY 26.

TIP Project Comments:

MTP ID: 144

Bicycle and Pedestrian Components Included: Not applicable

Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	MPO STBG	\$ -	\$300,000	\$ -	\$ -	\$ -	\$ -	\$300,000
Total OTH		\$ -	\$300,000	\$ -	\$ -	\$ -	\$ -	\$300,000
Total		\$ -	\$300,000	\$ -	\$ -	\$ -	\$ -	\$300,000

119528 - Insight2050 Tech Assistance FY27

PID: 119528	Project Name: Insight2050 Tech Assistance FY27	Primary Work Category: Statewide / Regional Planning	Sponsoring Agency: MORPC	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Individual
Termini: 0.00				Total Project Estimate: \$325,000

Description:

Provide technical planning assistance, including outreach and planning services to assist individual communities with effective integration of insight2050 findings into local land use and transportation plans in SFY 27.

TIP Project Comments:

MTP ID: 144

Bicycle and Pedestrian Components Included: Not applicable

Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	MPO STBG	\$ -	\$ -	\$325,000	\$ -	\$ -	\$ -	\$325,000
Total OTH		\$ -	\$ -	\$325,000	\$ -	\$ -	\$ -	\$325,000
Total		\$ -	\$ -	\$325,000	\$ -	\$ -	\$ -	\$325,000

119688 - FRA-CR10-7.14

PID: 119688	Project Name: FRA-CR10-7.14	Primary Work Category: Shared Use Path	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Non-SOV	STIP Type: Individual
Termini: Dublin Rd from 1,650 ft south of Noreen Dr to Limestone Ridge Dr.				Total Project Estimate: \$16,095,063

Description:
Install a shared use path along Dublin Rd from 1,650 south of Noreen Dr to Limestone Ridge Dr.

TIP Project Comments:
MTP ID: 503 and 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of MORPC-Attributable Funding. This project includes a commitment of COTA TSI Funding. (DD: \$500,000; RW: \$450,000; CO: \$2,572,370)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO STBG	\$ -	\$ -	\$ -	\$10,351,449	\$ -	\$ -	\$10,351,449
	Local	\$ -	\$ -	\$ -	\$3,493,614	\$ -	\$ -	\$3,493,614
Total CO		\$ -	\$ -	\$ -	\$13,845,063	\$ -	\$ -	\$13,845,063
RW	Local	\$ -	\$2,250,000	\$ -	\$ -	\$ -	\$ -	\$2,250,000
Total RW		\$ -	\$2,250,000	\$ -	\$ -	\$ -	\$ -	\$2,250,000
Total		\$ -	\$2,250,000	\$ -	\$13,845,063	\$ -	\$ -	\$16,095,063

119707 - LIC CR 41 5.60 (Mink St)

PID: 119707	Project Name: LIC CR 41 5.60 (Mink St)	Primary Work Category: Bridge Preservation	Sponsoring Agency: Pataskala, City of	Air Quality Status: Exempt
ODOT Dist(s): 05	Locale: LIC	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: 1.6 miles north of intersection of SR 16 (Broad Street) and Mink Street				Total Project Estimate: \$1,451,900

Description:
Replacement of Mink Street Bridge (SFN 4563743) in city of Pataskala.

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: No

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$81,900	\$ -	\$ -	\$ -	\$81,900
	Local	\$ -	\$ -	\$308,459	\$ -	\$ -	\$ -	\$308,459
	Local Programs	\$ -	\$ -	\$861,541	\$ -	\$ -	\$ -	\$861,541
Total CO		\$ -	\$ -	\$1,251,900	\$ -	\$ -	\$ -	\$1,251,900
Total		\$ -	\$ -	\$1,251,900	\$ -	\$ -	\$ -	\$1,251,900

119738 - FAI CR 7 01.94 Refugee SUP

PID: 119738	Project Name: FAI CR 7 01.94 Refugee SUP	Primary Work Category: Shared Use Path	Sponsoring Agency: Fairfield County TID	Air Quality Status: Exempt
ODOT Dist(s): 05	Locale: FAI	MPO(s) / RTPO(s): MORPC	Performance Measures: Non-SOV, Safety	STIP Type: Group
Termini: Refugee Road from Woodstock Ave to Pickerington Road				Total Project Estimate: \$1,453,333

Description:
Construction of active transportation infrastructure along Refugee Road in Fairfield County.

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Safety	\$ -	\$ -	\$1,200,000	\$ -	\$ -	\$ -	\$1,200,000
	Local	\$ -	\$ -	\$133,333	\$ -	\$ -	\$ -	\$133,333
	Labor	\$ -	\$ -	\$120,000	\$ -	\$ -	\$ -	\$120,000
Total CO		\$ -	\$ -	\$1,453,333	\$ -	\$ -	\$ -	\$1,453,333
Total		\$ -	\$ -	\$1,453,333	\$ -	\$ -	\$ -	\$1,453,333

119825 - FRA-Zollinger Rd

PID: 119825	Project Name: FRA-Zollinger Rd	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: Upper Arlington, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Individual
Termini: Upper Arlington, Zollinger Rd from Riverside Dr to North Star Rd				Total Project Estimate: \$6,091,620

Description:
This project will resurface the Zollinger Road from Riverside Dr to North Star Rd existing pavement and reconfigure the existing travel lanes to better maximize the use of pavement width.

TIP Project Comments:
MTP ID: 1445
Bicycle and Pedestrian Components Included: Yes, bicycle lanes
Additional Project Information: This project includes a commitment of MORPC-Attributable Funding. This project includes a commitment of COTA TSI Funding. (CO: \$217,720)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO CRP	\$ -	\$ -	\$3,339,428	\$ -	\$ -	\$ -	\$3,339,428
	Local	\$ -	\$ -	\$2,752,192	\$ -	\$ -	\$ -	\$2,752,192
Total CO		\$ -	\$ -	\$6,091,620	\$ -	\$ -	\$ -	\$6,091,620
Total		\$ -	\$ -	\$6,091,620	\$ -	\$ -	\$ -	\$6,091,620

119828 - FRA-CR104-0.86 (McNaughten)

PID: 119828	Project Name: FRA-CR104-0.86 (McNaughten)	Primary Work Category: Shared Use Path	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Non-SOV	STIP Type: Individual
Termini: City of Columbus, McNaughten Road from East Main Street to Ganse Lane				Total Project Estimate: \$11,949,780

Description:

Construction of a shared-use path on one side of McNaughten Road from East Main Street to Ganse Lane. Installation of rectangular rapid flashing beacon (RRFB) crossings at strategic intersections near existing bus stops to provide safe crossings. Sidewalk will be constructed to connect existing sidewalks and provide access to the Olde Orchard Elementary School. Curb and gutter, stormwater collection facilities and Stormwater Control Practices will also be installed to improve drainage. Finally, the length of the project will be milled and overlaid.

TIP Project Comments:

MTP ID: 1797

Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side

Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$2,510,692	\$ -	\$ -	\$2,510,692
	MPO STBG	\$ -	\$ -	\$ -	\$7,439,088	\$ -	\$ -	\$7,439,088
Total CO		\$ -	\$ -	\$ -	\$9,949,780	\$ -	\$ -	\$9,949,780
RW	MPO STBG	\$ -	\$ -	\$1,600,000	\$ -	\$ -	\$ -	\$1,600,000
	Local	\$ -	\$ -	\$400,000	\$ -	\$ -	\$ -	\$400,000
Total RW		\$ -	\$ -	\$2,000,000	\$ -	\$ -	\$ -	\$2,000,000
Total		\$ -	\$ -	\$2,000,000	\$9,949,780	\$ -	\$ -	\$11,949,780

119830 - FRA-62-3.26 (at SR 665)

PID: 119830	Project Name: FRA-62-3.26 (at SR 665)	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Safety	STIP Type: Group
Termini: FRA County; US 62 at SR 665				Total Project Estimate: \$4,886,354

Description:
Construct roundabout at the intersection of FRA US 62 and SR 665

TIP Project Comments:
MTP ID: 185
Bicycle and Pedestrian Components Included:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$200,000	\$ -	\$ -	\$200,000
	Safety	\$ -	\$ -	\$ -	\$2,800,000	\$ -	\$ -	\$2,800,000
Total CO		\$ -	\$ -	\$ -	\$3,000,000	\$ -	\$ -	\$3,000,000
RW	Safety	\$ -	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$1,000,000
Total RW		\$ -	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$1,000,000
DD	Safety	\$ -	\$ -	\$ -	\$300,000	\$ -	\$ -	\$300,000
Total DD		\$ -	\$ -	\$ -	\$300,000	\$ -	\$ -	\$300,000
Total		\$ -	\$1,000,000	\$ -	\$3,300,000	\$ -	\$ -	\$4,300,000

119833 - FRA-17th Avenue

PID: 119833	Project Name: FRA-17th Avenue	Primary Work Category: Traffic Control (Safety)	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Safety	STIP Type: Individual
Termini: City of Columbus, 17th Avenue, from IR-71 to Billiter Boulevard				Total Project Estimate: \$8,163,887

Description:

This project consists of reconstruction of the curb and sidewalks on both sides of East 17th Avenue from the IR-71 SB exit & entrance ramps at East 17th Avenue (immediately west of IR-71's SB bridge over East 17th Avenue) to 200 feet west of Billiter Boulevard. The improvements include 18 straight curb and 6-feet sidewalk adjacent to the new curb on both roadway sides, updated drainage, three traffic signal replacements (1. NB IR-71 Ramp, 2. Hamilton Avenue, & 3. Cleveland Avenue), pavement planning and overlay of existing 17th Avenue, six (6) bump-out locations for traffic calming purposes, sharrows, existing lighting removal & replacement with new LED luminaires & brackets on existing wood poles, and ADA provisions including about 50 new curb ramps.

TIP Project Comments:

MTP ID: 205 and 186

Bicycle and Pedestrian Components Included: Yes, traffic calming measures

Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	MPO STBG	\$ -	\$ -	\$480,000	\$ -	\$ -	\$ -	\$480,000
	Local	\$ -	\$ -	\$120,000	\$ -	\$ -	\$ -	\$120,000
Total RW		\$ -	\$ -	\$600,000	\$ -	\$ -	\$ -	\$600,000
CO	MPO STBG	\$ -	\$ -	\$ -	\$6,051,110	\$ -	\$ -	\$6,051,110
	Local	\$ -	\$ -	\$ -	\$1,512,777	\$ -	\$ -	\$1,512,777
Total CO		\$ -	\$ -	\$ -	\$7,563,887	\$ -	\$ -	\$7,563,887
Total		\$ -	\$ -	\$600,000	\$7,563,887	\$ -	\$ -	\$8,163,887

119844 - FAI Flat Sheet Signs 2029

PID: 119844	Project Name: FAI Flat Sheet Signs 2029	Primary Work Category: Traffic Control Maintenance	Sponsoring Agency: ODOT SPONSORING AGENCY	Air Quality Status: Exempt
ODOT Dist(s): 05	Locale: FAI	MPO(s) / RTPO(s): CORPO, LCATS, MORPC	Performance Measures: Safety	STIP Type: Group
Termini: US and SR in Fairfield County.				Total Project Estimate: \$1,650,000

Description:
Replacement of Flat Sheet Signs in Fairfield County.

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$ -	\$150,000	\$ -	\$150,000
	State	\$ -	\$ -	\$ -	\$ -	\$1,500,000	\$ -	\$1,500,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$1,650,000	\$ -	\$1,650,000
Total		\$ -	\$ -	\$ -	\$ -	\$1,650,000	\$ -	\$1,650,000

119846 - FRA-Sullivant Ave

PID: 119846	Project Name: FRA-Sullivant Ave	Primary Work Category: Pedestrian Facilities	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Non-SOV	STIP Type: Individual
Termini: City of Columbus, Sullivant Avenue, from Georgesville Road to S Wilson Road				Total Project Estimate: \$5,937,212

Description:

The proposed improvements for this project will be installing both bicycle and pedestrian facilities. This will include a 5' wide sidewalk to be constructed on the south side and a 10' SUP on the north side. In addition to that, these improvements include the following: installing new curb, replacing storm sewer, providing Storm Control Practice (SCP) facilities, pavement markings for pedestrian crossings and ADA Ramps.

TIP Project Comments:

MTP ID: 974

Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side

Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Local	\$ -	\$225,000	\$ -	\$ -	\$ -	\$ -	\$225,000
	MPO TA	\$ -	\$900,000	\$ -	\$ -	\$ -	\$ -	\$900,000
Total RW		\$ -	\$1,125,000	\$ -	\$ -	\$ -	\$ -	\$1,125,000
CO	Local	\$ -	\$ -	\$ -	\$962,442	\$ -	\$ -	\$962,442
	MPO TA	\$ -	\$ -	\$ -	\$3,849,769	\$ -	\$ -	\$3,849,769
Total CO		\$ -	\$ -	\$ -	\$4,812,212	\$ -	\$ -	\$4,812,212
Total		\$ -	\$1,125,000	\$ -	\$4,812,212	\$ -	\$ -	\$5,937,212

119850 - FRA-Cassady Ave SUP

PID: 119850	Project Name: FRA-Cassady Ave SUP	Primary Work Category: Pedestrian Facilities	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: CMAQ, Non-SOV	STIP Type: Individual
Termini: City of Columbus, Cassady Ave from 7th Ave to Plaza Properties Blvd				Total Project Estimate: \$7,455,011

Description:
This project constructs a 5' wide sidewalk on the east side and a 10' multi-use path on the west side of Cassady Ave from 7th Ave to Plaza Properties Blvd. These improvements include the following: upgrading storm sewer, providing BMP facilities, installing new curb, demarcation of pedestrian crossings and ADA Ramps, as necessary.

TIP Project Comments:
MTP ID: 1880
Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side
Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO CMAQ	\$ -	\$ -	\$ -	\$3,137,225	\$ -	\$ -	\$3,137,225
	Local	\$ -	\$ -	\$ -	\$3,567,785	\$ -	\$ -	\$3,567,785
Total CO		\$ -	\$ -	\$ -	\$6,705,011	\$ -	\$ -	\$6,705,011
RW	Local	\$ -	\$285,000	\$70,000	\$ -	\$ -	\$ -	\$355,000
	MPO CMAQ	\$ -	\$190,000	\$205,000	\$ -	\$ -	\$ -	\$395,000
Total RW		\$ -	\$475,000	\$275,000	\$ -	\$ -	\$ -	\$750,000
Total		\$ -	\$475,000	\$275,000	\$6,705,011	\$ -	\$ -	\$7,455,011

119852 - FRA-CR3-13.64 (Hilliard Rome)

PID: 119852	Project Name: FRA-CR3-13.64 (Hilliard Rome)	Primary Work Category: Roadway Improvement (Safety)	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Safety	STIP Type: Individual
Termini: City of Columbus, Hilliard Rome Rd at Renner Road				Total Project Estimate: \$9,163,541

Description:

Intersection improvement at Hilliard Rome Road and Renner Road along with added pedestrian facilities. On Hilliard Rome Road, an additional northbound to westbound left turn lane. On Renner Road, west of the intersection, an additional westbound through lane, an additional eastbound through lane. On Renner Road, east of the intersection, an additional westbound through lane. On Renner Road, west of the western Keim Circle intersection, an additional westbound through lane and eastbound through lane. On Renner Road at the intersection of Tanglewood Park Boulevard, a dedicated right turn lane

TIP Project Comments:

MTP ID: 1748

Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side

Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	MPO STBG	\$ -	\$ -	\$814,949	\$ -	\$ -	\$ -	\$814,949
	Local	\$ -	\$ -	\$1,035,051	\$ -	\$ -	\$ -	\$1,035,051
Total RW		\$ -	\$ -	\$1,850,000	\$ -	\$ -	\$ -	\$1,850,000
CO	MPO STBG	\$ -	\$ -	\$ -	\$ -	\$3,437,454	\$ -	\$3,437,454
	Local	\$ -	\$ -	\$ -	\$ -	\$3,876,087	\$ -	\$3,876,087
Total CO		\$ -	\$ -	\$ -	\$ -	\$7,313,541	\$ -	\$7,313,541
Total		\$ -	\$ -	\$1,850,000	\$ -	\$7,313,541	\$ -	\$9,163,541

119854 - FRA-SR161-5.78 SUP

PID: 119854	Project Name: FRA-SR161-5.78 SUP	Primary Work Category: Pedestrian Facilities	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Non-SOV	STIP Type: Individual
Termini: City of Columbus, SR 161 from Sawmill Rd to Linworth Rd				Total Project Estimate: \$6,873,555

Description:

This project consists of installing a new shared use path (SUP) along the north side of SR161 from Sawmill Rd to Brookdown Dr and along the south side from Brookdown Dr to Thompson St. Sidewalk will be installed along the south side of SR161 from Sawmill Rd to Federated Blvd and the north side from McVey Blvd to Thompson St. In addition to the pedestrian and bicycle facilities, the project will install curb ramps, drive aprons, and storm sewer as needed. Stormwater quality and quantity will be required. Two new Pedestrian Hybrid Beacons are proposed at Brookdown Dr and McVey Blvd. The City of Columbus would retain maintenance authority for facilities constructed within its right of way, although the City plans to discuss maintenance with other local agencies.

TIP Project Comments:

MTP ID: 364

Bicycle and Pedestrian Components Included: Yes, shared-use path

Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO TA	\$ -	\$ -	\$ -	\$2,153,030	\$ -	\$ -	\$2,153,030
	Local	\$ -	\$ -	\$ -	\$3,711,385	\$ -	\$ -	\$3,711,385
Total CO		\$ -	\$ -	\$ -	\$5,864,415	\$ -	\$ -	\$5,864,415
RW	MPO TA	\$ -	\$404,456	\$ -	\$ -	\$ -	\$ -	\$404,456
	Local	\$ -	\$604,684	\$ -	\$ -	\$ -	\$ -	\$604,684
Total RW		\$ -	\$1,009,140	\$ -	\$ -	\$ -	\$ -	\$1,009,140
Total		\$ -	\$1,009,140	\$ -	\$5,864,415	\$ -	\$ -	\$6,873,555

119855 - FRA-161-11.11 (Busch/Ambleside)

PID: 119855	Project Name: FRA-161-11.11 (Busch/Ambleside)	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: CMAQ, Safety	STIP Type: Individual
Termini: City of Columbus, SR 161 from Busch Boulevard to Ambleside Drive				Total Project Estimate: \$19,007,577

Description:

Provide pedestrian and bicycle accessibility along SR-161 (Dublin-Granville Road) from Busch Boulevard to Ambleside Drive. Shared use paths are proposed on both the north and south sides of the project. Roundabouts are proposed at the intersection of Ambleside Drive with Seaton Court, and on Satinwood Drive south of the intersection with SR-161.

TIP Project Comments:

MTP ID: 2035, 1726, 2183

Bicycle and Pedestrian Components Included: Yes, shared-use path on both sides

Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Safety	\$ -	\$ -	\$675,900	\$ -	\$ -	\$ -	\$675,900
	Local	\$ -	\$ -	\$445,248	\$ -	\$ -	\$ -	\$445,248
	MPO CMAQ	\$ -	\$ -	\$1,030,593	\$ -	\$ -	\$ -	\$1,030,593
Total RW		\$ -	\$ -	\$2,151,741	\$ -	\$ -	\$ -	\$2,151,741
CO	MPO CMAQ	\$ -	\$ -	\$ -	\$ -	\$11,877,391	\$ -	\$11,877,391
	Local	\$ -	\$ -	\$ -	\$ -	\$4,978,445	\$ -	\$4,978,445
Total CO		\$ -	\$ -	\$ -	\$ -	\$16,855,836	\$ -	\$16,855,836
Total		\$ -	\$ -	\$2,151,741	\$ -	\$16,855,836	\$ -	\$19,007,577

119926 - D05 PM FY2026 (C) R-WR

PID:

119926

Project Name:

D05 PM FY2026 (C) R-WR

Primary Work Category:

Traffic Control (Safety)

Sponsoring Agency:

ODOT SPONSORING AGENCY

Air Quality Status:

Exempt

ODOT Dist(s):

05

Locale:

D05

MPO(s) / RTPO(s):

LCATS, MORPC

Performance Measures:

Safety

STIP Type:

Group

Termini:

FAI/LIC IR 70 from Franklin County line to SR158

Total Project Estimate:

\$825,000

Description:

Project to apply recessed and wet reflective markings in D-05

TIP Project Comments:

MTP ID: 205

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$750,000	\$ -	\$ -	\$ -	\$ -	\$750,000
	Labor	\$ -	\$75,000	\$ -	\$ -	\$ -	\$ -	\$75,000
Total CO		\$ -	\$825,000	\$ -	\$ -	\$ -	\$ -	\$825,000
Total		\$ -	\$825,000	\$ -	\$ -	\$ -	\$ -	\$825,000

119927 - D05 PM FY2027 (C) R-WR

PID:

119927

Project Name:

D05 PM FY2027 (C) R-WR

Primary Work Category:

Traffic Control (Safety)

Sponsoring Agency:

ODOT SPONSORING AGENCY

Air Quality Status:

Exempt

ODOT Dist(s):

05

Locale:

D05

MPO(s) / RTPO(s):

LCATS, MORPC

Performance Measures:

Safety

STIP Type:

Group

Termini:

FAI/LIC IR 70 from Franklin County line to SR158

Total Project Estimate:

\$825,000

Description:

Project to apply recessed and wet reflective markings in D-05

TIP Project Comments:

MTP ID: 205

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$75,000	\$ -	\$ -	\$ -	\$75,000
	State	\$ -	\$ -	\$750,000	\$ -	\$ -	\$ -	\$750,000
Total CO		\$ -	\$ -	\$825,000	\$ -	\$ -	\$ -	\$825,000
Total		\$ -	\$ -	\$825,000	\$ -	\$ -	\$ -	\$825,000

119928 - D05 PM FY2028 (D) R-WR

PID:

119928

Project Name:

D05 PM FY2028 (D) R-WR Traffic Control (Safety)

Primary Work Category:

Sponsoring Agency:

ODOT SPONSORING AGENCY

Air Quality Status:

Exempt

ODOT Dist(s):

05

Locale:

D05

MPO(s) / RTPO(s):

LCATS, MORPC

Performance Measures:

Safety

STIP Type:

Group

Termini:

FAI/LIC IR 70 from Franklin County line to SR158

Total Project Estimate:

\$825,000

Description:

Project to apply recessed and wet reflective markings in D-05

TIP Project Comments:

MTP ID: 205

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$75,000	\$ -	\$ -	\$75,000
	State	\$ -	\$ -	\$ -	\$750,000	\$ -	\$ -	\$750,000
Total CO		\$ -	\$ -	\$ -	\$825,000	\$ -	\$ -	\$825,000
Total		\$ -	\$ -	\$ -	\$825,000	\$ -	\$ -	\$825,000

119929 - D05 PM FY2029 (D) R-WR

PID:

119929

Project Name:

D05 PM FY2029 (D) R-WR Traffic Control (Safety)

Primary Work Category:

Sponsoring Agency:

ODOT SPONSORING AGENCY

Air Quality Status:

Exempt

ODOT Dist(s):

05

Locale:

D05

MPO(s) / RTPO(s):

LCATS, MORPC

Performance Measures:

Safety

STIP Type:

Group

Termini:

FAI/LIC IR 70 from Franklin County line to SR158

Total Project Estimate:

\$825,000

Description:

Project to apply recessed and wet reflective markings in D-05

TIP Project Comments:

MTP ID: 205

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$ -	\$750,000	\$ -	\$750,000
	Labor	\$ -	\$ -	\$ -	\$ -	\$75,000	\$ -	\$75,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$825,000	\$ -	\$825,000
Total		\$ -	\$ -	\$ -	\$ -	\$825,000	\$ -	\$825,000

119974 - FRA-Livingston Ave

PID: 119974	Project Name: FRA-Livingston Ave	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Individual
Termini: City of Columbus, Livingston Avenue, from Alum Creek Trail to James Road				Total Project Estimate: \$24,158,164

Description:

This project will resurface Livingston Avenue from the bridge over Alum Creek to Kellner Road. Shared Use Paths will be constructed on both sides of Livingston Avenue throughout the project limits with a connection to the Alum Creek Trail Scenic River Corridor. The project will include the replacement or upgrading of the existing street lighting. Upgrades will be made to the storm water drainage components and will include the necessary storm control practices. Three signals will be replaced (at College Avenue, Roosevelt Avenue, and Kenwich Rd). The project corridor serves COTA Route #1 with 11 stops in the corridor, these will be repaired, updated, or replaced as warranted in accordance with COTA's present standards.

TIP Project Comments:

MTP ID: 960 and 2072

Bicycle and Pedestrian Components Included: Yes, shared-use path on both sides

Additional Project Information: This project includes a commitment of MORPC-Attributable Funding. This project includes a commitment of COTA TSI Funding. (Phase CO: \$2,066,580)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	MPO STBG	\$ -	\$ -	\$1,787,200	\$ -	\$ -	\$ -	\$1,787,200
	Local	\$ -	\$ -	\$446,800	\$ -	\$ -	\$ -	\$446,800
Total RW		\$ -	\$ -	\$2,234,000	\$ -	\$ -	\$ -	\$2,234,000
CO	Local	\$ -	\$ -	\$ -	\$ -	\$4,384,833	\$ -	\$4,384,833
	MPO STBG	\$ -	\$ -	\$ -	\$ -	\$17,539,331	\$ -	\$17,539,331
Total CO		\$ -	\$ -	\$ -	\$ -	\$21,924,164	\$ -	\$21,924,164
Total		\$ -	\$ -	\$2,234,000	\$ -	\$21,924,164	\$ -	\$24,158,164

119997 - FRA-Big Walnut Trail

PID: 119997	Project Name: FRA-Big Walnut Trail	Primary Work Category: Bike Facility	Sponsoring Agency: Columbus City Parks & Rec	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPPO(s): MORPC	Performance Measures: Non-SOV	STIP Type: Individual
Termini: Columbus. Big Walnut Trail, from Refugee Road to East Main St				Total Project Estimate: \$13,388,811

Description:
Design and construct 3.5 miles of Big Walnut Trail, from Refugee Road to East Main St
Local-let by Columbus Parks and Recreation.

TIP Project Comments:
MTP ID: 2036
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO CRP	\$ -	\$ -	\$ -	\$8,855,144	\$ -	\$ -	\$8,855,144
	Local	\$ -	\$ -	\$ -	\$4,533,667	\$ -	\$ -	\$4,533,667
Total CO		\$ -	\$ -	\$ -	\$13,388,811	\$ -	\$ -	\$13,388,811
Total		\$ -	\$ -	\$ -	\$13,388,811	\$ -	\$ -	\$13,388,811

120034 - FRA-SRTS SW City Schools

PID: 120034	Project Name: FRA-SRTS SW City Schools	Primary Work Category: Pedestrian Facilities	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Non-SOV, Safety	STIP Type: Group
Termini: Various locations by Norton Middle School and Prairie Lincoln Elementary				Total Project Estimate: \$573,228

Description:

Norton Middle School: Install Pedestrian Hybrid Beacon at intersection of Norton Rd and Owen St and extend sidewalk on Owen St 800' east to Inah Ave.

Extend existing sidewalk on Charing Cross St approximately 400 north to school campus. Prairie Lincoln Elementary: Install Speed Table and Rectangular Rapid Flashing Beacon at Amesbury Way/ Schoolhouse Ln.

TIP Project Comments:

MTP ID: 186

Bicycle and Pedestrian Components Included: Yes, sidewalk and/or enhanced pedestrian crossings, multiple locations

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local Programs	\$ -	\$290,000	\$ -	\$ -	\$ -	\$ -	\$290,000
	Local	\$ -	\$144,515	\$ -	\$ -	\$ -	\$ -	\$144,515
Total CO		\$ -	\$434,515	\$ -	\$ -	\$ -	\$ -	\$434,515
Total		\$ -	\$434,515	\$ -	\$ -	\$ -	\$ -	\$434,515

120103 - FRA-Cemetery Rd SUP

PID: 120103	Project Name: FRA-Cemetery Rd SUP	Primary Work Category: Shared Use Path	Sponsoring Agency: Hilliard, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Non-SOV, Safety	STIP Type: Individual
Termini: Franklin Co, Hilliard; Cemetery Road from Britton Parkway to Trueman Boulevard				Total Project Estimate: \$13,137,154

Description:
Construction of shared use path on the south side of Cemetery Road from Britton Parkway to Trueman Boulevard. Includes new pedestrian bridge over I-270 and tunnel under the eastbound Cemetery Road to southbound I-270, realignment of Cemetery Road EB to I-270 SB entrance ramp, and pedestrian safety improvements study and modifications at the intersection of I-270 NB exit ramp and Cemetery Road that may include additional grade separation.

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$754,767	\$ -	\$ -	\$ -	\$754,767
	Local	\$ -	\$ -	\$2,165,299	\$ -	\$ -	\$ -	\$2,165,299
	Safety	\$ -	\$ -	\$1,599,371	\$ -	\$ -	\$ -	\$1,599,371
	MPO TA	\$ -	\$ -	\$7,017,717	\$ -	\$ -	\$ -	\$7,017,717
Total CO		\$ -	\$ -	\$11,537,154	\$ -	\$ -	\$ -	\$11,537,154
Total		\$ -	\$ -	\$11,537,154	\$ -	\$ -	\$ -	\$11,537,154

120250 - FRA-CR28-5.16 (Roberts/Spindler)

PID: 120250	Project Name: FRA-CR28-5.16 (Roberts/Spindler)	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Safety	STIP Type: Group
Termini: City of Columbus, Roberts Rd, Spindler Rd, Frazell Rd				Total Project Estimate: \$4,550,000

Description:

This project consists of design of improvements to reconfigure the intersections of Roberts Road with Frazell Road and Spindler Road to construct two compact urban roundabouts. This improvement includes the construction of a shared use path from Brookford Dr. to Willow Glen Rd. and sidewalk along Spindler Road to Brookmont Drive. Additional improvements include the construction of curb and gutter, storm sewer, installation of lighting, and signing and pavement markings for the new roundabout.

TIP Project Comments:

MTP ID: 1504

Bicycle and Pedestrian Components Included: Yes, sidewalk and/or shared-use path, multiple locations

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$2,550,000	\$ -	\$ -	\$2,550,000
	Safety	\$ -	\$ -	\$ -	\$2,000,000	\$ -	\$ -	\$2,000,000
Total CO		\$ -	\$ -	\$ -	\$4,550,000	\$ -	\$ -	\$4,550,000
Total		\$ -	\$ -	\$ -	\$4,550,000	\$ -	\$ -	\$4,550,000

120251 - FRA-SRTS Mt. Vernon Ave

PID: 120251	Project Name: FRA-SRTS Mt. Vernon Ave	Primary Work Category: Pedestrian Facilities	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Non-SOV, Safety	STIP Type: Group
Termini: City of Columbus, East Spring, Martin Luther King Jr, Mt. Vernon Ave St				Total Project Estimate: \$5,249,581

Description:

This is Phase 1 of 2 of multimodal / bikeway improvements to Martin Luther King Jr Blvd and Mount Vernon Ave within the King-Lincoln Bronzeville neighborhood. The project limits for Phase 1 are on East Spring St from Elijah Pierce Ave to Hamilton Ave, Martin Luther King Jr Blvd from Hamilton Ave to St. Clair Ave, and Mount Vernon Ave from St. Clair Ave to Champion Ave. The project will consist of installing bike lanes on both sides of the street on East spring St. The project will also consist of installing two-way, on-street protected bike facilities from Hamilton Ave to Champion Ave on Martin Luther King Jr Blvd and Mt. Vernon Ave. The new bicycle facilities will be constructed within existing curb lines, using concrete medians and vertical separation. The project will include floating bus stops in various locations.

TIP Project Comments:

MTP ID: 186

Bicycle and Pedestrian Components Included: Yes, bicycle lanes

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$1,749,581	\$ -	\$ -	\$ -	\$ -	\$1,749,581
	Safety	\$ -	\$3,500,000	\$ -	\$ -	\$ -	\$ -	\$3,500,000
Total CO		\$ -	\$5,249,581	\$ -	\$ -	\$ -	\$ -	\$5,249,581
Total		\$ -	\$5,249,581	\$ -	\$ -	\$ -	\$ -	\$5,249,581

120256 - DEL-SR37-10.79

PID: 120256	Project Name: DEL-SR37-10.79	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: Delaware, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Individual
Termini: City of Delaware, SR 37 between US 42 (Lake St) and Foley St				Total Project Estimate: \$8,108,039

Description:

Perform a full depth, full width pavement reconstruction of the existing failed pavement on SR 37 between US 42 (Lake St) and Foley St. In addition to the pavement reconstruction, included in the scope of the project will be upgrades to stormwater, sanitary, and drinking water infrastructure, addition of multi-use path, addition of street lighting, and replacement of one existing traffic signal.

TIP Project Comments:

MTP ID: 749

Bicycle and Pedestrian Components Included: Yes, shared-use path

Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Local	\$ -	\$689,510	\$ -	\$ -	\$ -	\$ -	\$689,510
	MPO STBG	\$ -	\$257,690	\$ -	\$ -	\$ -	\$ -	\$257,690
Total RW		\$ -	\$947,200	\$ -	\$ -	\$ -	\$ -	\$947,200
CO	MPO STBG	\$ -	\$ -	\$ -	\$2,735,328	\$ -	\$ -	\$2,735,328
	Local	\$ -	\$ -	\$ -	\$4,425,511	\$ -	\$ -	\$4,425,511
Total CO		\$ -	\$ -	\$ -	\$7,160,839	\$ -	\$ -	\$7,160,839
Total		\$ -	\$947,200	\$ -	\$7,160,839	\$ -	\$ -	\$8,108,039

120257 - FRA-Fairway Blvd SUP

PID: 120257	Project Name: FRA-Fairway Blvd SUP	Primary Work Category: Pedestrian Facilities	Sponsoring Agency: Whitehall, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: CMAQ, Non-SOV	STIP Type: Individual
Termini: City of Whitehall, Fairway Blvd from East Main St to South Hamilton Road				Total Project Estimate: \$4,798,422

Description:

The scope of this project is to install a new, multi-use path within the existing Eastern/Northern Right of Way along Fairway Boulevard in the City of Whitehall. The path will run between East Main Street (southern terminus) to South Hamilton Road (northern/western terminus). It is anticipated that this will be a 10' wide asphalt trail, typical, and will be built per COC Standard Drawing 2300. The project will also install new, post-top style street lighting between the multi-use path and the edge pavement to enhance night-time visibility in the corridor.

TIP Project Comments:

MTP ID: 297

Bicycle and Pedestrian Components Included: Yes, shared-use path

Additional Project Information: This project includes a commitment of MORPC-Attributable Funding. This project includes a commitment of COTA TSI Funding. (CO: \$1,958,563)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	MPO CMAQ	\$ -	\$120,000	\$ -	\$ -	\$ -	\$ -	\$120,000
	Local	\$ -	\$30,000	\$ -	\$ -	\$ -	\$ -	\$30,000
Total RW		\$ -	\$150,000	\$ -	\$ -	\$ -	\$ -	\$150,000
CO	Local	\$ -	\$ -	\$1,214,293	\$ -	\$ -	\$ -	\$1,214,293
	Labor	\$ -	\$ -	\$384,618	\$ -	\$ -	\$ -	\$384,618
	MPO CMAQ	\$ -	\$ -	\$3,049,511	\$ -	\$ -	\$ -	\$3,049,511
Total CO		\$ -	\$ -	\$4,648,422	\$ -	\$ -	\$ -	\$4,648,422
Total		\$ -	\$150,000	\$4,648,422	\$ -	\$ -	\$ -	\$4,798,422

120301 - FRA-SRTS Muirfield Dr

PID: 120301	Project Name: FRA-SRTS Muirfield Dr	Primary Work Category: Enhanced Crossing	Sponsoring Agency: Dublin, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Non-SOV, Safety	STIP Type: Group
Termini: City of Dublin, Intersection of Muirfield Drive/Sells Mill Drive/Mojave Street				Total Project Estimate: \$343,242

Description:

Scottish Corners Elementary School is a Dublin City School and has sidewalks and shared paths leading from the neighborhoods to the school. The 85 foot crosswalk on Muirfield Drive across four busy lanes of traffic at Sells Mill Drive/Mojave Street is unsignalized. The project builds a pedestrian hybrid beacon (HAWK signal) to provide the right of way to pedestrians and promote safe crossing at this intersection. In addition, the curb ramps will be reconstructed to shorten the crosswalk and to make the entry perpendicular to the travelway. New street lighting, pavement resurfacing, striping and signs are also part of the project, enhancing the pedestrian environment.

TIP Project Comments:

MTP ID: 186

Bicycle and Pedestrian Components Included: Yes, enhanced pedestrian crossings

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Safety	\$ -	\$100,000	\$ -	\$ -	\$ -	\$ -	\$100,000
	Local Programs	\$ -	\$243,242	\$ -	\$ -	\$ -	\$ -	\$243,242
Total CO		\$ -	\$343,242	\$ -	\$ -	\$ -	\$ -	\$343,242
Total		\$ -	\$343,242	\$ -	\$ -	\$ -	\$ -	\$343,242

120346 - FRA-270-9.30

PID:
120346

Project Name:
FRA-270-9.30

ODOT Dist(s):
06

Primary Work Category:
Bridge Preservation

MPO(s) / RTPO(s):
MORPC

Sponsoring Agency:
DISTRICT 6-PLANNING

Performance Measures:
Bridge (NHS)

Air Quality Status:
Exempt

STIP Type:
Group

Total Project Estimate:
\$2,780,767

Termini:
Trabue Rd over I-270 (FRA-270-9.30) and Trabue Rd.from Tenagra Way to Trabue Run Rd.

Description:
Replace deck on Trabue Rd over I-270 (FRA-270-9.30), to include widening to accommodate a multi-use path.

Construct multi-use path from Tenagra Way to Trabue Run Rd. (100% Columbus funding)

PE for this project is included with PID 105498.

TIP Project Comments:
MTP ID: 203 and 186
Bicycle and Pedestrian Components Included: Yes, shared-use path

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$1,069,419	\$ -	\$ -	\$ -	\$1,069,419
	Labor	\$ -	\$ -	\$181,919	\$ -	\$ -	\$ -	\$181,919
	Preservation	\$ -	\$ -	\$1,376,486	\$ -	\$ -	\$ -	\$1,376,486
	State	\$ -	\$ -	\$152,943	\$ -	\$ -	\$ -	\$152,943
Total CO		\$ -	\$ -	\$2,780,767	\$ -	\$ -	\$ -	\$2,780,767
Total		\$ -	\$ -	\$2,780,767	\$ -	\$ -	\$ -	\$2,780,767

120449 - FRA-CR377-0.27

PID: 120449	Project Name: FRA-CR377-0.27	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Safety	STIP Type: Group
Termini: Franklin County, Johnstown Rd at 17th Ave and I-670E Off Ramp				Total Project Estimate: \$3,494,552

Description:

Construct a roundabout at the Interstate 670 off-ramp at Johnstown Road and East 17th Avenue.

TIP Project Comments:

MTP ID: 185

Bicycle and Pedestrian Components Included: Yes, sidewalk

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Safety	\$ -	\$ -	\$2,000,000	\$ -	\$ -	\$ -	\$2,000,000
	Local	\$ -	\$ -	\$1,494,552	\$ -	\$ -	\$ -	\$1,494,552
Total CO		\$ -	\$ -	\$3,494,552	\$ -	\$ -	\$ -	\$3,494,552
Total		\$ -	\$ -	\$3,494,552	\$ -	\$ -	\$ -	\$3,494,552

120456 - FRA-VAR Sidewalk FY28

PID: 120456	Project Name: FRA-VAR Sidewalk FY28	Primary Work Category: Pedestrian Facilities	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Non-SOV, Safety	STIP Type: Group
Termini: Franklin County: Noe Bixby Rd, Winchester Pike, Dempsey Rd				Total Project Estimate: \$1,750,137

Description:

Construction of sidewalks along portions on Noe Bixby Rd from Crosscreek Dr to Fullerton Dr, Winchester Pike from Remington Ridge Rd to Askins Rd and Dempsey Rd from Batavia Rd to Hempstead Rd.

TIP Project Comments:

MTP ID: 1781 and 186

Bicycle and Pedestrian Components Included: Yes, sidewalk

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$241,682	\$ -	\$ -	\$241,682
	Safety	\$ -	\$ -	\$ -	\$1,086,134	\$ -	\$ -	\$1,086,134
Total CO		\$ -	\$ -	\$ -	\$1,327,816	\$ -	\$ -	\$1,327,816
Total		\$ -	\$ -	\$ -	\$1,327,816	\$ -	\$ -	\$1,327,816

120539 - DEL/LIC-SR37-28.98/0.00

PID: 120539	Project Name: DEL/LIC-SR37- 28.98/0.00	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: Delaware County TID	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: DEL/LIC SR37 at DEL CR 51 (County Line Rd)				Total Project Estimate: \$4,662,439

Description:
Improve the intersection of DEL/LIC SR37 and DEL CR CR51 (County Line Rd) to increase safety and reduce congestion by constructing a roundabout.

Design is under a Safety Task Order

TIP Project Comments:
MTP ID: 185
Bicycle and Pedestrian Components Included:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$3,624,170	\$ -	\$ -	\$ -	\$3,624,170
	Labor	\$ -	\$ -	\$140,000	\$ -	\$ -	\$ -	\$140,000
Total CO		\$ -	\$ -	\$3,764,170	\$ -	\$ -	\$ -	\$3,764,170
Total		\$ -	\$ -	\$3,764,170	\$ -	\$ -	\$ -	\$3,764,170

120607 - FRA-3-17.44

PID: 120607	Project Name: FRA-3-17.44	Primary Work Category: Bridge Preservation	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Bridge (NHS)	STIP Type: Group
Termini: Franklin County; Cleveland Ave (SR 3) over IR 71 structure				Total Project Estimate: \$12,695,000

Description:
Replace Cleveland Ave (SR 3) structure over IR 71. Widening of structure for pedestrian/bicycle facility will be considered.

This work was previously included in PID 109164

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Yes, reconstruct existing bike/ped infrastructure

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Preservation	\$ -	\$ -	\$ -	\$ -	\$270,000	\$ -	\$270,000
	State	\$ -	\$ -	\$ -	\$ -	\$30,000	\$ -	\$30,000
Total DD		\$ -	\$ -	\$ -	\$ -	\$300,000	\$ -	\$300,000
RW	State	\$ -	\$ -	\$ -	\$200,000	\$ -	\$ -	\$200,000
	Preservation	\$ -	\$ -	\$ -	\$1,800,000	\$ -	\$ -	\$1,800,000
Total RW		\$ -	\$ -	\$ -	\$2,000,000	\$ -	\$ -	\$2,000,000
Total		\$ -	\$ -	\$ -	\$2,000,000	\$300,000	\$ -	\$2,300,000

120615 - FRA-CR2-1.77

PID: 120615 Project Name: FRA-CR2-1.77 Primary Work Category: Intersection Improvement (Safety) Sponsoring Agency: FRANKLIN COUNTY ENGINEER Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: FRA MPO(s) / RTPO(s): MORPC Performance Measures: Safety STIP Type: Group

Termini: Franklin County, Madison Township. CR2 (Hayes Road) at CR119 (Richardson Road).

Total Project Estimate: \$3,153,100

Description:

Improve the intersection of CR 2 (Richardson Road) and CR 119 (Hayes Road) by constructing a single lane roundabout in southeast Franklin County.

TIP Project Comments:

MTP ID: 185

Bicycle and Pedestrian Components Included: Yes, sidewalk

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$3,153,100	\$ -	\$ -	\$ -	\$3,153,100
Total CO		\$ -	\$ -	\$3,153,100	\$ -	\$ -	\$ -	\$3,153,100
Total		\$ -	\$ -	\$3,153,100	\$ -	\$ -	\$ -	\$3,153,100

120617 - FRA/LIC US 62 30.36/0.00

PID: 120617 Project Name: FRA/LIC US 62 30.36/0.00 Primary Work Category: Add Through Lane(s) Sponsoring Agency: ODOT SPONSORING AGENCY Air Quality Status: Exempt

ODOT Dist(s): 05, 06 Locale: FRA, LIC MPO(s) / RTPO(s): LCATS, MORPC Performance Measures: STIP Type: Individual

Termini: US 62 from Smith's Mill Road/Walton Parkway to Clark Drive (6.2 miles total)

Total Project Estimate: \$15,000,000

Description:

Assess roadway improvements and complete Preliminary Engineering through Detailed Design along the U.S. 62 Corridor from Smiths Mill Road/Walton Parkway to Clark Drive (New Albany to Johnstown)

TIP Project Comments:

MTP ID: 2203

Bicycle and Pedestrian Components Included: Yes, shared-use path

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	State	\$ -	\$ -	\$200,000	\$ -	\$ -	\$ -	\$200,000
	Major Programs	\$ -	\$ -	\$800,000	\$ -	\$ -	\$ -	\$800,000
Total DD		\$ -	\$ -	\$1,000,000	\$ -	\$ -	\$ -	\$1,000,000
Total		\$ -	\$ -	\$1,000,000	\$ -	\$ -	\$ -	\$1,000,000

120785 - FRA-CR7-0.05

PID: 120785	Project Name: FRA-CR7-0.05	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Safety	STIP Type: Group
Termini: FRA Refugee Rd (CR 14) at Hines Road				Total Project Estimate: \$3,561,523

Description:

This project will improve safety at the intersection of Refugee Rd and Hines Rd to address rear end and angle crashes specifically. Improvements will include installing a traffic signal at the intersection, adding an eastbound left turn lane on Refugee Rd, a southbound Right turn lane on Hines Rd, and extending the shoulder on the west leg of Refugee Rd from Hines Rd to Motts Place Rd.

TIP Project Comments:

MTP ID: 1502

Bicycle and Pedestrian Components Included: Yes, sidewalk

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$2,178,190	\$ -	\$ -	\$ -	\$2,178,190
	Safety	\$ -	\$ -	\$1,050,000	\$ -	\$ -	\$ -	\$1,050,000
Total CO		\$ -	\$ -	\$3,228,190	\$ -	\$ -	\$ -	\$3,228,190
RW	Safety	\$ -	\$300,000	\$ -	\$ -	\$ -	\$ -	\$300,000
	Local	\$ -	\$33,333	\$ -	\$ -	\$ -	\$ -	\$33,333
Total RW		\$ -	\$333,333	\$ -	\$ -	\$ -	\$ -	\$333,333
Total		\$ -	\$333,333	\$3,228,190	\$ -	\$ -	\$ -	\$3,561,523

120952 - DEL-521-8.96

PID:
120952

Project Name:
DEL-521-8.96

ODOT Dist(s):
06

Termini:
DEL SR 521 at DEL CR 34 (Galena Rd)

Primary Work Category:
Intersection Improvement (Safety)

MPO(s) / RTPO(s):
MORPC

Sponsoring Agency:
DISTRICT 6-PLANNING

Performance Measures:
Safety

Air Quality Status:
Exempt

STIP Type:
Group

Total Project Estimate:
\$3,775,000

Description:

Construct roundabout at the intersection of DEL SR 521 and DEL CR 34 (Galena Rd.)

TIP Project Comments:

MTP ID: 185

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$175,000	\$ -	\$ -	\$175,000
	Safety	\$ -	\$ -	\$ -	\$2,500,000	\$ -	\$ -	\$2,500,000
Total CO		\$ -	\$ -	\$ -	\$2,675,000	\$ -	\$ -	\$2,675,000
RW	Safety	\$ -	\$ -	\$350,000	\$ -	\$ -	\$ -	\$350,000
Total RW		\$ -	\$ -	\$350,000	\$ -	\$ -	\$ -	\$350,000
DD	Safety	\$ -	\$125,000	\$ -	\$ -	\$ -	\$ -	\$125,000
Total DD		\$ -	\$125,000	\$ -	\$ -	\$ -	\$ -	\$125,000
Total		\$ -	\$125,000	\$350,000	\$2,675,000	\$ -	\$ -	\$3,150,000

121063 - DEL-750-2.57

PID: 121063	Project Name: DEL-750-2.57	Primary Work Category: Enhanced Crossing	Sponsoring Agency: Powell, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures: Non-SOV, Safety	STIP Type: Group
Termini: Intersections of State Route 750 (Olentangy St.) with Traditions Way, Depot St., and Hall St.				Total Project Estimate: \$276,608

Description:

This project will install one new and upgrade two existing pedestrian crossings with rectangular rapid flashing beacon signs, pavement marking, curb ramps, minor drainage improvements, and other associated improvements. Intersections of State Route 750 (Olentangy St.) with Traditions Way, Depot St., and Hall St.

TIP Project Comments:

MTP ID: 186

Bicycle and Pedestrian Components Included: Yes, enhanced pedestrian crossings

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Safety	\$ -	\$123,700	\$ -	\$ -	\$ -	\$ -	\$123,700
	Local	\$ -	\$71,300	\$ -	\$ -	\$ -	\$ -	\$71,300
	Labor	\$19,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$19,500
Total CO		\$19,500	\$195,000	\$ -	\$ -	\$ -	\$ -	\$214,500
Total		\$19,500	\$195,000	\$ -	\$ -	\$ -	\$ -	\$214,500

121065 - DEL-CR72-3.83

PID: 121065	Project Name: DEL-CR72-3.83	Primary Work Category: Bridge Preservation	Sponsoring Agency: DELAWARE COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Cheshire Rd (SFN: 2134195)				Total Project Estimate: \$956,700

Description:
CEAO funded LBR project to replace a bridge on Cheshire Rd (SFN: 2134195)

Full replacement of a 3-span concrete box beam bridge on Cheshire Rd. over an access road to portions of Alum Creek State Park. Options for part-width construction or ABC will be investigated to minimize impact to important roadway corridor.

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$908,865	\$ -	\$ -	\$908,865
	Local	\$ -	\$ -	\$ -	\$47,835	\$ -	\$ -	\$47,835
Total CO		\$ -	\$ -	\$ -	\$956,700	\$ -	\$ -	\$956,700
Total		\$ -	\$ -	\$ -	\$956,700	\$ -	\$ -	\$956,700

121177 - FRA-317-0.00

PID:
121177

Project Name:
FRA-317-0.00

ODOT Dist(s):
06

Primary Work Category:
Roadway Minor Rehab

MPO(s) / RTPO(s):
MORPC

Sponsoring Agency:
DISTRICT 6-PLANNING

Performance Measures:
Pavement (Non-Interstate NHS)

Air Quality Status:
Exempt

STIP Type:
Group

Total Project Estimate:
\$2,783,455

Termini:
Columbus Corp/Parsons Ave to Groveport Corp/Pontius Rd. & Whitehall Corp to Gahanna Corp. SLM 0.34-5.43 & SLM 15.993 to 16.729

Description:
Urban and rural resurfacing project

Asphalt Resurfacing of SR 317 within ODOT and Columbus Sections

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$358,186	\$ -	\$ -	\$ -	\$ -	\$358,186
	Local	\$ -	\$198,505	\$ -	\$ -	\$ -	\$ -	\$198,505
	Preservation	\$ -	\$2,226,764	\$ -	\$ -	\$ -	\$ -	\$2,226,764
Total CO		\$ -	\$2,783,455	\$ -	\$ -	\$ -	\$ -	\$2,783,455
Total		\$ -	\$2,783,455	\$ -	\$ -	\$ -	\$ -	\$2,783,455

121306 - DEL-315/VAR-0.00/VAR

PID: 121306	Project Name: DEL-315/VAR-0.00/VAR	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Pavement maintenance in Delaware County on SR 315, SR 745, SR 257, & SR 750.				Total Project Estimate: \$9,094,395

Description:
Pavement maintenance in Delaware County on SR 315, SR 745, SR 257, & SR 750.

Resurfacing and guardrail improvements in Delaware County at the following locations:
DEL-315-0-4.98, DEL-315-5.30-5.52, DEL-315-5.76-8.62, DEL-12.49-13.97, DEL-745-3.71-4.08, DEL-257-0-4.55, DEL-750-0-0.98, DEL-750-4.44-5.51

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$1,818,879	\$ -	\$ -	\$1,818,879
	Preservation	\$ -	\$ -	\$ -	\$7,275,516	\$ -	\$ -	\$7,275,516
Total CO		\$ -	\$ -	\$ -	\$9,094,395	\$ -	\$ -	\$9,094,395
Total		\$ -	\$ -	\$ -	\$9,094,395	\$ -	\$ -	\$9,094,395

121481 - FRA SR 104 8.293

PID: 121481	Project Name: FRA SR 104 8.293	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Pavement (Non-Interstate NHS)	STIP Type: Group
Termini: FRA-104-8.29 to 12.97; I-71 to US23				Total Project Estimate: \$12,813,734

Description:
Priority System Resurfacing project on SR-104 in Franklin County.

Asphalt Overlay with pavement repairs, guardrail upgrades as needed and other miscellaneous work.

FRA-104-8.29 to 12.97; I-71 to US23

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$ -	\$492,836	\$ -	\$492,836
	State	\$ -	\$ -	\$ -	\$ -	\$2,464,180	\$ -	\$2,464,180
	Preservation	\$ -	\$ -	\$ -	\$ -	\$9,856,718	\$ -	\$9,856,718
Total CO		\$ -	\$ -	\$ -	\$ -	\$12,813,734	\$ -	\$12,813,734
Total		\$ -	\$ -	\$ -	\$ -	\$12,813,734	\$ -	\$12,813,734

121519 - FRA CR 95/CR 106 Roundabout

PID: 121519	Project Name: FRA CR 95/CR 106 Roundabout	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPPO(s): MORPC	Performance Measures: Safety	STIP Type: Group
Termini: Intersection of Clark State Rd and Waggoner Rd				Total Project Estimate: \$4,304,778

Description:

Construct a roundabout at the intersection of CR 95 (Clark State Rd) and CR 106 (Waggoner Rd). Extend existing culvert on West leg of Clark State Rd. Includes drainage, street lighting, and crosswalks.

TIP Project Comments:

MTP ID: 185

Bicycle and Pedestrian Components Included: Yes, enhanced pedestrian crossings

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$ -	\$2,173,558	\$ -	\$2,173,558
	Local Programs	\$ -	\$ -	\$ -	\$ -	\$2,131,220	\$ -	\$2,131,220
Total CO		\$ -	\$ -	\$ -	\$ -	\$4,304,778	\$ -	\$4,304,778
Total		\$ -	\$ -	\$ -	\$ -	\$4,304,778	\$ -	\$4,304,778

121568 - FRA IR 670 2.5 Feasibility Study

PID: 121568	Project Name: FRA IR 670 2.5 Feasibility Study	Primary Work Category: Transport System Mgmt and Ops (TSMO)	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: IR 670 FROM IR 71 (SLM 5.0) TO SR 315 (SLM 2.50)				Total Project Estimate: \$500,000

Description:

PLANNING STUDY TO ADDRESS SAFETY AND CONGESTION CONDITIONS ON IR 670 WB FROM IR 71 TO SR 315

TIP Project Comments:

MTP ID: 144

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	State	\$ -	\$500,000	\$ -	\$ -	\$ -	\$ -	\$500,000
Total OTH		\$ -	\$500,000	\$ -	\$ -	\$ -	\$ -	\$500,000
Total		\$ -	\$500,000	\$ -	\$ -	\$ -	\$ -	\$500,000

121652 - FRA Downtown Concrete Bus Pads

PID: 121652	Project Name: FRA Downtown Concrete Bus Pads	Primary Work Category: Transit	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Individual
Termini: Downtown Business District of Columbus				Total Project Estimate: \$1,199,801

Description:
Construct up to 37 new concrete bus pads in the Downtown Business District of Columbus at locations where concrete bus pads do not exist.

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable
Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	MPO STBG	\$ -	\$959,841	\$ -	\$ -	\$ -	\$ -	\$959,841
	Local	\$ -	\$239,960	\$ -	\$ -	\$ -	\$ -	\$239,960
Total CO		\$ -	\$1,199,801	\$ -	\$ -	\$ -	\$ -	\$1,199,801
Total		\$ -	\$1,199,801	\$ -	\$ -	\$ -	\$ -	\$1,199,801

121669 - FRA-670-1.260

PID: 121669	Project Name: FRA-670-1.260	Primary Work Category: Bridge Preservation	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Bridge (NHS)	STIP Type: Group
Termini: FRA IR 670 1.260 over the Scioto River				Total Project Estimate: \$909,500

Description:
FRA IR 670 1.260; replace deck overlay

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$85,000	\$ -	\$ -	\$ -	\$85,000
	Labor	\$ -	\$ -	\$59,500	\$ -	\$ -	\$ -	\$59,500
	Preservation	\$ -	\$ -	\$765,000	\$ -	\$ -	\$ -	\$765,000
Total CO		\$ -	\$ -	\$909,500	\$ -	\$ -	\$ -	\$909,500
Total		\$ -	\$ -	\$909,500	\$ -	\$ -	\$ -	\$909,500

121674 - FRA-270-43.632 R/43.724 L

PID: 121674	Project Name: FRA-270-43.632 R/43.724 L	Primary Work Category: Bridge Preservation	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Bridge (NHS)	STIP Type: Group
Termini: FRA IR 270 43.632R & 43.724L over Big Walnut Creek & Noe Bixby Rd				Total Project Estimate: \$10,560,000

Description:
FRA IR 270 43.632 R and 43.724 L over Big Walnut Creek & Noe Bixby Rd replace bridge.

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
ENV	Preservation	\$ -	\$450,000	\$ -	\$ -	\$ -	\$ -	\$450,000
	State	\$ -	\$50,000	\$ -	\$ -	\$ -	\$ -	\$50,000
Total ENV		\$ -	\$500,000	\$ -	\$ -	\$ -	\$ -	\$500,000
DD	Preservation	\$ -	\$ -	\$180,000	\$ -	\$ -	\$ -	\$180,000
	State	\$ -	\$ -	\$20,000	\$ -	\$ -	\$ -	\$20,000
Total DD		\$ -	\$ -	\$200,000	\$ -	\$ -	\$ -	\$200,000
Total		\$ -	\$500,000	\$200,000	\$ -	\$ -	\$ -	\$700,000

121811 - FRA/FAI-33-22.99/0.00

PID: 121811	Project Name: FRA/FAI-33-22.99/0.00	Primary Work Category: Add Through Lane(s)	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Non-Exempt (Analyzed)
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Pavement (Non-Interstate NHS)	STIP Type: Individual
Termini: US 33 in Franklin County from SR-104 to Diley Road (TR 207) in Fairfield County				Total Project Estimate: \$160,150,000

Description:
Widen US 33 from 2 to 3 lanes in each direction from SR-104 (Refugee Road) in Franklin County to Diley Road (TR-207) in Fairfield County

TIP Project Comments:
MTP ID: 1791
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Major Programs	\$ -	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$1,000,000
	State	\$ -	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$1,000,000
	Discretionary / Earmark	\$ -	\$3,000,000	\$ -	\$ -	\$ -	\$ -	\$3,000,000
Total DD		\$ -	\$5,000,000	\$ -	\$ -	\$ -	\$ -	\$5,000,000
Total		\$ -	\$5,000,000	\$ -	\$ -	\$ -	\$ -	\$5,000,000

121812 - FRA-270/33-45.808/24.375

PID: 121812 Project Name: FRA-270/33-45.808/24.375 Primary Work Category: Interchange Expansion Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Non-Exempt (Analyzed)

ODOT Dist(s): 06 Locale: FRA MPO(s) / RTPO(s): MORPC Performance Measures: Pavement (Interstate) STIP Type: Individual

Termini: Interchange of IR 270 and US 33 in southeastern Franklin County Total Project Estimate: \$35,100,000

Description:

Upgrade the interchange of IR 270 and US 33 in southeastern Franklin County to increase mobility and improve safety at the interchange between I-270 and US 33.

TIP Project Comments:

MTP ID: 80

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Major Programs	\$ -	\$2,700,000	\$ -	\$ -	\$ -	\$ -	\$2,700,000
	State	\$ -	\$300,000	\$ -	\$ -	\$ -	\$ -	\$300,000
Total DD		\$ -	\$3,000,000	\$ -	\$ -	\$ -	\$ -	\$3,000,000
Total		\$ -	\$3,000,000	\$ -	\$ -	\$ -	\$ -	\$3,000,000

121814 - FRA-33-27.831

PID: 121814 Project Name: FRA-33-27.831 Primary Work Category: Interchange Expansion Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Non-Exempt (Analyzed)

ODOT Dist(s): 06 Locale: FRA MPO(s) / RTPO(s): MORPC Performance Measures: Pavement (Non-Interstate NHS) STIP Type: Individual

Termini: Intersection of US 33 and TR 229 (Bixby Rd.) in southeast Franklin County. Total Project Estimate: \$54,150,000

Description:

Construct a new interchange at the intersection of US 33 and TR 229 (Bixby Rd.) in southeast Franklin County.

TIP Project Comments:

MTP ID: 83

Bicycle and Pedestrian Components Included:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Major Programs	\$ -	\$4,800,000	\$ -	\$ -	\$ -	\$ -	\$4,800,000
	State	\$ -	\$1,200,000	\$ -	\$ -	\$ -	\$ -	\$1,200,000
Total DD		\$ -	\$6,000,000	\$ -	\$ -	\$ -	\$ -	\$6,000,000
Total		\$ -	\$6,000,000	\$ -	\$ -	\$ -	\$ -	\$6,000,000

121958 - LIC SR 16 00.20

PID: 121958	Project Name: LIC SR 16 00.20	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: Pataskala, City of	Air Quality Status: Exempt
ODOT Dist(s): 05	Locale: LIC	MPO(s) / RTPO(s): MORPC	Performance Measures: Safety	STIP Type: Group
Termini: Intersection of SR 16 Broad Street and Taylor Road in Licking County.				Total Project Estimate: \$3,020,448

Description:
Turn lanes, signal, and pedestrian safety improvements at the intersection of Broad Street and Taylor Road in Pataskala.

TIP Project Comments:
MTP ID: 185
Bicycle and Pedestrian Components Included: Yes, enhanced pedestrian crossings

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Local	\$ -	\$ -	\$40,000	\$ -	\$ -	\$ -	\$40,000
	Safety	\$ -	\$ -	\$25,000	\$ -	\$ -	\$ -	\$25,000
Total RW		\$ -	\$ -	\$65,000	\$ -	\$ -	\$ -	\$65,000
CO	Labor	\$ -	\$ -	\$ -	\$148,241	\$ -	\$ -	\$148,241
	Local	\$ -	\$ -	\$ -	\$251,759	\$ -	\$ -	\$251,759
	Safety	\$ -	\$ -	\$ -	\$2,117,730	\$ -	\$ -	\$2,117,730
Total CO		\$ -	\$ -	\$ -	\$2,517,730	\$ -	\$ -	\$2,517,730
DD	Local	\$ -	\$69,822	\$ -	\$ -	\$ -	\$ -	\$69,822
Total DD		\$ -	\$69,822	\$ -	\$ -	\$ -	\$ -	\$69,822
Total		\$ -	\$69,822	\$65,000	\$2,517,730	\$ -	\$ -	\$2,652,552

121989 - FAI US 22/ SR 188 14.39/14.44

PID: 121989	Project Name: FAI US 22/ SR 188 14.39/14.44	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: ODOT SPONSORING AGENCY	Air Quality Status: Exempt
ODOT Dist(s): 05	Locale: FAI	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: US 22 from the intersection of N High St and E Main St to SR 37; SR 188 from north Corp to US 22				Total Project Estimate: \$5,223,019

Description:
Resurfacing and related roadway work.

Curb replacement at various locations inside the City of Lancaster

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$967,226	\$ -	\$ -	\$967,226
	Preservation	\$ -	\$ -	\$ -	\$3,868,903	\$ -	\$ -	\$3,868,903
	Labor	\$ -	\$ -	\$ -	\$386,890	\$ -	\$ -	\$386,890
Total CO		\$ -	\$ -	\$ -	\$5,223,019	\$ -	\$ -	\$5,223,019
Total		\$ -	\$ -	\$ -	\$5,223,019	\$ -	\$ -	\$5,223,019

121998 - FRA Birchview Drive

PID: 121998	Project Name: FRA Birchview Drive	Primary Work Category: Roadway Major Rehab	Sponsoring Agency: Reynoldsburg, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Birchview Drive from Eastgreen Boulevard to Baldwin Place				Total Project Estimate: \$990,000

Description:
City of Reynoldsburg, Birchview Drive. Full depth roadway reconstruction, curb and gutter replacement, curb ramp and crosswalk improvements and driveway approach, traffic signing, pavement markings, erosion control, landscaping, lighting, maintenance of traffic and other roadway related work.

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Yes, enhanced pedestrian crossings

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$490,000	\$ -	\$ -	\$490,000
	Discretionary / Earmark	\$ -	\$ -	\$ -	\$500,000	\$ -	\$ -	\$500,000
Total CO		\$ -	\$ -	\$ -	\$990,000	\$ -	\$ -	\$990,000
Total		\$ -	\$ -	\$ -	\$990,000	\$ -	\$ -	\$990,000

122007 - DEL SR 37 22.436

PID: 122007	Project Name: DEL SR 37 22.436	Primary Work Category: Roadway Major Rehab	Sponsoring Agency: SUNBURY	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group

Termini:
South Morning Street to Letts Avenue

Total Project
Estimate:
\$7,500,000

Description:

City of Sunbury, Reconstructing and widening SR 37 (E Granville St) to two 12-foot lanes with a 10 foot SUP on one side. Also includes connecting the Ohio and Erie Trail by removing the old railroad bridge abutments and constructing a new pedestrian bridge over the roadway.

TIP Project Comments:

MTP ID: 205 and 186

Bicycle and Pedestrian Components Included: Yes, shared-use path

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Discretionary / Earmark	\$ -	\$ -	\$ -	\$4,200,000	\$ -	\$ -	\$4,200,000
	Local	\$ -	\$ -	\$ -	\$3,300,000	\$ -	\$ -	\$3,300,000
Total CO		\$ -	\$ -	\$ -	\$7,500,000	\$ -	\$ -	\$7,500,000
Total		\$ -	\$ -	\$ -	\$7,500,000	\$ -	\$ -	\$7,500,000

122016 - FRA MOW FY26

PID: 122016	Project Name: FRA MOW FY26	Primary Work Category: Vegetative Maintenance	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group

Termini:
Various routes in Franklin County

Total Project
Estimate:
\$864,000

Description:

1 Year (Calendar year 2026) mowing contract for various routes in Franklin County

TIP Project Comments:

MTP ID: 205

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$800,000	\$ -	\$ -	\$ -	\$ -	\$800,000
	Labor	\$ -	\$64,000	\$ -	\$ -	\$ -	\$ -	\$64,000
Total CO		\$ -	\$864,000	\$ -	\$ -	\$ -	\$ -	\$864,000
Total		\$ -	\$864,000	\$ -	\$ -	\$ -	\$ -	\$864,000

122022 - FRA Litter/Mow FY26

PID: 122022	Project Name: FRA Litter/Mow FY26	Primary Work Category: Vegetative Maintenance	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Various interstate routes in Franklin County				Total Project Estimate: \$605,000

Description:
Interchange mowing and litter pickup for FY26.

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$550,000	\$ -	\$ -	\$ -	\$ -	\$550,000
	Labor	\$ -	\$55,000	\$ -	\$ -	\$ -	\$ -	\$55,000
Total CO		\$ -	\$605,000	\$ -	\$ -	\$ -	\$ -	\$605,000
Total		\$ -	\$605,000	\$ -	\$ -	\$ -	\$ -	\$605,000

122044 - DEL-61-5.44

PID:
122044

Project Name:
DEL-61-5.44

ODOT Dist(s):
06

Primary Work Category:
Intersection Improvement (Safety)

MPO(s) / RTPO(s):
MORPC

Sponsoring Agency:
DISTRICT 6-PLANNING

Performance Measures:
Safety

Air Quality Status:
Exempt

STIP Type:
Group

Total Project Estimate:
\$4,890,675

Termini:
Delaware County; Intersection of DEL SR 61 and SR 521

Description:

Increase safety and decrease congestion by constructing a roundabout at the intersection SR 61 and SR 521 in Delaware county.

TIP Project Comments:

MTP ID: 185

Bicycle and Pedestrian Components Included: Yes, enhanced pedestrian crossings

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$261,000	\$ -	\$ -	\$261,000
	Safety	\$ -	\$ -	\$ -	\$3,729,675	\$ -	\$ -	\$3,729,675
Total CO		\$ -	\$ -	\$ -	\$3,990,675	\$ -	\$ -	\$3,990,675
DD	Safety	\$ -	\$200,000	\$ -	\$ -	\$ -	\$ -	\$200,000
Total DD		\$ -	\$200,000	\$ -	\$ -	\$ -	\$ -	\$200,000
RW	Safety	\$ -	\$ -	\$200,000	\$ -	\$ -	\$ -	\$200,000
Total RW		\$ -	\$ -	\$200,000	\$ -	\$ -	\$ -	\$200,000
Total		\$ -	\$200,000	\$200,000	\$3,990,675	\$ -	\$ -	\$4,390,675

122065 - FRA GR FY26

PID: 122065	Project Name: FRA GR FY26	Primary Work Category: Guardrail / Roadside Maintenance	Sponsoring Agency: DISTRICT 6-MAINTENANCE	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Safety	STIP Type: Group
Termini: Various locations throughout Franklin County				Total Project Estimate: \$1,940,000

Description:
Guardrail ding and dent repair in Franklin County (FY26 - 1 year contract)

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$140,000	\$ -	\$ -	\$ -	\$ -	\$140,000
	State	\$ -	\$1,800,000	\$ -	\$ -	\$ -	\$ -	\$1,800,000
Total CO		\$ -	\$1,940,000	\$ -	\$ -	\$ -	\$ -	\$1,940,000
Total		\$ -	\$1,940,000	\$ -	\$ -	\$ -	\$ -	\$1,940,000

122125 - FRA CR 142 0.059

PID: 122125	Project Name: FRA CR 142 0.059	Primary Work Category: Roadway Improvement (Safety)	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Safety	STIP Type: Group
Termini: CR 142 (Brown Rd) from Frank Road to the Stimmel Rd/Linnet Ave intersection.				Total Project Estimate: \$9,343,375

Description:
Improve CR 142 (Brown Road) from Frank Road to Stimmel Rd/Linnet Ave with 11' travel lanes, curb and gutter, a 10' shared use path on the west side with a 5' tree lawn and a 6' sidewalk on the east side of the road. A mini roundabout will be constructed at the intersection of Brown Road and Hopkins Ave.

TIP Project Comments:
MTP ID: 970
Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side
Additional Project Information: This project includes a commitment of COTA TSI Funding. (DD: \$500,000; RW: \$500,000; CO: \$1,239,700)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$ -	\$4,350,000	\$ -	\$4,350,000
	Safety	\$ -	\$ -	\$ -	\$ -	\$4,993,375	\$ -	\$4,993,375
Total CO		\$ -	\$ -	\$ -	\$ -	\$9,343,375	\$ -	\$9,343,375
Total		\$ -	\$ -	\$ -	\$ -	\$9,343,375	\$ -	\$9,343,375

122131 - FRA CR 123 3.93 Roundabout

PID: 122131	Project Name: FRA CR 123 3.93 Roundabout	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Safety	STIP Type: Group

Termini:

Williams Rd from just west of Spangler Rd to just east of Spangler Rd

Total Project

Estimate:

\$2,227,502

Description:

Converting the intersection of Williams Rd and Spangler Rd in southeast Franklin County to a roundabout.

TIP Project Comments:

MTP ID: 185

Bicycle and Pedestrian Components Included:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Safety	\$ -	\$ -	\$ -	\$ -	\$1,873,600	\$ -	\$1,873,600
	Local	\$ -	\$ -	\$ -	\$ -	\$353,902	\$ -	\$353,902
Total CO		\$ -	\$ -	\$ -	\$ -	\$2,227,502	\$ -	\$2,227,502
Total		\$ -	\$ -	\$ -	\$ -	\$2,227,502	\$ -	\$2,227,502

122133 - FRA CR 22 6.37

PID: 122133	Project Name: FRA CR 22 6.37	Primary Work Category: Roadway Improvement (Safety)	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Safety	STIP Type: Group

Termini:

Fisher Rd between Wilson Rd and Hague Ave

Total Project

Estimate:

\$1,840,709

Description:

Reduce Fisher Rd, between Wilson Rd and Hague Ave, from 4 lanes to 3 lanes. Add buffered bike lanes and also sidewalk along both sides.

TIP Project Comments:

MTP ID: 205 and 1781

Bicycle and Pedestrian Components Included: Yes, bicycle lanes and sidewalk

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$292,449	\$ -	\$ -	\$292,449
	Safety	\$ -	\$ -	\$ -	\$1,548,260	\$ -	\$ -	\$1,548,260
Total CO		\$ -	\$ -	\$ -	\$1,840,709	\$ -	\$ -	\$1,840,709
Total		\$ -	\$ -	\$ -	\$1,840,709	\$ -	\$ -	\$1,840,709

122135 - FRA CR 125 7.31

PID: 122135	Project Name: FRA CR 125 7.31	Primary Work Category: Bridge Preservation	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Frank Rd from Westbrook Dr to just east of Gantz Rd				Total Project Estimate: \$2,775,392

Description:
Replacement of bridge FRA-CR125-7.31 (SFN 2531410) carrying Frank Rd over a tributary to Scioto Big Run. Includes a shared use path on the southern side. Federal/State Exchange project.

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Yes, shared-use path

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$2,636,622	\$ -	\$ -	\$2,636,622
	Local	\$ -	\$ -	\$ -	\$138,770	\$ -	\$ -	\$138,770
Total CO		\$ -	\$ -	\$ -	\$2,775,392	\$ -	\$ -	\$2,775,392
Total		\$ -	\$ -	\$ -	\$2,775,392	\$ -	\$ -	\$2,775,392

122163 - FAI CR 20/MR 841 07.35/0.00

PID: 122163	Project Name: FAI CR 20/MR 841 07.35/0.00	Primary Work Category: Pedestrian Facilities	Sponsoring Agency: Pickerington, City of	Air Quality Status: Exempt
ODOT Dist(s): 05	Locale: FAI	MPO(s) / RTPO(s): MORPC	Performance Measures: Non-SOV	STIP Type: Group
Termini: Hereford Drive and Lockville Road from Hereford Drive to south corp limit.				Total Project Estimate: \$840,694

Description:
Installation and replacement of sidewalks in the City of Pickerington.

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, sidewalk

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$76,427	\$ -	\$ -	\$ -	\$76,427
	Local Programs	\$ -	\$ -	\$500,000	\$ -	\$ -	\$ -	\$500,000
	Local	\$ -	\$ -	\$264,267	\$ -	\$ -	\$ -	\$264,267
Total CO		\$ -	\$ -	\$840,694	\$ -	\$ -	\$ -	\$840,694
Total		\$ -	\$ -	\$840,694	\$ -	\$ -	\$ -	\$840,694

122200 - D06/D12 VAR DMS & QWS

PID: 122200	Project Name: D06/D12 VAR DMS & QWS	Primary Work Category: Transport System Mgmt and Ops (TSMO)	Sponsoring Agency: ODOT SPONSORING AGENCY	Air Quality Status: Exempt
ODOT Dist(s): 06, 12	Locale: CUY, FRA	MPO(s) / RTPPO(s): MORPC, NOACA	Performance Measures: PHED, TTRI (Interstate)	STIP Type: Group
Termini: Various locations within District 6 and District 12 - FRA and CUY				Total Project Estimate: \$1,616,321

Description:

Consultant to prepare 2 separate construction plans for a project to replace/add dynamic message signs (DMS) and queue warning signs (QWS) at various locations in District 6 and District 12. Design work under PID 122200. Construction work under PID 122200 and 122285.

TIP Project Comments:

MTP ID: 334

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$101,500	\$ -	\$ -	\$ -	\$101,500
	State	\$ -	\$ -	\$1,015,000	\$ -	\$ -	\$ -	\$1,015,000
Total CO		\$ -	\$ -	\$1,116,500	\$ -	\$ -	\$ -	\$1,116,500
Total		\$ -	\$ -	\$1,116,500	\$ -	\$ -	\$ -	\$1,116,500

122239 - MAD SRTS Plain City Elementary

PID: 122239	Project Name: MAD SRTS Plain City Elementary	Primary Work Category: Pedestrian Facilities	Sponsoring Agency: Plain City, Village of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: MAD	MPO(s) / RTPPO(s): CORPO, MORPC	Performance Measures: Non-SOV, Safety	STIP Type: Group
Termini: Egress to Plain City Elementary				Total Project Estimate: \$449,200

Description:

Expand culvert on West Avenue to include a sidewalk and high-visibility crosswalks for access to Plain City Elementary.

TIP Project Comments:

MTP ID: 186

Bicycle and Pedestrian Components Included: Yes, sidewalk

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local Programs	\$ -	\$ -	\$449,200	\$ -	\$ -	\$ -	\$449,200
Total CO		\$ -	\$ -	\$449,200	\$ -	\$ -	\$ -	\$449,200
Total		\$ -	\$ -	\$449,200	\$ -	\$ -	\$ -	\$449,200

122247 - FRA-70-12.14 FEN

PID: 122247	Project Name: FRA-70-12.14 FEN	Primary Work Category: Fencing	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: FRA-70-12.14 to 12.98 - IR-70 from the Mound St Exit to SR 315				Total Project Estimate: \$218,006

Description:
FRA-70 ROW Fence repair project

Repair/Replacement of the FRA-70 ROW Fence along IR-70 from the Mound St Exit to SR 315, on the north side of the road (adjacent to Thomas Ave).

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$32,000	\$ -	\$ -	\$ -	\$ -	\$32,000
	State	\$ -	\$186,006	\$ -	\$ -	\$ -	\$ -	\$186,006
Total CO		\$ -	\$218,006	\$ -	\$ -	\$ -	\$ -	\$218,006
Total		\$ -	\$218,006	\$ -	\$ -	\$ -	\$ -	\$218,006

122346 - DEL-750-6.72

PID: 122346	Project Name: DEL-750-6.72	Primary Work Category: Roadside / Median Improvement (Safety)	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures: Safety	STIP Type: Group
Termini: DEL SR-750-6.667 to 6.779 and DEL CR-14-0.00 to 0.038				Total Project Estimate: \$530,280

Description:

Install a concrete median at the SR-750 and E Powell Rd intersection to prohibit left and through movements from the side road. Also, add guardrail to the southeast corner of the intersection and resurface through the project area. All work will occur within existing right of way.

TIP Project Comments:

MTP ID: 185

Bicycle and Pedestrian Components Included: No

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Safety	\$ -	\$404,800	\$ -	\$ -	\$ -	\$ -	\$404,800
	Labor	\$ -	\$40,480	\$ -	\$ -	\$ -	\$ -	\$40,480
Total CO		\$ -	\$445,280	\$ -	\$ -	\$ -	\$ -	\$445,280
Total		\$ -	\$445,280	\$ -	\$ -	\$ -	\$ -	\$445,280

122406 - FRA/MAD-70-0.00/8.63 Fiber

PID: 122406	Project Name: FRA/MAD-70-0.00/8.63 Fiber	Primary Work Category: Transport System Mgmt and Ops (TSMO)	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA, MAD	MPO(s) / RTPO(s): CORPO, MORPC	Performance Measures: PHED, TTRI (Interstate)	STIP Type: Group
Termini: FRA-70 from 5.25 to 0.00 & MAD-70 from 8.63 to 15.56; Hillard Rome Rd Interchange to US 42 interchange				Total Project Estimate: \$2,366,400

Description:
D06 Fiber Network Expansion in Franklin county on I-70

The installation of micro duct for fiber optic cable at one location along Interstate I-70 in Franklin and Madison Counties. The work will include adding micro duct on I-70 from the Hillard Rome Rd interchange, west through the US 42 interchange.

TIP Project Comments:
MTP ID: 334
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
ENV	State	\$ -	\$240,000	\$ -	\$ -	\$ -	\$ -	\$240,000
Total ENV		\$ -	\$240,000	\$ -	\$ -	\$ -	\$ -	\$240,000
CO	Labor	\$ -	\$ -	\$182,400	\$ -	\$ -	\$ -	\$182,400
	State	\$ -	\$ -	\$1,824,000	\$ -	\$ -	\$ -	\$1,824,000
Total CO		\$ -	\$ -	\$2,006,400	\$ -	\$ -	\$ -	\$2,006,400
DD	State	\$ -	\$120,000	\$ -	\$ -	\$ -	\$ -	\$120,000
Total DD		\$ -	\$120,000	\$ -	\$ -	\$ -	\$ -	\$120,000
Total		\$ -	\$360,000	\$2,006,400	\$ -	\$ -	\$ -	\$2,366,400

122446 - D06 Bridge Pier Encasements

PID: 122446	Project Name: D06 Bridge Pier Encasements	Primary Work Category: Bridge Preservation	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: D06	MPO(s) / RTPO(s): CORPO, MORPC	Performance Measures:	STIP Type: Group
Termini: Various locations throughout District Six				Total Project Estimate: \$2,335,052

Description:
Encase bridge piers at several location throughout District Six

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$50,000	\$ -	\$ -	\$ -	\$ -	\$50,000
	State	\$ -	\$2,285,052	\$ -	\$ -	\$ -	\$ -	\$2,285,052
Total CO		\$ -	\$2,335,052	\$ -	\$ -	\$ -	\$ -	\$2,335,052
Total		\$ -	\$2,335,052	\$ -	\$ -	\$ -	\$ -	\$2,335,052

122447 - DEL-750-4.47

PID: 122447	Project Name: DEL-750-4.47	Primary Work Category: Drainage System Maintenance	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: DEL SR 750 from bridge over the Olentangy River (SLM 4.47) to west of Highmeadows Village Drive (SLM 5.00)				Total Project Estimate: \$385,000

Description:

The project will provide a drainage solution which promotes positive drainage by either constructing a new storm sewer system or drainage ditches with slope stabilization.

TIP Project Comments:

MTP ID: 205

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$35,000	\$ -	\$ -	\$ -	\$35,000
	State	\$ -	\$ -	\$70,000	\$ -	\$ -	\$ -	\$70,000
	PROTECT	\$ -	\$ -	\$280,000	\$ -	\$ -	\$ -	\$280,000
Total CO		\$ -	\$ -	\$385,000	\$ -	\$ -	\$ -	\$385,000
Total		\$ -	\$ -	\$385,000	\$ -	\$ -	\$ -	\$385,000

122765 - FRA US 33 28.61

PID: 122765	Project Name: FRA US 33 28.61	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPPO(s): MORPC	Performance Measures: Safety	STIP Type: Group

Termini:
FRA US 33 at Rager Rd (TR 231)

Total Project
Estimate:
\$463,000

Description:

Close the north leg of the US 33 and Rager Rd intersection and provide a cul-de-sac within existing right of way. Convert the south leg of the US 33 and Rager Rd intersection to right in-right out with striping and temporary barriers that can be removed for super loads.

TIP Project Comments:

MTP ID: 1791

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$33,000	\$ -	\$ -	\$ -	\$ -	\$33,000
	State	\$ -	\$335,000	\$ -	\$ -	\$ -	\$ -	\$335,000
Total CO		\$ -	\$368,000	\$ -	\$ -	\$ -	\$ -	\$368,000
Total		\$ -	\$368,000	\$ -	\$ -	\$ -	\$ -	\$368,000

122854 - FRA-EXPO CENTER/OHC-FY2026

PID: 122854	Project Name: FRA-EXPO CENTER/OHC-FY2026	Primary Work Category: Pavement Maintenance	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPPO(s): MORPC	Performance Measures:	STIP Type: Group

Termini:
Various locations at the Expo Center and Ohio History Connection

Total Project
Estimate:
\$2,100,000

Description:

Pavement repairs, resurfacing, and chip seal at Expo Center and Ohio History Connection

TIP Project Comments:

MTP ID: 205

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$2,100,000	\$ -	\$ -	\$ -	\$ -	\$2,100,000
Total CO		\$ -	\$2,100,000	\$ -	\$ -	\$ -	\$ -	\$2,100,000
Total		\$ -	\$2,100,000	\$ -	\$ -	\$ -	\$ -	\$2,100,000

122858 - FRA-FY27 EXPO CENTER/OHC

PID: 122858 Project Name: FRA-FY27 EXPO CENTER/OHC Primary Work Category: Pavement Maintenance Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: FRA MPO(s) / RTPO(s): MORPC Performance Measures: STIP Type: Group

Termini: Various locations at the Expo Center and Ohio History Connection Total Project Estimate: \$1,700,000

Description: Pavement repairs and chip seal at Expo Center and Ohio History Connection

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$1,700,000	\$ -	\$ -	\$ -	\$1,700,000
Total CO		\$ -	\$ -	\$1,700,000	\$ -	\$ -	\$ -	\$1,700,000
Total		\$ -	\$ -	\$1,700,000	\$ -	\$ -	\$ -	\$1,700,000

122859 - FRA-FY28 EXPO CENTER/OHC

PID: 122859 Project Name: FRA-FY28 EXPO CENTER/OHC Primary Work Category: Pavement Maintenance Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: FRA MPO(s) / RTPO(s): MORPC Performance Measures: STIP Type: Group

Termini: Various locations at the Expo Center and Ohio History Connection Total Project Estimate: \$2,900,000

Description: Pavement repairs and chip seal at Expo Center and Ohio History Connection

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$2,900,000	\$ -	\$ -	\$2,900,000
Total CO		\$ -	\$ -	\$ -	\$2,900,000	\$ -	\$ -	\$2,900,000
Total		\$ -	\$ -	\$ -	\$2,900,000	\$ -	\$ -	\$2,900,000

122860 - FRA-FY29 EXPO CENTER/OHC

PID: 122860 Project Name: FRA-FY29 EXPO CENTER/OHC Primary Work Category: Pavement Maintenance Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: FRA MPO(s) / RTPO(s): MORPC Performance Measures: STIP Type: Group

Termini: Various locations at the Expo Center and Ohio History Connection Total Project Estimate: \$1,800,000

Description: Pavement repairs and chip seal at Expo Center and Ohio History Connection

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$ -	\$1,800,000	\$ -	\$1,800,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$1,800,000	\$ -	\$1,800,000
Total		\$ -	\$ -	\$ -	\$ -	\$1,800,000	\$ -	\$1,800,000

122884 - FRA-IR 71/US 62 Infields TP

PID: 122884 Project Name: FRA-IR 71/US 62 Infields TP Primary Work Category: Other Building / Facility Work Sponsoring Agency: ODOT SPONSORING AGENCY Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: FRA MPO(s) / RTPO(s): MORPC Performance Measures: STIP Type: Group

Termini: FRA IR-71/US62 infields (WB & EB) in Franklin County Total Project Estimate: \$15,943,000

Description: Construction of trucking parking at FRA-IR71/US62 infields (EB & WB). Development will be completed under PID 122866.

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$1,043,000	\$ -	\$ -	\$ -	\$ -	\$1,043,000
	State	\$ -	\$14,900,000	\$ -	\$ -	\$ -	\$ -	\$14,900,000
Total CO		\$ -	\$15,943,000	\$ -	\$ -	\$ -	\$ -	\$15,943,000
Total		\$ -	\$15,943,000	\$ -	\$ -	\$ -	\$ -	\$15,943,000

122962 - LIC MR 1803 00.11 (Key Blvd)

PID: 122962	Project Name: LIC MR 1803 00.11 (Key Blvd)	Primary Work Category: Bridge Preservation	Sponsoring Agency: Pataskala, City of	Air Quality Status: Exempt
ODOT Dist(s): 05	Locale: LIC	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: 0.05 miles east of White Path Street				Total Project Estimate: \$1,122,632

Description:
Key Boulevard/MR1803 bridge (SFN 4564014) rehabilitation and applicable work in the City of Pataskala.

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$52,632	\$ -	\$ -	\$52,632
	Labor	\$ -	\$ -	\$ -	\$70,000	\$ -	\$ -	\$70,000
	Local Programs	\$ -	\$ -	\$ -	\$1,000,000	\$ -	\$ -	\$1,000,000
Total CO		\$ -	\$ -	\$ -	\$1,122,632	\$ -	\$ -	\$1,122,632
Total		\$ -	\$ -	\$ -	\$1,122,632	\$ -	\$ -	\$1,122,632

123071 - FRA Eakin Road SUP

PID: 123071	Project Name: FRA Eakin Road SUP	Primary Work Category: Shared Use Path	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Non-SOV, Safety	STIP Type: Group
Termini: Eakin Road from Wayne Avenue to Harrisburg Pike.				Total Project Estimate: \$6,206,000

Description:

Install a Shared Use Path (SUP) on the north side of Eakin Road from Wayne Ave to Whitethorne Ave and on the south side of the road from Whitethorne Ave to Harrisburg Pike (US 62). Will include curb ramps, enhanced crosswalk markings, street lighting, drive aprons, curb and storm sewer as needed and includes a bridge over Early Run.

TIP Project Comments:

MTP ID: 186

Bicycle and Pedestrian Components Included: Yes, shared-use path

Additional Project Information: This project includes a commitment of COTA TSI Funding. (CO: \$816,450)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Safety	\$ -	\$ -	\$2,000,000	\$ -	\$ -	\$ -	\$2,000,000
	Local	\$ -	\$ -	\$4,206,000	\$ -	\$ -	\$ -	\$4,206,000
Total CO		\$ -	\$ -	\$6,206,000	\$ -	\$ -	\$ -	\$6,206,000
Total		\$ -	\$ -	\$6,206,000	\$ -	\$ -	\$ -	\$6,206,000

123113 - DEL SR 3 4.583 (at Lewis Center)

PID: 123113	Project Name: DEL SR 3 4.583 (at Lewis Center)	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: DELAWARE COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures: Safety	STIP Type: Group
Termini: DEL SR 3 at DEL CR 106 (Lewis Center Rd)				Total Project Estimate: \$250,000

Description:
Improve the intersection of DEL SR 3 and DEL CR 106 (Lewis Center Rd.) by adding a turn lane and signal.

Delaware County to implement the project. ODOT will reimburse the County for the signal installation costs.

TIP Project Comments:
MTP ID: 2059
Bicycle and Pedestrian Components Included:

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$250,000	\$ -	\$ -	\$ -	\$ -	\$250,000
Total CO		\$ -	\$250,000	\$ -	\$ -	\$ -	\$ -	\$250,000
Total		\$ -	\$250,000	\$ -	\$ -	\$ -	\$ -	\$250,000

123123 - FRA Ohio Center Way Bridge

PID: 123123	Project Name: FRA Ohio Center Way Bridge	Primary Work Category: Bridge Preservation	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: SFN 2563126. Southernmost bridge of the GCCC east side bridges that carries traffic eastbound to Third Street.				Total Project Estimate: \$2,392,088

Description:
Rehab SFN 2563126 as part of a larger project to rehab all four High-Third Connector bridges on the east side of the Greater Columbus Convention Center. These bridges carry Ohio Center Way over CSX and Norfolk Southern rail lines. Work includes full-depth patching and partial-depth patching of the bridge deck, a new concrete overlay, replacing leaking expansion joints, and minimal substructure patching.

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$1,634,620	\$ -	\$ -	\$1,634,620
	Local Programs	\$ -	\$ -	\$ -	\$757,468	\$ -	\$ -	\$757,468
Total CO		\$ -	\$ -	\$ -	\$2,392,088	\$ -	\$ -	\$2,392,088
Total		\$ -	\$ -	\$ -	\$2,392,088	\$ -	\$ -	\$2,392,088

123167 - Insight2050 Tech Assistance FY28

PID: 123167	Project Name: Insight2050 Tech Assistance FY28	Primary Work Category: Statewide / Regional Planning	Sponsoring Agency: MORPC	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPPO(s): MORPC	Performance Measures:	STIP Type: Individual
Termini: 0.00				Total Project Estimate: \$325,000

Description:

Provide technical planning assistance, including outreach and planning services to assist individual communities with effective integration of insight2050 findings into local land use and transportation plans in SFY 28.

TIP Project Comments:

MTP ID: 144

Bicycle and Pedestrian Components Included: Not applicable

Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	MPO STBG	\$ -	\$ -	\$ -	\$325,000	\$ -	\$ -	\$325,000
Total OTH		\$ -	\$ -	\$ -	\$325,000	\$ -	\$ -	\$325,000
Total		\$ -	\$ -	\$ -	\$325,000	\$ -	\$ -	\$325,000

123168 - Insight2050 Tech Assistance FY29

PID: 123168 Project Name: Insight2050 Tech Assistance FY29 Primary Work Category: Statewide / Regional Planning Sponsoring Agency: MORPC Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: FRA MPO(s) / RTPO(s): MORPC Performance Measures: STIP Type: Individual

Termini: 0.00 Total Project Estimate: \$325,000

Description:

Provide technical planning assistance, including outreach and planning services to assist individual communities with effective integration of insight2050 findings into local land use and transportation plans in SFY 29.

TIP Project Comments:

MTP ID: 144

Bicycle and Pedestrian Components Included: Not applicable

Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	MPO STBG	\$ -	\$ -	\$ -	\$ -	\$325,000	\$ -	\$325,000
Total OTH		\$ -	\$ -	\$ -	\$ -	\$325,000	\$ -	\$325,000
Total		\$ -	\$ -	\$ -	\$ -	\$325,000	\$ -	\$325,000

123169 - FRA MORPC FY 28 AQ Program

PID: 123169 Project Name: FRA MORPC FY 28 AQ Program Primary Work Category: Statewide / Regional Planning Sponsoring Agency: MORPC Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: FRA MPO(s) / RTPO(s): MORPC Performance Measures: CMAQ STIP Type: Individual

Termini: 0.00 Total Project Estimate: \$625,000

Description:

MORPC FY 28 AQ Program

TIP Project Comments:

MTP ID: 143

Bicycle and Pedestrian Components Included: Not applicable

Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	MPO CMAQ	\$ -	\$ -	\$ -	\$625,000	\$ -	\$ -	\$625,000
Total OTH		\$ -	\$ -	\$ -	\$625,000	\$ -	\$ -	\$625,000
Total		\$ -	\$ -	\$ -	\$625,000	\$ -	\$ -	\$625,000

123170 - FRA MORPC FY 29 AQ Program

PID: 123170 Project Name: FRA MORPC FY 29 AQ Program Primary Work Category: Statewide / Regional Planning Sponsoring Agency: MORPC Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: FRA MPO(s) / RTPO(s): MORPC Performance Measures: CMAQ STIP Type: Individual

Termini: 0.00 Total Project Estimate: \$625,000

Description:
MORPC FY 29 AQ Program

TIP Project Comments:

MTP ID: 143

Bicycle and Pedestrian Components Included: Not applicable

Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	MPO CMAQ	\$ -	\$ -	\$ -	\$ -	\$625,000	\$ -	\$625,000
Total OTH		\$ -	\$ -	\$ -	\$ -	\$625,000	\$ -	\$625,000
Total		\$ -	\$ -	\$ -	\$ -	\$625,000	\$ -	\$625,000

123171 - FRA MORPC FY 28 Rideshare

PID: 123171 Project Name: FRA MORPC FY 28 Rideshare Primary Work Category: Miscellaneous Sponsoring Agency: MORPC Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: FRA MPO(s) / RTPO(s): MORPC Performance Measures: CMAQ, Non-SOV STIP Type: Individual

Termini: 0.00 Total Project Estimate: \$800,000

Description:
MORPC FY 28 Rideshare

TIP Project Comments:

MTP ID: 143

Bicycle and Pedestrian Components Included: Not applicable

Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	MPO CMAQ	\$ -	\$ -	\$ -	\$800,000	\$ -	\$ -	\$800,000
Total OTH		\$ -	\$ -	\$ -	\$800,000	\$ -	\$ -	\$800,000
Total		\$ -	\$ -	\$ -	\$800,000	\$ -	\$ -	\$800,000

123172 - FRA MORPC FY 29 Rideshare

PID: 123172 Project Name: FRA MORPC FY 29 Rideshare Primary Work Category: Miscellaneous Sponsoring Agency: MORPC Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: FRA MPO(s) / RTPO(s): MORPC Performance Measures: CMAQ, Non-SOV STIP Type: Individual

Termini: 0.00 Total Project Estimate: \$800,000

Description:
MORPC FY 29 Rideshare

TIP Project Comments:

MTP ID: 143

Bicycle and Pedestrian Components Included: Not applicable

Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	MPO CMAQ	\$ -	\$ -	\$ -	\$ -	\$800,000	\$ -	\$800,000
Total OTH		\$ -	\$ -	\$ -	\$ -	\$800,000	\$ -	\$800,000
Total		\$ -	\$ -	\$ -	\$ -	\$800,000	\$ -	\$800,000

123173 - FRA MORPC FY 28 Supp Planning

PID: 123173 Project Name: FRA MORPC FY 28 Supp Planning Primary Work Category: Statewide / Regional Planning Sponsoring Agency: MORPC Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: FRA MPO(s) / RTPO(s): MORPC Performance Measures: STIP Type: Individual

Termini: 0.00 Total Project Estimate: \$525,000

Description:
MORPC FY 28 Supplemental Planning

TIP Project Comments:

MTP ID: 144

Bicycle and Pedestrian Components Included: Not applicable

Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	MPO STBG	\$ -	\$ -	\$ -	\$525,000	\$ -	\$ -	\$525,000
Total OTH		\$ -	\$ -	\$ -	\$525,000	\$ -	\$ -	\$525,000
Total		\$ -	\$ -	\$ -	\$525,000	\$ -	\$ -	\$525,000

123174 - FRA MORPC FY 29 Supp Planning

PID: 123174	Project Name: FRA MORPC FY 29 Supp Planning	Primary Work Category: Statewide / Regional Planning	Sponsoring Agency: MORPC	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Individual
Termini: 0.00				Total Project Estimate: \$550,000

Description:
MORPC FY 29 Supplemental Planning

TIP Project Comments:
MTP ID: 144
Bicycle and Pedestrian Components Included: Not applicable
Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	MPO STBG	\$ -	\$ -	\$ -	\$ -	\$550,000	\$ -	\$550,000
Total OTH		\$ -	\$ -	\$ -	\$ -	\$550,000	\$ -	\$550,000
Total		\$ -	\$ -	\$ -	\$ -	\$550,000	\$ -	\$550,000

123202 - D06-ITS MAINT-FY2026

PID: 123202	Project Name: D06-ITS MAINT-FY2026	Primary Work Category: Transport System Mgmt and Ops (TSMO)	Sponsoring Agency: TRAFFIC	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: D06	MPO(s) / RTPO(s): CORPO, MORPC, OVRDC	Performance Measures: PHED, Safety, TTRI (Non-Interstate NHS)	STIP Type: Group
Termini: Throughout District 6				Total Project Estimate: \$1,791,917

Description:
Maintenance of various ITS devices and infrastructure.

Two-year contract

TIP Project Comments:
MTP ID: 334
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$150,000	\$ -	\$ -	\$ -	\$ -	\$150,000
	State	\$ -	\$1,641,917	\$ -	\$ -	\$ -	\$ -	\$1,641,917
Total CO		\$ -	\$1,791,917	\$ -	\$ -	\$ -	\$ -	\$1,791,917
Total		\$ -	\$1,791,917	\$ -	\$ -	\$ -	\$ -	\$1,791,917

123333 - DEL VAR Sidewalk/SUP

PID: 123333	Project Name: DEL VAR Sidewalk/SUP	Primary Work Category: Pedestrian Facilities	Sponsoring Agency: Delaware, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures: Non-SOV, Safety	STIP Type: Group
Termini: Segments along US 36, US 42, S. Sandusky St, and London Rd.				Total Project Estimate: \$2,342,222

Description:
Systemic safety improvements in the City of Delaware to provide enhanced pedestrian connectivity along US 36, US 42, S. Sandusky St., and London Rd. The project will fill in gaps in sidewalks and shared use paths along these corridors.

TIP Project Comments:
MTP ID: 1781 and 186
Bicycle and Pedestrian Components Included: Yes, sidewalk and/or shared-use path, multiple locations

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Safety	\$ -	\$264,870	\$ -	\$ -	\$ -	\$ -	\$264,870
	Local	\$ -	\$29,430	\$ -	\$ -	\$ -	\$ -	\$29,430
Total RW		\$ -	\$294,300	\$ -	\$ -	\$ -	\$ -	\$294,300
CO	Safety	\$ -	\$ -	\$1,543,791	\$ -	\$ -	\$ -	\$1,543,791
	Local	\$ -	\$ -	\$291,532	\$ -	\$ -	\$ -	\$291,532
Total CO		\$ -	\$ -	\$1,835,323	\$ -	\$ -	\$ -	\$1,835,323
Total		\$ -	\$294,300	\$1,835,323	\$ -	\$ -	\$ -	\$2,129,623

123363 - FRA SR 317/Williams Rd

PID: 123363	Project Name: FRA SR 317/Williams Rd	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: Groveport, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Safety	STIP Type: Group
Termini: Williams Road at the intersection with SR 317 (Hamilton Road)				Total Project Estimate: \$333,096

Description:

Extend the northbound left turn lane to 600 feet at Hamilton Rd (SR 317) and Williams Rd. Joint project with the City of Columbus and City of Groveport. City of Columbus will change the northbound left turn to protected only after this project is complete.

TIP Project Comments:

MTP ID: 185

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$21,000	\$ -	\$ -	\$ -	\$ -	\$21,000
	Labor	\$ -	\$14,700	\$ -	\$ -	\$ -	\$ -	\$14,700
	Safety	\$ -	\$189,000	\$ -	\$ -	\$ -	\$ -	\$189,000
Total CO		\$ -	\$224,700	\$ -	\$ -	\$ -	\$ -	\$224,700
Total		\$ -	\$224,700	\$ -	\$ -	\$ -	\$ -	\$224,700

123462 - FRA Drainage Repair

PID: 123462	Project Name: FRA Drainage Repair	Primary Work Category: Bridge / Culvert Maintenance	Sponsoring Agency: DISTRICT 6-MAINTENANCE	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Various locations throughout Franklin County				Total Project Estimate: \$1,880,000

Description:
Provide positive drainage at various culverts in Franklin County

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	State	\$ -	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$1,000,000
Total DD		\$ -	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$1,000,000
CO	State	\$ -	\$ -	\$800,000	\$ -	\$ -	\$ -	\$800,000
	Labor	\$ -	\$ -	\$80,000	\$ -	\$ -	\$ -	\$80,000
Total CO		\$ -	\$ -	\$880,000	\$ -	\$ -	\$ -	\$880,000
Total		\$ -	\$1,000,000	\$880,000	\$ -	\$ -	\$ -	\$1,880,000

123472 - FRA East Broad Capital Trail

PID: 123472	Project Name: FRA East Broad Capital Trail	Primary Work Category: Bike Facility	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Non-SOV	STIP Type: Individual
Termini: E Broad St from Washington Ave to just past South Nelson Rd				Total Project Estimate: \$11,661,079

Description:

Construction of a 12-ft wide shared use path along the south side of East Broad Street from Washington Avenue to the Alum Creek Trail just past South Nelson Road, a road diet from 7 to 5 travel lanes, and replacement of six traffic signals.

TIP Project Comments:

MTP ID: 1980

Bicycle and Pedestrian Components Included: Yes, shared-use path

Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Local	\$ -	\$ -	\$ -	\$230,000	\$ -	\$ -	\$230,000
	MPO STBG	\$ -	\$ -	\$ -	\$920,000	\$ -	\$ -	\$920,000
Total RW		\$ -	\$ -	\$ -	\$1,150,000	\$ -	\$ -	\$1,150,000
Total		\$ -	\$ -	\$ -	\$1,150,000	\$ -	\$ -	\$1,150,000

123475 - FRA-East Cooke Rd Ph 2

PID: 123475	Project Name: FRA-East Cooke Rd Ph 2	Primary Work Category: Roadway Major Rehab	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Individual
Termini: East Cooke Rd from Glenmawr Ave to Karl Rd				Total Project Estimate: \$12,176,060

Description:
Reconstruct E Cooke Rd from Glenmawr Ave to Karl Rd. Project includes pedestrian safety improvements, storm upgrades and highway lighting.

TIP Project Comments:
MTP ID: 1425
Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side
Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Local	\$ -	\$ -	\$ -	\$198,000	\$ -	\$ -	\$198,000
	MPO STBG	\$ -	\$ -	\$ -	\$792,000	\$ -	\$ -	\$792,000
Total RW		\$ -	\$ -	\$ -	\$990,000	\$ -	\$ -	\$990,000
Total		\$ -	\$ -	\$ -	\$990,000	\$ -	\$ -	\$990,000

123541 - FRA IR 71 17.68

PID: 123541	Project Name: FRA IR 71 17.68	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: MORPC	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Pavement (Interstate)	STIP Type: Group
Termini: FRA-71-17.68-23.60				Total Project Estimate: \$9,449,071

Description:
Pavement preventative maintenance project in Franklin County.

Resurfacing project with minor pavement repairs and upgrade guardrail as needed.

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$363,426	\$ -	\$ -	\$363,426
	Preservation	\$ -	\$ -	\$ -	\$7,268,516	\$ -	\$ -	\$7,268,516
	State	\$ -	\$ -	\$ -	\$1,817,129	\$ -	\$ -	\$1,817,129
Total CO		\$ -	\$ -	\$ -	\$9,449,071	\$ -	\$ -	\$9,449,071
Total		\$ -	\$ -	\$ -	\$9,449,071	\$ -	\$ -	\$9,449,071

123542 - FRA-315-6.42/12.49

PID: 123542	Project Name: FRA-315-6.42/12.49	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: MORPC	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Pavement (Non-Interstate NHS)	STIP Type: Group
Termini: FRA-315-6.43-11.937 & FRA-315-12.487-13.968				Total Project Estimate: \$7,016,273

Description:
Pavement Preventative Maintenance repair project in Franklin County.

Resurfacing project with minor pavement repairs and upgrade guardrail as needed.

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$ -	\$5,397,133	\$ -	\$ -	\$5,397,133
	Labor	\$ -	\$ -	\$ -	\$269,857	\$ -	\$ -	\$269,857
	State	\$ -	\$ -	\$ -	\$1,349,283	\$ -	\$ -	\$1,349,283
Total CO		\$ -	\$ -	\$ -	\$7,016,273	\$ -	\$ -	\$7,016,273
Total		\$ -	\$ -	\$ -	\$7,016,273	\$ -	\$ -	\$7,016,273

123549 - FRA Grove City Gateway Overpass

PID: 123549	Project Name: FRA Grove City Gateway Overpass	Primary Work Category: New Roadway	Sponsoring Agency: Grove City, City of	Air Quality Status: Non-Exempt (Analyzed)
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: PHED	STIP Type: Individual
Termini: From the north leg of Haughn Road east to North Meadows Drive				Total Project Estimate: \$32,000,000

Description:
City of Grove City. Construct an east-west connector road from North Meadows Drive to the northern leg of Haughn Road with a new structure over IR 71. Project includes roadway, storm sewer, water main, lighting, ADA paths, and multi-modal features.

TIP Project Comments:
MTP ID: 1400
Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side
Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Local	\$ -	\$ -	\$ -	\$2,000,000	\$ -	\$ -	\$2,000,000
Total RW		\$ -	\$ -	\$ -	\$2,000,000	\$ -	\$ -	\$2,000,000
ENV	Local	\$ -	\$2,000,000	\$ -	\$ -	\$ -	\$ -	\$2,000,000
Total ENV		\$ -	\$2,000,000	\$ -	\$ -	\$ -	\$ -	\$2,000,000
Total		\$ -	\$2,000,000	\$ -	\$2,000,000	\$ -	\$ -	\$4,000,000

123557 - FRA-CR52-0.46 Fishinger Bridge

PID: 123557	Project Name: FRA-CR52-0.46 Fishinger Bridge	Primary Work Category: Bridge Preservation	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Rivers Gate Way to Riverside Dr (US-33)				Total Project Estimate: \$8,195,920

Description:

Rehabilitation of the Fishinger Rd bridge (CR-52) that includes constructing a concrete overlay, painting the structural steel, and reducing lane widths to provide additional deck width to convert the existing sidewalk to an SUP.

TIP Project Comments:

MTP ID: 203

Bicycle and Pedestrian Components Included: Yes, widening to accommodate future facilities

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$ -	\$1,639,184	\$ -	\$1,639,184
	Local Programs	\$ -	\$ -	\$ -	\$ -	\$6,556,736	\$ -	\$6,556,736
Total CO		\$ -	\$ -	\$ -	\$ -	\$8,195,920	\$ -	\$8,195,920
Total		\$ -	\$ -	\$ -	\$ -	\$8,195,920	\$ -	\$8,195,920

123603 - D05 CUL FY2028 (B)

PID: 123603	Project Name: D05 CUL FY2028 (B)	Primary Work Category: Culvert Preservation	Sponsoring Agency: ODOT SPONSORING AGENCY	Air Quality Status: Exempt
ODOT Dist(s): 05	Locale: D05	MPO(s) / RTPO(s): Buckeye Hills, CORPO, LCATS, MORPC, OMEGA	Performance Measures:	STIP Type: Group
Termini: District-wide culvert project				Total Project Estimate: \$1,100,000

Description:
Rehabilitation of culverts in D5.

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$100,000	\$ -	\$ -	\$100,000
	State	\$ -	\$ -	\$ -	\$200,000	\$ -	\$ -	\$200,000
	Preservation	\$ -	\$ -	\$ -	\$800,000	\$ -	\$ -	\$800,000
Total CO		\$ -	\$ -	\$ -	\$1,100,000	\$ -	\$ -	\$1,100,000
Total		\$ -	\$ -	\$ -	\$1,100,000	\$ -	\$ -	\$1,100,000

123608 - D06 VAR Traffic & Develop FY26

PID: 123608 Project Name: D06 VAR Traffic & Develop FY26 Primary Work Category: Preliminary Development Tasks Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: D06 MPO(s) / RTPO(s): CORPO, MORPC Performance Measures: STIP Type: Group

Termini: Various locations throughout District Six

Total Project Estimate: \$1,000,000

Description:

This is a study contract that will support D6 staff in reviewing Traffic Impact Studies from developers at key intersections & interchanges. The study will also develop improvement concepts and value capture agreements.

TIP Project Comments:

MTP ID: 144

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
OTH	State	\$ -	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$1,000,000
Total OTH		\$ -	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$1,000,000
Total		\$ -	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$1,000,000

123653 - FRA-70/270-27.73/24.50

PID: 123653 Project Name: FRA-70/270-27.73/24.50 Primary Work Category: Pavement Maintenance Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: FRA MPO(s) / RTPO(s): MORPC Performance Measures: Pavement (Interstate) STIP Type: Group

Termini: FRA-270-24.50-25.82 & FRA-71-27.731-29.29

Total Project Estimate: \$7,174,261

Description:

Resurfacing, pavement repairs and guardrail improvements in Franklin County on IR 270 and IR 70

TIP Project Comments:

MTP ID: 205

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$ -	\$652,205	\$ -	\$ -	\$652,205
	State	\$ -	\$ -	\$ -	\$1,304,411	\$ -	\$ -	\$1,304,411
	Preservation	\$ -	\$ -	\$ -	\$5,217,645	\$ -	\$ -	\$5,217,645
Total CO		\$ -	\$ -	\$ -	\$7,174,261	\$ -	\$ -	\$7,174,261
Total		\$ -	\$ -	\$ -	\$7,174,261	\$ -	\$ -	\$7,174,261

123741 - FRA CR 27 7.392

PID: 123741	Project Name: FRA CR 27 7.392	Primary Work Category: Shared Use Path	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: CMAQ, Non-SOV	STIP Type: Individual
Termini: Rentra Dr to 400 ft east of Walcutt Dr				Total Project Estimate: \$10,064,114

Description:

This project will realign the intersection of Trabue Rd with Walcutt Dr and convert the intersection from signal controlled to a roundabout. A shared use path will be constructed on the north side of Renner Rd from Rentra Dr to Walcutt Dr and on the south side of Trabue Rd from the intersection of Trabue Rd with Walcutt Dr. to the existing SUP east of Walcutt Dr. Improvements also include the addition of an eastbound right turn lane and replacement of the traffic signal at the intersection of Renner Rd with Rentra Dr, sidewalk on the north side of Trabue Rd, and pavement resurfacing.

TIP Project Comments:

MTP ID: 39, 185, and 186

Bicycle and Pedestrian Components Included: Yes, shared-use path

Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

This project includes a commitment of COTA TSI Funding. (DD: \$500,000; RW: \$200,000; CO: \$2,553,800)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Local	\$ -	\$ -	\$ -	\$174,560	\$ -	\$ -	\$174,560
	MPO CMAQ	\$ -	\$ -	\$ -	\$698,240	\$ -	\$ -	\$698,240
Total RW		\$ -	\$ -	\$ -	\$872,800	\$ -	\$ -	\$872,800
Total		\$ -	\$ -	\$ -	\$872,800	\$ -	\$ -	\$872,800

123748 - D06 Urban Paving - FY29

PID: 123748	Project Name: D06 Urban Paving - FY29	Primary Work Category: Other Studies/ Tasks	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: D06	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Various locations and project in D6				Total Project Estimate: \$3,740,000

Description:
D06 Urban Paving Program for FY 2029

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$ -	\$680,000	\$ -	\$680,000
	Preservation	\$ -	\$ -	\$ -	\$ -	\$2,720,000	\$ -	\$2,720,000
	Labor	\$ -	\$ -	\$ -	\$ -	\$340,000	\$ -	\$340,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$3,740,000	\$ -	\$3,740,000
Total		\$ -	\$ -	\$ -	\$ -	\$3,740,000	\$ -	\$3,740,000

123750 - D06 Urban Paving - FY28

PID: 123750	Project Name: D06 Urban Paving - FY28	Primary Work Category: Other Studies/ Tasks	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: D06	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Various locations and project in D6				Total Project Estimate: \$3,740,000

Description:
D06 Urban Paving Program for FY 2028

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$680,000	\$ -	\$ -	\$680,000
	Preservation	\$ -	\$ -	\$ -	\$2,720,000	\$ -	\$ -	\$2,720,000
	Labor	\$ -	\$ -	\$ -	\$340,000	\$ -	\$ -	\$340,000
Total CO		\$ -	\$ -	\$ -	\$3,740,000	\$ -	\$ -	\$3,740,000
Total		\$ -	\$ -	\$ -	\$3,740,000	\$ -	\$ -	\$3,740,000

123751 - D06 Urban Paving - FY 27

PID: 123751	Project Name: D06 Urban Paving - FY 27	Primary Work Category: Other Studies/ Tasks	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: D06	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Various locations and project in D6				Total Project Estimate: \$3,740,000

Description:
D06 Urban Paving Program for FY 2029

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Labor	\$ -	\$ -	\$340,000	\$ -	\$ -	\$ -	\$340,000
	State	\$ -	\$ -	\$680,000	\$ -	\$ -	\$ -	\$680,000
	Preservation	\$ -	\$ -	\$2,720,000	\$ -	\$ -	\$ -	\$2,720,000
Total CO		\$ -	\$ -	\$3,740,000	\$ -	\$ -	\$ -	\$3,740,000
Total		\$ -	\$ -	\$3,740,000	\$ -	\$ -	\$ -	\$3,740,000

123757 - D06 Bridge Joint Repair - FY27

PID: 123757	Project Name: D06 Bridge Joint Repair - FY27	Primary Work Category: Bridge Preservation	Sponsoring Agency: DISTRICT 6-BRIDGES	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: D06	MPO(s) / RTPO(s): CORPO, MORPC, OVRDC	Performance Measures: Bridge (NHS)	STIP Type: Group
Termini: Various Locations				Total Project Estimate: \$3,000,000

Description:
Replace Deficient Bridge Joints throughout the District.

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
ENV	State	\$ -	\$50,000	\$ -	\$ -	\$ -	\$ -	\$50,000
	Preservation	\$ -	\$200,000	\$ -	\$ -	\$ -	\$ -	\$200,000
Total ENV		\$ -	\$250,000	\$ -	\$ -	\$ -	\$ -	\$250,000
DD	State	\$ -	\$ -	\$20,000	\$ -	\$ -	\$ -	\$20,000
	Preservation	\$ -	\$ -	\$80,000	\$ -	\$ -	\$ -	\$80,000
Total DD		\$ -	\$ -	\$100,000	\$ -	\$ -	\$ -	\$100,000
CO	Preservation	\$ -	\$ -	\$2,120,000	\$ -	\$ -	\$ -	\$2,120,000
	State	\$ -	\$ -	\$530,000	\$ -	\$ -	\$ -	\$530,000
Total CO		\$ -	\$ -	\$2,650,000	\$ -	\$ -	\$ -	\$2,650,000
Total		\$ -	\$250,000	\$2,750,000	\$ -	\$ -	\$ -	\$3,000,000

123768 - D06 Bridge Painting - FY28

PID:
123768

Project Name:
D06 Bridge Painting - FY28

Primary Work Category:
Bridge / Culvert Maintenance

Sponsoring Agency:
DISTRICT 6-PLANNING

Air Quality Status:
Exempt

ODOT Dist(s):
06

Locale:
D06

MPO(s) / RTPO(s):
CORPO, MORPC, OVRDC

Performance Measures:
Bridge (NHS)

STIP Type:
Group

Termini:
Various bridges in FRA and MAR counties

Total Project Estimate:
\$5,000,000

Description:
Bridge Painting project throughout the District.

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$1,000,000	\$ -	\$ -	\$1,000,000
	Preservation	\$ -	\$ -	\$ -	\$4,000,000	\$ -	\$ -	\$4,000,000
Total CO		\$ -	\$ -	\$ -	\$5,000,000	\$ -	\$ -	\$5,000,000
Total		\$ -	\$ -	\$ -	\$5,000,000	\$ -	\$ -	\$5,000,000

123769 - D06 Bridge Painting - FY29

PID:
123769

Project Name:
D06 Bridge Painting - FY29

Primary Work Category:
Bridge / Culvert Maintenance

Sponsoring Agency:
DISTRICT 6-PLANNING

Air Quality Status:
Exempt

ODOT Dist(s):
06

Locale:
D06

MPO(s) / RTPO(s):
CORPO, MORPC, OVRDC

Performance Measures:
Bridge (NHS)

STIP Type:
Group

Termini:
Various bridges in FRA and MAR counties

Total Project Estimate:
\$12,000,000

Description:
Bridge Painting project throughout the District.

TIP Project Comments:

MTP ID: 203

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$ -	\$ -	\$9,600,000	\$ -	\$9,600,000
	State	\$ -	\$ -	\$ -	\$ -	\$2,400,000	\$ -	\$2,400,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$12,000,000	\$ -	\$12,000,000
Total		\$ -	\$ -	\$ -	\$ -	\$12,000,000	\$ -	\$12,000,000

123770 - D06 Bridge Overlay - FY29

PID: 123770	Project Name: D06 Bridge Overlay - FY29	Primary Work Category: Bridge / Culvert Maintenance	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: D06	MPO(s) / RTPO(s): CORPO, MORPC, OVRDC	Performance Measures: Bridge (NHS)	STIP Type: Group
Termini: Various bridges in FRA and MAR counties				Total Project Estimate: \$6,000,000

Description:
Bridge Wearing Surface project along a few bridges throughout the District.

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$ -	\$1,200,000	\$ -	\$1,200,000
	Preservation	\$ -	\$ -	\$ -	\$ -	\$4,800,000	\$ -	\$4,800,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$6,000,000	\$ -	\$6,000,000
Total		\$ -	\$ -	\$ -	\$ -	\$6,000,000	\$ -	\$6,000,000

123771 - D06 Bridge-Culvert Repl - FY29

PID: 123771	Project Name: D06 Bridge-Culvert Repl - FY29	Primary Work Category: Bridge / Culvert Maintenance	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: D06	MPO(s) / RTPO(s): CORPO, MORPC, OVRDC	Performance Measures: Bridge (NHS)	STIP Type: Group
Termini: Various bridges in FRA and MAR counties				Total Project Estimate: \$2,500,000

Description:
Bridge replacements along a few bridges-culverts throughout the District.

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$ -	\$ -	\$2,000,000	\$ -	\$2,000,000
	State	\$ -	\$ -	\$ -	\$ -	\$500,000	\$ -	\$500,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$2,500,000	\$ -	\$2,500,000
Total		\$ -	\$ -	\$ -	\$ -	\$2,500,000	\$ -	\$2,500,000

123772 - FAY/PIC-41/159-1.42/9.01

PID: 123772	Project Name: FAY/PIC-41/159-1.42/9.01	Primary Work Category: Bridge / Culvert Maintenance	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: D06	MPO(s) / RTPO(s): CORPO, MORPC, OVRDC	Performance Measures:	STIP Type: Group
Termini: Various bridges in FRA and MAR counties				Total Project Estimate: \$3,000,000

Description:
Bridge replacements along two structures in PIC County

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$ -	\$ -	\$2,400,000	\$ -	\$2,400,000
	State	\$ -	\$ -	\$ -	\$ -	\$600,000	\$ -	\$600,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$3,000,000	\$ -	\$3,000,000
Total		\$ -	\$ -	\$ -	\$ -	\$3,000,000	\$ -	\$3,000,000

123773 - MAR/MRW Bridge Repl - FY29

PID: 123773	Project Name: MAR/MRW Bridge Repl - FY29	Primary Work Category: Bridge / Culvert Maintenance	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: D06	MPO(s) / RTPO(s): CORPO, MORPC, OVRDC	Performance Measures:	STIP Type: Group
Termini: Various bridges in FRA and MAR counties				Total Project Estimate: \$5,000,000

Description:
Bridge replacements along two structures in MAR County and one structure in MRW County

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$ -	\$ -	\$1,000,000	\$ -	\$1,000,000
	Preservation	\$ -	\$ -	\$ -	\$ -	\$4,000,000	\$ -	\$4,000,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$5,000,000	\$ -	\$5,000,000
Total		\$ -	\$ -	\$ -	\$ -	\$5,000,000	\$ -	\$5,000,000

123775 - D06 Sys Sign Repl - FY27

PID: 123775 Project Name: D06 Sys Sign Repl - FY27 Primary Work Category: Bridge / Culvert Maintenance Sponsoring Agency: DISTRICT 6-PLANNING Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: D06 MPO(s) / RTPO(s): CORPO, MORPC, OVRDC Performance Measures: STIP Type: Group

Termini: Various bridges in FRA and MAR counties Total Project Estimate: \$6,000,000

Description: Systematic Sign Replacement - Northern Counties

TIP Project Comments:

MTP ID: 203

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Preservation	\$ -	\$ -	\$4,800,000	\$ -	\$ -	\$ -	\$4,800,000
	State	\$ -	\$ -	\$1,200,000	\$ -	\$ -	\$ -	\$1,200,000
Total CO		\$ -	\$ -	\$6,000,000	\$ -	\$ -	\$ -	\$6,000,000
Total		\$ -	\$ -	\$6,000,000	\$ -	\$ -	\$ -	\$6,000,000

123870 - FRA US 62 14.13

PID: 123870 Project Name: FRA US 62 14.13 Primary Work Category: Bridge Preservation Sponsoring Agency: Columbus, City of Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: FRA MPO(s) / RTPO(s): MORPC Performance Measures: STIP Type: Group

Termini: SFN 2503220 Main St bridge over the Scioto River Total Project Estimate: \$100,000

Description: SFN 2503220 Main St Arch - painting of the interior of the box girder

TIP Project Comments:

MTP ID: 203

Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$100,000	\$ -	\$ -	\$ -	\$ -	\$100,000
Total CO		\$ -	\$100,000	\$ -	\$ -	\$ -	\$ -	\$100,000
Total		\$ -	\$100,000	\$ -	\$ -	\$ -	\$ -	\$100,000

123987 - FRA-71-17.22 Ramp

PID: 123987	Project Name: FRA-71-17.22 Ramp	Primary Work Category: Interchange Improvement (Safety)	Sponsoring Agency: DISTRICT 6-PLANNING	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures: Pavement (Interstate), PHED, TTRI (Interstate)	STIP Type: Group
Termini: FRA-71-17.22; FRA-71SB to Main St Exit Ramp				Total Project Estimate: \$3,320,000

Description:
FRA-71SB-17.22 - Ramp modification

Convert the FRA-71SB to Main St Exit Ramp from a one-lane ramp to a two-lane ramp.

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Not applicable

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	State	\$ -	\$ -	\$2,700,000	\$ -	\$ -	\$ -	\$2,700,000
	Labor	\$ -	\$ -	\$270,000	\$ -	\$ -	\$ -	\$270,000
Total CO		\$ -	\$ -	\$2,970,000	\$ -	\$ -	\$ -	\$2,970,000
DD	State	\$ -	\$100,000	\$ -	\$ -	\$ -	\$ -	\$100,000
Total DD		\$ -	\$100,000	\$ -	\$ -	\$ -	\$ -	\$100,000
ENV	State	\$ -	\$250,000	\$ -	\$ -	\$ -	\$ -	\$250,000
Total ENV		\$ -	\$250,000	\$ -	\$ -	\$ -	\$ -	\$250,000
Total		\$ -	\$350,000	\$2,970,000	\$ -	\$ -	\$ -	\$3,320,000

Locally Funded Highway TIP Listing

**This list includes all 100% locally funded roadway projects
(Inclusive of all roadways and bicycle/pedestrian infrastructure)**

These projects are not federally mandated to be listed on the TIP, but they are included here to provide a more comprehensive overview of programmed transportation investments.

NP-33 - Cosgray Road Improvements - Phase 2

PID: NP-33	Project Name: Cosgray Road Improvements - Phase 2	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: Hilliard, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Cosgray Road at Jeffrelyn Drive				Total Project Estimate: \$2,910,000

Description:
Construction of a single lane roundabout at the intersection of Cosgray Road at Jeffrelyn Drive, including drainage, BMPs, street lighting, and ped/bike facilities.

TIP Project Comments:
MTP ID: 185
Bicycle and Pedestrian Components Included: Yes, reconstruct existing bike/ped infrastructure and enhanced pedestrian crossings

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$ -	\$300,000	\$ -	\$ -	\$ -	\$300,000
Total DD		\$ -	\$ -	\$300,000	\$ -	\$ -	\$ -	\$300,000
CO	Local	\$ -	\$ -	\$ -	\$2,200,000	\$ -	\$ -	\$2,200,000
Total CO		\$ -	\$ -	\$ -	\$2,200,000	\$ -	\$ -	\$2,200,000
ENV	Local	\$ -	\$300,000	\$ -	\$ -	\$ -	\$ -	\$300,000
Total ENV		\$ -	\$300,000	\$ -	\$ -	\$ -	\$ -	\$300,000
RW	Local	\$ -	\$ -	\$110,000	\$ -	\$ -	\$ -	\$110,000
Total RW		\$ -	\$ -	\$110,000	\$ -	\$ -	\$ -	\$110,000
Total		\$ -	\$300,000	\$410,000	\$2,200,000	\$ -	\$ -	\$2,910,000

NP-34 - Hayden Run Central Ohio Greenways Trail - Phase 1

PID: NP-34	Project Name: Hayden Run Central Ohio Shared Use Path Greenways Trail - Phase 1	Primary Work Category:	Sponsoring Agency: Hilliard, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Hayden Run Road from Eventing Way to Avery Road				Total Project Estimate: \$875,000

Description:
Construction of approximately 1,400 feet of the Hayden Run COG trail along the south side of Hayden Run Road, extending the existing 10' regional trail from its western terminus to Avery Road, where an existing 8' SUP exists on the east side of Avery Road. This project includes an intersection diet on the south leg of the Avery Road/Hayden Run Road intersection to shorten the crossing and slow vehicle speeds.

TIP Project Comments:
MTP ID: 1046
Bicycle and Pedestrian Components Included: Yes, shared-use path

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Local	\$ -	\$200,000	\$ -	\$ -	\$ -	\$ -	\$200,000
Total RW		\$ -	\$200,000	\$ -	\$ -	\$ -	\$ -	\$200,000
CO	Local	\$ -	\$ -	\$550,000	\$ -	\$ -	\$ -	\$550,000
Total CO		\$ -	\$ -	\$550,000	\$ -	\$ -	\$ -	\$550,000
DD	Local	\$ -	\$125,000	\$ -	\$ -	\$ -	\$ -	\$125,000
Total DD		\$ -	\$125,000	\$ -	\$ -	\$ -	\$ -	\$125,000
Total		\$ -	\$325,000	\$550,000	\$ -	\$ -	\$ -	\$875,000

NP-35 - Heritage Trail Extension

PID: NP-35	Project Name: Heritage Trail Extension	Primary Work Category: Shared Use Path	Sponsoring Agency: Hilliard, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Main Street in downtown Hilliard to the City's southeastern corp limit near the Leap Road/Scioto Darby Road intersection				Total Project Estimate: \$3,550,000

Description:
Construction of approximately 1.5 mile of the Central Ohio Greenway's Heritage Trail through a retired rail corridor presently owned by Norfolk Southern Railroad. This include enhancements to an existing bridge over Cemetery Road and key neighborhood connector trails.

TIP Project Comments:
MTP ID: 2017
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: Right-of-way acquisition for the Heritage Trail Corridor from the Arena District to Hilliard is taking place in a separate PID. This project is representative of a local construction commitment for a portion of this Heritage Trail Extension.

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$2,750,000	\$ -	\$ -	\$2,750,000
Total CO		\$ -	\$ -	\$ -	\$2,750,000	\$ -	\$ -	\$2,750,000
RW	Local	\$ -	\$ -	\$ -	\$100,000	\$ -	\$ -	\$100,000
Total RW		\$ -	\$ -	\$ -	\$100,000	\$ -	\$ -	\$100,000
ENV	Local	\$ -	\$ -	\$400,000	\$ -	\$ -	\$ -	\$400,000
Total ENV		\$ -	\$ -	\$400,000	\$ -	\$ -	\$ -	\$400,000
DD	Local	\$ -	\$ -	\$300,000	\$ -	\$ -	\$ -	\$300,000
Total DD		\$ -	\$ -	\$300,000	\$ -	\$ -	\$ -	\$300,000
Total		\$ -	\$ -	\$700,000	\$2,850,000	\$ -	\$ -	\$3,550,000

NP-36 - Hayden Run Road/Wilcox Road Intersection Improvement

PID: NP-36	Project Name: Hayden Run Road/Wilcox Road Intersection Improvement	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: Hilliard, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Approximately 1,000' in each direction from the Hayden Run/Wilcox intersection				Total Project Estimate: \$4,100,000

Description:
Construct a single lane roundabout, improvements to an existing culvert conveying Hayden Run stream under Wilcox Road, drainage, BMPs, street lighting, and ped/bike infrastructure

TIP Project Comments:
MTP ID: 564
Bicycle and Pedestrian Components Included: Yes, shared-use path on both sides

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
ENV	Local	\$ -	\$ -	\$350,000	\$ -	\$ -	\$ -	\$350,000
Total ENV		\$ -	\$ -	\$350,000	\$ -	\$ -	\$ -	\$350,000
CO	Local	\$ -	\$ -	\$ -	\$ -	\$3,300,000	\$ -	\$3,300,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$3,300,000	\$ -	\$3,300,000
DD	Local	\$ -	\$ -	\$ -	\$400,000	\$ -	\$ -	\$400,000
Total DD		\$ -	\$ -	\$ -	\$400,000	\$ -	\$ -	\$400,000
RW	Local	\$ -	\$ -	\$ -	\$50,000	\$ -	\$ -	\$50,000
Total RW		\$ -	\$ -	\$ -	\$50,000	\$ -	\$ -	\$50,000
Total		\$ -	\$ -	\$350,000	\$450,000	\$3,300,000	\$ -	\$4,100,000

NP-37 - Alton & Darby Creek Road at Roberts Road Improvement

PID: NP-37	Project Name: Alton & Darby Creek Road at Roberts Road Improvement	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: Hilliard, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Approximately 500' on all sides of intersection of Alton & Darby Creek Road and Roberts Road				Total Project Estimate: \$4,870,000

Description:
Multi-lane hybrid roundabout, drainage, BMPs, street lighting, and ped/bike facilities.

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$4,070,000	\$ -	\$ -	\$4,070,000
Total CO		\$ -	\$ -	\$ -	\$4,070,000	\$ -	\$ -	\$4,070,000
RW	Local	\$ -	\$ -	\$100,000	\$ -	\$ -	\$ -	\$100,000
Total RW		\$ -	\$ -	\$100,000	\$ -	\$ -	\$ -	\$100,000
DD	Local	\$ -	\$500,000	\$200,000	\$ -	\$ -	\$ -	\$700,000
Total DD		\$ -	\$500,000	\$200,000	\$ -	\$ -	\$ -	\$700,000
Total		\$ -	\$500,000	\$300,000	\$4,070,000	\$ -	\$ -	\$4,870,000

NP-38 - Brice Road Corridor Revitalization and Active Transportation Improvements

PID: NP-38	Project Name: Brice Road Corridor Revitalization and Active Transportation Improvements	Primary Work Category: Roadway Improvement (Safety)	Sponsoring Agency: Reynoldsburg, City of	Air Quality Status: Exempt
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ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPPO(s): MORPC	Performance Measures:	STIP Type: Group
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Termini:
Brice Rd from E Main St to Livingston Ave

Total Project
Estimate:
\$18,200,000

Description:

This project includes full reconstruction of the roadway including replacement of curb, sidewalk, storm sewer, watermain, and traffic signal. The project will incorporate a “road diet” reducing the width of the roadway from the current 5-lane to a 3-lane configuration. The area of the roadway vacated will be replaced with dedicated cycle tracks that are separated from both the roadway and pedestrian walks with tree lawn and curbs. The intersection of the East Main Street and Brice Road has been a source of many accidents, will be realigned as part of this project. The multi-modal enhancements proposed will be designed to improve access to COTA facilities and the future BRT transit stop that is planned for the intersection of East Main Street and Brice Road.

TIP Project Comments:

MTP ID: 185, 186, and 1767

Bicycle and Pedestrian Components Included: Yes, bicycle lanes and sidewalk

Additional Project Information: This project includes a commitment of COTA TSI Funding. (CO: \$4,280,548)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$1,500,000	\$ -	\$ -	\$ -	\$ -	\$1,500,000
Total DD		\$ -	\$1,500,000	\$ -	\$ -	\$ -	\$ -	\$1,500,000
CO	State	\$ -	\$ -	\$2,000,000	\$ -	\$ -	\$ -	\$2,000,000
	Local	\$ -	\$ -	\$14,000,000	\$ -	\$ -	\$ -	\$14,000,000
Total CO		\$ -	\$ -	\$16,000,000	\$ -	\$ -	\$ -	\$16,000,000
RW	Local	\$ -	\$700,000	\$ -	\$ -	\$ -	\$ -	\$700,000
Total RW		\$ -	\$700,000	\$ -	\$ -	\$ -	\$ -	\$700,000
Total		\$ -	\$2,200,000	\$16,000,000	\$ -	\$ -	\$ -	\$18,200,000

NP-39 - East Main Street Multi-Use Path Connection

PID: NP-39	Project Name: East Main Street Multi-Use Path Connection	Primary Work Category: Shared Use Path	Sponsoring Agency: Reynoldsburg, City of	Air Quality Status: Exempt
ODOT Dist(s): 05, 06	Locale: FRA, LIC	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: E Main St from Waggoner Rd to Taylor Rd				Total Project Estimate: \$1,610,000

Description:
This project will extend pedestrian and / or bicycle facilities from Waggoner Road to Taylor Road. This project is still in development and will be part of an engineering study in 2025.

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$150,000	\$ -	\$ -	\$ -	\$ -	\$150,000
Total DD		\$ -	\$150,000	\$ -	\$ -	\$ -	\$ -	\$150,000
ENV	Local	\$ -	\$60,000	\$ -	\$ -	\$ -	\$ -	\$60,000
Total ENV		\$ -	\$60,000	\$ -	\$ -	\$ -	\$ -	\$60,000
CO	Local	\$ -	\$ -	\$1,200,000	\$ -	\$ -	\$ -	\$1,200,000
Total CO		\$ -	\$ -	\$1,200,000	\$ -	\$ -	\$ -	\$1,200,000
RW	Local	\$ -	\$200,000	\$ -	\$ -	\$ -	\$ -	\$200,000
Total RW		\$ -	\$200,000	\$ -	\$ -	\$ -	\$ -	\$200,000
Total		\$ -	\$410,000	\$1,200,000	\$ -	\$ -	\$ -	\$1,610,000

NP-40 - Roadway - Livingston Ave - 18th St to Nelson Rd

PID: NP-40	Project Name: Roadway - Livingston Ave - 18th St to Nelson Rd	Primary Work Category: Roadway Improvement (Safety)	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Livingston Ave from 18th St to Nelson Rd				Total Project Estimate: \$46,950,000

Description:

This project consists of infrastructure improvements on Livingston Avenue from 18th Street to Nelson Road. The corridor will be reconfigured from a 4-lane section to a 3-lane section to enhance pedestrian, bicyclists, and motorist safety. Improvements include: raised bike lanes, center-planted medians, street lighting, water line replacement, and street trees. Traffic signals will be replaced at 8 intersections at 18th St (north leg), Ohio Ave, Champion Ave, Lockbourne Rd, Miller Ave, Kelton Ave, Fairwood Ave, and Nelson Rd. The south leg of Linwood Ave and the north leg of Fairwood Ave will each be realigned to improve safety and efficiency at each intersection.

TIP Project Comments:

MTP ID: 510

Bicycle and Pedestrian Components Included: Yes, bicycle lanes and sidewalk

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Discretionary / Earmark	\$ -	\$ -	\$12,000,000	\$ -	\$ -	\$ -	\$12,000,000
	Local	\$ -	\$ -	\$32,850,000	\$ -	\$ -	\$ -	\$32,850,000
Total CO		\$ -	\$ -	\$44,850,000	\$ -	\$ -	\$ -	\$44,850,000
RW	Local	\$ -	\$2,100,000	\$ -	\$ -	\$ -	\$ -	\$2,100,000
Total RW		\$ -	\$2,100,000	\$ -	\$ -	\$ -	\$ -	\$2,100,000
Total		\$ -	\$2,100,000	\$44,850,000	\$ -	\$ -	\$ -	\$46,950,000

NP-41 - Roadway - Polaris Pkwy - Gemini Place to South Old St Rd

PID: NP-41	Project Name: Roadway - Polaris Pkwy - Gemini Place to South Old St Rd	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: DEL	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Polaris Pkwy from Gemini Place to 1004' south of S Old State Rd				Total Project Estimate: \$2,860,000

Description:

This project will widen Polaris Parkway to add a right turn lane from Gemini Place to approximately 1004' south of South Old State Road. At the intersection of Polaris Parkway and Antares Avenue, a span wire signal shall be installed. The east leg of Antares Avenue shall be widened to provide a westbound right turn lane. The project includes installation of sidewalk along the east side of Polaris Parkway from Gemini Place to South Old State Road and the east leg of Antares Avenue where impacted by the widening.

TIP Project Comments:

MTP ID: 2068

Bicycle and Pedestrian Components Included: Yes, sidewalk

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$2,860,000	\$ -	\$ -	\$ -	\$ -	\$2,860,000
Total CO		\$ -	\$2,860,000	\$ -	\$ -	\$ -	\$ -	\$2,860,000
Total		\$ -	\$2,860,000	\$ -	\$ -	\$ -	\$ -	\$2,860,000

NP-42 - Pedestrian Safety - Hiawatha Park Dr - Silver Dr to Hudson St

PID: NP-42	Project Name: Pedestrian Safety - Hiawatha Park Dr - Silver Dr to Hudson St	Primary Work Category: Shared Use Path	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Hiawatha Park Dr from Silver Dr to Hudson St				Total Project Estimate: \$3,200,000

Description:

This project consists of installing a new shared use path (SUP) along the east side and to fill sidewalk gaps along the west side of Hiawatha Park Drive from Silver Drive/Velma Avenue to E. Hudson Street. The SUP will extend to the existing SUP along the west side of Silver Drive. Improvements are also included to rehabilitate the pavement/median area south of E. Maynard Avenue and to resurface Hiawatha Park Drive for the full limits of the project.

TIP Project Comments:

MTP ID: 186

Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$3,200,000	\$ -	\$ -	\$ -	\$ -	\$3,200,000
Total CO		\$ -	\$3,200,000	\$ -	\$ -	\$ -	\$ -	\$3,200,000
Total		\$ -	\$3,200,000	\$ -	\$ -	\$ -	\$ -	\$3,200,000

NP-43 - Bikeway - Sancus Boulevard SUP - Worthington-Galena Road to Worthington Woods Boulevard

PID: NP-43	Project Name: Bikeway - Sancus Boulevard SUP - Worthington-Galena Road to Worthington Woods Boulevard	Primary Work Category: Shared Use Path	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Sancus Blvd from Lakeview Plaza Blvd/Worthington-Galena Rd to Worthington Woods Blvd				Total Project Estimate: \$1,653,745

Description:
This project consists of installing a new shared use path (SUP) along the west side of Sancus Boulevard from Lakeview Plaza Boulevard/Worthington-Galena Road to Worthington Woods Boulevard. In addition to the SUP, the project will install curb ramps, drive aprons, and storm sewer as needed.

TIP Project Comments:
MTP ID: 2067
Bicycle and Pedestrian Components Included: Yes, shared-use path

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$1,653,745	\$ -	\$ -	\$ -	\$ -	\$1,653,745
Total CO		\$ -	\$1,653,745	\$ -	\$ -	\$ -	\$ -	\$1,653,745
Total		\$ -	\$1,653,745	\$ -	\$ -	\$ -	\$ -	\$1,653,745

NP-44 - Arterial Street Rehabilitation - Hamilton Rd from SR161 to Central College Rd

PID: NP-44	Project Name: Arterial Street Rehabilitation - Hamilton Rd from SR161 to Central College Rd	Primary Work Category: Add Through Lane(s)	Sponsoring Agency: Columbus, City of	Air Quality Status: Non-Exempt (Analyzed)
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPPO(s): MORPC	Performance Measures:	STIP Type: Individual
Termini: Hamilton Rd from SR-161 to Central College Rd				Total Project Estimate: \$20,939,000

Description:

This project will widen N. Hamilton Road from SR-161 to Central College Road. N. Hamilton will consist of two through lanes in each direction with a raised median, shared use path, walk, curb and gutter, street trees, street lighting, and storm sewer. The signals at Heathland Lane/Walton Breck Way and Warner Road will be replaced with roundabouts.

The eastbound SR-161 entrance ramp from Hamilton Road will be widened to two lanes for approximately 200 feet and transition back to the existing width before merging with SR- 161. The westbound SR-161 exit ramp will be widened to three lanes approaching Hamilton Road.

TIP Project Comments:

MTP ID: 1490

Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$20,939,000	\$ -	\$ -	\$ -	\$ -	\$20,939,000
Total CO		\$ -	\$20,939,000	\$ -	\$ -	\$ -	\$ -	\$20,939,000
Total		\$ -	\$20,939,000	\$ -	\$ -	\$ -	\$ -	\$20,939,000

NP-45 - Bridge Rehabilitation - Front St and Nationwide Blvd over RR Tunnel

PID: NP-45	Project Name: Bridge Rehabilitation - Front St and Nationwide Blvd over RR Tunnel	Primary Work Category: Bridge Preservation	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Bridge on Front St over NSRW - SFN 2560275; and Bridge on Nationwide Blvd - SFN 2560755				Total Project Estimate: \$4,150,000

Description:
This project is for the rehabilitation of the Front Street and Nationwide Boulevard bridges over the railroad tunnel in downtown. The project will include deck replacements, conversion of the bridge abutments to semi-integral, painting of the superstructures, approach slab replacements, and joint replacements.

TIP Project Comments:
MTP ID: 203
Bicycle and Pedestrian Components Included: Yes, reconstruct existing bike/ped infrastructure

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$4,150,000	\$ -	\$ -	\$ -	\$ -	\$4,150,000
Total CO		\$ -	\$4,150,000	\$ -	\$ -	\$ -	\$ -	\$4,150,000
Total		\$ -	\$4,150,000	\$ -	\$ -	\$ -	\$ -	\$4,150,000

NP-46 - Arterial Street Rehabilitation - Avery Road Widening

PID: NP-46	Project Name: Arterial Street Rehabilitation - Avery Road Widening	Primary Work Category: Add Through Lane(s)	Sponsoring Agency: Columbus, City of	Air Quality Status: Non-Exempt (Analyzed)
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Individual
Termini: Avery Rd from Hayden Run Rd to proposed extension of Tuttle Crossing Blvd				Total Project Estimate: \$17,010,240

Description:

This project will reconstruct and widen Avery Road from the CSX railroad tracks to approximately Avery Run Road (private) and connect in the future to improvements by a City of Dublin project extending Tuttle Crossing Boulevard to Avery Road. The reconstructed roadway will be converted to a curb and gutter section with the addition of a 10’ wide shared use path along the east side, sidewalk along the west side, street lighting, and street trees. The typical lane configuration is two through lanes in each direction with a two-way left turn lane or dedicated left turns at intersections.

South of the railroad tracks, the existing roadway section is not modified with the exception of resurfacing for lane control modifications. Sidewalk and street lighting will be extended south of the railroad tracks to Winters Run Road on the west side of Avery Road. A shared use path will be placed on the east side of Avery Road from the tracks to Hayden Run Road.

TIP Project Comments:

MTP ID: 130 and 2069

Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$17,010,240	\$ -	\$ -	\$ -	\$ -	\$17,010,240
Total CO		\$ -	\$17,010,240	\$ -	\$ -	\$ -	\$ -	\$17,010,240
Total		\$ -	\$17,010,240	\$ -	\$ -	\$ -	\$ -	\$17,010,240

NP-47 - East Broad Street - Phase 4

PID: NP-47	Project Name: East Broad Street - Phase 4	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: Whitehall, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: East Broad Street from Pinewood Drive to Parklawn Boulevard				Total Project Estimate: \$3,576,298

Description:
Full depth roadway reconstruction, curb replacement, curb ramp replacements, sidewalk replacement, multi-use path construction, street lighting and storm improvements.

TIP Project Comments:
MTP ID: 205
Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Local	\$ -	\$75,000	\$ -	\$ -	\$ -	\$ -	\$75,000
Total RW		\$ -	\$75,000	\$ -	\$ -	\$ -	\$ -	\$75,000
CO	Local	\$ -	\$3,231,967	\$ -	\$ -	\$ -	\$ -	\$3,231,967
Total CO		\$ -	\$3,231,967	\$ -	\$ -	\$ -	\$ -	\$3,231,967
DD	Local	\$269,331	\$ -	\$ -	\$ -	\$ -	\$ -	\$269,331
Total DD		\$269,331	\$ -	\$ -	\$ -	\$ -	\$ -	\$269,331
Total		\$269,331	\$3,306,967	\$ -	\$ -	\$ -	\$ -	\$3,576,298

NP-48 - Signals - N. 4th St Ph 1

PID: NP-48	Project Name: Signals - N. 4th St Ph 1	Primary Work Category: Traffic Control Maintenance	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Signals located intersections of 4th St with 1st Ave, 2nd Ave, 5th Ave, 7th Ave, and 17th Ave.				Total Project Estimate: \$3,881,232

Description:

The proposed traffic signal and interconnect improvements along 4th St extend from 1st Ave to 17th Ave. Traffic signals will be replaced at the following intersections: i. 4th St with 1st Ave ii. 4th St with 2nd Ave iii. 4th St with 5th Ave iv. 4th St with 7th Ave v. 4th St with 17th Ave. The existing traffic signals at the five intersections specified in the Specific Location section will be fully replaced including new poles and equipment to meet the current design and technology standards. New fiber optic cable will be installed within the limits of each intersection to connect the signals to the existing Columbus Traffic Signal System (CTSS) network.

TIP Project Comments:

MTP ID: 334

Bicycle and Pedestrian Components Included: Yes, enhanced pedestrian crossings

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$287,018	\$ -	\$ -	\$ -	\$ -	\$ -	\$287,018
Total DD		\$287,018	\$ -	\$ -	\$ -	\$ -	\$ -	\$287,018
RW	Local	\$ -	\$150,000	\$ -	\$ -	\$ -	\$ -	\$150,000
Total RW		\$ -	\$150,000	\$ -	\$ -	\$ -	\$ -	\$150,000
CO	Local	\$ -	\$3,444,214	\$ -	\$ -	\$ -	\$ -	\$3,444,214
Total CO		\$ -	\$3,444,214	\$ -	\$ -	\$ -	\$ -	\$3,444,214
Total		\$287,018	\$3,594,214	\$ -	\$ -	\$ -	\$ -	\$3,881,232

NP-49 - McDowell Road Improvements

PID: NP-49	Project Name: McDowell Road Improvements	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: Grove City, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: McDowell Road between Stringtown Road and White Road				Total Project Estimate: \$4,071,930

Description:

The project will include resurfacing of the roadway surface and curb and gutter replacement. Pedestrian facilities including ADA-compliant curb ramps, sidewalk and a shared-use path will be installed throughout the corridor. The storm sewer will be relocated to accommodate the current City design standards. Streetlighting will be removed and replaced to provide adequate illumination and uniformity for both vehicular and pedestrian traffic.

Additionally, two through lanes will be removed north of Shirelene Drive to calm traffic.

TIP Project Comments:

MTP ID: 205

Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side

Additional Project Information: This project includes a commitment of COTA TSI Funding. (CO: \$1,088,600)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$308,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$308,610
Total DD		\$308,610	\$ -	\$ -	\$ -	\$ -	\$ -	\$308,610
CO	Local	\$ -	\$3,703,320	\$ -	\$ -	\$ -	\$ -	\$3,703,320
Total CO		\$ -	\$3,703,320	\$ -	\$ -	\$ -	\$ -	\$3,703,320
RW	Local	\$ -	\$60,000	\$ -	\$ -	\$ -	\$ -	\$60,000
Total RW		\$ -	\$60,000	\$ -	\$ -	\$ -	\$ -	\$60,000
Total		\$308,610	\$3,763,320	\$ -	\$ -	\$ -	\$ -	\$4,071,930

NP-50 - Summit Road Reconstruction and Widening

PID: NP-50	Project Name: Summit Road Reconstruction and Widening	Primary Work Category: Roadway Minor Rehab	Sponsoring Agency: Reynoldsburg, City of	Air Quality Status: Exempt
ODOT Dist(s): 05	Locale: LIC	MPO(s) / RTPPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Summit Rd from E Main St to Summit School Campus				Total Project Estimate: \$8,900,000

Description:

This project consists of full reconstruction and widening of the roadway from a 2-lane uncurbed section to a 3-lane section with curb/gutter, multi-use trail, sidewalk, ADA curb ramps, and storm sewer improvements. This will require substantial R/W to allow for enough space for these improvements.

TIP Project Comments:

MTP ID: 185 and 203

Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$650,000	\$ -	\$ -	\$ -	\$ -	\$650,000
Total DD		\$ -	\$650,000	\$ -	\$ -	\$ -	\$ -	\$650,000
RW	Local	\$ -	\$350,000	\$ -	\$ -	\$ -	\$ -	\$350,000
Total RW		\$ -	\$350,000	\$ -	\$ -	\$ -	\$ -	\$350,000
CO	Local	\$ -	\$7,900,000	\$ -	\$ -	\$ -	\$ -	\$7,900,000
Total CO		\$ -	\$7,900,000	\$ -	\$ -	\$ -	\$ -	\$7,900,000
Total		\$ -	\$8,900,000	\$ -	\$ -	\$ -	\$ -	\$8,900,000

NP-51 - Bexley Calm Corridor (Cassingham Rd)

PID: NP-51	Project Name: Bexley Calm Corridor (Cassingham Rd)	Primary Work Category: Bike Facility	Sponsoring Agency: Bexley, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Cassingham Rd from Ruhl Ave to E Main St and S Remington Rd from Fair Ave to E Main St				Total Project Estimate: \$599,100

Description:

Traffic calming features and intersection improvements would be constructed to slow traffic and create safe corridors for walking and biking.

TIP Project Comments:

MTP ID: 186

Bicycle and Pedestrian Components Included: Yes, traffic calming measures

Additional Project Information: This project includes a commitment of COTA TSI Funding. (Phase CO: \$599,100)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$599,100	\$ -	\$ -	\$599,100
Total CO		\$ -	\$ -	\$ -	\$599,100	\$ -	\$ -	\$599,100
Total		\$ -	\$ -	\$ -	\$599,100	\$ -	\$ -	\$599,100

NP-52 - Worthington Miscellaneous Sidewalk Gaps

PID: NP-52	Project Name: Worthington Miscellaneous Sidewalk Gaps	Primary Work Category: Pedestrian Facilities	Sponsoring Agency: Worthington, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Various locations around Worthington				Total Project Estimate: \$1,497,639

Description:
This project will fill gaps in existing sidewalks within Worthington

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, sidewalk
Additional Project Information: This project includes a commitment of COTA TSI Funding. (PE: \$100,000; CO: \$1,397,639)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
ENV	Local	\$ -	\$100,000	\$ -	\$ -	\$ -	\$ -	\$100,000
Total ENV		\$ -	\$100,000	\$ -	\$ -	\$ -	\$ -	\$100,000
CO	Local	\$ -	\$ -	\$747,918	\$318,721	\$331,000	\$ -	\$1,397,639
Total CO		\$ -	\$ -	\$747,918	\$318,721	\$331,000	\$ -	\$1,397,639
Total		\$ -	\$100,000	\$747,918	\$318,721	\$331,000	\$ -	\$1,497,639

NP-53 - SR 315 Crossing - Olentangy Trail to SR 161

PID: NP-53	Project Name: SR 315 Crossing - Olentangy Trail to SR 161	Primary Work Category: Enhanced Crossing	Sponsoring Agency: Worthington, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: SR 161 at northbound entrance to SR 315 and Olentangy Trail				Total Project Estimate: \$753,800

Description:
This project will reconfigure the access point to the Olentangy Trail at SR 161 to improve safety

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, reconstruct existing bike/ped infrastructure
Additional Project Information: This project includes a commitment of COTA TSI Funding. (DD: \$180,000; CO: \$573,800)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$180,000	\$ -	\$ -	\$ -	\$ -	\$180,000
Total DD		\$ -	\$180,000	\$ -	\$ -	\$ -	\$ -	\$180,000
CO	Local	\$ -	\$ -	\$573,800	\$ -	\$ -	\$ -	\$573,800
Total CO		\$ -	\$ -	\$573,800	\$ -	\$ -	\$ -	\$573,800
Total		\$ -	\$180,000	\$573,800	\$ -	\$ -	\$ -	\$753,800

NP-54 - E Wilson Bridge Rd SUP

PID: NP-54	Project Name: E Wilson Bridge Rd SUP	Primary Work Category: Shared Use Path	Sponsoring Agency: Worthington, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: E Wilson Bridge Rd from N High St to McCord Park				Total Project Estimate: \$5,852,800

Description:
This project will close a gap in an existing shared use path on E Wilson Bridge Rd

TIP Project Comments:
MTP ID: 351
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (PE: \$175,000; DD: \$260,000; RW: \$625,000; CO: \$4,792,800)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Local	\$ -	\$ -	\$625,000	\$ -	\$ -	\$ -	\$625,000
Total RW		\$ -	\$ -	\$625,000	\$ -	\$ -	\$ -	\$625,000
DD	Local	\$ -	\$ -	\$260,000	\$ -	\$ -	\$ -	\$260,000
Total DD		\$ -	\$ -	\$260,000	\$ -	\$ -	\$ -	\$260,000
ENV	Local	\$ -	\$175,000	\$ -	\$ -	\$ -	\$ -	\$175,000
Total ENV		\$ -	\$175,000	\$ -	\$ -	\$ -	\$ -	\$175,000
CO	Local	\$ -	\$ -	\$ -	\$4,792,800	\$ -	\$ -	\$4,792,800
Total CO		\$ -	\$ -	\$ -	\$4,792,800	\$ -	\$ -	\$4,792,800
Total		\$ -	\$175,000	\$885,000	\$4,792,800	\$ -	\$ -	\$5,852,800

NP-55 - Hanby Park Connector

PID: NP-55	Project Name: Hanby Park Connector	Primary Work Category: Shared Use Path	Sponsoring Agency: Westerville, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: S State St and E Park St to Hanby Park				Total Project Estimate: \$1,179,775

Description:
Shared use path connecting Uptown Westerville to Hanby Park and the Ohio to Erie Trail

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (PE, DD, RW: \$250,000; CO: \$929,775)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$ -	\$929,775	\$ -	\$929,775
Total CO		\$ -	\$ -	\$ -	\$ -	\$929,775	\$ -	\$929,775
RW	Local	\$ -	\$ -	\$ -	\$250,000	\$ -	\$ -	\$250,000
Total RW		\$ -	\$ -	\$ -	\$250,000	\$ -	\$ -	\$250,000
Total		\$ -	\$ -	\$ -	\$250,000	\$929,775	\$ -	\$1,179,775

NP-56 - Pedestrian/Cyclist Improvements on Main St Bridge

PID: NP-56 Project Name: Pedestrian/Cyclist Improvements on Main St Bridge Primary Work Category: Shared Use Path Sponsoring Agency: Bexley, City of Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: FRA MPO(s) / RTPO(s): MORPC Performance Measures: STIP Type: Group

Termini: E Main St bridge over Alum Creek Total Project Estimate: \$929,775

Description: Shared use path on Main Street Bridge

TIP Project Comments:

MTP ID: 186

Bicycle and Pedestrian Components Included: Yes, shared-use path

Additional Project Information: This project includes a commitment of COTA TSI Funding. (Phase CO: \$929,775)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$ -	\$929,775	\$ -	\$929,775
Total CO		\$ -	\$ -	\$ -	\$ -	\$929,775	\$ -	\$929,775
Total		\$ -	\$ -	\$ -	\$ -	\$929,775	\$ -	\$929,775

NP-57 - Brooksedge Mobility Project Phase 2

PID: NP-57 Project Name: Brooksedge Mobility Project Phase 2 Primary Work Category: Shared Use Path Sponsoring Agency: Westerville, City of Air Quality Status: Exempt

ODOT Dist(s): 06 Locale: FRA MPO(s) / RTPO(s): MORPC Performance Measures: STIP Type: Group

Termini: Brooksedge Plaza Dr and Brooksedge Blvd Total Project Estimate: \$1,147,600

Description: Phase 2 of construction of shared use paths, sidewalks, and crossings in the Brooksedge Park

TIP Project Comments:

MTP ID: 2086 and 186

Bicycle and Pedestrian Components Included: Yes, sidewalk and/or shared-use path, multiple locations

Additional Project Information: This project includes a commitment of COTA TSI Funding. (CO: \$1,147,600)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$1,147,600	\$ -	\$ -	\$ -	\$1,147,600
Total CO		\$ -	\$ -	\$1,147,600	\$ -	\$ -	\$ -	\$1,147,600
Total		\$ -	\$ -	\$1,147,600	\$ -	\$ -	\$ -	\$1,147,600

NP-58 - Brooksedge Mobility Project Phase 1

PID: NP-58	Project Name: Brooksedge Mobility Project Phase 1	Primary Work Category: Shared Use Path	Sponsoring Agency: Westerville, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Various locations in Brooksedge Park in Westerville				Total Project Estimate: \$3,265,800

Description:
Phase 1 of construction of shared use paths, sidewalks, and crossings in the Brooksedge Park

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, sidewalk and/or shared-use path, multiple locations
Additional Project Information: This project includes a commitment of COTA TSI Funding. (CO: \$3,265,800)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$3,265,800	\$ -	\$ -	\$ -	\$ -	\$3,265,800
Total CO		\$ -	\$3,265,800	\$ -	\$ -	\$ -	\$ -	\$3,265,800
Total		\$ -	\$3,265,800	\$ -	\$ -	\$ -	\$ -	\$3,265,800

NP-59 - Shier Rings Rd SUP

PID: NP-59	Project Name: Shier Rings Rd SUP	Primary Work Category: Shared Use Path	Sponsoring Agency: Washington, Township of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Shier Rings Rd from Cosgray Rd to Eiterman Rd				Total Project Estimate: \$544,300

Description:
This project will close a gap in an existing shared use path on Shier Rings Rd

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (CO: \$544,300)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$544,300	\$ -	\$ -	\$ -	\$ -	\$544,300
Total CO		\$ -	\$544,300	\$ -	\$ -	\$ -	\$ -	\$544,300
Total		\$ -	\$544,300	\$ -	\$ -	\$ -	\$ -	\$544,300

NP-60 - Gender Rd Sidewalk Connections

PID: NP-60	Project Name: Gender Rd Sidewalk Connections	Primary Work Category: Pedestrian Facilities	Sponsoring Agency: Canal Winchester, Village of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Locations along Prentiss School Dr and W Waterloo St				Total Project Estimate: \$559,125

Description:
This project would fill gaps in existing sidewalks in proximity to Gender Rd in Canal Winchester

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, sidewalk
Additional Project Information: This project includes a commitment of COTA TSI Funding. (Phase DD: \$45,000; Phase CO: \$514,125)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$45,000	\$ -	\$ -	\$ -	\$ -	\$45,000
Total DD		\$ -	\$45,000	\$ -	\$ -	\$ -	\$ -	\$45,000
CO	Local	\$ -	\$ -	\$514,125	\$ -	\$ -	\$ -	\$514,125
Total CO		\$ -	\$ -	\$514,125	\$ -	\$ -	\$ -	\$514,125
Total		\$ -	\$45,000	\$514,125	\$ -	\$ -	\$ -	\$559,125

NP-61 - Industrial Park Sidewalks - Urbancrest

PID: NP-61	Project Name: Industrial Park Sidewalks - Urbancrest	Primary Work Category: Pedestrian Facilities	Sponsoring Agency: UNASIGNED	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Various sidewalks in Village of Urbancrest				Total Project Estimate: \$2,625,000

Description:
Project sponsored by Village of Urbancrest
Sidewalks in the Centerpoint Industrial Park connecting to Harrisburg Pike

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, sidewalk
Additional Project Information: This project includes a commitment of COTA TSI Funding. (PE: \$45,000; DD: \$105,000; RW: \$225,000)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$2,250,000	\$2,250,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$2,250,000	\$2,250,000
RW	Local	\$ -	\$ -	\$ -	\$ -	\$225,000	\$ -	\$225,000
Total RW		\$ -	\$ -	\$ -	\$ -	\$225,000	\$ -	\$225,000
ENV	Local	\$ -	\$ -	\$45,000	\$ -	\$ -	\$ -	\$45,000
Total ENV		\$ -	\$ -	\$45,000	\$ -	\$ -	\$ -	\$45,000
DD	Local	\$ -	\$ -	\$ -	\$105,000	\$ -	\$ -	\$105,000
Total DD		\$ -	\$ -	\$ -	\$105,000	\$ -	\$ -	\$105,000
Total		\$ -	\$ -	\$45,000	\$105,000	\$225,000	\$2,250,000	\$2,625,000

NP-62 - Gender Rd South Multi-Use Path

PID: NP-62	Project Name: Gender Rd South Multi-Use Path	Primary Work Category: Shared Use Path	Sponsoring Agency: Canal Winchester, Village of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Gender Rd from Fox Hill Dr to Lithopolis Rd				Total Project Estimate: \$610,005

Description:
This project would fill a gap in an existing shared use path on Gender Rd in Canal Winchester.

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (Phase DD: \$38,500; Phase CO: \$571,505)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$38,500	\$ -	\$ -	\$ -	\$ -	\$38,500
Total DD		\$ -	\$38,500	\$ -	\$ -	\$ -	\$ -	\$38,500
CO	Local	\$ -	\$ -	\$571,505	\$ -	\$ -	\$ -	\$571,505
Total CO		\$ -	\$ -	\$571,505	\$ -	\$ -	\$ -	\$571,505
Total		\$ -	\$38,500	\$571,505	\$ -	\$ -	\$ -	\$610,005

NP-63 - Big Run Greenway- Georgesville Rd. to Demorest Rd.

PID: NP-63	Project Name: Big Run Greenway- Georgesville Rd. to Demorest Rd.	Primary Work Category: Shared Use Path	Sponsoring Agency: Columbus City Parks & Rec	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Big Run Greenway from Georgesville Rd. to Demorest Rd.				Total Project Estimate: \$4,960,000

Description:
The first phase of the Big Run Greenway would provide a safe alternative to walking and biking on Clime Rd via Big Run Park and would connect to the proposed shared use path on Georgesville Rd.

TIP Project Comments:
MTP ID: 309
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (Phase CO: \$2,789,325)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$ -	\$4,960,000	\$ -	\$4,960,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$4,960,000	\$ -	\$4,960,000
Total		\$ -	\$ -	\$ -	\$ -	\$4,960,000	\$ -	\$4,960,000

NP-64 - Centerpoint Transit Stop Upgrade

PID: NP-64	Project Name: Centerpoint Transit Stop Upgrade	Primary Work Category: Enhanced Crossing	Sponsoring Agency: UNASIGNED	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: COTA stop at intersection of Harrisburg Pike and Centerpoint Dr				Total Project Estimate: \$294,944

Description:
Transit stop improvements, including a bus shelter and crossing to improve rider safety and comfort

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, enhanced pedestrian crossings
Additional Project Information: This project includes a commitment of COTA TSI Funding. (Phase XX: \$#; Phase XX: \$#; Phase XX: \$#; Phase XX: \$#)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
ENV	Local	\$ -	\$7,500	\$ -	\$ -	\$ -	\$ -	\$7,500
Total ENV		\$ -	\$7,500	\$ -	\$ -	\$ -	\$ -	\$7,500
DD	Local	\$ -	\$ -	\$17,500	\$ -	\$ -	\$ -	\$17,500
Total DD		\$ -	\$ -	\$17,500	\$ -	\$ -	\$ -	\$17,500
CO	Local	\$ -	\$ -	\$ -	\$ -	\$232,444	\$ -	\$232,444
Total CO		\$ -	\$ -	\$ -	\$ -	\$232,444	\$ -	\$232,444
RW	Local	\$ -	\$ -	\$ -	\$37,500	\$ -	\$ -	\$37,500
Total RW		\$ -	\$ -	\$ -	\$37,500	\$ -	\$ -	\$37,500
Total		\$ -	\$7,500	\$17,500	\$37,500	\$232,444	\$ -	\$294,944

NP-65 - Henderson Rd SUP (Dierker Rd to Reed Rd)

PID: NP-65	Project Name: Henderson Rd SUP (Dierker Rd to Reed Rd)	Primary Work Category: Shared Use Path	Sponsoring Agency: Upper Arlington, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Henderson Rd from Dierker Rd to Reed Rd				Total Project Estimate: \$1,799,625

Description:
This project will fill a gap in an existing shared use path on Henderson Rd and provide a connection to the proposed Northwest BRT

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (DD, RW: \$250,000; CO: \$1,549,625)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Local	\$ -	\$ -	\$ -	\$250,000	\$ -	\$ -	\$250,000
Total RW		\$ -	\$ -	\$ -	\$250,000	\$ -	\$ -	\$250,000
CO	Local	\$ -	\$ -	\$ -	\$ -	\$1,549,625	\$ -	\$1,549,625
Total CO		\$ -	\$ -	\$ -	\$ -	\$1,549,625	\$ -	\$1,549,625
Total		\$ -	\$ -	\$ -	\$250,000	\$1,549,625	\$ -	\$1,799,625

NP-66 - Big Walnut Trail—Winchester Pike to Refugee Road/Nafzger Park

PID: NP-66	Project Name: Big Walnut Trail—Winchester Pike to Refugee Road/Nafzger Park	Primary Work Category: Shared Use Path	Sponsoring Agency: Columbus City Parks & Rec	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Winchester Pike to Refugee Road/Nafzger Park				Total Project Estimate: \$8,385,750

Description:
This project would construct a portion of the Big Walnut Trail between Winchester Pike and Refugee Road

TIP Project Comments:
MTP ID: 298
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (Phase CO: \$8,385,750)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$4,082,250	\$4,303,500	\$ -	\$ -	\$ -	\$8,385,750
Total CO		\$ -	\$4,082,250	\$4,303,500	\$ -	\$ -	\$ -	\$8,385,750
Total		\$ -	\$4,082,250	\$4,303,500	\$ -	\$ -	\$ -	\$8,385,750

NP-67 - Capital Trail

PID: NP-67	Project Name: Capital Trail	Primary Work Category: Shared Use Path	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Broad St from Scioto Peninsula to Parsons Ave				Total Project Estimate: \$20,773,000

Description:

This project will construct a shared use path creating an east-west connection through downtown and intersection improvements on Broad St.

TIP Project Comments:

MTP ID: 1980

Bicycle and Pedestrian Components Included: Yes, shared-use path

Additional Project Information: This project includes a commitment of COTA TSI Funding. (Phase DD: \$2,300,000; Phase RW: \$500,000; Phase CO: \$17,973,000)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$17,973,000	\$ -	\$ -	\$17,973,000
Total CO		\$ -	\$ -	\$ -	\$17,973,000	\$ -	\$ -	\$17,973,000
DD	Local	\$ -	\$2,300,000	\$ -	\$ -	\$ -	\$ -	\$2,300,000
Total DD		\$ -	\$2,300,000	\$ -	\$ -	\$ -	\$ -	\$2,300,000
RW	Local	\$ -	\$ -	\$500,000	\$ -	\$ -	\$ -	\$500,000
Total RW		\$ -	\$ -	\$500,000	\$ -	\$ -	\$ -	\$500,000
Total		\$ -	\$2,300,000	\$500,000	\$17,973,000	\$ -	\$ -	\$20,773,000

NP-68 - Blacklick Creek Bridge

PID: NP-68	Project Name: Blacklick Creek Bridge	Primary Work Category: Shared Use Path	Sponsoring Agency: Reynoldsburg, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Huber Park over Blacklick Creek				Total Project Estimate: \$858,803

Description:
Bicycle and pedestrian bridge connecting to the existing Blacklick Creek Trail

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (DD: \$110,000; CO: \$748,803)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$ -	\$110,000	\$ -	\$ -	\$ -	\$110,000
Total DD		\$ -	\$ -	\$110,000	\$ -	\$ -	\$ -	\$110,000
CO	Local	\$ -	\$ -	\$ -	\$748,803	\$ -	\$ -	\$748,803
Total CO		\$ -	\$ -	\$ -	\$748,803	\$ -	\$ -	\$748,803
Total		\$ -	\$ -	\$110,000	\$748,803	\$ -	\$ -	\$858,803

NP-69 - Dublin-Granville Road Multi-Use Trail Project & Rocky Fork Creek Trail

PID: NP-69	Project Name: Dublin-Granville Road Multi-Use Trail Project & Rocky Fork Creek Trail	Primary Work Category: Shared Use Path	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Rocky Fork Creek Trail current terminus to Dublin Granville Road, and Dublin Granville Road from Albany Park Dr to Harlem Rd				Total Project Estimate: \$2,197,969

Description:
This project will close a gap in the existing shared use path on Dublin-Granville Rd and extend the existing Rocky Fork Trail.

TIP Project Comments:
MTP ID: 301
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (Phase ENV: \$54,600; Phase DD: \$127,400; Phase RW: \$273,000; Phase CO: \$1,742,969)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Local	\$ -	\$ -	\$ -	\$ -	\$273,000	\$ -	\$273,000
Total RW		\$ -	\$ -	\$ -	\$ -	\$273,000	\$ -	\$273,000
DD	Local	\$ -	\$ -	\$ -	\$127,400	\$ -	\$ -	\$127,400
Total DD		\$ -	\$ -	\$ -	\$127,400	\$ -	\$ -	\$127,400
CO	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,742,969	\$1,742,969
Total CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$1,742,969	\$1,742,969
ENV	Local	\$ -	\$ -	\$54,600	\$ -	\$ -	\$ -	\$54,600
Total ENV		\$ -	\$ -	\$54,600	\$ -	\$ -	\$ -	\$54,600
Total		\$ -	\$ -	\$54,600	\$127,400	\$273,000	\$1,742,969	\$2,197,969

NP-71 - Three Creeks Connector / Memorial Park SUP

PID: NP-71	Project Name: Three Creeks Connector / Memorial Park SUP	Primary Work Category: Shared Use Path	Sponsoring Agency: Obetz, Village of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Obetz, from Memorial Park to Big Walnut Creek				Total Project Estimate: \$8,509,579

Description:
This project will connect an existing trail in Memorial Park to the proposed Big Walnut Creek Trail and existing Alum Creek and Blacklick Creek Trails

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (RW: \$750,000; CO: \$4,648,875)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$ -	\$835,732	\$ -	\$ -	\$ -	\$835,732
Total DD		\$ -	\$ -	\$835,732	\$ -	\$ -	\$ -	\$835,732
RW	Local	\$ -	\$ -	\$ -	\$2,102,299	\$ -	\$ -	\$2,102,299
Total RW		\$ -	\$ -	\$ -	\$2,102,299	\$ -	\$ -	\$2,102,299
CO	Local	\$ -	\$ -	\$ -	\$ -	\$5,571,548	\$ -	\$5,571,548
Total CO		\$ -	\$ -	\$ -	\$ -	\$5,571,548	\$ -	\$5,571,548
Total		\$ -	\$ -	\$835,732	\$2,102,299	\$5,571,548	\$ -	\$8,509,579

NP-72 - Memorial park to downtown connector SUP

PID: NP-72	Project Name: Memorial park to downtown connector SUP	Primary Work Category: Shared Use Path	Sponsoring Agency: Obetz, Village of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Obetz, from Memorial Park to intersection of Lancaster Ave and Lisle Ave				Total Project Estimate: \$5,400,000

Description:
This project will connect an existing trail in Memorial Park to downtown Obetz

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (RW: \$750,000; CO: \$3,830,700)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$ -	\$4,650,000	\$ -	\$4,650,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$4,650,000	\$ -	\$4,650,000
RW	Local	\$ -	\$ -	\$ -	\$750,000	\$ -	\$ -	\$750,000
Total RW		\$ -	\$ -	\$ -	\$750,000	\$ -	\$ -	\$750,000
Total		\$ -	\$ -	\$ -	\$750,000	\$4,650,000	\$ -	\$5,400,000

NP-73 - Big Walnut Creek South Branch SUP

PID: NP-73	Project Name: Big Walnut Creek South Branch SUP	Primary Work Category: Shared Use Path	Sponsoring Agency: Obetz, Village of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Along Big Walnut Creek from Lockbourne Rd to Three Creeks Metro Park				Total Project Estimate: \$21,091,651

Description:
This project will construct a large portion of the Big Walnut Creek Trail and the existing Alum Creek and Blacklick Creek Trails

TIP Project Comments:
MTP ID: 299 and 300
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (PE: \$450,000; DD: \$1,050,000; RW: \$2,250,000; CO: \$6,384,500)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Local	\$ -	\$ -	\$ -	\$ -	\$5,260,144	\$ -	\$5,260,144
Total RW		\$ -	\$ -	\$ -	\$ -	\$5,260,144	\$ -	\$5,260,144
DD	Local	\$ -	\$ -	\$ -	\$1,614,979	\$ -	\$ -	\$1,614,979
Total DD		\$ -	\$ -	\$ -	\$1,614,979	\$ -	\$ -	\$1,614,979
CO	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$13,766,528	\$13,766,528
Total CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$13,766,528	\$13,766,528
ENV	Local	\$ -	\$ -	\$450,000	\$ -	\$ -	\$ -	\$450,000
Total ENV		\$ -	\$ -	\$450,000	\$ -	\$ -	\$ -	\$450,000
Total		\$ -	\$ -	\$450,000	\$1,614,979	\$5,260,144	\$13,766,528	\$21,091,651

NP-74 - Rocky Fork Trail (Dublin-Granville Rd to Central College Rd)

PID: NP-74	Project Name: Rocky Fork Trail (Dublin-Granville Rd to Central College Rd)	Primary Work Category: Shared Use Path	Sponsoring Agency: New Albany, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Rocky Fork Creek from Central College Rd to south of SR 161				Total Project Estimate: \$6,715,000

Description:
This project will extend the Rocky Fork Trail and provide a safe bike and pedestrian crossing for SR 161

TIP Project Comments:
MTP ID: 301
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (PE: \$240,000; DD: \$550,000)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$ -	\$ -	\$ -	\$550,000	\$ -	\$550,000
Total DD		\$ -	\$ -	\$ -	\$ -	\$550,000	\$ -	\$550,000
ENV	Local	\$ -	\$ -	\$ -	\$ -	\$240,000	\$ -	\$240,000
Total ENV		\$ -	\$ -	\$ -	\$ -	\$240,000	\$ -	\$240,000
CO	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$5,925,000	\$5,925,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$5,925,000	\$5,925,000
Total		\$ -	\$ -	\$ -	\$ -	\$790,000	\$5,925,000	\$6,715,000

NP-75 - Cleveland Ave/Minerva Lake Rd

PID: NP-75	Project Name: Cleveland Ave/Minerva Lake Rd	Primary Work Category: Pedestrian Facilities	Sponsoring Agency: UNASIGNED	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Minerva Lake Rd from Cleveland Ave to Alum Creek Trail				Total Project Estimate: \$544,300

Description:
Sidewalks on Minerva Lake Ave connecting Cleveland Ave to the existing Alum Creek Trail and proposed Linden Green Line

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, sidewalk
Additional Project Information: This project includes a commitment of COTA TSI Funding. (COP \$544,300)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$544,300	\$ -	\$ -	\$ -	\$ -	\$544,300
Total CO		\$ -	\$544,300	\$ -	\$ -	\$ -	\$ -	\$544,300
Total		\$ -	\$544,300	\$ -	\$ -	\$ -	\$ -	\$544,300

NP-76 - Groveport-Madison HS area sidewalks

PID: NP-76	Project Name: Groveport-Madison HS area sidewalks	Primary Work Category: Pedestrian Facilities	Sponsoring Agency: MADISON TOWNSHIP	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: SR 317 from Venture Pl to Williams Rd				Total Project Estimate: \$555,350

Description:
Sidewalks on Hamilton Rd/SR 317 connecting the Groveport-Madison High School to existing transit

TIP Project Comments:
MTP ID: 1781
Bicycle and Pedestrian Components Included: Yes, sidewalk
Additional Project Information: This project includes a commitment of COTA TSI Funding. (RW: \$125,000; CO: \$430,350)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$430,350	\$ -	\$ -	\$ -	\$430,350
Total CO		\$ -	\$ -	\$430,350	\$ -	\$ -	\$ -	\$430,350
RW	Local	\$ -	\$125,000	\$ -	\$ -	\$ -	\$ -	\$125,000
Total RW		\$ -	\$125,000	\$ -	\$ -	\$ -	\$ -	\$125,000
Total		\$ -	\$125,000	\$430,350	\$ -	\$ -	\$ -	\$555,350

NP-77 - Lockbourne Rd SUP (Magnolia Trail to Collings Dr.)

PID: NP-77	Project Name: Lockbourne Rd SUP (Magnolia Trail to Collings Dr.)	Primary Work Category: Shared Use Path	Sponsoring Agency: UNASIGNED	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Lockbourne Rd from Lock Meadows Park to new development				Total Project Estimate: \$1,325,460

Description:

Project Sponsor: Village of Lockbourne

This project will construct a shared use path on a portion of Lockbourne Rd. It will connect to future shared use paths in the area that will be constructed as part of new development.

TIP Project Comments:

MTP ID: 186

Bicycle and Pedestrian Components Included: Yes, shared-use path

Additional Project Information: This project includes a commitment of COTA TSI Funding. (RW: \$350,000; CO: \$975,460)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Local	\$ -	\$350,000	\$ -	\$ -	\$ -	\$ -	\$350,000
Total RW		\$ -	\$350,000	\$ -	\$ -	\$ -	\$ -	\$350,000
CO	Local	\$ -	\$ -	\$975,460	\$ -	\$ -	\$ -	\$975,460
Total CO		\$ -	\$ -	\$975,460	\$ -	\$ -	\$ -	\$975,460
Total		\$ -	\$350,000	\$975,460	\$ -	\$ -	\$ -	\$1,325,460

NP-78 - Eastmoor Green Line

PID: NP-78	Project Name: Eastmoor Green Line	Primary Work Category: Shared Use Path	Sponsoring Agency: Columbus City Parks & Rec	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Along abandoned rail corridor between Maplewood Ave and S Napoleon Ave from E Broad St to I-70				Total Project Estimate: \$3,270,000

Description:
The Eastmoor Green Line will construct a shared use path utilizing an abandoned rail corridor a connect several neighborhoods to the proposed East Main BRT.

TIP Project Comments:
MTP ID: 2186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (Phase CO: \$1,088,600)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$3,270,000	\$ -	\$ -	\$ -	\$ -	\$3,270,000
Total CO		\$ -	\$3,270,000	\$ -	\$ -	\$ -	\$ -	\$3,270,000
Total		\$ -	\$3,270,000	\$ -	\$ -	\$ -	\$ -	\$3,270,000

NP-79 - Franklinton Loop

PID: NP-79	Project Name: Franklinton Loop	Primary Work Category: Shared Use Path	Sponsoring Agency: Columbus City Parks & Rec	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Loop in Franklinton, bound by Scott St, SR 315, Thomas Ave, and W Park Ave				Total Project Estimate: \$5,870,000

Description:
The Franklinton Loop will provide a shared use path in Franklinton connecting to the proposed West Broad BRT.

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (Phase CO: \$1,859,550)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$ -	\$5,870,000	\$ -	\$5,870,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$5,870,000	\$ -	\$5,870,000
Total		\$ -	\$ -	\$ -	\$ -	\$5,870,000	\$ -	\$5,870,000

NP-80 - Stoneridge Park SUP (Columbus Park)

PID: NP-80	Project Name: Stoneridge Park SUP (Columbus Park)	Primary Work Category: Shared Use Path	Sponsoring Agency: Jackson, Township of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Gantz Rd to McZand Blvd through Stoneridge Park				Total Project Estimate: \$1,000,000

Description:
Shared use path through Stoneridge Park connecting to proposed project on McComb Road

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (PE: \$30,000; DD: \$70,000)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
ENV	Local	\$ -	\$ -	\$ -	\$ -	\$30,000	\$ -	\$30,000
Total ENV		\$ -	\$ -	\$ -	\$ -	\$30,000	\$ -	\$30,000
DD	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$70,000	\$70,000
Total DD		\$ -	\$ -	\$ -	\$ -	\$ -	\$70,000	\$70,000
CO	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$750,000	\$750,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$750,000	\$750,000
RW	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$150,000	\$150,000
Total RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$150,000	\$150,000
Total		\$ -	\$ -	\$ -	\$ -	\$30,000	\$970,000	\$1,000,000

NP-81 - Leap Road South Improvements

PID: NP-81	Project Name: Leap Road South Improvements	Primary Work Category: Shared Use Path	Sponsoring Agency: Hilliard, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Leap Rd from Cemetery Rd to Scioto Darby Rd				Total Project Estimate: \$9,600,000

Description:
Shared use path and sidewalk on Leap Rd between Cemetery Rd and the proposed Heritage Trail extension

TIP Project Comments:
MTP ID: 2140
Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side
Additional Project Information: This project includes a commitment of COTA TSI Funding. (PE: \$100,000; DD: \$200,000; RW: \$1,000,000; CO: \$5,405,110)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$ -	\$7,100,000	\$ -	\$7,100,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$7,100,000	\$ -	\$7,100,000
DD	Local	\$ -	\$ -	\$850,000	\$ -	\$ -	\$ -	\$850,000
Total DD		\$ -	\$ -	\$850,000	\$ -	\$ -	\$ -	\$850,000
RW	Local	\$ -	\$ -	\$ -	\$1,250,000	\$ -	\$ -	\$1,250,000
Total RW		\$ -	\$ -	\$ -	\$1,250,000	\$ -	\$ -	\$1,250,000
ENV	Local	\$ -	\$400,000	\$ -	\$ -	\$ -	\$ -	\$400,000
Total ENV		\$ -	\$400,000	\$ -	\$ -	\$ -	\$ -	\$400,000
Total		\$ -	\$400,000	\$850,000	\$1,250,000	\$7,100,000	\$ -	\$9,600,000

NP-82 - Scioto Grove Metro Park to Great Southern Metro Park

PID: NP-82	Project Name: Scioto Grove Metro Park to Great Southern Metro Park	Primary Work Category: Shared Use Path	Sponsoring Agency: Grove City, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Scioto Grove Metro Park to Great Southern Metro Park				Total Project Estimate: \$10,000,000

Description:
Shared use path connecting Scioto Grove Metro Park and Great Southern Metro Park

TIP Project Comments:
MTP ID: 280 and 281
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (PE: \$300,000; DD: \$700,000; RW: \$1,500,000)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$7,500,000	\$7,500,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$7,500,000	\$7,500,000
RW	Local	\$ -	\$ -	\$ -	\$1,500,000	\$ -	\$ -	\$1,500,000
Total RW		\$ -	\$ -	\$ -	\$1,500,000	\$ -	\$ -	\$1,500,000
ENV	Local	\$ -	\$300,000	\$ -	\$ -	\$ -	\$ -	\$300,000
Total ENV		\$ -	\$300,000	\$ -	\$ -	\$ -	\$ -	\$300,000
DD	Local	\$ -	\$ -	\$700,000	\$ -	\$ -	\$ -	\$700,000
Total DD		\$ -	\$ -	\$700,000	\$ -	\$ -	\$ -	\$700,000
Total		\$ -	\$300,000	\$700,000	\$1,500,000	\$ -	\$7,500,000	\$10,000,000

NP-83 - Hoover Rd Pedestrian Bridge

PID: NP-83	Project Name: Hoover Rd Pedestrian Bridge	Primary Work Category: Shared Use Path	Sponsoring Agency: Grove City, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Grove City, Hoover Rd from Orders Rd to N Meadows Dr				Total Project Estimate: \$5,200,750

Description:
Pedestrian bridge on Hoover Road will provide a connection over I-71

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (DD: \$65,000; RW: \$535,750; CO: \$1,721,400)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$65,000	\$ -	\$ -	\$ -	\$ -	\$65,000
Total DD		\$ -	\$65,000	\$ -	\$ -	\$ -	\$ -	\$65,000
RW	Local	\$ -	\$535,750	\$ -	\$ -	\$ -	\$ -	\$535,750
Total RW		\$ -	\$535,750	\$ -	\$ -	\$ -	\$ -	\$535,750
CO	Local	\$ -	\$ -	\$4,600,000	\$ -	\$ -	\$ -	\$4,600,000
Total CO		\$ -	\$ -	\$4,600,000	\$ -	\$ -	\$ -	\$4,600,000
Total		\$ -	\$600,750	\$4,600,000	\$ -	\$ -	\$ -	\$5,200,750

NP-84 - Grove City connection to Camp Chase Trail

PID: NP-84	Project Name: Grove City connection to Camp Chase Trail	Primary Work Category: Shared Use Path	Sponsoring Agency: Grove City, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Grove City, from Camp Chase Rd to Holt Rd and Central Crossing High School via Alkire Rd and Holt Rd				Total Project Estimate: \$10,810,000

Description:
Shared use path connecting existing path in Grove City to the Camp Chase Trail

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (DD: \$700,000; RW: \$1,500,000; CO: \$3,442,800)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$700,000	\$ -	\$ -	\$ -	\$ -	\$700,000
Total DD		\$ -	\$700,000	\$ -	\$ -	\$ -	\$ -	\$700,000
CO	Local	\$ -	\$ -	\$8,610,000	\$ -	\$ -	\$ -	\$8,610,000
Total CO		\$ -	\$ -	\$8,610,000	\$ -	\$ -	\$ -	\$8,610,000
RW	Local	\$ -	\$1,500,000	\$ -	\$ -	\$ -	\$ -	\$1,500,000
Total RW		\$ -	\$1,500,000	\$ -	\$ -	\$ -	\$ -	\$1,500,000
Total		\$ -	\$2,200,000	\$8,610,000	\$ -	\$ -	\$ -	\$10,810,000

NP-85 - Gender Rd SUP (Lehman to Shannon)

PID: NP-85	Project Name: Gender Rd SUP (Lehman to Shannon)	Primary Work Category: Shared Use Path	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Gender Rd from Lehman Rd to Shannon Rd				Total Project Estimate: \$10,000,000

Description:
This project will construct the second phase of a shared use path on Gender Rd.

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (Phase ENV: \$500,000; Phase DD: \$1,000,000)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$ -	\$ -	\$ -	\$500,000	\$500,000	\$1,000,000
Total DD		\$ -	\$ -	\$ -	\$ -	\$500,000	\$500,000	\$1,000,000
ENV	Local	\$ -	\$ -	\$ -	\$500,000	\$ -	\$ -	\$500,000
Total ENV		\$ -	\$ -	\$ -	\$500,000	\$ -	\$ -	\$500,000
Total		\$ -	\$ -	\$ -	\$500,000	\$500,000	\$500,000	\$1,500,000

NP-86 - Gender Rd SUP (Winchester Pike to Lehman)

PID: NP-86	Project Name: Gender Rd SUP (Winchester Pike to Lehman)	Primary Work Category: Shared Use Path	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Gender Rd from Winchester Pike to Lehman Rd				Total Project Estimate: \$9,250,000

Description:
This project will construct the first phase of a shared use path on Gender Rd.

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (Phase ENV: \$250,000; Phase DD: \$500,000)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$ -	\$ -	\$500,000	\$ -	\$ -	\$500,000
Total DD		\$ -	\$ -	\$ -	\$500,000	\$ -	\$ -	\$500,000
ENV	Local	\$ -	\$ -	\$250,000	\$ -	\$ -	\$ -	\$250,000
Total ENV		\$ -	\$ -	\$250,000	\$ -	\$ -	\$ -	\$250,000
Total		\$ -	\$ -	\$250,000	\$500,000	\$ -	\$ -	\$750,000

NP-87 - Farmstead to Holton Rd SUP

PID: NP-87	Project Name: Farmstead to Holton Rd SUP	Primary Work Category: Shared Use Path	Sponsoring Agency: Grove City, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: SR 104 from Holton Rd to Hawthorne Pkwy				Total Project Estimate: \$3,450,000

Description:
Shared use path on SR 104 connecting to Scioto Grove Metro Park

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (PE: \$90,000; DD: \$210,000; RW: \$450,000; CO: \$2,700,000)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
ENV	Local	\$ -	\$90,000	\$ -	\$ -	\$ -	\$ -	\$90,000
Total ENV		\$ -	\$90,000	\$ -	\$ -	\$ -	\$ -	\$90,000
CO	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$2,700,000	\$2,700,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$2,700,000	\$2,700,000
DD	Local	\$ -	\$ -	\$210,000	\$ -	\$ -	\$ -	\$210,000
Total DD		\$ -	\$ -	\$210,000	\$ -	\$ -	\$ -	\$210,000
RW	Local	\$ -	\$ -	\$450,000	\$ -	\$ -	\$ -	\$450,000
Total RW		\$ -	\$ -	\$450,000	\$ -	\$ -	\$ -	\$450,000
Total		\$ -	\$90,000	\$660,000	\$ -	\$ -	\$2,700,000	\$3,450,000

NP-88 - Second Ave Bicycle Boulevard

PID: NP-88	Project Name: Second Ave Bicycle Boulevard	Primary Work Category: Bike Facility	Sponsoring Agency: Grandview Heights, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Grandview Heights, W 2nd Ave from Grandview Ave to Edgehill Rd				Total Project Estimate: \$670,581

Description:
This project will provide a connection through Grandview Heights from Grandview Ave to Grandview Yard. The project includes traffic calming and a bicycle crossing at Northwest Blvd

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, traffic calming measures
Additional Project Information: This project includes a commitment of COTA TSI Funding. (RW and CO: \$670,581)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$ -	\$670,581	\$ -	\$670,581
Total CO		\$ -	\$ -	\$ -	\$ -	\$670,581	\$ -	\$670,581
Total		\$ -	\$ -	\$ -	\$ -	\$670,581	\$ -	\$670,581

NP-89 - Big Walnut Trail (Gahanna)

PID: NP-89	Project Name: Big Walnut Trail (Gahanna)	Primary Work Category: Shared Use Path	Sponsoring Agency: Gahanna, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Gahanna, existing Big Walnut Trail north of I-270 to Big Walnut Trail in Pizzuro Park				Total Project Estimate: \$5,530,000

Description:
This project will build a portion of the Big Walnut Trail through Gahanna which will close a gap in the existing trail. The trail will extend from the current terminus near Rocky Fork Dr to Pizzuro Park along SR 317/N Hamilton Rd

TIP Project Comments:
MTP ID: 1917
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (CO: \$2,396,400)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$270,000	\$ -	\$ -	\$ -	\$ -	\$270,000
Total DD		\$ -	\$270,000	\$ -	\$ -	\$ -	\$ -	\$270,000
CO	Local	\$ -	\$ -	\$ -	\$4,950,000	\$ -	\$ -	\$4,950,000
Total CO		\$ -	\$ -	\$ -	\$4,950,000	\$ -	\$ -	\$4,950,000
ENV	Local	\$180,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$180,000
Total ENV		\$180,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$180,000
RW	Local	\$ -	\$ -	\$130,000	\$ -	\$ -	\$ -	\$130,000
Total RW		\$ -	\$ -	\$130,000	\$ -	\$ -	\$ -	\$130,000
Total		\$180,000	\$270,000	\$130,000	\$4,950,000	\$ -	\$ -	\$5,530,000

NP-90 - Georgesville Rd SUP

PID: NP-90	Project Name: Georgesville Rd SUP	Primary Work Category: Shared Use Path	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Georgesville Rd from Sullivant Ave to Parwick Dr				Total Project Estimate: \$7,570,000

Description:
This project would construct a shared use path on Georgesville Rd and connect to the existing Camp Chase Trail.

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (Phase CO: \$1,721,400)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$7,570,000	\$ -	\$ -	\$ -	\$7,570,000
Total CO		\$ -	\$ -	\$7,570,000	\$ -	\$ -	\$ -	\$7,570,000
Total		\$ -	\$ -	\$7,570,000	\$ -	\$ -	\$ -	\$7,570,000

NP-91 - Harrisburg Pike Sidewalks/SUP

PID: NP-91	Project Name: Harrisburg Pike Sidewalks/SUP	Primary Work Category: Shared Use Path	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Harrisburg Pike from W Mound St to Home Rd				Total Project Estimate: \$25,422,950

Description:
This project would construct a shared use path and close gaps in the existing sidewalk on Harrisburg Pike.

TIP Project Comments:
MTP ID: 186 and 1781
Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side
Additional Project Information: This project includes a commitment of COTA TSI Funding. (Phase DD: \$4,200,000; Phase RW: \$3,200,000; Phase CO: \$7,022,950)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$ -	\$ -	\$4,200,000	\$ -	\$ -	\$4,200,000
Total DD		\$ -	\$ -	\$ -	\$4,200,000	\$ -	\$ -	\$4,200,000
RW	Local	\$ -	\$ -	\$ -	\$ -	\$3,200,000	\$ -	\$3,200,000
Total RW		\$ -	\$ -	\$ -	\$ -	\$3,200,000	\$ -	\$3,200,000
Total		\$ -	\$ -	\$ -	\$4,200,000	\$3,200,000	\$ -	\$7,400,000

NP-92 - Triangle Area (Brown Rd/Harrisburg Pike) Sidewalks

PID: NP-92	Project Name: Triangle Area (Brown Rd/Harrisburg Pike) Sidewalks	Primary Work Category: Pedestrian Facilities	Sponsoring Agency: Franklin, Township of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Various roads between Brown Rd and Harrisburg Pike in Franklin Township				Total Project Estimate: \$2,976,580

Description:
Sidewalks in Franklin Township connecting to proposed Harrisburg Pike shared use path and sidewalk

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, sidewalk
Additional Project Information: This project includes a commitment of COTA TSI Funding. (DD: \$500,000; RW: \$200,000; CO: \$2,276,580)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$2,276,580	\$ -	\$ -	\$2,276,580
Total CO		\$ -	\$ -	\$ -	\$2,276,580	\$ -	\$ -	\$2,276,580
RW	Local	\$ -	\$ -	\$200,000	\$ -	\$ -	\$ -	\$200,000
Total RW		\$ -	\$ -	\$200,000	\$ -	\$ -	\$ -	\$200,000
DD	Local	\$ -	\$500,000	\$ -	\$ -	\$ -	\$ -	\$500,000
Total DD		\$ -	\$500,000	\$ -	\$ -	\$ -	\$ -	\$500,000
Total		\$ -	\$500,000	\$200,000	\$2,276,580	\$ -	\$ -	\$2,976,580

NP-93 - Coolidge Ave Sidewalks

PID: NP-93	Project Name: Coolidge Ave Sidewalks	Primary Work Category: Pedestrian Facilities	Sponsoring Agency: Franklin, Township of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Coolidge Ave from W Broad St to Harding Dr				Total Project Estimate: \$603,838

Description:
Sidewalk on Coolidge Ave connecting to proposed West Broad BRT

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, sidewalk
Additional Project Information: This project includes a commitment of COTA TSI Funding. (PE: \$15,000; DD: \$35,000; RW: \$75,000; CO: \$478,838)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
ENV	Local	\$ -	\$ -	\$15,000	\$ -	\$ -	\$ -	\$15,000
Total ENV		\$ -	\$ -	\$15,000	\$ -	\$ -	\$ -	\$15,000
RW	Local	\$ -	\$ -	\$ -	\$ -	\$75,000	\$ -	\$75,000
Total RW		\$ -	\$ -	\$ -	\$ -	\$75,000	\$ -	\$75,000
CO	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$478,838	\$478,838
Total CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$478,838	\$478,838
DD	Local	\$ -	\$ -	\$ -	\$35,000	\$ -	\$ -	\$35,000
Total DD		\$ -	\$ -	\$ -	\$35,000	\$ -	\$ -	\$35,000
Total		\$ -	\$ -	\$15,000	\$35,000	\$75,000	\$478,838	\$603,838

NP-94 - King Ave (North Star Ave to Olentangy River Rd)

PID: NP-94	Project Name: King Ave (North Star Ave to Olentangy River Rd)	Primary Work Category: Shared Use Path	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: King Ave from North Star Ave to Olentangy River Rd				Total Project Estimate: \$19,661,400

Description:
Shared use path from the proposed Northwest BRT to North Star Ave including crossings, safety improvements, and railroad bridge work.

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (Phase DD: \$4,000,000; Phase RW: \$2,000,000; Phase CO: \$7,661,400)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Local	\$ -	\$ -	\$ -	\$ -	\$2,000,000	\$ -	\$2,000,000
Total RW		\$ -	\$ -	\$ -	\$ -	\$2,000,000	\$ -	\$2,000,000
DD	Local	\$ -	\$ -	\$4,000,000	\$ -	\$ -	\$ -	\$4,000,000
Total DD		\$ -	\$ -	\$4,000,000	\$ -	\$ -	\$ -	\$4,000,000
Total		\$ -	\$ -	\$4,000,000	\$ -	\$2,000,000	\$ -	\$6,000,000

NP-95 - Linden Green Line

PID: NP-95	Project Name: Linden Green Line	Primary Work Category: Shared Use Path	Sponsoring Agency: Columbus City Parks & Rec	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: SUP from Windsor Ave to Cooper Rd				Total Project Estimate: \$14,870,730

Description:

The Linden Green Line would construct a shared use path utilizing an abandoned rail corridor and provide a safer alternative walking and biking on Cleveland Ave

TIP Project Comments:

MTP ID: 1055

Bicycle and Pedestrian Components Included: Yes, shared-use path

Additional Project Information: This project includes a commitment of COTA TSI Funding. (Phase CO: \$14,870,730)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$7,239,190	\$7,631,540	\$ -	\$ -	\$ -	\$14,870,730
Total CO		\$ -	\$7,239,190	\$7,631,540	\$ -	\$ -	\$ -	\$14,870,730
Total		\$ -	\$7,239,190	\$7,631,540	\$ -	\$ -	\$ -	\$14,870,730

NP-96 - McNaughten Rd Improvements - Phase 2

PID: NP-96	Project Name: McNaughten Rd Improvements - Phase 2	Primary Work Category: Shared Use Path	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: McNaughten Rd from E Main St to Livingston Ave				Total Project Estimate: \$7,800,000

Description:

Shared use path on McNaughten Rd.

TIP Project Comments:

MTP ID: 186

Bicycle and Pedestrian Components Included: Yes, shared-use path

Additional Project Information: This project includes a commitment of COTA TSI Funding. (Phase DD: \$700,000; Phase RW: \$900,000)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$ -	\$ -	\$700,000	\$ -	\$ -	\$700,000
Total DD		\$ -	\$ -	\$ -	\$700,000	\$ -	\$ -	\$700,000
Total		\$ -	\$ -	\$ -	\$700,000	\$ -	\$ -	\$700,000

NP-97 - Winchester Pike (Gender Rd to Shannon Rd)

PID: NP-97	Project Name: Winchester Pike (Gender Rd to Shannon Rd)	Primary Work Category: Shared Use Path	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Winchester Pike from Gender Rd to Shannon Rd				Total Project Estimate: \$10,065,077

Description:
This project will construct a shared use path on Winchester Pike. It will connect the existing Blacklick Creek Trail to the proposed shared use path on Gender Rd.

TIP Project Comments:
MTP ID:
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (DD: \$547,500; RW: \$139,000; CO: \$6,006,347)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Local	\$ -	\$ -	\$1,245,735	\$1,375,198	\$ -	\$ -	\$2,620,933
Total RW		\$ -	\$ -	\$1,245,735	\$1,375,198	\$ -	\$ -	\$2,620,933
DD	Local	\$ -	\$970,975	\$ -	\$ -	\$ -	\$ -	\$970,975
Total DD		\$ -	\$970,975	\$ -	\$ -	\$ -	\$ -	\$970,975
CO	Local	\$ -	\$ -	\$ -	\$ -	\$6,473,169	\$ -	\$6,473,169
Total CO		\$ -	\$ -	\$ -	\$ -	\$6,473,169	\$ -	\$6,473,169
Total		\$ -	\$970,975	\$1,245,735	\$1,375,198	\$6,473,169	\$ -	\$10,065,077

NP-98 - White Rd (Buckeye Pkwy to SR104)

PID: NP-98	Project Name: White Rd (Buckeye Pkwy to SR104)	Primary Work Category: Shared Use Path	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: White Rd from Buckeye Parkway to SR104				Total Project Estimate: \$3,675,000

Description:
Shared use path on White Road connecting to proposed Scioto Grove/Great Southern Metro Park connection and closing gap in existing path

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (DD: \$525,000; RW: \$300,000; CO: \$2,850,000)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$300,000	\$300,000
Total RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$300,000	\$300,000
DD	Local	\$ -	\$ -	\$ -	\$ -	\$525,000	\$ -	\$525,000
Total DD		\$ -	\$ -	\$ -	\$ -	\$525,000	\$ -	\$525,000
CO	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$2,850,000	\$2,850,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$2,850,000	\$2,850,000
Total		\$ -	\$ -	\$ -	\$ -	\$525,000	\$3,150,000	\$3,675,000

NP-99 - Waggoner Rd (Havens Corners Rd to Chapel Stone Rd)

PID: NP-99	Project Name: Waggoner Rd (Havens Corners Rd to Chapel Stone Rd)	Primary Work Category: Shared Use Path	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Waggoner Road from Havens Corners Road to Chapel Stone Road				Total Project Estimate: \$11,010,516

Description:
Shared use path on Waggoner Rd connecting to existing shared use path

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (PP and DD: \$443,250; RW: \$97,000; CO: \$4,064,373)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$8,229,024	\$8,229,024
Total CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$8,229,024	\$8,229,024
RW	Local	\$ -	\$ -	\$ -	\$1,547,138	\$ -	\$ -	\$1,547,138
Total RW		\$ -	\$ -	\$ -	\$1,547,138	\$ -	\$ -	\$1,547,138
DD	Local	\$ -	\$ -	\$1,234,354	\$ -	\$ -	\$ -	\$1,234,354
Total DD		\$ -	\$ -	\$1,234,354	\$ -	\$ -	\$ -	\$1,234,354
Total		\$ -	\$ -	\$1,234,354	\$1,547,138	\$ -	\$8,229,024	\$11,010,516

NP-100 - Snouffer Rd (Bride Water Blvd to Smoky Row Rd)

PID: NP-100	Project Name: Snouffer Rd (Bride Water Blvd to Smoky Row Rd)	Primary Work Category: Shared Use Path	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Snouffer Road from Bride Water Blvd to Smoky Row Rd				Total Project Estimate: \$748,800

Description:
This project will construct an extension of an existing shared use path on Snouffer Rd

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (PE,DD, RW: \$175,000; CO: \$573,800)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$573,800	\$ -	\$ -	\$ -	\$573,800
Total CO		\$ -	\$ -	\$573,800	\$ -	\$ -	\$ -	\$573,800
RW	Local	\$ -	\$175,000	\$ -	\$ -	\$ -	\$ -	\$175,000
Total RW		\$ -	\$175,000	\$ -	\$ -	\$ -	\$ -	\$175,000
Total		\$ -	\$175,000	\$573,800	\$ -	\$ -	\$ -	\$748,800

NP-101 - Reynoldsburg-New Albany Rd/Morse Rd (Clark State Rd to Havant Dr)

PID: NP-101	Project Name: Reynoldsburg-New Albany Rd/Morse Rd (Clark State Rd to Havant Dr)	Primary Work Category: Shared Use Path	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Reynoldsburg-New Albany Rd from Clark State Rd to Morse Rd, Morse Rd from Reynoldsburg-New Albany Rd to Havant Dr				Total Project Estimate: \$1,550,000

Description:
Shared use path along Reynoldsburg-New Albany Rd and Morse Rd connecting an existing path on Morse Road at Havant Dr to a proposed path on Clark State Road at Clark State Road and Reynoldsburg-New Albany Rd

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (PE, DD: \$250,000; RW: \$100,000; CO: \$1,198,200)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$1,200,000	\$ -	\$ -	\$1,200,000
Total CO		\$ -	\$ -	\$ -	\$1,200,000	\$ -	\$ -	\$1,200,000
RW	Local	\$ -	\$ -	\$100,000	\$ -	\$ -	\$ -	\$100,000
Total RW		\$ -	\$ -	\$100,000	\$ -	\$ -	\$ -	\$100,000
DD	Local	\$ -	\$250,000	\$ -	\$ -	\$ -	\$ -	\$250,000
Total DD		\$ -	\$250,000	\$ -	\$ -	\$ -	\$ -	\$250,000
Total		\$ -	\$250,000	\$100,000	\$1,200,000	\$ -	\$ -	\$1,550,000

NP-102 - Renner Rd (Alton Darby Creek to Hilliard Rome Rd)

PID: NP-102	Project Name: Renner Rd (Alton Darby Creek to Hilliard Rome Rd)	Primary Work Category: Shared Use Path	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Renner Rd from Alton Darby Creek to Hilliard Rome Rd				Total Project Estimate: \$1,105,534

Description:
Shared use path on Renner Rd connecting to an existing Park & Ride and planned shared use path on Trabue Rd

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (PE,DD, RW: \$285,000; CO: \$820,534)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$820,534	\$ -	\$ -	\$ -	\$820,534
Total CO		\$ -	\$ -	\$820,534	\$ -	\$ -	\$ -	\$820,534
RW	Local	\$ -	\$285,000	\$ -	\$ -	\$ -	\$ -	\$285,000
Total RW		\$ -	\$285,000	\$ -	\$ -	\$ -	\$ -	\$285,000
Total		\$ -	\$285,000	\$820,534	\$ -	\$ -	\$ -	\$1,105,534

NP-103 - McComb Rd Sidewalks

PID: NP-103	Project Name: McComb Rd Sidewalks	Primary Work Category: Pedestrian Facilities	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: McComb Road from McZand Blvd to Home Rd				Total Project Estimate: \$886,450

Description:
Sidewalk on McComb Road providing a connecting over I-270 from McZand Blvd to Home Rd

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, sidewalk
Additional Project Information: This project includes a commitment of COTA TSI Funding. (CO: \$886,450)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$886,450	\$ -	\$ -	\$ -	\$ -	\$886,450
Total CO		\$ -	\$886,450	\$ -	\$ -	\$ -	\$ -	\$886,450
Total		\$ -	\$886,450	\$ -	\$ -	\$ -	\$ -	\$886,450

NP-104 - Lockbourne Rd SUP Phase 1

PID: NP-104	Project Name: Lockbourne Rd SUP Phase 1	Primary Work Category: Shared Use Path	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Lockbourne Rd from Rohr Rd to Butler Farms Blvd				Total Project Estimate: \$7,021,570

Description:

This project will be the first phase of a shared use path on Lockbourne Rd. It will connect several new housing developments, an existing school, and a proposed extension of the Big Walnut Trail

TIP Project Comments:

MTP ID:

Bicycle and Pedestrian Components Included: Yes, shared-use path

Additional Project Information: This project includes a commitment of COTA TSI Funding. (DD: \$800,000; RW: \$500,000)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$3,356,558	\$3,356,558
Total CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$3,356,558	\$3,356,558
DD	Local	\$ -	\$ -	\$ -	\$2,262,011	\$ -	\$ -	\$2,262,011
Total DD		\$ -	\$ -	\$ -	\$2,262,011	\$ -	\$ -	\$2,262,011
RW	Local	\$ -	\$ -	\$ -	\$ -	\$1,403,001	\$ -	\$1,403,001
Total RW		\$ -	\$ -	\$ -	\$ -	\$1,403,001	\$ -	\$1,403,001
Total		\$ -	\$ -	\$ -	\$2,262,011	\$1,403,001	\$3,356,558	\$7,021,570

NP-105 - Hopkins Ave SUP

PID: NP-105	Project Name: Hopkins Ave SUP	Primary Work Category: Shared Use Path	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Hopkins Ave from Brown Rd to US62				Total Project Estimate: \$1,800,000

Description:
Shared use path on Hopkins Ave connecting to proposed shared use paths on Harrisburg Pike and Brown Road

TIP Project Comments:
MTP ID:
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (DD: \$350,000; RW: \$200,000)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$ -	\$ -	\$ -	\$350,000	\$ -	\$350,000
Total DD		\$ -	\$ -	\$ -	\$ -	\$350,000	\$ -	\$350,000
CO	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$1,250,000	\$1,250,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$1,250,000	\$1,250,000
RW	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$200,000	\$200,000
Total RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$200,000	\$200,000
Total		\$ -	\$ -	\$ -	\$ -	\$350,000	\$1,450,000	\$1,800,000

NP-107 - Havens Rd/Waggoner Rd SUP

PID: NP-107	Project Name: Havens Rd/Waggoner Rd SUP	Primary Work Category: Shared Use Path	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Reynoldsburg-New Albany Rd to Waggoner Rd and along Waggoner Rd from Havens Rd to Havens Corners Rd				Total Project Estimate: \$5,989,688

Description:
Shared use path on Havens Rd from Reynoldsburg-New Albany Rd to Waggoner Rd and Waggoner Rd from Havens Rd to Havens Corners Rd. The shared use path will connect to a planned shared use path on Waggoner Rd

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (PE and DD: \$352,050; RW: \$115,000; CO: \$3,442,522)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Local	\$ -	\$ -	\$ -	\$ -	\$1,951,959	\$ -	\$1,951,959
Total RW		\$ -	\$ -	\$ -	\$ -	\$1,951,959	\$ -	\$1,951,959
DD	Local	\$ -	\$ -	\$ -	\$526,660	\$ -	\$ -	\$526,660
Total DD		\$ -	\$ -	\$ -	\$526,660	\$ -	\$ -	\$526,660
CO	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$3,511,069	\$3,511,069
Total CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$3,511,069	\$3,511,069
Total		\$ -	\$ -	\$ -	\$526,660	\$1,951,959	\$3,511,069	\$5,989,688

NP-108 - Hague Ave (Trabue Rd to Valleyview Dr)

PID: NP-108	Project Name: Hague Ave (Trabue Rd to Shared Use Path Valleyview Dr)	Primary Work Category:	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Hague Ave from Trabue Rd to Valleyview Dr				Total Project Estimate: \$20,728,273

Description:
Shared use path on Hague Ave connecting to the existing Camp Chase Trail

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (PE and DD: \$1,000,000; RW: \$1,000,000)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$ -	\$ -	\$ -	\$2,391,968	\$ -	\$2,391,968
Total DD		\$ -	\$ -	\$ -	\$ -	\$2,391,968	\$ -	\$2,391,968
RW	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$2,389,851	\$2,389,851
Total RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$2,389,851	\$2,389,851
CO	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$15,946,454	\$15,946,454
Total CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$15,946,454	\$15,946,454
Total		\$ -	\$ -	\$ -	\$ -	\$2,391,968	\$18,336,305	\$20,728,273

NP-109 - Groveport Rd SUP

PID: NP-109	Project Name: Groveport Rd SUP	Primary Work Category: Shared Use Path	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Groveport Rd from Front St to Canal Winchester Corp Limit and Front St from Main St to Corbett Rd				Total Project Estimate: \$6,112,920

Description:

This project will close a gap in existing shared use path on Groveport Rd through downtown Groveport to a path on Ebright Rd/Corbett Rd. The path will connect to Groveport Park and Walnut Woods Metro Park.

TIP Project Comments:

MTP ID: 1446 and 186

Bicycle and Pedestrian Components Included: Yes, shared-use path

Additional Project Information: This project includes a commitment of COTA TSI Funding. (DD: \$900,000; RW: \$750,000; CO: \$4,462,920)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$ -	\$4,462,920	\$ -	\$4,462,920
Total CO		\$ -	\$ -	\$ -	\$ -	\$4,462,920	\$ -	\$4,462,920
RW	Local	\$ -	\$ -	\$750,000	\$ -	\$ -	\$ -	\$750,000
Total RW		\$ -	\$ -	\$750,000	\$ -	\$ -	\$ -	\$750,000
DD	Local	\$ -	\$900,000	\$ -	\$ -	\$ -	\$ -	\$900,000
Total DD		\$ -	\$900,000	\$ -	\$ -	\$ -	\$ -	\$900,000
Total		\$ -	\$900,000	\$750,000	\$ -	\$4,462,920	\$ -	\$6,112,920

NP-110 - Grener Rd SUP

PID: NP-110	Project Name: Grener Rd SUP	Primary Work Category: Shared Use Path	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Grener Rd from W Broad St/US 40 to Sullivant Ave				Total Project Estimate: \$2,372,300

Description:
Shared use path on the west side of Grener Rd connecting the planned path on Sullivant Ave and the planned West Broad BRT

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (DD: \$375,000; RW: \$200,000; CO: \$1,797,300)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$375,000	\$ -	\$ -	\$ -	\$ -	\$375,000
Total DD		\$ -	\$375,000	\$ -	\$ -	\$ -	\$ -	\$375,000
RW	Local	\$ -	\$ -	\$200,000	\$ -	\$ -	\$ -	\$200,000
Total RW		\$ -	\$ -	\$200,000	\$ -	\$ -	\$ -	\$200,000
CO	Local	\$ -	\$ -	\$ -	\$1,797,300	\$ -	\$ -	\$1,797,300
Total CO		\$ -	\$ -	\$ -	\$1,797,300	\$ -	\$ -	\$1,797,300
Total		\$ -	\$375,000	\$200,000	\$1,797,300	\$ -	\$ -	\$2,372,300

NP-111 - Bridge Street & High Street Intersection ADA Improvements

PID: NP-111	Project Name: Bridge Street & High Street Intersection ADA Improvements	Primary Work Category: Enhanced Crossing	Sponsoring Agency: Dublin, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Intersection of Bridge St and High St				Total Project Estimate: \$1,600,000

Description:

This project provides for Americans with Disabilities Act (ADA) improvements at the Bridge Street and High Street Intersection. The existing sidewalk ramps at the intersection are not in compliance with ADA guidelines. Upgrades to the intersection will construct directional ramps at each corner, increasing the number of ramps to eight at the intersection and adding ADA-compliant pedestrian push buttons. These improvements will require an analysis of the elevation changes at the southeast corner of the intersection and a small acquisition of a sidewalk easement at the southwest corner of the intersection.

TIP Project Comments:

MTP ID: 186

Bicycle and Pedestrian Components Included: Yes, enhanced pedestrian crossings

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$160,000	\$ -	\$ -	\$ -	\$ -	\$160,000
Total DD		\$ -	\$160,000	\$ -	\$ -	\$ -	\$ -	\$160,000
RW	Local	\$ -	\$ -	\$40,000	\$ -	\$ -	\$ -	\$40,000
Total RW		\$ -	\$ -	\$40,000	\$ -	\$ -	\$ -	\$40,000
CO	Local	\$ -	\$ -	\$ -	\$1,400,000	\$ -	\$ -	\$1,400,000
Total CO		\$ -	\$ -	\$ -	\$1,400,000	\$ -	\$ -	\$1,400,000
Total		\$ -	\$160,000	\$40,000	\$1,400,000	\$ -	\$ -	\$1,600,000

NP-112 - Galloway Road SUP

PID: NP-112	Project Name: Galloway Road SUP	Primary Work Category: Shared Use Path	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Galloway Rd from W Broad St to O'Hara Rd				Total Project Estimate: \$9,381,674

Description:
Shared use path on Galloway Rd connecting to the planned West Broad BRT and the existing Camp Chase Trail

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (DD: \$685,000; RW: \$300,000; CO: \$3,295,050)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Local	\$ -	\$ -	\$2,616,833	\$ -	\$ -	\$ -	\$2,616,833
Total RW		\$ -	\$ -	\$2,616,833	\$ -	\$ -	\$ -	\$2,616,833
CO	Local	\$ -	\$ -	\$ -	\$5,882,470	\$ -	\$ -	\$5,882,470
Total CO		\$ -	\$ -	\$ -	\$5,882,470	\$ -	\$ -	\$5,882,470
DD	Local	\$ -	\$882,371	\$ -	\$ -	\$ -	\$ -	\$882,371
Total DD		\$ -	\$882,371	\$ -	\$ -	\$ -	\$ -	\$882,371
Total		\$ -	\$882,371	\$2,616,833	\$5,882,470	\$ -	\$ -	\$9,381,674

NP-113 - Clark State Rd SUP Phase 1

PID: NP-113	Project Name: Clark State Rd SUP Phase 1	Primary Work Category: Shared Use Path	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Clark State Rd from Headley Rd to Skelton Lane				Total Project Estimate: \$3,690,000

Description:
This project is the first phase of the construction of a shared use path on Clark State Rd

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (DD: \$550,000; RW: \$500,000; CO: \$1,239,700)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Local	\$ -	\$ -	\$ -	\$500,000	\$ -	\$ -	\$500,000
Total RW		\$ -	\$ -	\$ -	\$500,000	\$ -	\$ -	\$500,000
CO	Local	\$ -	\$ -	\$ -	\$ -	\$2,640,000	\$ -	\$2,640,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$2,640,000	\$ -	\$2,640,000
DD	Local	\$ -	\$ -	\$550,000	\$ -	\$ -	\$ -	\$550,000
Total DD		\$ -	\$ -	\$550,000	\$ -	\$ -	\$ -	\$550,000
Total		\$ -	\$ -	\$550,000	\$500,000	\$2,640,000	\$ -	\$3,690,000

NP-114 - Cosgray and Rings Roads Intersection Improvements

PID: NP-114	Project Name: Cosgray and Rings Roads Intersection Improvements	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: Dublin, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Intersection of Cosgray Rd and Rings Rd				Total Project Estimate: \$5,380,000

Description:

As annexation and development increase in the general area of this intersection, improvements will be needed at this location to properly manage the increase in traffic volumes. The project will address the dog-leg intersection of Cosgray Road at Rings Road, ease wait times and ultimately improve safety.

Dublin has been coordinating with Franklin County Engineer's Office regarding the operational improvements at Cosgray Road and Rings Road. This project is in coordination and cooperation with the FCEO, which administered the intersection evaluation study on Dublin's behalf. The FCEO contributed 100% of the study cost to advance the work in the earlier years of the program, assuming that Dublin would contribute 50% of that study cost during the design phase. The remaining costs are assumed to be shared equally.

TIP Project Comments:

MTP ID: 185

Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$680,000	\$ -	\$ -	\$ -	\$ -	\$680,000
Total DD		\$ -	\$680,000	\$ -	\$ -	\$ -	\$ -	\$680,000
CO	Local	\$ -	\$ -	\$ -	\$3,700,000	\$ -	\$ -	\$3,700,000
Total CO		\$ -	\$ -	\$ -	\$3,700,000	\$ -	\$ -	\$3,700,000
RW	Local	\$ -	\$ -	\$1,000,000	\$ -	\$ -	\$ -	\$1,000,000
Total RW		\$ -	\$ -	\$1,000,000	\$ -	\$ -	\$ -	\$1,000,000
Total		\$ -	\$680,000	\$1,000,000	\$3,700,000	\$ -	\$ -	\$5,380,000

NP-115 - Frantz Road Streetlight and Streetscape Improvements

PID: NP-115	Project Name: Frantz Road Streetlight and Streetscape Improvements	Primary Work Category: Shared Use Path	Sponsoring Agency: Dublin, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Frantz Rd from Tuttle Rd to Metro Place North				Total Project Estimate: \$4,285,000

Description:

This project will design and construct pedestrian-friendly streetscape improvements along Frantz Road between Tuttle Road and Metro Place North. The improvements include new streetlights, landscaping at the public street intersections, median landscaping, enhanced crosswalks at the existing public street intersections and curb ramp replacements. This upgrade will create a contiguous shared use path on Frantz Road between SR-161/W Bridge Street and Tuttle Road/Tuttle Crossing Boulevard, providing a high-comfort, low-stress route for commuters, visitors and residents via walking, biking or scooting.

Approximately 2,900 feet of sidewalk on the west side of Frantz Road between Rings Road to Tuttle Road will be upgraded to a 11-foot shared use path. This upgrade will create a contiguous shared use path on the Frantz Road corridor between SR 161 and Tuttle Road.

TIP Project Comments:

MTP ID: 186

Bicycle and Pedestrian Components Included: Yes, shared-use path

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$54,000	\$239,000	\$369,000	\$ -	\$ -	\$662,000
Total DD		\$ -	\$54,000	\$239,000	\$369,000	\$ -	\$ -	\$662,000
CO	Local	\$ -	\$ -	\$200,000	\$1,322,000	\$2,101,000	\$ -	\$3,623,000
Total CO		\$ -	\$ -	\$200,000	\$1,322,000	\$2,101,000	\$ -	\$3,623,000
Total		\$ -	\$54,000	\$439,000	\$1,691,000	\$2,101,000	\$ -	\$4,285,000

NP-117 - Dale Dr SUP

PID: NP-117	Project Name: Dale Dr SUP	Primary Work Category: Shared Use Path	Sponsoring Agency: Dublin, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Dale Dr from Tuller Rd to John Shields Pkwy				Total Project Estimate: \$1,592,500

Description:
Funding for this project provides for the construction of nearly 3,000 feet of shared use path following the Bridge Street District standards.

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (DD: \$150,000; RW: \$272,500; CO: \$929,775)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Local	\$ -	\$ -	\$ -	\$272,500	\$ -	\$ -	\$272,500
Total RW		\$ -	\$ -	\$ -	\$272,500	\$ -	\$ -	\$272,500
DD	Local	\$ -	\$ -	\$150,000	\$ -	\$ -	\$ -	\$150,000
Total DD		\$ -	\$ -	\$150,000	\$ -	\$ -	\$ -	\$150,000
CO	Local	\$ -	\$ -	\$ -	\$ -	\$1,170,000	\$ -	\$1,170,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$1,170,000	\$ -	\$1,170,000
Total		\$ -	\$ -	\$150,000	\$272,500	\$1,170,000	\$ -	\$1,592,500

NP-118 - North Riverview Street Improvements

PID: NP-118	Project Name: North Riverview Street Improvements	Primary Work Category: Pedestrian Facilities	Sponsoring Agency: Dublin, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: North Riverview Street from Dublin Road to just north of North Street				Total Project Estimate: \$1,270,000

Description:

This project provides for planned street improvements identified in the Riverside Crossing Park West design. The project includes reconstructing 1,020 feet of roadway to match the character of the area and additional pedestrian facilities on both sides of the roadway. The improvements include granite curbs, pedestrian sidewalks and connections to Riverside Crossing Park West.

TIP Project Comments:

MTP ID: 186

Bicycle and Pedestrian Components Included: Yes, sidewalk

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$230,000	\$ -	\$ -	\$ -	\$ -	\$230,000
Total DD		\$ -	\$230,000	\$ -	\$ -	\$ -	\$ -	\$230,000
CO	Local	\$ -	\$ -	\$50,000	\$990,000	\$ -	\$ -	\$1,040,000
Total CO		\$ -	\$ -	\$50,000	\$990,000	\$ -	\$ -	\$1,040,000
Total		\$ -	\$230,000	\$50,000	\$990,000	\$ -	\$ -	\$1,270,000

NP-119 - Sawmill Road - Snouffer Road Intersection Improvement

PID: NP-119	Project Name: Sawmill Road - Snouffer Road Intersection Improvement	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: Dublin, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Intersection of Sawmill Road and Snouffer Road				Total Project Estimate: \$550,000

Description:

This project is based on the recommendations of the Sawmill Road Corridor Study, completed in 2019 and adds a west approach to the Sawmill Road and Snouffer Road intersection. The recommendation includes dual northbound left turn lanes into the Dublin Village Center site while only allowing right-turn movements from the west with traffic signal control. The eastern approach turning restrictions remain unchanged in the recommendation, which the City of Columbus approved during the study process. This intersection is located near the Dublin Village Center shopping center.

TIP Project Comments:

MTP ID: 186

Bicycle and Pedestrian Components Included: Yes, enhanced pedestrian crossings

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$ -	\$ -	\$550,000	\$ -	\$ -	\$550,000
Total DD		\$ -	\$ -	\$ -	\$550,000	\$ -	\$ -	\$550,000
Total		\$ -	\$ -	\$ -	\$550,000	\$ -	\$ -	\$550,000

NP-120 - Riverside Drive & Summit View Road Intersection and Shared Use Path Improvement

PID: NP-120	Project Name: Riverside Drive & Summit View Road Intersection and Shared Use Path Improvement	Primary Work Category: Intersection Improvement (Safety)	Sponsoring Agency: Dublin, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Intersection of Riverside Drive and Summit View Road				Total Project Estimate: \$3,355,000

Description:

The project includes the widening of Riverside Drive at Summit View Road for left turn lanes, stormwater improvements, signal upgrades and landscaping. The project would connect the shared-use path to the south of Summit View Road and extend it to Arrowhead Road. The existing traffic signal was installed on a diagonal span using wood poles as a temporary signal. Since then, one of the poles was replaced with a steel strain pole and video detection was installed for traffic on Summit View Road and the private residential driveway opposite Summit View Road. As such, this signalized intersection does not meet current Dublin standards and commitment to high-quality aesthetics. A roundabout has been investigated but has not been determined to be feasible due to the larger intersection footprint moving eastward to accommodate the circulatory roadway and the resulting impacts on adjacent properties.

TIP Project Comments:

MTP ID: 185

Bicycle and Pedestrian Components Included: Yes, shared-use path

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$ -	\$2,800,000	\$ -	\$2,800,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$2,800,000	\$ -	\$2,800,000
DD	Local	\$ -	\$ -	\$475,000	\$ -	\$ -	\$ -	\$475,000
Total DD		\$ -	\$ -	\$475,000	\$ -	\$ -	\$ -	\$475,000
RW	Local	\$ -	\$ -	\$ -	\$80,000	\$ -	\$ -	\$80,000
Total RW		\$ -	\$ -	\$ -	\$80,000	\$ -	\$ -	\$80,000
Total		\$ -	\$ -	\$475,000	\$80,000	\$2,800,000	\$ -	\$3,355,000

NP-121 - Blazer Parkway Bike/Ped Improvements

PID: NP-121	Project Name: Blazer Parkway Bike/Ped Improvements	Primary Work Category: Shared Use Path	Sponsoring Agency: Dublin, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Blazer Parkway from Rings Rd to Frantz Rd				Total Project Estimate: \$11,399,145

Description:

This project includes the design and construction of a shared use path along the west/north side of Blazer Parkway, on the opposite side of the existing shared use path, connecting bike/pedestrian facilities between Rings Road and Frantz Road. It also includes a bus shelter to support transportation options for area businesses. Existing businesses in the area have requested an upgraded bus shelter for employees. The bus stop improvements include a concrete pad, shelter structure, seating, trash receptacle and two bike racks.

This project was submitted to and prioritized in the LinkUS TSI program.

TIP Project Comments:

MTP ID: 186

Bicycle and Pedestrian Components Included: Yes, shared-use path on both sides

Additional Project Information: This project includes a commitment of COTA TSI Funding. (RW: \$339,150; CO: \$2,647,513)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$8,261,226	\$ -	\$ -	\$ -	\$8,261,226
Total CO		\$ -	\$ -	\$8,261,226	\$ -	\$ -	\$ -	\$8,261,226
RW	Local	\$ -	\$1,898,735	\$ -	\$ -	\$ -	\$ -	\$1,898,735
Total RW		\$ -	\$1,898,735	\$ -	\$ -	\$ -	\$ -	\$1,898,735
DD	Local	\$ -	\$1,239,184	\$ -	\$ -	\$ -	\$ -	\$1,239,184
Total DD		\$ -	\$1,239,184	\$ -	\$ -	\$ -	\$ -	\$1,239,184
Total		\$ -	\$3,137,919	\$8,261,226	\$ -	\$ -	\$ -	\$11,399,145

NP-122 - University Boulevard Extension - Phase 3

PID: NP-122	Project Name: University Boulevard Extension - Phase 3	Primary Work Category: New Roadway	Sponsoring Agency: Dublin, City of	Air Quality Status: Non-Exempt (Analyzed)
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Individual
Termini: South of S.R. 161 to Eiterman Rd				Total Project Estimate: \$1,730,000

Description:

The project provides funding for an extension of University Boulevard by 1,375 feet of roadway and provides a 1,250 foot roadway connection between University Boulevard with relocated Eiterman Road to support development of the Ohio University campus.

TIP Project Comments:

MTP ID: 1198

Bicycle and Pedestrian Components Included: Yes, sidewalk on one side and shared-use path on the other side

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$ -	\$ -	\$1,680,000	\$ -	\$ -	\$1,680,000
Total DD		\$ -	\$ -	\$ -	\$1,680,000	\$ -	\$ -	\$1,680,000
RW	Local	\$ -	\$ -	\$ -	\$ -	\$50,000	\$ -	\$50,000
Total RW		\$ -	\$ -	\$ -	\$ -	\$50,000	\$ -	\$50,000
Total		\$ -	\$ -	\$ -	\$1,680,000	\$50,000	\$ -	\$1,730,000

NP-125 - Trabue Rd SUP Phase 1

PID: NP-125	Project Name: Trabue Rd SUP Phase 1	Primary Work Category: Shared Use Path	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Trabue Rd from Buckeye Yard to I-270				Total Project Estimate: \$3,396,400

Description:
Phase 1 of the construction of a shared use path and crossings on Trabue Rd from Buckeye Yard to I-270.

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (DD: \$500,000; RW: \$500,000; CO: \$2,396,400)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Local	\$ -	\$ -	\$500,000	\$ -	\$ -	\$ -	\$500,000
Total RW		\$ -	\$ -	\$500,000	\$ -	\$ -	\$ -	\$500,000
DD	Local	\$ -	\$500,000	\$ -	\$ -	\$ -	\$ -	\$500,000
Total DD		\$ -	\$500,000	\$ -	\$ -	\$ -	\$ -	\$500,000
CO	Local	\$ -	\$ -	\$ -	\$2,396,400	\$ -	\$ -	\$2,396,400
Total CO		\$ -	\$ -	\$ -	\$2,396,400	\$ -	\$ -	\$2,396,400
Total		\$ -	\$500,000	\$500,000	\$2,396,400	\$ -	\$ -	\$3,396,400

NP-127 - Sullivant Ave Improvements

PID: NP-127	Project Name: Sullivant Ave Improvements	Primary Work Category: Shared Use Path	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Sullivant Ave from Galloway Rd to Camp Chase Trail				Total Project Estimate: \$19,850,000

Description:
Shared use path on Sullivant Avenue and connection to a planned shared use path on Galloway Rd and the existing Camp Chase Trail

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (DD: \$1,000,000; RW: \$750,000; CO: \$7,549,800)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
DD	Local	\$ -	\$ -	\$3,500,000	\$ -	\$ -	\$ -	\$3,500,000
Total DD		\$ -	\$ -	\$3,500,000	\$ -	\$ -	\$ -	\$3,500,000
CO	Local	\$ -	\$ -	\$ -	\$ -	\$6,850,000	\$8,750,000	\$15,600,000
Total CO		\$ -	\$ -	\$ -	\$ -	\$6,850,000	\$8,750,000	\$15,600,000
RW	Local	\$ -	\$ -	\$ -	\$750,000	\$ -	\$ -	\$750,000
Total RW		\$ -	\$ -	\$ -	\$750,000	\$ -	\$ -	\$750,000
Total		\$ -	\$ -	\$3,500,000	\$750,000	\$6,850,000	\$8,750,000	\$19,850,000

NP-128 - Riverside Drive East Shared Use Path 1

PID: NP-128	Project Name: Riverside Drive East Shared Use Path 1	Primary Work Category: Shared Use Path	Sponsoring Agency: Dublin, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Riverside Drive from Tonti Drive to Wyandotte Woods Boulevard				Total Project Estimate: \$1,800,000

Description:

This project provides funding for the construction of 1,400 feet of eight-foot asphalt shared use path on the east side of Riverside Drive between the existing paths at Tonti Drive and Wyandotte Woods Boulevard. This project will work to mitigate larger impacts while providing connectivity to the shared use path system. Costs assume; a pedestrian crossing over an existing storm culvert, loose stacked limestone wall impacts, right of way easements, storm sewer, and landscaping. Utility relocations are likely, but will avoid impacts to the electric transmission main along the proposed alignment. This project was identified in the Riverside Drive shared use path study performed in 2016.

TIP Project Comments:

MTP ID: 759

Bicycle and Pedestrian Components Included: Yes, shared-use path

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$1,800,000	\$ -	\$ -	\$ -	\$ -	\$1,800,000
Total CO		\$ -	\$1,800,000	\$ -	\$ -	\$ -	\$ -	\$1,800,000
Total		\$ -	\$1,800,000	\$ -	\$ -	\$ -	\$ -	\$1,800,000

NP-129 - North Broadway SUP

PID: NP-129	Project Name: North Broadway SUP	Primary Work Category: Shared Use Path	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: North Broadway from Kenny Rd to the Olentangy Trail				Total Project Estimate: \$6,607,600

Description:
Shared use path on North Broadway between Kenny Rd and the Olentangy Trail, connecting the Northwest BRT

TIP Project Comments:
MTP ID: 186
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (DD: \$1,000,000; RW: \$500,000; CO: \$5,107,600)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	Local	\$ -	\$ -	\$ -	\$ -	\$500,000	\$ -	\$500,000
Total RW		\$ -	\$ -	\$ -	\$ -	\$500,000	\$ -	\$500,000
DD	Local	\$ -	\$ -	\$1,000,000	\$ -	\$ -	\$ -	\$1,000,000
Total DD		\$ -	\$ -	\$1,000,000	\$ -	\$ -	\$ -	\$1,000,000
CO	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$5,107,600	\$5,107,600
Total CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$5,107,600	\$5,107,600
Total		\$ -	\$ -	\$1,000,000	\$ -	\$500,000	\$5,107,600	\$6,607,600

NP-130 - Riverside Drive East Shared Use Path 2

PID: NP-130	Project Name: Riverside Drive East Shared Use Path 2	Primary Work Category: Shared Use Path	Sponsoring Agency: Dublin, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Riverside Dr from Arrowhead Road to Northern Corporation Limit				Total Project Estimate: \$2,195,000

Description:
This project provides funding for the construction of 2,600 feet of 11-foot asphalt shared use path on the east side of Riverside Drive between Arrowhead Road and the northern corporation limit. The project assumes; two pedestrian crossings over storm sewer infrastructure, storm sewer impacts, right of way easements, grading, and clearing with additional landscaping. This project provides additional connectivity to the shared-use path system and was identified in the Riverside Drive shared use path study in 2016 and further defined by the preliminary engineering study in 2024.

TIP Project Comments:
MTP ID: 275
Bicycle and Pedestrian Components Included: Yes, shared-use path

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$65,000	\$1,680,000	\$ -	\$1,745,000
Total CO		\$ -	\$ -	\$ -	\$65,000	\$1,680,000	\$ -	\$1,745,000
DD	Local	\$ -	\$ -	\$150,000	\$ -	\$ -	\$ -	\$150,000
Total DD		\$ -	\$ -	\$150,000	\$ -	\$ -	\$ -	\$150,000
RW	Local	\$ -	\$ -	\$ -	\$300,000	\$ -	\$ -	\$300,000
Total RW		\$ -	\$ -	\$ -	\$300,000	\$ -	\$ -	\$300,000
Total		\$ -	\$ -	\$150,000	\$365,000	\$1,680,000	\$ -	\$2,195,000

NP-131 - Nelson Rd Sidewalks

PID: NP-131	Project Name: Nelson Rd Sidewalks	Primary Work Category: Pedestrian Facilities	Sponsoring Agency: Columbus, City of	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Nelson Rd from E Livingston Ave to E Main St				Total Project Estimate: \$5,790,000

Description:
Sidewalks on Nelson Rd connecting to the planned East Main BRT

TIP Project Comments:
MTP ID: 1781
Bicycle and Pedestrian Components Included: Yes, sidewalk
Additional Project Information: This project includes a commitment of COTA TSI Funding. (DD: \$1,000,000; CO: \$1,797,300)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
CO	Local	\$ -	\$ -	\$ -	\$4,790,000	\$ -	\$ -	\$4,790,000
Total CO		\$ -	\$ -	\$ -	\$4,790,000	\$ -	\$ -	\$4,790,000
DD	Local	\$ -	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$1,000,000
Total DD		\$ -	\$1,000,000	\$ -	\$ -	\$ -	\$ -	\$1,000,000
Total		\$ -	\$1,000,000	\$ -	\$4,790,000	\$ -	\$ -	\$5,790,000

NP-145 - Heritage Trail Expansion ROW Acquisition

PID: NP-145	Project Name: Heritage Trail Expansion ROW Acquisition	Primary Work Category: Shared Use Path	Sponsoring Agency: FRANKLIN COUNTY ENGINEER	Air Quality Status: Exempt
ODOT Dist(s): 06	Locale: FRA	MPO(s) / RTPPO(s): MORPC	Performance Measures:	STIP Type: Group
Termini: Railroad from Neil Ave to Hilliard Station Park at Main St and Center St				Total Project Estimate: \$24,500,000

Description:
Acquisition of approximately 9.5 miles of abandoned railroad right-of-way from Hilliard to downtown Columbus. Acquisition only. Construction to occur under separate projects.

TIP Project Comments:
MTP ID: 2017
Bicycle and Pedestrian Components Included: Yes, shared-use path
Additional Project Information: This project includes a commitment of COTA TSI Funding. (RW: \$10,000,000)

STIP Phases

Phase	STIP Fund Type	Prior Years	2026	2027	2028	2029	Future Years	Total
RW	State	\$ -	\$10,500,000	\$ -	\$ -	\$ -	\$ -	\$10,500,000
	Local	\$ -	\$14,000,000	\$ -	\$ -	\$ -	\$ -	\$14,000,000
Total RW		\$ -	\$24,500,000	\$ -	\$ -	\$ -	\$ -	\$24,500,000
Total		\$ -	\$24,500,000	\$ -	\$ -	\$ -	\$ -	\$24,500,000

Transit TIP Listing

This list includes all local, state, or federally funded transit projects

112116 - COTA High Capac E Main St Corr

PID:	Project Name:	Air Quality Status:	STIP Type:	Total Project Estimate:
112116	COTA High Capac E Main St Corr	Non-Exempt (Analyzed)	Individual	\$368,423,000

Project Description:

COTA High Capacity Transit East Main Street Corridor, Transit Activity, East-West Corridor Pre-Project Development, Development through Completion. Engineering & Design - Busway; West Broad Street Corridor split under PID 116500; STBG funds only are flexible fund transfers, Construction funded by local funds and to be supplemented by potential Federal Discretionary funding

TIP Project Comments:

MTP ID: 619

Additional Project Information: None

Subawards

Subaward Name:	Grantee Agency:	Grantee District:	Grantee County:
27 MPO STBG RW	Central Ohio Transit Authority 001	06	FRA
Grantee MPO:	Quantity:	Scope:	ALI:
MORPC		112-00	11.22.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
MPO STBG	\$ -	\$5,600,000	\$ -	\$ -	\$5,600,000
Local	\$ -	\$1,400,000	\$ -	\$ -	\$1,400,000
Total	\$ -	\$7,000,000	\$ -	\$ -	\$7,000,000

Subaward Name:	Grantee Agency:	Grantee District:	Grantee County:
27 112301 lcl COTA	Central Ohio Transit Authority 001	06	FRA
Grantee MPO:	Quantity:	Scope:	ALI:
MORPC		112-00	11.23.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$150,670,000	\$ -	\$ -	\$150,670,000
Total	\$ -	\$150,670,000	\$ -	\$ -	\$150,670,000

Subaward Name:	Grantee Agency:	Grantee District:	Grantee County:
28 112301 lcl COTA	Central Ohio Transit Authority 001	06	FRA
Grantee MPO:	Quantity:	Scope:	ALI:
MORPC		112-00	11.23.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$126,720,000	\$ -	\$126,720,000
Total	\$ -	\$ -	\$126,720,000	\$ -	\$126,720,000

Subaward Name:
26 112301 lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
112-00

ALI:
11.23.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$84,033,000	\$ -	\$ -	\$ -	\$84,033,000
Total	\$84,033,000	\$ -	\$ -	\$ -	\$84,033,000

116500 - COTA High Capac W Broad St Corr

PID:
116500

Project Name:
COTA High Capac W Broad St Corr

Air Quality Status:
Non-Exempt (Analyzed)

STIP Type:
Individual

Total Project Estimate:
\$363,718,000

Project Description:

COTA High Capacity Transit West Broad Street Corridor, Transit Activity, East-West Corridor Pre-Project Development, Development through Completion. Engineering & Design - Busway; STBG funds only are flexible fund transfers; Split from PID 112116, activities funded by local funds and to be supplemented by federal and state discretionary funding; FY23 NAE Connecting Communities Grant Funding

TIP Project Comments:

MTP ID: 988

Additional Project Information: This project includes a commitment of MORPC-Attributable Funding.

Subawards

Subaward Name:
27 112301 MPO CMAQ COTA CO

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
112-00

ALI:
11.23.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
MPO CMAQ	\$ -	\$13,100,000	\$ -	\$ -	\$13,100,000
Local	\$ -	\$3,275,000	\$ -	\$ -	\$3,275,000
Total	\$ -	\$16,375,000	\$ -	\$ -	\$16,375,000

Subaward Name:
28 112303 LCL COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
112-00

ALI:
11.23.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$200,000,000	\$ -	\$200,000,000
Total	\$ -	\$ -	\$200,000,000	\$ -	\$200,000,000

Subaward Name: 27 112301 lcl COTA	Grantee Agency: Central Ohio Transit Authority 001	Grantee District: 06	Grantee County: FRA
Grantee MPO: MORPC	Quantity:	Scope: 112-00	ALI: 11.23.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$36,438,000	\$ -	\$ -	\$36,438,000
Total	\$ -	\$36,438,000	\$ -	\$ -	\$36,438,000

Subaward Name: 26 112303 LCL COTA	Grantee Agency: Central Ohio Transit Authority 001	Grantee District: 06	Grantee County: FRA
Grantee MPO: MORPC	Quantity:	Scope: 112-00	ALI: 11.23.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$82,755,000	\$ -	\$ -	\$ -	\$82,755,000
Total	\$82,755,000	\$ -	\$ -	\$ -	\$82,755,000

Subaward Name: 26 112301 CRP COTA	Grantee Agency: Central Ohio Transit Authority 001	Grantee District: 06	Grantee County: FRA
Grantee MPO: MORPC	Quantity:	Scope: 112-00	ALI: 11.23.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
MPO CRP	\$7,520,000	\$ -	\$ -	\$ -	\$7,520,000
Local	\$1,880,000	\$ -	\$ -	\$ -	\$1,880,000
Total	\$9,400,000	\$ -	\$ -	\$ -	\$9,400,000

Subaward Name: 27 112303 TRAC COTA	Grantee Agency: Central Ohio Transit Authority 001	Grantee District: 06	Grantee County: FRA
Grantee MPO: MORPC	Quantity:	Scope: 112-00	ALI: 11.23.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$18,750,000	\$ -	\$ -	\$18,750,000
Total	\$ -	\$18,750,000	\$ -	\$ -	\$18,750,000

117967 - MM Super Grant OH-2023-004: 5310

PID:
117967

Project Name:
MM Super Grant OH-2023-004: 5310

Air Quality Status:
Exempt

STIP Type:
Group

Total Project Estimate:
\$331,685

Project Description:
PID for Mobility Management CY23 Projects- 5310

TIP Project Comments:

Subawards

Subaward Name:
SFY26 RP MORPC

Grantee Agency:
Mid-Ohio Regional Planning Commision
001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
641-00

ALI:
11.7L.00

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5310 Small Urban / Rural (ODOT)	\$112,000	\$ -	\$ -	\$ -	\$112,000
State	\$8,000	\$ -	\$ -	\$ -	\$8,000
Local	\$20,000	\$ -	\$ -	\$ -	\$20,000
Total	\$140,000	\$ -	\$ -	\$ -	\$140,000

Subaward Name:
SFY26 MM Union

Grantee Agency:
Union County Health Department

Grantee District:
06

Grantee County:
UNI

Grantee MPO:
MORPC

Quantity:

Scope:
641-00

ALI:
11.7L.00

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
State	\$87,412	\$ -	\$ -	\$ -	\$87,412
Local	\$21,853	\$ -	\$ -	\$ -	\$21,853
Total	\$109,265	\$ -	\$ -	\$ -	\$109,265

Subaward Name:
SFY26 MM Fairfield

Grantee Agency:
Information & Referral Services of
Fairfield County

Grantee District:
05

Grantee County:
FAI

Grantee MPO:
MORPC

Quantity:

Scope:
641-00

ALI:
11.7L.00

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5310 Small Urban / Rural (ODOT)	\$65,936	\$ -	\$ -	\$ -	\$65,936
Local	\$16,484	\$ -	\$ -	\$ -	\$16,484
Total	\$82,420	\$ -	\$ -	\$ -	\$82,420

118022 - COTA Non-Revenue Vehicles

PID:118022Project Name:COTA Non-Revenue VehiclesAir Quality Status:ExemptSTIP Type:IndividualTotal Project Estimate:\$6,032,790

Project Description:
Non-Revenue Vehicles

TIP Project Comments:
MTP ID: 142
Additional Project Information: None

Subawards

Subaward Name:29 114211 lcl COTAGrant Agency:Central Ohio Transit Authority 001Grant District:06Grant County:FRA

Grant MPO:MORPCQuantity:10.00Scope:114-00ALI:11.42.11

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$ -	\$1,575,712	\$1,575,712
Total	\$ -	\$ -	\$ -	\$1,575,712	\$1,575,712

Subaward Name:26 114211 lcl COTAGrant Agency:Central Ohio Transit Authority 001Grant District:06Grant County:FRA

Grant MPO:MORPCQuantity:10.00Scope:114-00ALI:11.42.11

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$1,442,000	\$ -	\$ -	\$ -	\$1,442,000
Total	\$1,442,000	\$ -	\$ -	\$ -	\$1,442,000

Subaward Name:28 114211 lcl COTAGrant Agency:Central Ohio Transit Authority 001Grant District:06Grant County:FRA

Grant MPO:MORPCQuantity:10.00Scope:114-00ALI:11.42.11

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$1,529,818	\$ -	\$1,529,818
Total	\$ -	\$ -	\$1,529,818	\$ -	\$1,529,818

Subaward Name:
27 114211 lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:
10.00

Scope:
114-00

ALI:
11.42.11

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$1,485,260	\$ -	\$ -	\$1,485,260
Total	\$ -	\$1,485,260	\$ -	\$ -	\$1,485,260

118024 - COTA Bus Shelters

PID:
118024

Project Name:
COTA Bus Shelters

Air Quality Status:
Exempt

STIP Type:
Individual

Total Project Estimate:
\$650,000

Project Description:
Bus Shelters, includes OWMP Flex funding as STBG and FFY24 Congressionally Directed Community Funding

TIP Project Comments:
MTP ID: 142
Additional Project Information: None

Subawards

Subaward Name:
Transit Subaward 01

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
113-00

ALI:
11.32.10

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$650,000	\$ -	\$ -	\$ -	\$650,000
Total	\$650,000	\$ -	\$ -	\$ -	\$650,000

118027 - COTA Transit Center Renovations

PID:
118027

Project Name:
COTA Transit Center Renovations

Air Quality Status:
Exempt

STIP Type:
Individual

Total Project Estimate:
\$65,000

Project Description:
Transit Center Facility Renovations/Upgrades

TIP Project Comments:
MTP ID: 142
Additional Project Information: None

Subawards

Subaward Name: COTA 2026 Renovation	Grantee Agency: Central Ohio Transit Authority 001	Grantee District: 06	Grantee County: FRA		
Grantee MPO: MORPC	Quantity:	Scope: 113-00	ALI: 11.34.03		
Subaward Funding:					
STIP Fund Type	2026	2027	2028	2029	Total
Local	\$65,000	\$ -	\$ -	\$ -	\$65,000
Total	\$65,000	\$ -	\$ -	\$ -	\$65,000

118028 - COTA Operating 2024-2027

PID:
118028

Project Name:
COTA Operating 2024-2027

Air Quality Status:
Exempt

STIP Type:
Individual

Total Project Estimate:
\$361,372,411

Project Description:
Sales tax revenue

TIP Project Comments:

Subawards

Subaward Name:
COTA 2026 Operating

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
300-00

ALI:
30.09.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$178,455,512	\$ -	\$ -	\$ -	\$178,455,512
Total	\$178,455,512	\$ -	\$ -	\$ -	\$178,455,512

Subaward Name:
COTA 2027 Operating

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
300-00

ALI:
30.09.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$182,916,899	\$ -	\$ -	\$182,916,899
Total	\$ -	\$182,916,899	\$ -	\$ -	\$182,916,899

118030 - COTA Mobility Innovation Tests

PID:
118030

Project Name:
COTA Mobility Innovation Tests

Air Quality Status:
Exempt

STIP Type:
Individual

Total Project Estimate:
\$70,000

Project Description:
Mobility Innovation Tests - Capital and Operating, Engineering & Design - Control/Signals System

TIP Project Comments:
MTP ID: 142, 334
Additional Project Information: None

Subawards

Subaward Name:
Capital 2027

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
113-00

ALI:
11.31.03

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$35,000	\$ -	\$ -	\$35,000
Total	\$ -	\$35,000	\$ -	\$ -	\$35,000

Subaward Name:
Capital 2026

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
113-00

ALI:
11.31.03

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$35,000	\$ -	\$ -	\$ -	\$35,000
Total	\$35,000	\$ -	\$ -	\$ -	\$35,000

118032 - COTA Plus Operating Expansion

PID:118032

Project Name:COTA Plus Operating Expansion

Air Quality Status:Exempt

STIP Type:Individual

Total Project Estimate:\$4,000,000

Project Description:

COTA Plus Operating for 3-4 New Zones, Service Expansion to the Corrections Facility, Licking County Connection, and Madison County Connection; CMAQ funds at 80/20 are flex fund transfers

TIP Project Comments:

MTP ID: 5

Additional Project Information: None

Subawards

Subaward Name:COTA 2026 Plus Oper

Grantee Agency:Central Ohio Transit Authority 001

Grantee District:06

Grantee County:FRA

Grantee MPO:MORPC

Quantity:

Scope:111-00

ALI:11.13.04

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$2,000,000	\$ -	\$ -	\$ -	\$2,000,000
Total	\$2,000,000	\$ -	\$ -	\$ -	\$2,000,000

Subaward Name:COTA 2027 Plus Oper

Grantee Agency:Central Ohio Transit Authority 001

Grantee District:06

Grantee County:FRA

Grantee MPO:MORPC

Quantity:

Scope:111-00

ALI:11.13.04

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$2,000,000	\$ -	\$ -	\$2,000,000
Total	\$ -	\$2,000,000	\$ -	\$ -	\$2,000,000

118035 - COTA Westside Mobility Center

PID:
118035

Project Name:
COTA Westside Mobility Center

Air Quality Status:
Exempt

STIP Type:
Individual

Total Project Estimate:
\$6,000,000

Project Description:
COTA Westside Mobility Center

TIP Project Comments:
MTP ID: 142
Additional Project Information: None

Subawards

Subaward Name:
27 113103 lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
113-00

ALI:
11.31.03

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$750,000	\$ -	\$ -	\$750,000
Total	\$ -	\$750,000	\$ -	\$ -	\$750,000

Subaward Name:
26 113103 lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
113-00

ALI:
11.31.03

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$250,000	\$ -	\$ -	\$ -	\$250,000
Total	\$250,000	\$ -	\$ -	\$ -	\$250,000

Subaward Name:
28 113303 lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
113-00

ALI:
11.33.03

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$5,000,000	\$ -	\$5,000,000
Total	\$ -	\$ -	\$5,000,000	\$ -	\$5,000,000

118036 - COTA Hydrogen Fueling Infrastruc

PID:
118036

Project Name:
COTA Hydrogen Fueling Infrastruc

Air Quality Status:
Exempt

STIP Type:
Individual

Total Project Estimate:
\$13,000,000

Project Description:
COTA Hydrogen Fueling Infrastructure, funding from FY24 5339(c)

TIP Project Comments:
MTP ID: 142
Additional Project Information: None

Subawards

Subaward Name:
26 114303 5339b COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:
10.00

Scope:
114-00

ALI:
11.43.03

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Discretionary - 5339(c)	\$11,340,000	\$ -	\$ -	\$ -	\$11,340,000
Local	\$1,660,000	\$ -	\$ -	\$ -	\$1,660,000
Total	\$13,000,000	\$ -	\$ -	\$ -	\$13,000,000

118054 - COTA Paratransit Veh and Tech

PID:
118054

Project Name:
COTA Paratransit Veh and Tech

Air Quality Status:
Exempt

STIP Type:
Individual

Total Project Estimate:
\$11,776,871

Project Description:
COTA Paratransit Veh and Tech, Transit Replacement Capital, 10 Vehicles.

TIP Project Comments:
MTP ID: 142
Additional Project Information: None

Subawards

Subaward Name:
26 111204 lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:
10.00

Scope:
111-00

ALI:
11.12.04

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$2,800,776	\$ -	\$ -	\$ -	\$2,800,776
Total	\$2,800,776	\$ -	\$ -	\$ -	\$2,800,776

Subaward Name:
27 111204 lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:
10.00

Scope:
111-00

ALI:
11.12.04

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$2,884,780	\$ -	\$ -	\$2,884,780
Total	\$ -	\$2,884,780	\$ -	\$ -	\$2,884,780

Subaward Name:
29 111204 lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:
10.00

Scope:
111-00

ALI:
11.12.04

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$ -	\$3,119,942	\$3,119,942
Total	\$ -	\$ -	\$ -	\$3,119,942	\$3,119,942

Subaward Name:
28 111204 lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:
15.00

Scope:
111-00

ALI:
11.12.04

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$2,971,373	\$ -	\$2,971,373
Total	\$ -	\$ -	\$2,971,373	\$ -	\$2,971,373

118057 - COTA Plus Expansion Vehicles

PID:118057

Project Name:COTA Plus Expansion Vehicles

Air Quality Status:Exempt

STIP Type:Individual

Total Project Estimate:\$11,190,000

Project Description:
COTA Plus Expansion Vehicles

TIP Project Comments:
MTP ID: 5, 142
Additional Project Information: None

Subawards

Subaward Name:26 111204 lcl COTA

Grantee Agency:Central Ohio Transit Authority 001

Grantee District:06

Grantee County:FRA

Grantee MPO:MORPC

Quantity:5.00

Scope:111-00

ALI:11.12.04

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$650,000	\$ -	\$ -	\$ -	\$650,000
Total	\$650,000	\$ -	\$ -	\$ -	\$650,000

Subaward Name:27 111204 lcl COTA

Grantee Agency:Central Ohio Transit Authority 001

Grantee District:06

Grantee County:FRA

Grantee MPO:MORPC

Quantity:20.00

Scope:111-00

ALI:11.13.04

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$2,980,000	\$ -	\$ -	\$2,980,000
Total	\$ -	\$2,980,000	\$ -	\$ -	\$2,980,000

Subaward Name:26 111304 lcl COTA

Grantee Agency:Central Ohio Transit Authority 001

Grantee District:06

Grantee County:FRA

Grantee MPO:MORPC

Quantity:10.00

Scope:111-00

ALI:11.13.04

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$1,120,000	\$ -	\$ -	\$ -	\$1,120,000
Total	\$1,120,000	\$ -	\$ -	\$ -	\$1,120,000

Subaward Name:
29 111204 lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:
25.00

Scope:
111-00

ALI:
11.12.04

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$ -	\$3,460,000	\$3,460,000
Total	\$ -	\$ -	\$ -	\$3,460,000	\$3,460,000

Subaward Name:
28 111204 lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:
20.00

Scope:
111-00

ALI:
11.13.04

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$2,980,000	\$ -	\$2,980,000
Total	\$ -	\$ -	\$2,980,000	\$ -	\$2,980,000

118061 - COTA Electric Buses - Full Route

PID:
118061

Project Name:
COTA Electric Buses - Full Route

Air Quality Status:
Exempt

STIP Type:
Individual

Total Project Estimate:
\$44,674,556

Project Description:
Electric Buses - Full Route; Buy Replacements - Bus 40 FT., includes low-no discretionary funding

TIP Project Comments:
MTP ID: 142
Additional Project Information: None

Subawards

Subaward Name:
COTA 2026 Elec Buses

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:
10.00

Scope:
111-00

ALI:
11.12.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$4,950,560	\$ -	\$ -	\$ -	\$4,950,560
Local	\$1,237,640	\$ -	\$ -	\$ -	\$1,237,640
Total	\$6,188,200	\$ -	\$ -	\$ -	\$6,188,200

Subaward Name:
COTA 2027 Elec Buses

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:
10.00

Scope:
111-00

ALI:
11.12.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$ -	\$17,698,509	\$ -	\$ -	\$17,698,509
Local	\$ -	\$20,787,847	\$ -	\$ -	\$20,787,847
Total	\$ -	\$38,486,356	\$ -	\$ -	\$38,486,356

118087 - COTA Electric Infrastructure

PID:
118087

Project Name:
COTA Electric Infrastructure

Air Quality Status:
Exempt

STIP Type:
Individual

Total Project Estimate:
\$29,000,000

Project Description:

Create infrastructure for electric buses that will help COTA reach the sustainability goal to reach a zero net greenhouse gas (GHG) and zero particle matter (PM2.5) by 2045; 90 electric vehicle chargers, 170 battery electric bus (BEB) depot chargers, 45 BEB pantograph (overhead) chargers, a new dedicated medium voltage circuit and service upgrades for McKinley and Fields Avenue facilities. Includes funding from Low-No discretionary grants

TIP Project Comments:

MTP ID: 142

Additional Project Information: None

Subawards

Subaward Name:
COTA 2026 Elec Infra

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
114-00

ALI:
11.43.03

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$16,000,000	\$ -	\$ -	\$ -	\$16,000,000
Total	\$16,000,000	\$ -	\$ -	\$ -	\$16,000,000

Subaward Name:
COTA 2027 Elec Infra

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
114-00

ALI:
11.43.03

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$13,000,000	\$ -	\$ -	\$13,000,000
Total	\$ -	\$13,000,000	\$ -	\$ -	\$13,000,000

118100 - S2026 DCT Operating

PID: 118100 Project Name: S2026 DCT Operating Air Quality Status: Exempt STIP Type: Individual Total Project Estimate: \$4,461,727

Project Description:
5307 Operating assistance

TIP Project Comments:
MTP ID: 5, 200
Additional Project Information: None

Subawards

Subaward Name: 26 300903 UTP DCT Grantee Agency: Delaware County Transit Board Grantee District: 06 Grantee County: DEL

Grantee MPO: MORPC Quantity: Scope: 300-00 ALI: 30.09.03

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$609,487	\$ -	\$ -	\$ -	\$609,487
State	\$200,000	\$ -	\$ -	\$ -	\$200,000
Local	\$3,652,240	\$ -	\$ -	\$ -	\$3,652,240
Total	\$4,461,727	\$ -	\$ -	\$ -	\$4,461,727

118101 - S2027 DCT Operating

PID: 118101 Project Name: S2027 DCT Operating Air Quality Status: Exempt STIP Type: Individual Total Project Estimate: \$4,684,813

Project Description:
5307 Operating assistance

TIP Project Comments:
MTP ID: 5, 200
Additional Project Information: None

Subawards

Subaward Name: 27 300903 UTP DCT Grantee Agency: Delaware County Transit Board Grantee District: 06 Grantee County: DEL

Grantee MPO: MORPC Quantity: Scope: 300-00 ALI: 30.09.03

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$ -	\$639,961	\$ -	\$ -	\$639,961
State	\$ -	\$210,000	\$ -	\$ -	\$210,000
Local	\$ -	\$3,834,852	\$ -	\$ -	\$3,834,852
Total	\$ -	\$4,684,813	\$ -	\$ -	\$4,684,813

118104 - S2026 DCT Vehicles

PID:118104Project Name:S2026 DCT VehiclesAir Quality Status:ExemptSTIP Type:IndividualTotal Project Estimate:\$1,044,000

Project Description:
Less than 30' vehicles - fiberglass replacement, 5307 funding replacements and expansion

TIP Project Comments:
MTP ID: 5, 142
Additional Project Information: None

Subawards

Subaward Name:26 111204 5307 DCTGrantee Agency:Delaware County Transit BoardGrantee District:06Grantee County:DEL

Grantee MPO:MORPCQuantity:6.00Scope:111-00ALI:11.12.04

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$696,000	\$ -	\$ -	\$ -	\$696,000
Local	\$174,000	\$ -	\$ -	\$ -	\$174,000
Total	\$870,000	\$ -	\$ -	\$ -	\$870,000

Subaward Name:26 111304 5307 DCTGrantee Agency:Delaware County Transit BoardGrantee District:06Grantee County:DEL

Grantee MPO:MORPCQuantity:1.00Scope:111-00ALI:11.13.04

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$145,000	\$ -	\$ -	\$ -	\$145,000
Local	\$29,000	\$ -	\$ -	\$ -	\$29,000
Total	\$174,000	\$ -	\$ -	\$ -	\$174,000

118105 - S2027 DCT Vehicles

PID:118105Project Name:S2027 DCT VehiclesAir Quality Status:ExemptSTIP Type:IndividualTotal Project Estimate:\$1,044,000

Project Description:
Less than 30' vehicles - fiberglass replacement, 5307 funding replacements and expansion

TIP Project Comments:
MTP ID: 5, 142
Additional Project Information: None

Subawards

Subaward Name:27 111204 5307 DCTGrantee Agency:Delaware County Transit BoardGrantee District:06Grantee County:DEL

Grantee MPO:MORPCQuantity:6.00Scope:111-00ALI:11.12.04

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$ -	\$696,000	\$ -	\$ -	\$696,000
Local	\$ -	\$174,000	\$ -	\$ -	\$174,000
Total	\$ -	\$870,000	\$ -	\$ -	\$870,000

Subaward Name:27 111304 5307 DCTGrantee Agency:Delaware County Transit BoardGrantee District:06Grantee County:DEL

Grantee MPO:MORPCQuantity:1.00Scope:111-00ALI:11.13.04

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$ -	\$145,000	\$ -	\$ -	\$145,000
Local	\$ -	\$29,000	\$ -	\$ -	\$29,000
Total	\$ -	\$174,000	\$ -	\$ -	\$174,000

118281 - 5310 - OH-2024-032 Rrl/Small Urb

PID:
118281

Project Name:
5310 - OH-2024-032 Rrl/Small Urb

Air Quality Status:
Exempt

STIP Type:
Group

Total Project Estimate:
\$183,634

Project Description:
The 5310 Rural and Small Urban projects on OH-2024-032.

TIP Project Comments:

Subawards

Subaward Name:
Catholic SVCs Veh

Grantee Agency:
Catholic Social Services, Inc.

Grantee District:
05

Grantee County:
LIC

Grantee MPO:
LCATS, MORPC

Quantity:

Scope:
641-00

ALI:
11.12.15

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5310 Small Urban / Rural (ODOT)	\$56,760	\$ -	\$ -	\$ -	\$56,760
Local	\$14,190	\$ -	\$ -	\$ -	\$14,190
Total	\$70,950	\$ -	\$ -	\$ -	\$70,950

Subaward Name:
Union County Comm

Grantee Agency:
Union County Commissioners 009

Grantee District:
06

Grantee County:
UNI

Grantee MPO:
CORPO, MORPC

Quantity:

Scope:
641-00

ALI:
11.12.15

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5310 Small Urban / Rural (ODOT)	\$90,147	\$ -	\$ -	\$ -	\$90,147
Local	\$22,537	\$ -	\$ -	\$ -	\$22,537
Total	\$112,684	\$ -	\$ -	\$ -	\$112,684

120543 - COTA Prev Maintenance

PID:120543Project Name:COTA Prev MaintenanceAir Quality Status:ExemptSTIP Type:IndividualTotal Project Estimate:\$120,000,000

Project Description:
Central Ohio Transit Authority 5307 and State Preventative Maintenance

TIP Project Comments:
MTP ID: 142, 200
Additional Project Information: None

Subawards

Subaward Name:26 117A00 5307 COTAGrant Agency:Central Ohio Transit Authority 001Grant District:06Grant County:FRA

Grant MPO:MORPCQuantity:Scope:117-00ALI:11.7A.00

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$20,000,000	\$ -	\$ -	\$ -	\$20,000,000
Local	\$10,000,000	\$ -	\$ -	\$ -	\$10,000,000
Total	\$30,000,000	\$ -	\$ -	\$ -	\$30,000,000

Subaward Name:28 117A00 5307 COTAGrant Agency:Central Ohio Transit Authority 001Grant District:06Grant County:FRA

Grant MPO:MORPCQuantity:Scope:117-00ALI:11.7A.00

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$ -	\$ -	\$20,000,000	\$ -	\$20,000,000
Local	\$ -	\$ -	\$10,000,000	\$ -	\$10,000,000
Total	\$ -	\$ -	\$30,000,000	\$ -	\$30,000,000

Subaward Name:29 117A00 5307 COTAGrant Agency:Central Ohio Transit Authority 001Grant District:06Grant County:FRA

Grant MPO:MORPCQuantity:Scope:117-00ALI:11.7A.00

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$ -	\$ -	\$ -	\$20,000,000	\$20,000,000
Local	\$ -	\$ -	\$ -	\$10,000,000	\$10,000,000
Total	\$ -	\$ -	\$ -	\$30,000,000	\$30,000,000

Subaward Name: 27 117A00 5307 COTA	Grantee Agency: Central Ohio Transit Authority 001	Grantee District: 06	Grantee County: FRA
Grantee MPO: MORPC	Quantity:	Scope: 117-00	ALI: 11.7A.00

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$ -	\$20,000,000	\$ -	\$ -	\$20,000,000
Local	\$ -	\$10,000,000	\$ -	\$ -	\$10,000,000
Total	\$ -	\$30,000,000	\$ -	\$ -	\$30,000,000

122638 - COTA High Capac Northwest Corr

PID: 122638	Project Name: COTA High Capac Northwest Corr	Air Quality Status: Non-Exempt (Analyzed)	STIP Type: Individual	Total Project Estimate: \$158,000,000
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Project Description:

COTA High Capacity Transit Northwest Corridor, Transit Activity, North -South Corridor Pre-Project Development, Development through Completion. Engineering & Design - Busway; Split from PID 112116, activities funded by local funds and to be supplemented by federal and/or state discretionary funding

TIP Project Comments:

MTP ID: 1839

Additional Project Information: None

Subawards

Subaward Name: 26 112101 lcl COTA	Grantee Agency: Central Ohio Transit Authority 001	Grantee District: 06	Grantee County: FRA
Grantee MPO: MORPC	Quantity:	Scope: 112-00	ALI: 11.21.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$4,000,000	\$ -	\$ -	\$ -	\$4,000,000
Total	\$4,000,000	\$ -	\$ -	\$ -	\$4,000,000

Subaward Name: 28 112301 lcl COTA	Grantee Agency: Central Ohio Transit Authority 001	Grantee District: 06	Grantee County: FRA
Grantee MPO: MORPC	Quantity:	Scope: 112-00	ALI: 11.23.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$87,000,000	\$ -	\$87,000,000
Total	\$ -	\$ -	\$87,000,000	\$ -	\$87,000,000

Subaward Name:
27 112301 lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
112-00

ALI:
11.23.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$27,000,000	\$ -	\$ -	\$27,000,000
Total	\$ -	\$27,000,000	\$ -	\$ -	\$27,000,000

Subaward Name:
29 112301 lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
112-00

ALI:
11.23.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$ -	\$40,000,000	\$40,000,000
Total	\$ -	\$ -	\$ -	\$40,000,000	\$40,000,000

122640 - S2026-29 COTA APCs

PID:
122640

Project Name:
S2026-29 COTA APCs

Air Quality Status:
Exempt

STIP Type:
Individual

Total Project Estimate:
\$3,500,000

Project Description:

Automatic Passenger Counters projects

TIP Project Comments:

MTP ID: 142

Additional Project Information: None

Subawards

Subaward Name:
26 114220 lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
114-00

ALI:
11.42.20

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$2,000,000	\$ -	\$ -	\$ -	\$2,000,000
Total	\$2,000,000	\$ -	\$ -	\$ -	\$2,000,000

Subaward Name:
27 114220 lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
114-00

ALI:
11.42.20

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$500,000	\$ -	\$ -	\$500,000
Total	\$ -	\$500,000	\$ -	\$ -	\$500,000

Subaward Name:
29 114220 lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
114-00

ALI:
11.42.20

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$ -	\$500,000	\$500,000
Total	\$ -	\$ -	\$ -	\$500,000	\$500,000

Subaward Name:
28 114220 lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
114-00

ALI:
11.42.20

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$500,000	\$ -	\$500,000
Total	\$ -	\$ -	\$500,000	\$ -	\$500,000

122641 - S2026-29 COTA Digital Signage

PID:
122641

Project Name:
S2026-29 COTA Digital Signage

Air Quality Status:
Exempt

STIP Type:
Individual

Total Project Estimate:
\$1,000,000

Project Description:
Ticket Vending Machines, Digital Management System, and Bus Stop Signage

TIP Project Comments:
MTP ID: 142
Additional Project Information: None

Subawards

Subaward Name:
29 119208 lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
119-00

ALI:
11.92.08

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$ -	\$500,000	\$500,000
Total	\$ -	\$ -	\$ -	\$500,000	\$500,000

Subaward Name:
28 119208 lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
119-00

ALI:
11.92.08

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$500,000	\$ -	\$500,000
Total	\$ -	\$ -	\$500,000	\$ -	\$500,000

122642 - S2026-29 COTA Operating

PID:
122642

Project Name:
S2026-29 COTA Operating

Air Quality Status:
Exempt

STIP Type:
Individual

Total Project Estimate:
\$902,832,232

Project Description:
Operating Funding

TIP Project Comments:
MTP ID: 5, 200
Additional Project Information: None

Subawards

Subaward Name:
26 300901 Lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
05, 06

Grantee County:
DEL, FRA, LIC

Grantee MPO:
MORPC

Quantity:

Scope:
300-00

ALI:
30.09.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$225,708,058	\$ -	\$ -	\$ -	\$225,708,058
Total	\$225,708,058	\$ -	\$ -	\$ -	\$225,708,058

Subaward Name:
29 300901 Lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
05, 06

Grantee County:
DEL, FRA, LIC

Grantee MPO:
MORPC

Quantity:

Scope:
300-00

ALI:
30.09.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$ -	\$225,708,058	\$225,708,058
Total	\$ -	\$ -	\$ -	\$225,708,058	\$225,708,058

Subaward Name:
28 300901 Lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
05, 06

Grantee County:
DEL, FRA, LIC

Grantee MPO:
MORPC

Quantity:

Scope:
300-00

ALI:
30.09.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$225,708,058	\$ -	\$225,708,058
Total	\$ -	\$ -	\$225,708,058	\$ -	\$225,708,058

Subaward Name:
27 300901 lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
05, 06

Grantee County:
DEL, FRA, LIC

Grantee MPO:
MORPC

Quantity:

Scope:
300-00

ALI:
30.09.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$225,708,058	\$ -	\$ -	\$225,708,058
Total	\$ -	\$225,708,058	\$ -	\$ -	\$225,708,058

122643 - S2026-29 COTA Facility Improve

PID:
122643

Project Name:
S2026-29 COTA Facility Improve

Air Quality Status:
Exempt

STIP Type:
Individual

Total Project Estimate:
\$9,500,000

Project Description:
Facility improvement projects

TIP Project Comments:
MTP ID: 142
Additional Project Information: None

Subawards

Subaward Name:
27 113403 lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
113-00

ALI:
11.34.03

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$2,250,000	\$ -	\$ -	\$2,250,000
Total	\$ -	\$2,250,000	\$ -	\$ -	\$2,250,000

Subaward Name:
26 113403 lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
113-00

ALI:
11.34.03

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$7,250,000	\$ -	\$ -	\$ -	\$7,250,000
Total	\$7,250,000	\$ -	\$ -	\$ -	\$7,250,000

122644 - S2026-29 COTA Transit Stop Impro

PID:122644Project Name:S2026-29 COTA Transit Stop ImproAir Quality Status:ExemptSTIP Type:IndividualTotal Project Estimate:\$1,000,000

Project Description:
Central Ohio Transit Authority transit stop improvements, contains funding for FY2024 Community Project Funding

TIP Project Comments:
MTP ID: 142
Additional Project Information: None

Subawards

Subaward Name:26 113301 CPF COTAGrant Agency:Central Ohio Transit Authority 001Grant District:06Grant County:FRA

Grant MPO:MORPCQuantity:Scope:113-00ALI:11.33.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Discretionary - CPF	\$187,500	\$ -	\$ -	\$ -	\$187,500
Local	\$62,500	\$ -	\$ -	\$ -	\$62,500
Total	\$250,000	\$ -	\$ -	\$ -	\$250,000

Subaward Name:27 113301 CPF COTAGrant Agency:Central Ohio Transit Authority 001Grant District:06Grant County:FRA

Grant MPO:MORPCQuantity:Scope:113-00ALI:11.33.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Discretionary - CPF	\$ -	\$132,500	\$ -	\$ -	\$132,500
Local	\$ -	\$117,500	\$ -	\$ -	\$117,500
Total	\$ -	\$250,000	\$ -	\$ -	\$250,000

Subaward Name:28 113301 lcl COTAGrant Agency:Central Ohio Transit Authority 001Grant District:06Grant County:FRA

Grant MPO:MORPCQuantity:Scope:113-00ALI:11.33.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$250,000	\$ -	\$250,000
Total	\$ -	\$ -	\$250,000	\$ -	\$250,000

Subaward Name:
29 113301 lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
113-00

ALI:
11.33.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$ -	\$250,000	\$250,000
Total	\$ -	\$ -	\$ -	\$250,000	\$250,000

122646 - S2026 COTA Network Segmentation

PID:
122646

Project Name:
S2026 COTA Network Segmentation

Air Quality Status:
Exempt

STIP Type:
Individual

Total Project Estimate:
\$795,875

Project Description:
Central Ohio Transit Authority Network Segmentation, contains funding for FY2024 FEMA Transit Security Grant Program

TIP Project Comments:
MTP ID: 142, 334
Additional Project Information: None

Subawards

Subaward Name:
26 116220 TSGP COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
116-00

ALI:
11.62.20

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Discretionary - TSGP	\$636,700	\$ -	\$ -	\$ -	\$636,700
Local	\$159,175	\$ -	\$ -	\$ -	\$159,175
Total	\$795,875	\$ -	\$ -	\$ -	\$795,875

122647 - S2026-29 COTA Purchased Transpor

PID:122647Project Name:S2026-29 COTA Purchased TransporAir Quality Status:ExemptSTIP Type:IndividualTotal Project Estimate:\$60,000,000

Project Description:
Central Ohio Transit Authority 5307 Purchased transportation projects

TIP Project Comments:
MTP ID: 200
Additional Project Information: None

Subawards

Subaward Name:28 117112 5307 COTAGrant Agency:Central Ohio Transit Authority 001Grant District:06Grant County:FRA

Grant MPO:MORPCQuantity:Scope:117-00ALI:11.71.12

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$ -	\$ -	\$5,000,000	\$ -	\$5,000,000
Local	\$ -	\$ -	\$10,000,000	\$ -	\$10,000,000
Total	\$ -	\$ -	\$15,000,000	\$ -	\$15,000,000

Subaward Name:29 117112 5307 COTAGrant Agency:Central Ohio Transit Authority 001Grant District:06Grant County:FRA

Grant MPO:MORPCQuantity:Scope:117-00ALI:11.71.12

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$ -	\$ -	\$ -	\$5,000,000	\$5,000,000
Local	\$ -	\$ -	\$ -	\$10,000,000	\$10,000,000
Total	\$ -	\$ -	\$ -	\$15,000,000	\$15,000,000

Subaward Name:26 117112 5307 COTAGrant Agency:Central Ohio Transit Authority 001Grant District:06Grant County:FRA

Grant MPO:MORPCQuantity:Scope:117-00ALI:11.71.12

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$5,000,000	\$ -	\$ -	\$ -	\$5,000,000
Local	\$10,000,000	\$ -	\$ -	\$ -	\$10,000,000
Total	\$15,000,000	\$ -	\$ -	\$ -	\$15,000,000

Subaward Name: 27 117112 5307 COTA Grantee Agency: Central Ohio Transit Authority 001 Grantee District: 06 Grantee County: FRA

Grantee MPO: MORPC Quantity: Scope: 117-00 ALI: 11.71.12

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$ -	\$5,000,000	\$ -	\$ -	\$5,000,000
Local	\$ -	\$10,000,000	\$ -	\$ -	\$10,000,000
Total	\$ -	\$15,000,000	\$ -	\$ -	\$15,000,000

122649 - S2026-29 COTA CNG Bus Replace

PID: 122649 Project Name: S2026-29 COTA CNG Bus Replace Air Quality Status: Exempt STIP Type: Individual Total Project Estimate: \$101,374,140

Project Description:

COTA CNG large bus replacement 5339(a) projects

TIP Project Comments:

MTP ID: 142

Additional Project Information: None

Subawards

Subaward Name: 28 111201 5339 COTA Grantee Agency: Central Ohio Transit Authority 001 Grantee District: 06 Grantee County: FRA

Grantee MPO: MORPC Quantity: 28.00 Scope: 111-00 ALI: 11.12.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5339 (Non-ODOT)	\$ -	\$ -	\$2,200,000	\$ -	\$2,200,000
Local	\$ -	\$ -	\$23,730,800	\$ -	\$23,730,800
Total	\$ -	\$ -	\$25,930,800	\$ -	\$25,930,800

Subaward Name: 29 111201 5339 COTA Grantee Agency: Central Ohio Transit Authority 001 Grantee District: 06 Grantee County: FRA

Grantee MPO: MORPC Quantity: 28.00 Scope: 111-00 ALI: 11.12.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5339 (Non-ODOT)	\$ -	\$ -	\$ -	\$2,200,000	\$2,200,000
Local	\$ -	\$ -	\$ -	\$25,027,340	\$25,027,340
Total	\$ -	\$ -	\$ -	\$27,227,340	\$27,227,340

Subaward Name:
27 111201 5339 COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:
28.00

Scope:
111-00

ALI:
11.12.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5339 (Non-ODOT)	\$ -	\$2,200,000	\$ -	\$ -	\$2,200,000
Local	\$ -	\$22,496,000	\$ -	\$ -	\$22,496,000
Total	\$ -	\$24,696,000	\$ -	\$ -	\$24,696,000

Subaward Name:
26 111201 5339 COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:
28.00

Scope:
111-00

ALI:
11.12.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5339 (Non-ODOT)	\$2,200,000	\$ -	\$ -	\$ -	\$2,200,000
Local	\$21,320,000	\$ -	\$ -	\$ -	\$21,320,000
Total	\$23,520,000	\$ -	\$ -	\$ -	\$23,520,000

122650 - S2026-29 COTA Articulated Buses

PID:
122650

Project Name:
S2026-29 COTA Articulated Buses

Air Quality Status:
Exempt

STIP Type:
Individual

Total Project Estimate:
\$37,405,335

Project Description:
COTA CNG articulated bus expansion projects

TIP Project Comments:
MTP ID: 5, 142
Additional Project Information: None

Subawards

Subaward Name:
26 111306 lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:
15.00

Scope:
111-00

ALI:
11.13.06

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$18,150,000	\$ -	\$ -	\$ -	\$18,150,000
Total	\$18,150,000	\$ -	\$ -	\$ -	\$18,150,000

Subaward Name:
29 111306 lcl COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:
15.00

Scope:
111-00

ALI:
11.13.06

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$ -	\$ -	\$19,255,335	\$19,255,335
Total	\$ -	\$ -	\$ -	\$19,255,335	\$19,255,335

122651 - S2027 COTA Hydrogen Buses

PID:
122651

Project Name:
S2027 COTA Hydrogen Buses

Air Quality Status:
Exempt

STIP Type:
Individual

Total Project Estimate:
\$13,061,650

Project Description:
COTE Hydrogen buses as replacement funded with 5339(c) Low-no award

TIP Project Comments:
MTP ID: 142
Additional Project Information: None

Subawards

Subaward Name:
27 111201 5339c COTA

Grantee Agency:
Central Ohio Transit Authority 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
111-00

ALI:
11.12.04

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Discretionary - 5339(c)	\$ -	\$9,333,000	\$ -	\$ -	\$9,333,000
Local	\$ -	\$3,728,650	\$ -	\$ -	\$3,728,650
Total	\$ -	\$13,061,650	\$ -	\$ -	\$13,061,650

122652 - S2027 COTA RAMC Solar Infra

PID: 122652 Project Name: S2027 COTA RAMC Solar Infra Air Quality Status: Exempt STIP Type: Individual Total Project Estimate: \$1,900,000

Project Description:
COTA RAMC Solar Infrastructure

TIP Project Comments:
MTP ID: 142
Additional Project Information: None

Subawards

Subaward Name: 27 113303 lcl COTA Grantee Agency: Central Ohio Transit Authority 001 Grantee District: 06 Grantee County: FRA

Grantee MPO: MORPC Quantity: Scope: 113-00 ALI: 11.33.03

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
Local	\$ -	\$1,900,000	\$ -	\$ -	\$1,900,000
Total	\$ -	\$1,900,000	\$ -	\$ -	\$1,900,000

122662 - S2028 DCT Operating

PID: 122662 Project Name: S2028 DCT Operating Air Quality Status: Exempt STIP Type: Individual Total Project Estimate: \$4,919,053

Project Description:
5307 Operating assistance

TIP Project Comments:
MTP ID: 5, 200
Additional Project Information: None

Subawards

Subaward Name: 28 300903 UTP DCT Grantee Agency: Delaware County Transit Board Grantee District: 06 Grantee County: DEL

Grantee MPO: MORPC Quantity: Scope: 300-00 ALI: 30.09.03

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$ -	\$ -	\$671,959	\$ -	\$671,959
State	\$ -	\$ -	\$4,026,594	\$ -	\$4,026,594
Local	\$ -	\$ -	\$220,500	\$ -	\$220,500
Total	\$ -	\$ -	\$4,919,053	\$ -	\$4,919,053

122663 - S2029 DCT Operating

PID:
122663

Project Name:
S2029 DCT Operating

Air Quality Status:
Exempt

STIP Type:
Individual

Total Project Estimate:
\$5,165,006

Project Description:
5307 Operating assistance

TIP Project Comments:
MTP ID: 5, 200
Additional Project Information: None

Subawards

Subaward Name:
29 300904 UTP DCT

Grantee Agency:
Delaware County Transit Board

Grantee District:
06

Grantee County:
DEL

Grantee MPO:
MORPC

Quantity:

Scope:
300-00

ALI:
30.09.03

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$ -	\$ -	\$ -	\$705,557	\$705,557
State	\$ -	\$ -	\$ -	\$231,525	\$231,525
Local	\$ -	\$ -	\$ -	\$4,227,924	\$4,227,924
Total	\$ -	\$ -	\$ -	\$5,165,006	\$5,165,006

122664 - S2028 DCT Vehicles

PID:
122664

Project Name:
S2028 DCT Vehicles

Air Quality Status:
Exempt

STIP Type:
Individual

Total Project Estimate:
\$1,044,000

Project Description:
Less than 30' vehicles - fiberglass replacement, 5307 funding replacements and expansion

TIP Project Comments:
MTP ID: 5, 142
Additional Project Information: None

Subawards

Subaward Name:
28 111204 5307 DCT

Grantee Agency:
Delaware County Transit Board

Grantee District:
06

Grantee County:
DEL

Grantee MPO:
MORPC

Quantity:
6.00

Scope:
111-00

ALI:
11.12.04

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$ -	\$ -	\$696,000	\$ -	\$696,000
Local	\$ -	\$ -	\$174,000	\$ -	\$174,000
Total	\$ -	\$ -	\$870,000	\$ -	\$870,000

Subaward Name: 28 111304 5307 DCT	Grantee Agency: Delaware County Transit Board	Grantee District: 06	Grantee County: DEL
Grantee MPO: MORPC	Quantity: 1.00	Scope: 111-00	ALI: 11.12.04

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$ -	\$ -	\$145,000	\$ -	\$145,000
Local	\$ -	\$ -	\$29,000	\$ -	\$29,000
Total	\$ -	\$ -	\$174,000	\$ -	\$174,000

122665 - S2029 DCT Vehicles

PID: 122665	Project Name: S2029 DCT Vehicles	Air Quality Status: Exempt	STIP Type: Individual	Total Project Estimate: \$1,044,000
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Project Description:

Less than 30' vehicles - fiberglass replacement, 5307 funding replacements and expansion

TIP Project Comments:

MTP ID: 5, 142

Additional Project Information: None

Subawards

Subaward Name: 29 111204 5307 DCT	Grantee Agency: Delaware County Transit Board	Grantee District: 06	Grantee County: DEL
Grantee MPO: MORPC	Quantity: 6.00	Scope: 111-00	ALI: 11.12.04

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$ -	\$ -	\$ -	\$696,000	\$696,000
Local	\$ -	\$ -	\$ -	\$174,000	\$174,000
Total	\$ -	\$ -	\$ -	\$870,000	\$870,000

Subaward Name: 29 111304 5307 DCT	Grantee Agency: Delaware County Transit Board	Grantee District: 06	Grantee County: DEL
Grantee MPO: MORPC	Quantity: 1.00	Scope: 111-00	ALI: 11.13.04

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5307	\$ -	\$ -	\$ -	\$145,000	\$145,000
Local	\$ -	\$ -	\$ -	\$29,000	\$29,000
Total	\$ -	\$ -	\$ -	\$174,000	\$174,000

123583 - Admin Grant: OH-2025-###: 5311

PID:
123583

Project Name:
Admin Grant: OH-2025-###: 5311

Air Quality Status:
Exempt

STIP Type:
Group

Total Project Estimate:
\$100,000

Project Description:
ODOT Administration Super Grant: 5311

TIP Project Comments:

Subawards

Subaward Name:
2026 Smartsheets

Grantee Agency:
Smart IT Pros Inc

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
610-00

ALI:
11.80.00

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5311	\$100,000	\$ -	\$ -	\$ -	\$100,000
Total	\$100,000	\$ -	\$ -	\$ -	\$100,000

123836 - 5311 OH-2025-AAA SFY26

PID:
123836

Project Name:
5311 OH-2025-AAA SFY26

Air Quality Status:
Exempt

STIP Type:
Group

Total Project Estimate:
\$5,796,479

Project Description:
Section 5311 SFY2026 New grant

TIP Project Comments:

Subawards

Subaward Name:
Fairfield SFY26 PM

Grantee Agency:
Fairfield County (024)

Grantee District:
05

Grantee County:
FAI

Grantee MPO:
CORPO, LCATS, MORPC

Quantity:

Scope:
600-00

ALI:
11.7A.00

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5311	\$145,843	\$ -	\$ -	\$ -	\$145,843
Local	\$48,614	\$ -	\$ -	\$ -	\$48,614
Total	\$194,457	\$ -	\$ -	\$ -	\$194,457

.....

Subaward Name: Delaware OP SFY26	Grantee Agency: Delaware County Transit Board	Grantee District: 06	Grantee County: DEL
Grantee MPO: MORPC	Quantity:	Scope: 600-00	ALI: 30.09.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5311	\$109,937	\$ -	\$ -	\$ -	\$109,937
Local	\$167,538	\$ -	\$ -	\$ -	\$167,538
Total	\$277,475	\$ -	\$ -	\$ -	\$277,475

Subaward Name: Fairfield SFY 26 OP	Grantee Agency: Fairfield County (024)	Grantee District: 05	Grantee County: FAI
Grantee MPO: MORPC	Quantity:	Scope: 600-00	ALI: 30.09.01

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5311	\$2,249,377	\$ -	\$ -	\$ -	\$2,249,377
State	\$276,000	\$ -	\$ -	\$ -	\$276,000
Local	\$2,799,170	\$ -	\$ -	\$ -	\$2,799,170
Total	\$5,324,547	\$ -	\$ -	\$ -	\$5,324,547

123879 - SFY2026 GRF 5310 Projects

PID: 123879	Project Name: SFY2026 GRF 5310 Projects	Air Quality Status: Exempt	STIP Type: Group	Total Project Estimate: \$44,500
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Project Description:
SFY2026 5310 Rural State GRF Projects

TIP Project Comments:

Subawards

Subaward Name: Salvation Army	Grantee Agency: The Salvation Army	Grantee District: 05	Grantee County: FAI
Grantee MPO: CORPO, LCATS, MORPC	Quantity:	Scope: 641-00	ALI: 11.7A.00

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
State	\$15,600	\$ -	\$ -	\$ -	\$15,600
Local	\$3,900	\$ -	\$ -	\$ -	\$3,900
Total	\$19,500	\$ -	\$ -	\$ -	\$19,500

Subaward Name:
Fairfield Center PM

Grantee Agency:
Fairfield Center for Disabilities and
Cerebral Palsy Inc. 001

Grantee District:
05

Grantee County:
FAI

Grantee MPO:
CORPO, LCATS, MORPC

Quantity:

Scope:
641-00

ALI:
11.7A.00

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
State	\$20,000	\$ -	\$ -	\$ -	\$20,000
Local	\$5,000	\$ -	\$ -	\$ -	\$5,000
Total	\$25,000	\$ -	\$ -	\$ -	\$25,000

123883 - Admin Grant: OH-2025-###: RTAP

PID:
123883

Project Name:
Admin Grant: OH-2025-###: RTAP

Air Quality Status:
Exempt

STIP Type:
Group

Total Project Estimate:
\$300

Project Description:

ODOT Administration Super Grant: RTAP

TIP Project Comments:

Subawards

Subaward Name:
2026 NGMA Dues

Grantee Agency:
National Grants Management Association 001

Grantee District:
06

Grantee County:
FRA

Grantee MPO:
MORPC

Quantity:

Scope:
635-00

ALI:
43.50.02

Subaward Funding:

STIP Fund Type	2026	2027	2028	2029	Total
5311	\$300	\$ -	\$ -	\$ -	\$300
Total	\$300	\$ -	\$ -	\$ -	\$300

Appendix B

Transit Supportive Documentation

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



SHORT RANGE *transit plan* 2023-2027

October 2023

COTA

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INTRODUCTION



The Central Ohio Transit Authority (COTA) is the primary provider of public transit services for the greater Columbus and Central Ohio region, serving over 1.1 million residents with more than 9 million trips annually. This Existing Conditions report gives an overview of current agency operations and trends of the COTA region using data and information provided by stakeholders and COTA. This will be used in the development of the Short Range Transit Plan (SRTP), which will combine the vision and guiding principles of COTA to create near-term service planning initiatives to guide COTA for the next 5 years. The SRTP will serve as a vital tool to assess COTA's current operations; describe future transit enhancements; and prioritize expenditures, service, and funding to serve the community's mobility needs.

In recent years, the landscape of transit and mobility has been severely impacted by COVID-19. The ramifications of the world-wide pandemic have impacted families, communities, and the status quo in Central Ohio. COTA was at the forefront of providing transit for essential workers and continued to provide service throughout the pandemic; however decreased service has created a new challenge for COTA in this post-pandemic era.

Amidst the COVID-19 pandemic, the Central Ohio region continues to see growth in population and employment. The Mid-Ohio Regional Planning Commission (MORPC) projects that Central Ohio will grow by 1.2 million people between 2010 and 2050 — resulting in a total population of 3 million by 2050. These projections came before the announcement of the \$20 billion Intel investment

just north of Central Ohio and is projected to be higher. This rapid growth has created a turning point for the region that will require aligned resources and initiatives to support new industries. The SRTP will lay the foundation of how COTA will deliver quality transit services and bring mobility options to Central Ohio. This is imperative as COTA moves towards an increase of public financing and provides economic prosperity to those who rely on quality public transit.



BACKGROUND, VISION, AND GOALS

Background

The Short Range Transit Plan will analyze the existing transit market in Central Ohio and COTA's ability to serve that market in a 5-year time frame. The purpose of this Existing Conditions Report is to create a comprehensive catalog of current initiatives, challenges, and opportunities that will impact how COTA will continue to serve Central Ohio. The SRTP report serves as a foundation for further analysis and recommendations to guide COTA for the next 5 years. The SRTP will be completed in alignment with Ohio Department of Transportation (ODOT) and MORPC for the region's Transportation Improvement Program (TIP). The TIP is used to determine regional funding priorities. It is a staged four-year schedule of transportation improvements, and the next cycle will be Fiscal Year 2024-2027.

Vision and Goals

The SRTP will continue to articulate the direction of COTA's Strategic Plan, Moving Every Life Forward, with the lens of improving service operations to best meet the needs of Central Ohioans. The past few years were marked by the COVID-19 pandemic and the fight towards social justice throughout our communities. This heightened the need for measured, deliberate, and results-focused efforts among public transit initiatives to create a more inclusive and equitable system for all of Central Ohio.




Existing Conditions

- Transit Market Analysis
- Current Routes and Performance
- Funding Sources
- COVID-19 Impacts



Stakeholder and Public Feedback

- Internal and External Stakeholders
- Municipalities
- General Public
- Educational Institutions



Plans and Guiding Documents

- Short and Long Range Transit Plan (2020-2050)
- COTA's Strategic Plan
- Reimagining Sustainability
- LinkUS Community Action Plan



Data and Analytics

- Major Trip Generators
- Regional Travel Demand Model
- Transit Need in Communities
- Population and Employment Density

Short Range Transit Plan

Performance Metrics

COTA's performance metrics measure the performance of fixed-route bus service in relation to ridership or coverage to ensure that resources are allocated in the most effective manner. Service is analyzed by frequent (15 min), standard (30- to 60 minute), and rush hour. The service monitoring standards include minimum frequency, minimum span of all-day frequency (frequent, 30-minute, 60 minute, or trips during peak for Rush Hour), minimum total span for weekday, Saturday and Sunday, on-time performance goals, maximum load, average boardings per revenue hour, and percentage of population and jobs within the entire network.

Service is monitored and updated every two years with the update of the SRTP. Service found not performing well could be subject to modification. The SRTP will use annual statistics, operating characteristics, and on-time performance of each route to analyze route effectiveness. The existing metrics provided a base knowledge to discuss and identify route improvements with internal COTA staff. Further analysis will be completed for the SRTP, with each route having a detailed report showing these characteristics with trip distribution along the span of service. The existing conditions route reports are located in Appendix C.



EXISTING CONDITIONS

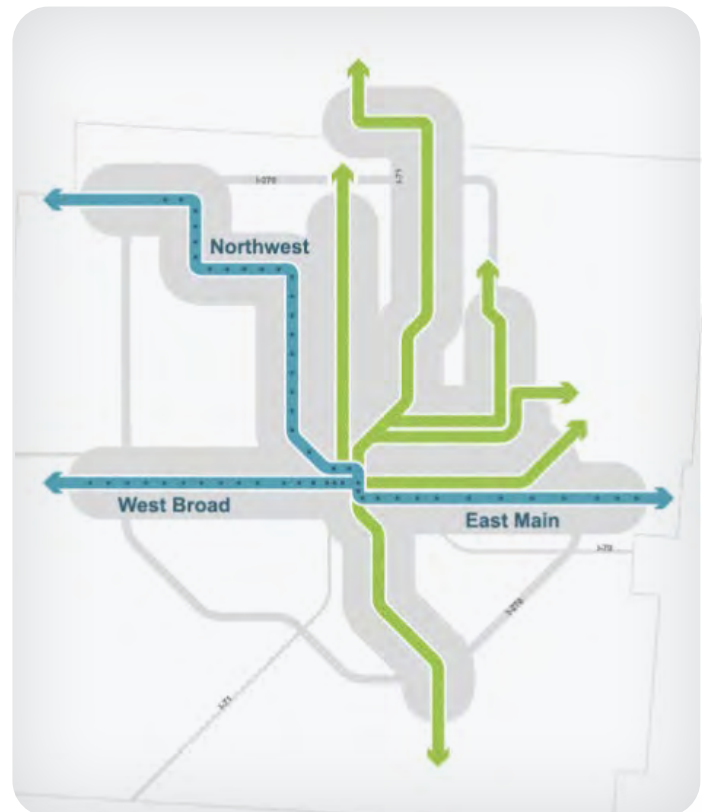
Recent Mobility Innovation at COTA

Mobility as an industry is evolving quickly, with a focus on innovation and technology to provide frequent, reliable, and direct connections. Mobility has been redefined by the global pandemic and revealed the need for equity to be at the center of service. Investment in innovation has created opportunities for transit agencies to evaluate new technologies and determine how to integrate within the community. COTA continues to invest in cutting-edge innovative mobility solutions. The advancement of LinkUS, COTA//Plus, and technology and sustainable advancements are representative of how COTA has continued to innovate.

LinkUS

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 previous regional planning efforts, including COTA's NextGen plan and MORPC's insight2050 Corridor Concepts study. From previous plans, the LinkUS initiative has set six priorities:

1. Equity
2. Affordability
3. Innovation
4. Economic Development
5. Sustainability
6. Workforce Advancement



LinkUS will move the region forward by creating aligned investments in innovations such as high-capacity and advanced rapid transit, bikeways, greenspace, complete streets, roadway safety, pedestrian improvements, and development along key regional corridors throughout Central Ohio.

COTA//Plus

COTA has complemented existing fixed-route and paratransit services by continuing to invest in COTA//Plus On-Demand Microtransit services. COTA became the first in the nation to scale on-demand microtransit technology to full-size transit vehicles, introducing COTA's Bus On-Demand in the Northeastern Zone. This was nationally recognized in 2021 as

Best of Mobility on Demand by Intelligent Transportation Society of America. This service improves access to jobs where fixed transit service is not operationally efficient. As COTA//Plus continues, a systematic approach should be created in order to be equitable with available resources.

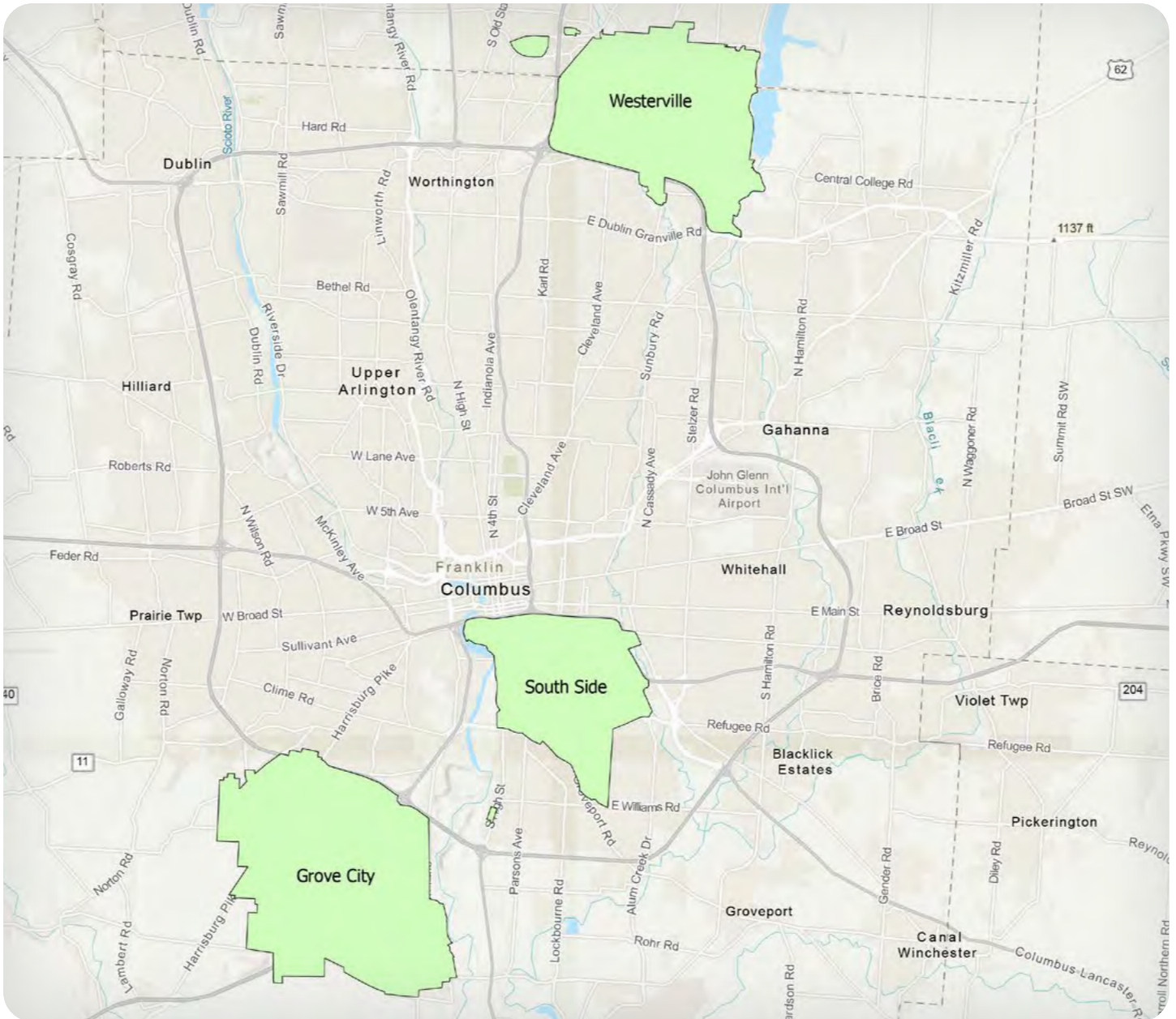


Figure 1 – Current COTA Plus Zones

Equitable Fares

COTA has made significant progress in expanding services and customer amenities through carefully planned technological enhancements and green initiatives. COTA launched a new way to pay, correcting a historical inequitable fare payment system. Cash is still accepted, but now customers can make fare purchases through the Transit app or the COTA Smartcard. This ensures customers pay no more than \$4.50 a day or \$62 a month. In addition, the new payment system successfully simplified transfers and child discounts and created a flat-rate fare.

Sustainability

COTA is in the process of transitioning its fixed-route bus fleet from ultra-low sulfur diesel fuel to compressed natural gas. In addition, COTA purchased two electric vehicles in 2021 and will continue to explore zero emissions vehicles by creating a Zero Emissions Plan to guide the agency forward. This plan will include grant support, fleet optimization software support, a workforce development plan, route modeling, resiliency analysis and strategy, an internal and external engagement plan, equity analysis, and the consideration of hydrogen fuel cell technology in the near future.

COTA is focused on ensuring residents and visitors have access to job opportunities, healthcare, education, arts, and entertainment, as well as helping to drive equitable economic growth and foster sustainability throughout the region. COTA has developed a strong partnership with the City of Columbus and other community and business stakeholders to make transit an integral part in Central Ohio.

NEW! Equitable Fares



Fare Capping

Customers pay no more than **\$4.50** a day



Simplified Transfers

Two-Hour Accessibility



Simplified Child Discounts

4 & under: no fare
5-12 years: \$1



Flat-rate Fare

Standard fare \$2 on all lines

COTA Vehicles (Early 2022)



COTA's Recent Plans

COTA is committed to continue to evolve to best serve Central Ohio. COTA has completed several transportation plans as part of a united strategy for the future. This SRTP update will enhance opportunities for alignment.

Short and Long Range Transit Plan (2020)



The Short and Long Range Transit Plan was informed by local and regional reports, plans, data, and input from stakeholders and the general public to create goals and objectives, as well as initiatives to promote COTA as the regions' leader in mobility. COTA submits the short-range and long-range transit proposed projects and budgets per Ohio Department of Transportation (ODOT) and MORPC budget schedules, which ultimately feed into funding transportation projects.

COTA Reimagining Sustainability (2022)



COTA's Reimagining Sustainability plan received the "Champion of the Challenge" recognition for the Sustainable Transit for a Healthy Planet Challenge. The sustainability plan is a living document

to help achieve the sustainability goals and support regional initiatives. The framework of the document revolves around three main

categories – performance categories, goals, and management areas. COTA has recognized the importance of being agile in a landscape of evolving sustainability technologies. The plan has identified opportunities for technology to be integrated and ultimately meet COTA's goal of net-zero Greenhouse gas (GHG) by 2045. Electric vehicle fueling strategies, alternate electric transmission, and distribution line upgrade options, on-site energy reduction, and on-site energy generation are opportunities for future technology integration.

County Connections (2022)



County Connections Playbook identifies potential viable near-term transit strategies between regional county stakeholders. This project positions transit providers, county leaders, community stakeholders,

and major employers with the information needed to begin efforts to communicate, coordinate, and collaborate on regional transit priorities and funding opportunities to expand community access to jobs, education, and healthcare.

This playbook includes an assessment of existing conditions, technology, funding, and current governance structures. The playbook strategies include collaboration opportunities with transit service, partnerships, and funding.

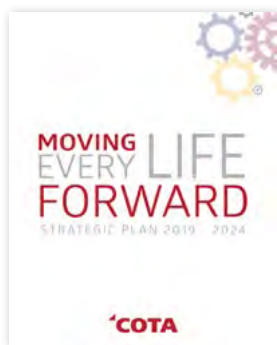
Title VI Update (2022)



To ensure equal opportunities to all persons without regard to race, color, national origin, or income level, COTA submits their Title VI program to their FTA Regional Civil Rights Officer every three years.

The most current program covers the June 2019 through May 2022 time period and is in compliance with Title VI of the 1964 Civil Rights Act regarding transit services and related benefits.

Strategic Plan (2019)



Moving every life forward is COTA's vision for developing and growing to best serve Central Ohio. With technological advancements and trends in transportation constantly developing, COTA is committed

to evolving. The Strategic plan is a five year blue print which has developed four guiding principles to ensure success and the overall mission is at the forefront of all decisions:

- Improve the customer experience
- Achieve organizational excellence
- Provide access to mobility options
- Prioritize the use of data and analytics

insight2050 Corridor Concepts (2019)



The Insight 2050 Corridor Concepts inform decisions of where to grow and invest in valuable transit resources to balance community goals. It engaged stakeholders across Central Ohio

and produced scenarios that measured the impact of accommodating expected growth and identified strategies to advance transit and corridor development. This plan identified several corridor concepts and set the framework for the LinkUS Mobility Initiative, the current long-term transportation initiative in Central Ohio.

COTA NextGen (2017)



In collaborating with MORPC, the City of Columbus, and community members, NextGen is

the vision for the future of transit and a transformative effort to keep central Ohioans on the move for decades to come. It aimed to align people to their destinations more quickly and conveniently, connect residents with jobs, and support efforts to create communities where young and old alike want to live, work, and raise a family during unprecedented growth. NextGen focused on three components, high-capacity transit, smart mobility options, and enhanced bus service.

COVID-19 IMPACTS



COVID-19 Service Impacts

As with many transit providers in the U.S., COTA's service was impacted by the COVID-19 pandemic. In March 2020, COTA modified how operators were assigned work by dividing the network into two shifts, one A.M. and one P.M. in order to protect employees and maintain a proper social distance of 6 feet. However, this division reduced operator availability which led to reduction in service levels. Service cuts began in March 2020 with some service restored in September 2020.

COTA has been slowly reintroducing key transit lines in order to get people back to work safely. The graph below shows the increase in vehicle revenue miles from 2020 to 2021 as service returns.

The pandemic has created a new normal, which has affected public transportation. On top of public health issues, almost all industries are struggling to find workforce to operate at pre-pandemic levels of service. As COTA continues to try to meet the demand for increased frequency and service, hiring and retaining transit operators continues to be a nation-wide issue for transit agencies.

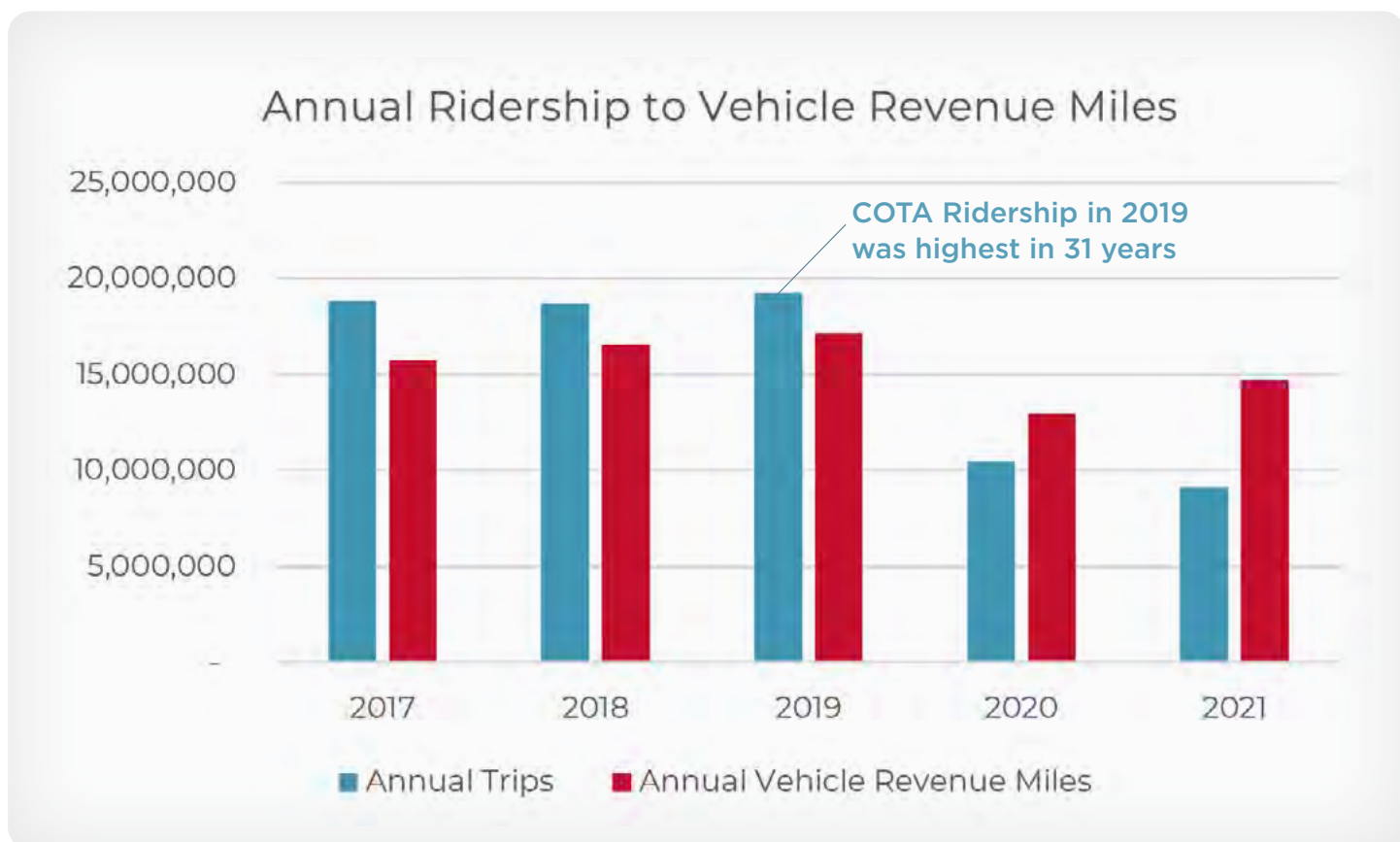


Figure 2 — Annual Ridership to Vehicle Revenue Miles

Essential Transit to Essential Services

The COVID-19 pandemic changed the public transportation landscape over the last few years and will continue to create waves of impact for years to come. In response to the pandemic, many jobs increased the teleworking environment. Now in a post-pandemic environment, while many non-essential sectors are returning to in-person workplaces, the job landscape has been altered indefinitely, trending towards a more flexible work environment and schedule. In Spring 2021, COTA reinstated 14 rush hour lines to help commuters comfortably return to the workplace.

As Columbus City Schools (CCS) students returned to the classroom for hybrid learning in Spring 2021, COTA partnered with the district to provide a Student Discount Pass Program. The district purchased more than 7,600 transit passes for eighth grade and high school students to use COTA for trips to school as well as beyond the classroom. This partnership reaches the next generation of transit users and is helping the economy to return to normalcy.

Transit agencies must prepare for the evolving landscape by creating more frequent, essential transit services to where essential jobs are located. In-person jobs in health care, supply chain, and restaurant industries have emerged as essential jobs during the COVID-19 pandemic. Another characteristic of these essential jobs is that they are challenging to serve due to multiple shifts in a 24/7 work environment and are typically not located in the downtown core.

Transit agencies can prepare for the evolving landscape by considering the locations of essential jobs. According to a study published in April 2020 by the National Bureau of Economic Research, 37 percent of US jobs can plausibly be performed at home¹. According to the study's findings, within the Ohio job market, 44 percent of jobs can plausibly be performed at home. This is 4% higher than the average for the State of Ohio. Franklin County has 792,990 jobs, and of that, 39% of these jobs can work from home. The findings of this study that are relevant to COTA are summarized below.

Residents that can Work from Home (WFH) by Job Type and County					
	Total Workers	% Essential Workers	% Workers who can WFH	% Essential Workers who can WFH	% Non-Essential Workers who can WFH
Franklin County	638,610	39%	45%	19%	60%
Central Ohio	970,978	39%	44%	18%	57%
Ohio	5,369,300	40%	40%	18%	51%

Figure 3 – Work from Home by Job Type and County

1. Dingel and Meiman, How Many Jobs Can Be Done At Home?, National Bureau of Economic Research, April 2020.
https://www.nber.org/system/files/working_papers/w26948/w26948.pdf



COVID-19 Outreach and Innovation

During the COVID-19 pandemic, COTA saw changes in ridership and passenger experience to abide by public health orders and offer the highest quality service possible to the region. In order to maintain the 6 feet required for social distancing, COTA provided customers with a safe distance from the operator by offering free rides, instructing customers to enter from the rear of the bus, and installing operator barriers on the fixed-route fleet for protection. Additionally, the agency distributed more than 25,000 masks to customers and non-profit organizations so that everyone could ride safely.

Partnerships were formed with local organizations to successfully implement some of COTA's changes during the pandemic. COTA partnered with COSI on Wheels to provide student opportunities by creating large free

hotspot zones near Columbus City School locations, parks, and libraries. This ensured access to a safe and accessible curbside location to participate in remote learning and created a solution for students who might not otherwise have consistent access to internet service. Additionally, COTA and their employees played a crucial part in the COVID-19 vaccination rollout. They partnered with Columbus Stand Up! to offer free rides to individuals to a mass vaccination site in the St. John Area. This program included COTA Mainstream On-Demand and COTA//Plus South Columbus services, which especially helped to improve transit access to those living in underserved and vulnerable communities. In addition, COTA distributed 10,000 one-day passes to almost 30 nonprofits to help community members access COVID-19 vaccines.

COTA FUNDING OVERVIEW



COTA, like most transit agencies of its size, relies on local taxes for much of its revenue stream, supplemented by passenger fares and a mix of federal and state funding sources. The purpose of this section is to review and understand current funding mechanisms for transit in Central Ohio.

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 2016.² This 0.5% sales tax roughly makes up over 80% of operating funds before the COVID-19 Pandemic.³ 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.

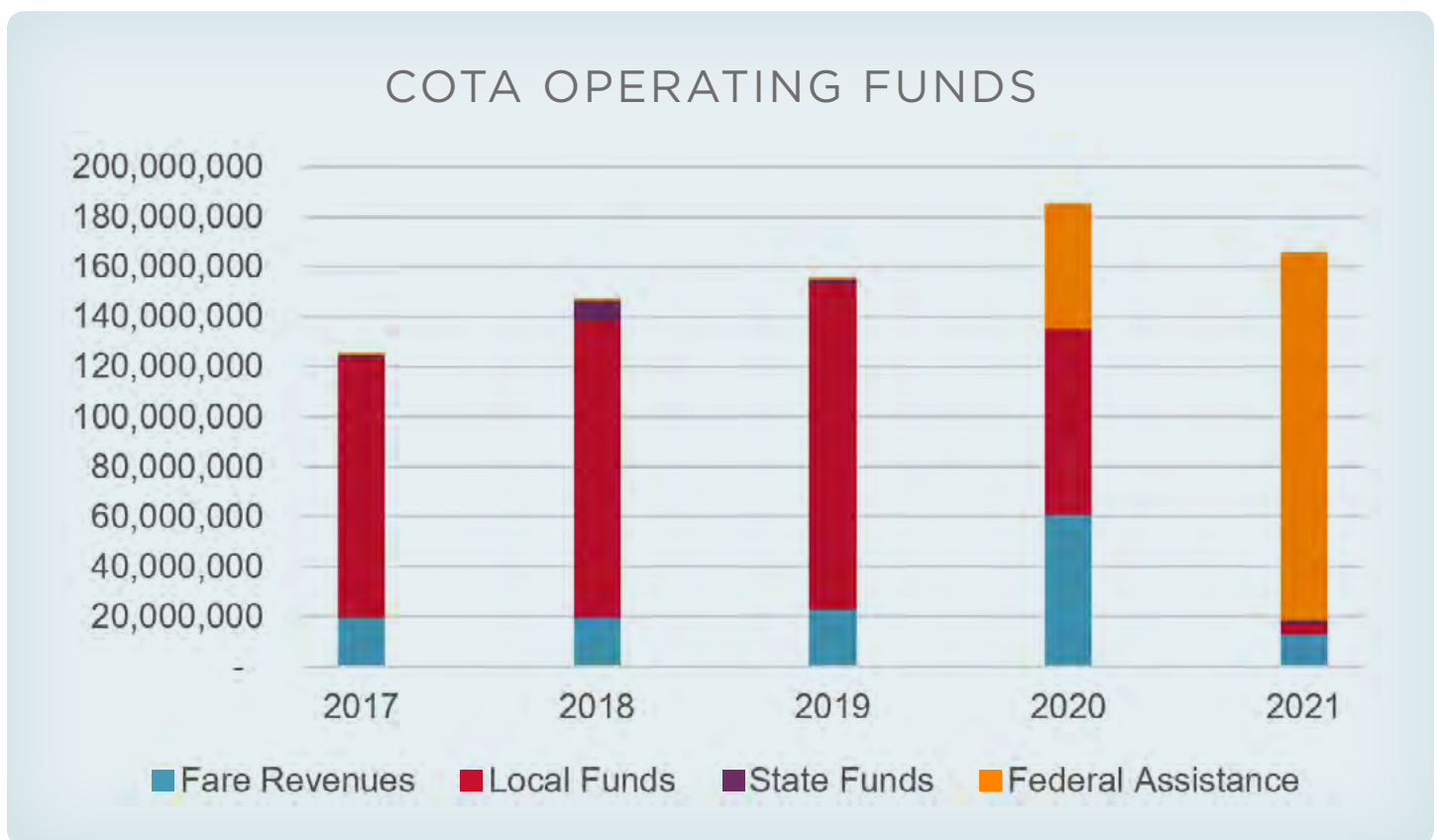


Figure 4 – COTA Operating Funds

2. Dispatch, Kimball Perry, The Columbus. "Voters opt to renew COTA's quarter-cent sales tax". The Columbus Dispatch. Archived from the original on 2020-07-27. Retrieved 2022-012-07.

3. NTD Agency Profiles 2016-2021

Federal Funding

The passage of the Bipartisan Infrastructure Law (BIL) in 2021 provided the largest investment for public transportation programs in the nation's history, including an increase of \$31.5 billion dedicated for public transportation.

BIL appropriates funding for federal transit programs administered by the Federal Transit

Administration (FTA), including \$72.5 billion for federal transit formula programs, \$8.0 billion for the Capital Investment Grant (CIG) Program, and \$10.7 billion for other transit discretionary grant programs over a 5-year period.⁴ The BIL is an opportunity for COTA to continue to drive the LinkUS initiative forward in the CIG program. In October 2021, the East Main Street and West Broad Street Bus Rapid Transit Projects entered project development phase with the FTA CIG program.

Federal Transit Program Funding (\$ Millions)	5-Year Funding Total
Transit Formula Programs	
Urbanized Area Formula - Section 5307	\$33,541
State of Good Repair Formula - Section 5337	\$23,140
Rural Formula - Section 5311	\$4,581
Bus and Bus Facilities Formula - Section 5339 (a)	\$3,161
Elderly/Disabled Formula - Section 5310	\$2,193
Fast-Growth State Supplement - Section 5340	\$2,056
High-Density State Supplement - Section 5340	\$1,823
Planning Programs - Section 5305	\$966
Other Programs (FTA Administrative and other federal spending)	\$1,028
Total Transit Formula Programs	\$72,489
Capital Investment Grant Program - Section 5309	
New Starts	\$4,400
Core Capacity	\$1,600
Small Starts	\$1,200
Expedited Project Delivery Pilot Program	\$800
Additional authorized CIG funding (subject to annual appropriation)	\$15,000
Total Capital Investment Grant Program	\$23,000
Other Discretionary Grant Programs	
Low or No Emission Vehicle Program - Section 5339 ©	\$5,625
Bus and Bus Facilities Competitive - Section 5339 (b)	\$1,966
All Station Accessibility Program	\$1,750
Ferry Service for Rural Communities	\$2,000
Electric or Low-Emission Ferry Program	\$500
Pilot Program for Transit Oriented Development Planning - Section 2005(b)	\$69
Total Other Discretionary Grant Programs	\$11,910
Other Authorized Funding (subject to annual appropriation)	
Washington Metropolitan Area Transit Authority Funding	\$750
Total Federal Transit Program	\$108,150

Figure 5 — Federal Transit Program Funding

4. Macek, N. (2022, February 25). Advisory services policy brief: Infrastructure Investment and Jobs Act - Transit and passenger rail provisions. HDR. from <https://www.hdrinc.com/insights/advisory-services-policy-brief-iiija-transit-passenger-rail-provisions>

Transit Formula Grant Programs

Federal formula grant programs are federal resources available to transit agencies based on a variety of service and demographic characteristics. The federal funding for transit formula grant programs has increased 32 percent since the previous surface transportation authorization bill.

There are several competitive and formula funding sources that drive COTA services. Since 2020, COTA has received \$323,815,641 from State and Federal resources. Of that, \$61,405,346 was competitive funding, and the remaining \$262,410,295 was formula-based. The increase in federal funding has been a highlight for COTA over the past 3 years.

COTA Grant Awards 2020 - 2023	
Competitive	\$61,405,346
Formula	\$262,410,295
Total Awarded	\$ 323,815,641

Urbanized Area Formula

The Urbanized Area Formula Funding Program (49 U.S.C. 5307) makes federal resources available to urbanized areas for transit capital and operating assistance and transportation-related planning.

COTA Section 5307		
FFY2020	5037 Formula Dollars	\$18,407,128
FFY2021	5037 Formula Dollars	\$18,632,500
FFY2022	5037 Formula Dollars	\$23,998,844

Bus and Bus Facilities Formula and Competitive Program

The Bus and Bus Facilities Grant program (49 U.S.C. 5339(b)) makes federal resources available to states and direct recipients to replace, rehabilitate, and purchase buses and equipment, along with related bus facilities. This can include technological changes and innovations to modify to low or no emission vehicles or facilities. This program is provided through formula allocations and competitive grant and provides funds for up to 80 percent of the cost of capital projects.

Although the amount of formula-based funding has reduced since 2020, COTA successfully won a competitive grant from the FY22 Low - No Emissions grant that provided an additional \$26 million to reduce emissions throughout Central Ohio.

COTA Section 5339		
FFY2020	5339 Formula Dollars	\$2,327,728
FFY2021	5339 Formula Dollars	\$2,175,906
FFY2022	5339 Formula Dollars	\$2,088,539

Enhanced Mobility of Seniors & Individuals with Disabilities – Section 5310

This formula funding provides assistance for transportation needs of older adults and people with disabilities. This program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expand transportation mobility options. This apportionment is based

upon each states share of the population of these two groups. COTA receives Section 5310 funds as a direct recipient and provides ADA and paratransit services within the urbanized area. In FY 2022, COTA received \$1.68 million in Section 5310 funds.

COTA Section 5310		
FFY2022	5310 Formula Dollars	\$1,137,713
FFY2021	5310 Formula Dollars	\$1,160,442
FFY2022	5310 Formula Dollars	\$1,687,972

Competitive Funding Sources

COTA has been awarded competitive grants in the last 3 years. Some of the larger competitive grants that COTA will use to drive transit forward in Central Ohio are:

- **2020 Integrated Mobility Innovation Grant** (\$1.7 mil) — traffic management data on a cloud-based solution and use artificial intelligence to enhance operations, improve safety and efficiency, develop new channels of communication, and improve the public’s mobility experience across the 13-county region in the Columbus Metropolitan Statistical Area (the Region).
- **2022 BBF Lo or No Emission Grant** (\$26 mil) — purchase electric buses and chargers
- **2022 Regional Infrastructure Accelerator Program** (\$750K for the LinkUS mobility initiative)

These competitive grants help drive COTA forward by providing innovative solutions and are a critical step for Central Ohio’s ability to partner with federal funding sources to implement transformational infrastructure for our region.

COVID-19 Relief Funding

Throughout the last six years, COTA has continued to provide transit services within its operating budget. Despite the loss of ridership and fare revenue that resulted from the COVID-19 pandemic, COTA was able to maintain the level of service it needed for customers while also maintaining the budget.

COVID-19 relief funding programs were the backbone of transit agencies’ ability to continue to provide essential services. Three key one-time COVID-19 bills were:

- **American Rescue Plan Act of 2021**
This included \$30.5 billion in federal funding to support public transportation systems as they continue to respond to the COVID-19 pandemic and support vaccination efforts
- **Coronavirus Response and Relief Supplemental Appropriations Act 2021**
This was a \$14 billion allocation to support the transit industry that became law in December 2020.
- **Coronavirus Aid, Relief, and Economic Security (CARES) Act**
CARES Act was signed into law in March 2020 to allocate \$25 billion to recipients of the urbanized area and rural area formula funds.

State Funding

For the 2020-2021 biennium, the Ohio General Assembly provided \$16.6 million of Ohio's General Revenue Funds for the Urban Transit Program (UTP) that is available to COTA to fund capital and operating initiatives.

Ohio Transit Partnership Program (OTP2)

In FY 2020, Ohio Department of Transportation (ODOT) established the Ohio Transit Partnership Program (OTP2) to provide \$44 million annually in state funds to the rural and urban transit systems. The OTP2 is a discretionary program and projects are selected on a competitive basis for the two funding tiers described below.

Tier I: Projects that meet ODOT's definition of preservation, which is the process of working to maintain, sustain, or keep in a good sound state the transit systems in Ohio

Tier II: Projects focused on regionalization, coordination, technology, service expansion, workforce initiatives, and healthcare initiatives.

Funding from this grant opportunity can be used as part of the local match for federal grants, which will assist transit agencies for competitive applications for the IIJA.

Since 2020, COTA has been awarded \$163,149,417. These competitive dollars will be used for vehicles purchases, on-demand operating expenses, healthcare initiatives, county connections, cashless payment systems, passenger counters, and corridor development.

Near Term Financial Considerations

This section provides an overview of some nearer term considerations that may have an impact on COTA future budget and operations.

Near Term Financial Considerations

Loss of one-time CARES and CRRSAA Funds

These funds provided relief over the last two budget cycles; however, federal funding will return to pre-pandemic levels in the near future.

Ridership losses and resulting decrease in federal funding share

The FTA formula funds that agencies receive each fiscal year are apportioned based on a variety of factors, including ridership. Generally speaking, lower ridership equates to lower federal funding levels. The unprecedented and historic funding levels for public transportation included in the IIJA are very positive for COTA, but specific effects on formula funds in a scenario where ridership continues to remain well below pre-COVID levels is another issue that merits careful attention.

State Funding

Historically, the State of Ohio has not provided the financial support that transit needs in order to operate at the level that residents demand. Ohio ranked 38th out of 51 States and Territories of transit spending per capita.⁵ State funding continues to be an opportunity for COTA and other Ohio Transit agencies to continue to advocate for increased financial support.

5. Transit Needs Findings Snapshot, <https://www.transportation.ohio.gov/programs/transit/transit-repository-publications/transit-needs-findings-summary>

CURRENT FEDERAL, STATE, AND REGIONAL INITIATIVES



With the direction of the Federal government, new, sustainable initiatives have been placed on transit agencies in order to be competitive with various funding sources. The following are initiatives within the transit industry that are imperative for COTA to consider in the next five years.

Infrastructure Investment and Jobs Act (IIJA)

The Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Bill (BIL), provides funding to repair aging infrastructure through formula funds and discretionary grants. The discretionary program is administered by the U.S. Department of Transportation (USDOT) and provides \$31.5 billion worth of funding to public transit, which is a significant increase in investment toward more sustainable transportation options. This funding source will continue to move transit agencies forward with a renewed focus on equity, sustainability, and justice initiatives.

Low - No Emissions Vehicle Program

This discretionary program provides annual funding to state and local governments for the purchase or lease of zero-emission and low-emission transit buses as well as the acquisition, construction, and leasing of support facilities. The IIJA provides an appropriation of more than \$5.6 billion

over five years, a 6-fold increase in funding. Applicants must prepare a zero-emission fleet transition plan that includes a workforce transition plan. This program aligns with COTA and its sustainability initiative to shift to zero-emission buses. COTA was a recipient of this competitive funding opportunity in FY2022.

Bus and Bus Facilities Competitive Program

The discretionary component of this program supports the rehabilitation and replacement of buses and bus-related equipment, as well as rehabilitation of existing or construction of new bus-related support facilities. The IIJA provides more than \$2 billion over the next five years, with at least 25% of the program funds being in support of lower-emission buses and vehicles. This program requires COTA to prepare a zero-emission fleet transition plan, including a workforce transition plan to be eligible for these federal dollars.

Pilot Program for Transit Oriented Development Planning

This existing discretionary program provides funds to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. This program is important for COTA to consider with the LinkUS initiative to integrate the BRT systems in the region.

6. Macek, N. (2022, February 25). Advisory services policy brief: Infrastructure Investment and Jobs Act - Transit and passenger rail provisions. HDR. Retrieved from <https://www.hdrinc.com/insights/advisory-services-policy-brief-iija-transit-passenger-rail-provisions>

Justice40

The Justice40 Initiative is the first time in our nation's history that the Federal Government has made it a goal that 40 percent of overall benefits of certain federal investments must serve disadvantaged communities that are marginalized, underserved, and overburdened by pollution. These investments include climate change, clean energy and efficiency, clean transit, affordable and sustainable housing, training and workforce development, remediation and reduction of legacy pollution, and the development of clean water and wastewater infrastructure.

This Federal initiative positively impacts public transit and COTA by transforming Federal programs and grant opportunities to ensure disadvantaged communities receive the support to confront the decades of underinvestment. This new initiative allows the Department of Transportation to identify and prioritize projects in communities that face barriers to affordable, equitable, reliable, and safe transportation. This program requires stakeholder consultation to ensure the community is involved in determining program benefits and how to capture data on the benefits directed to disadvantaged communities.

LinkUS

LinkUS will help to address growth, affordability, and opportunity gaps in our community by creating an integrated mobility system that will make it easier to walk, bike, or take public transit in our region's busiest areas. It will increase access to jobs, schools, and healthcare for all members of the community.

Currently, there are three corridors that are accepted into the Capital Investment Grant (CIG) Program by the U.S. Department of Transportation Federal Transit Administration in October 2021. The East Broad Corridor and the Northwest Corridor's Locally Preferred Alternatives were adopted by COTA's Board of Trustees in August 2021 and November 2022, respectively. COTA plans to request entry into Project Development for the Northwest Corridor initial segment in 2023 and continue the design work. These corridor projects will lay the groundwork for an integrated 21st Century mobility system — but the success of the system will rely on strong interconnections between various modes and networks. LinkUS will continue to advance equitable regional mobility investments throughout Central Ohio.



FALL 2022 ENGAGEMENT OVERVIEW



Engagement is essential to COTA to enhance the outcome of all transportation planning activities. Community engagement is designed to increase public awareness about the planning process and obtain feedback to inform recommendations, including any scenario plans that will be developed as part of the COTA SRTP.

COTA met with municipalities, neighboring counties, and internal stakeholders during the development of the existing conditions to better understand opportunities to serve the community in the next five years. Meeting participants shared pertinent information informing COTA of transit needs, new developments, active infrastructure projects, and desires from the community. In addition, comments from COTA's customer service database were analyzed in order to consider the ideas, suggestions, and complaints from COTA riders. Engagement will continue throughout the SRTP process to receive feedback related to transit service recommendations. This engagement will target transit riders and community members.

Key Engagement Messages

The SRTP is an opportunity for COTA to connect with municipalities, stakeholders, customers, and the general public every two years to learn what the needs and desires are for transit. The key message used during this outreach is that COTA is interested in developing partnerships with communities to help customers better connect with transit.

Customer Service Database

COTA connects with customers on multiple platforms. Through social media, by phone, in-person at the Customer Experience Center, and the Mobility Services on Fields Avenue, COTA has been available to aid customers and listen to their complaints, ideas, and suggestions. The database has over 22,000 recorded comments for the last three years.

Communication Tools

The SRTP relies heavily on successful communication and collaboration among stakeholders to collectively identify the appropriate path forward and create buy in. This planning process utilizes several ways to communicate, including:

- In-person meetings
- Virtual Meetings
- Public Meetings
- Formal Presentations
- Mentimeter software for measurable results
- Mural Board tools to create virtual collaboration

These tools will be used throughout the SRTP process in order to create a collaborative approach and to communicate with stakeholders and the public.

Target Audiences

Engagement activities associated with the development of the SRTP are strategically designed to target the following audiences:

- Municipalities,
- Internal and External Stakeholders, and
- Customers

The study team engaged with all municipalities within Franklin County by conducting one-on-one meetings to have an open discussion about each City's current transit needs and desired areas of improvement. Through an interactive map activity, municipalities identified areas of growth and development. The following pages highlight key takeaways from each municipality and their ideas for improvement within their communities.

Dates of Engagement (2022):

- September 8th – City of Hilliard, City of Upper Arlington
- September 30th – City of New Albany, Licking County
- September 30th – Grove City
- October 17th – City of Westerville
- October 17th – City of Worthington
- October 18th – City of Dublin
- October 18th – City of Whitehall, City of Reynoldsburg
- November 8th – Union County
- November 9th – City of Gahanna
- November 14th – City of Grandview Heights
- November 15th – City of Bexley
- December 14th – City of Columbus Department of Neighborhoods



MUNICIPALITY INPUT KEY FINDINGS

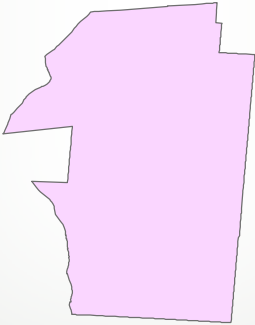
Bexley

Current Service Routes

1

2

10



Municipal Updates

- Creation of Southwest Bexley Plan and Livingston Corridor Plan, in response to Capital University and Resident needs.
- The City will be implementing Bike Boulevard Signage from College to Montrose.
- Creating pedestrian connections along Alum Creek and to North Columbus.

Transit Service Considerations

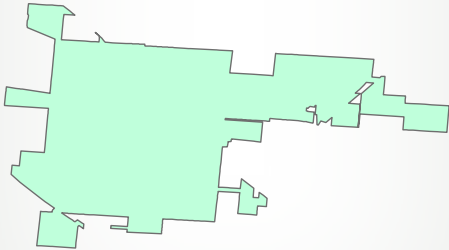
- Main Street and Livingston are the two streets that service Bexley residents with businesses, destinations, and services
- Mobility hub could be successful around community facilities, or Capital University, as seen by the usage of COGO stations

Canal Winchester

Current Service Routes

25

52



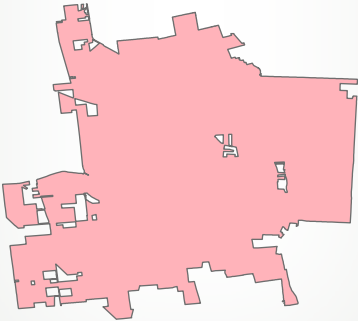
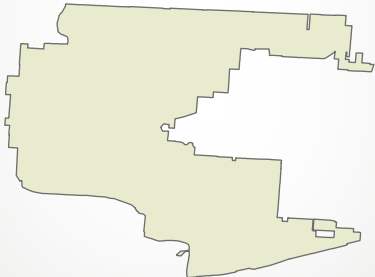
Municipal Updates

- In the process of completing a Comprehensive Master Plan
- Trail and pedestrian improvements are top priority
- There are plans for improvements along US 33, including new interchanges and lane widening

Transit Service Considerations

- Interested in increased fixed route services for workforce access
- Desire an increased frequency of Route 25 and extend this route to Groveport
- There has been a need for transit along Gender Road for many years.

MUNICIPALITY INPUT KEY FINDINGS CONT.

<div><div>Dublin</div><div><div>Current Service Routes</div><div><div>21</div><div>33</div><div>72</div><div>73</div></div></div><div></div></div> <div><div>Municipal Updates</div><div><ul style="list-style-type: none">Dublin is looking into modernizing the zoning code to create “mini-cities.”City Council is doing an audit of the COTA bus stops to decide how to make improvements.Seeing a need for transit to access hospitals and fill jobs.</div><div>Transit Service Considerations</div><div><ul style="list-style-type: none">Would like to see an active mobility hub with a LinkUS Connection that serves Ohio University Branch CampusWould support a COTA//Plus type circulator serviceIncrease fixed route services for job access.Connection to Line 1 to connect to LinkUSThere is an informal park and ride at US 33.</div></div>
<div><div>Gahanna</div><div><div>Current Service Routes</div><div><div>24</div><div>25</div><div>46</div></div><div><div>COTA//Plus</div></div></div><div></div></div> <div><div>Municipal Updates</div><div><ul style="list-style-type: none">City is continuing to work on creating trails and connecting to Rapid5Creekside area will continue to grow and require accessCity services including the police station moving in the upcoming yearAfter school athletic events are moving to Jefferson Twp. which could be an opportunity for partnership</div><div>Transit Service Considerations</div><div><ul style="list-style-type: none">Enhanced access between #10 and #25 along Taylor Station RoadInterested in connecting trails to transit optionsCreate access to the new library, along route 24 and 25.</div></div>

MUNICIPALITY INPUT KEY FINDINGS CONT.

Grandview Heights

Current Service Routes

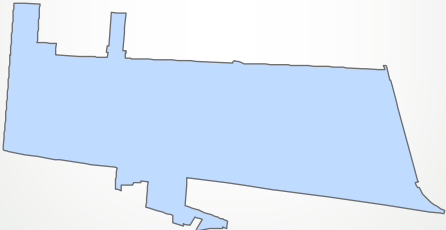
75

3

5

22

31



Municipal Updates

- The Goodale Corridor will continue to become more walkable.
 - Grandview Crossing Development will consist of apartments and businesses, including BMW.
-

Transit Service Considerations

- Lack of connection to Franklinton Neighborhood
- Line 75 is very well utilized within the community, especially for school children

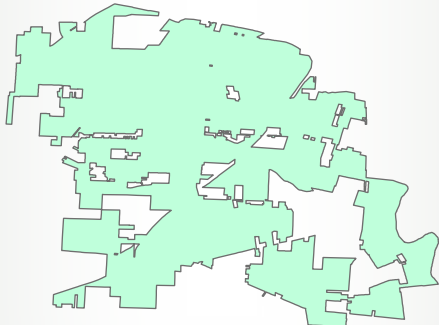
Grove City

Current Service Routes

3

61

COTA//Plus



Municipal Updates

- The City is continuing to improve pedestrian and bicycle access.
 - Grove City is working to increase access to additional developable land by creating an overpass over I-71 in the next 5-7 years.
 - Future redevelopment of Beulah Park.
-

Transit Service Considerations

- Would like a LinkUS Connection in the future
- Would like an extension of COTA//Plus services
- Find transit solutions for workforce and medical patients. Specifically, Mt. Carmel Hospital, FedEx, and Walmart Distribution Center where entrances are not near fixed route services.
- Opportunity to improve ADA access on Parkway Center.
- Opportunity for bus service along Hoover Road, along the future overpass.

MUNICIPALITY INPUT KEY FINDINGS CONT.

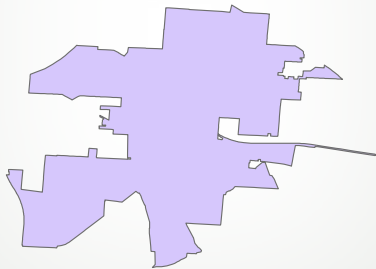
Groveport

Current Service Routes

22

24

52



Municipal Updates

- There is continued growth in the Rickenbacker Industrial Park Area
- There was a pilot program during the pandemic that connected east to west which was unsuccessful.

Transit Service Considerations

- Interested in COTA//Plus services or other transit options to serve the Rickenbacker Industrial Park area
- Service to Fairfield and Pickaway Counties
- Need to move workforce efficiently from north to south

Hilliard

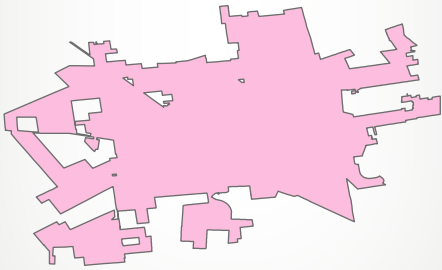
Current Service Routes

5

21

32

71



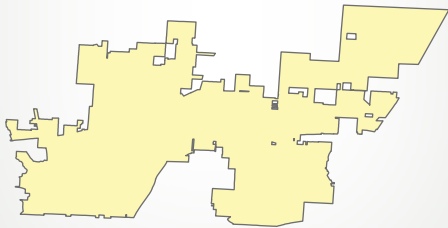
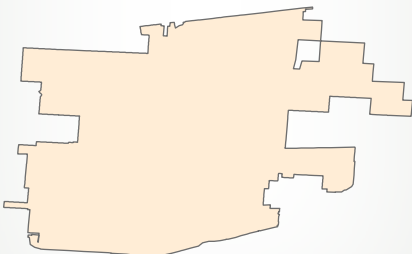
Municipal Updates

- The City of Hilliard Comprehensive Plan will be adopted in Early 2023.
- Hilliard has changed its focus to bike and pedestrian prioritization – particularly around the Big Darby area.
- The City is questioning how to redevelop roadways that are not being used to the full capacity.

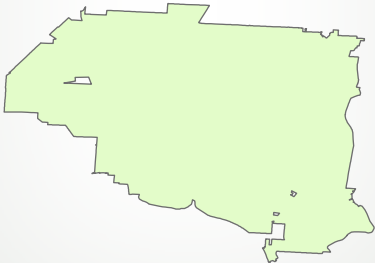
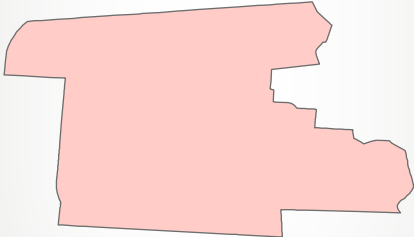
Transit Service Considerations

- Direct service to Ohio State through fixed route, frequent service
- COTA//Plus for residents to reduce parking demands
- Increase connections to shared use paths
- Cemetery Road Corridor will undergo redevelopment in the coming years

MUNICIPALITY INPUT KEY FINDINGS CONT.

<div><div>New Albany</div><div><div>Current Service Routes</div><div><div>45</div><div>COTA//Plus</div></div></div><div></div></div> <div><div><div>Municipal Updates</div><div><ul style="list-style-type: none">• New Albany is focused on the future of the Hamilton corridor.• There is a need for transit in New Albany. Residents have requested more access to the Town Center.</div></div><div><div><div>Transit Service Considerations</div><div><ul style="list-style-type: none">• Restore Smart Ride Program as it was a past success prior to COVID-19• Increase frequency to existing Park and Ride• Increased transit options for workers, easy to understand and transfer</div></div></div></div>	<div><div>Reynoldsburg</div><div><div>Current Service Routes</div><div><div>1</div><div>2</div><div>10</div><div>25</div><div>51</div></div></div><div></div></div> <div><div><div>Municipal Updates</div><div><ul style="list-style-type: none">• Development will occur toward the east side of Reynoldsburg.• As part of LinkUS network, the City hopes to reduce traffic speeds.• Future development opportunities along Brice Road.</div></div><div><div><div>Transit Service Considerations</div><div><ul style="list-style-type: none">• Would like to see increased fixed route service.• Opportunity for new services to Intel and Licking County• Desire to have more routes from North to South.• Need for transit connections to the east.</div></div></div></div>
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MUNICIPALITY INPUT KEY FINDINGS CONT.

<div><div>Westerville</div><div><div>Current Service Routes</div><div><div>43</div><div>102</div></div><div><div>CMAX</div><div>COTA//Plus</div></div></div><div></div></div>	<div><div>Municipal Updates</div><div><div><div>• Discussions with Metro Parks for a trail system extension near I-270</div><div>• The City is building a new courthouse off of Tradewind Drive.</div><div>• Desire more east-west connections across central Ohio.</div></div></div><div><div>Transit Service Considerations</div><div><div><div>• Interested in increased COTA//Plus services to and from schools in Westerville and Linden Township</div><div>• Discussed adding a park and ride on the east side of the City.</div></div></div></div></div>
<div><div>Whitehall</div><div><div>Current Service Routes</div><div><div>2</div><div>10</div><div>24</div></div></div><div></div></div>	<div><div>Municipal Updates</div><div><div><div>• Greenways are important to the Whitehall community.</div><div>• Multiple affordable housing developments in the area along transit routes.</div></div></div><div><div>Transit Service Considerations</div><div><div><div>• Interested in increased economic development opportunities along East Main Street with the BRT implementation</div><div>• Challenge with school transportation.</div><div>• Suggested a route on Yearling Road, North to South.</div></div></div></div></div>

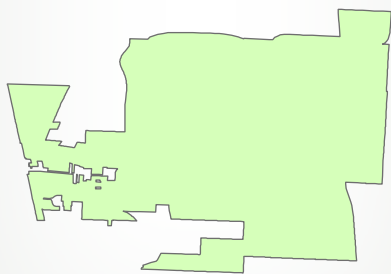
MUNICIPALITY INPUT KEY FINDINGS CONT.

Worthington

Current Service Routes

74

102



Municipal Updates

- Worthington Mile – A connector from historic downtown to more dense areas.
- Many new developments involving mixed use buildings.

Transit Service Considerations

- Desired to increase frequency on Line 102.
- Services are needed along Huntley Road.
- Discussed the need for transit circulation within the City.
- Commuter bus along Smokey Road from the park and ride.

Upper Arlington

Current Service Routes

1

3

31

32

33

73

75



Municipal Updates

- The City received a large grant to rebuild Fishinger Road. This will add a new side path to the north, and a sidewalk to the south.
- Kingsdale Shopping Center is adding a community center, senior housing and 325 apartment units over the next 4-5 years.
- The next corridor to see redevelopment will be Henderson Road.

Transit Service Considerations

- Transit service along Lane Avenue
- Fishinger Road could be served by transit
- The City would like to connect LinkUs to Lane Avenue from Olentangy River Road.
- Griggs Park and Ride pedestrian connection could be enhanced for UA and Hilliard communities.

MUNICIPALITY INPUT KEY FINDINGS CONT.

Columbus

12810

3456

791112

21222324

25313233

3435102152

41424344

45465152

61717273

7475141

AirConnect

CMAX

COTA//Plus

ZooBus

Municipal Updates

- There are 21 area commissions and 3 civic associations. There are an additional 5 historical divisions that are not part of this department.
- The Department of Neighborhoods has 8 neighborhood liaisons to help orchestrate outreach
- Recently underwent a large community engagement effort for the Zoning Code update.

Transit Service Requests

- Residents have been negatively impacted by service reductions
- Franklinton wants access to other parts of Columbus without going through Downtown to transfer first
- Large Multi-family large developments will be coming online on large transit corridors.



Internal and External Stakeholders

During Fall 2022, project stakeholders were identified as key voices to the SRTP. Throughout the fall, COTA met with some of these stakeholders, including COTA's internal stakeholders. The internal stakeholders are comprised of a variety of staff from different departments of the agency. In addition, COTA identified several key external stakeholders that include business, civic, and political representatives who will be engaged during the SRTP planning process.

Internal Engagement to Date:

- November 18th — 2022 Internal Stakeholder Meeting

The first internal stakeholder meeting was virtual and was attended by 49 online participants. The purpose of this meeting was for COTA to share an overview of the Short Range Transit Plan development process, current COTA service, Central Ohio's transit need and market analysis for transit, and how this plan will influence the operational and capital budget. Participants were then asked about strengths, opportunities, and challenges within COTA. This interactive virtual meeting allowed internal stakeholders to answer a variety of questions to quantitatively measure the directional future of COTA. Participants used two tools to engage: Mentimeter and Mural Board. From these tools, the SRTP project team used the results to solidify the direction and values for the SRTP report.

The Internal Stakeholders defined transit as mobility, access, and service. These stakeholders believed that access, customer experience, and equity should be the goals

for COTA in the community. The biggest challenges customers currently experience is reduced service hours and frequency. 82% of the participants believe that COTA should focus on improving this service instead of expanding coverage of service.

Internal Service Planning Meetings

This engagement group consists of members of the COTA Development and Operations Teams. These stakeholders will review service monitoring metrics. Each fixed route line and COTA//Plus service will be analyzed and the data resulting from this engagement with COTA's internal service planning operations will feed into the SRTP service recommendations.

Internal Service Planning Meetings to Date (2022):

- November 17th — Virtual Service Planning Overview Workshop
- December 8th — Review of Lines 2, 12, 21, 22
- December 15th — Review of Lines 3, 4, 5
- December 19th — Review of Lines 6, 23, 24, 25
- December 21st — Review of Lines 7, 8, 31, 32
- December 27th — Review of Lines 9, 10, 11, 33

Customer Service Database

The database has over 22,000 recorded comments for the last three years. This was evaluated and used while reviewing fixed route services to make improvements based on customer feedback.

In the initial review of the database, the top complaint/feedback category was that the customer was passed by on the street. The other top categories are listed in the chart to the right.

It is also important to recognize the top 3 routes where customers provided the most feedback is Line 8, Line 2, and Line 1. These three routes make up over 30% of the data and are all frequent routes, with Line 2 having the highest ridership of the system..

From this database, we are also able to collect specific route changes that customers recommend in terms of frequency and route direction that will be useful during the service recommendations report.

Top Customer Feedback Concerns

Description	Percentage
Passed by on Street	19%
Discourteous Bus Operator	9%
Bus Running Late	9%
Bus did not Show	6%
Other	6%
Unsafe Driving	3%
Masks	3%
Bus Running Early	3%
COTA Plus Complaint	2%
Damaged Shelter/Transh Can	1%

Figure 6 – Customer Database Results

Internal Stakeholder Mural Board Engagement Activity



COTA SYSTEM EVALUATION



This section provides an in-depth evaluation of COTA's current transit system. The system evaluation uses data provided by COTA and MORPC to construct a full picture of strengths, weaknesses, and opportunities of each route and the COTA//Plus zones and compare it to the transit need and potential to the Central Ohio Region

Around the world, transit systems ease traffic congestion and connect people with locations of jobs, medical services, and educational opportunities. COTA provides mobility solutions that impact the overall health of the region. Research has shown that a robust transit system has positive impacts on the economy, with 87% of trips on transit directly benefiting the local economy with 50% of trips used to access employment work and 37% of trips for the purpose of shopping and recreational spending⁷.

Driving the Economy

87% 
of trips on transit directly
benefit the local economy

50% of trips
are **to and
from work**  **37%** of trips
are **to shopping
and recreational
spending**

(According to APTA's "Who Rides Public Transportation")

COTA is preparing for Central Ohio's future growth by identifying transit investments that integrate with regional plans and goals. Goals include maintaining regional competitiveness, connecting workforce to jobs, minimizing sprawl, and responding to demographic preferences and trends.

COTA Today

Transit service in Columbus has changed drastically over the years. In 2017, COTA rolled out its first system redesign in over 40 years, and after that, saw record ridership that proved frequent service in high ridership areas made the system easier to navigate and use for Central Ohioans.

However, the COVID-19 pandemic shuttered much of that redesign. Similar to most transit agencies around the world, COTA saw a decline in ridership, revenue, and transit service. As of May 2023, COTA is providing 72% of the pre-pandemic service hours, and is averaging 34,000 rides every weekday.

7. APTA's "Who Rides Public Transportation" <https://www.apta.com/wp-content/uploads/APTA-2021-Fact-Book.pdf>

Fixed Route Service Characteristic Comparison 2019 to 2021

Service	Weekday		Saturday		Sunday	
	2019	2021	2019	2021	2019	2021
Trips Per Day	3,807	1,987	2,785	1,903	2,497	1,903
Annual Ridership	14,502,720	6,929,861	1,777,320	1,074,883	1,471,814	869,931
Average Daily Ridership	56,873	27,288	34,179	20,700	25,376	15,021
Revenue Hours Per Day	2,848	2,260	2,250	2,200	1,971	2,200
Revenue Vehicle Miles Per Day	41,478	34,197	33,857	32,971	31,344	32,971
Passengers Per Trip (Average)	10.9	8.4	10.8	9.1	9.1	6.6
Passengers Per Revenue Vehicle Mile (Average)	1.2	0.4	1.0	0.5	0.8	0.4
Passengers Per Revenue Vehicle Hour (Average)	16.7	8.11	13.6	8.5	12.1	6.2

Figure 7 — Service Characteristic Comparisons

Workforce Challenges

A current nationwide shortage of transit operators exists. This affects the service levels that COTA can serve the community. The American Public Transportation Association (APTA) showed that 92% of transit agencies are having trouble finding new employees,

while 66% have struggled to retain, and 71% have cut or delayed service due to staff shortages⁸.

Operators are essential to restore the necessary service for Central Ohio. In September 2022, COTA had 592 operators, which is over 100 operators short. COTA had

8. APTA. Transit Workforce Shortage. <https://www.apta.com/wp-content/uploads/APTA-Transit-Workforce-Shortage-Summary.pdf>

9. Ferencsik, M. Cota trying to lure more drivers to restore service frequency on routes. The Columbus Dispatch. <https://www.dispatch.com/story/news/local/2022/10/02/cota-needs-more-bus-drivers-to-restore-service-frequency/69520216007/>

to decrease frequency of service from every 15 minutes to 20 minutes on four of the most-used routes⁹:

- No. 1 (Kenny/Livingston)
- No. 2 (East Main/North High)
- No. 10 (East Broad/West Broad)
- CMAX bus rapid transit service

In addition, COTA also decreased 30-minute frequency to 60-minute frequency for three other key system routes.

COTA has been actively marketing and promoting positions within the community, identifying candidates, assisting with job application, and training candidates through the approximately two-month Commercial Driver's License (CDL) program. COTA has also increased the wage, including training pay, while also providing bonuses to new hires. At the same time, retirements and natural attrition continuously reduce operator levels at a consistent rate. Therefore, the operator shortage requires a robust, all-in approach from the top of the organization on down with key collaboration between Human Resources, Marketing, and Operations divisions, along with reaching out to peer agencies and APTA to better understand the market and best practices. Replenishing and building operator levels to meet transit service needs for the community requires a year-long comprehensive approach.

COTA//Plus

COTA//Plus is a microtransit type service that has continued to be an asset to communities since its inception. Currently running in four communities, this service continues to be requested from other communities and suburbs wanting similar service to connect

their residents to their community assets. This service is a financial partnership for the operations cost of this service.



Each zone serves a specific market during a determined span of service. Currently only Northwest Columbus and the Southside zones have service available seven-days-a-week, while Grove City and Westerville serve Monday through Friday. However, each zone shows that the weekday ridership by trip is typically taken during the peak morning and evening commute hours, showing that these routes are taken by passengers either heading to a workplace or school within that zone

Appendix B shows detailed operating characteristics for COTA//Plus.

TRANSIT MARKET ANALYSIS



Understanding existing and future markets for transit service is a fundamental part of identifying service gaps and opportunities to make better use of resources. This market analysis examines service area characteristics, such as density, demographics, land use, and regional travel patterns to create a propensity analysis to better understand the market and latest demand for transit service throughout Columbus. The timeframe being assessed will be from 2019-2027, to include pre-pandemic, post pandemic, and up to 5 years of future demand.

More than any other factor, density determines the effectiveness and efficiency of public transportation. Places with higher concentrations of people and/or jobs tend to have higher transit ridership. At the same time, most transit agencies have a mandate to provide comprehensive service in the communities they serve and to provide mobility for residents with no other means of transportation. COTA allocates 70% service hours to ridership service and 30% to coverage service. This Market Analysis aims to identify the strongest transit corridors

in the COTA service area and to highlight areas with relatively high transit need. Thus, the Market Analysis consists of two key components: Transit Potential and Transit Need. Transit Potential is an analysis of population density and employment density. Transit Need focuses on socio-economic characteristics such as income, automobile availability, age, and disability status indicative of a higher propensity to use transit. Transit use is influenced by the built environment. In particular, certain land uses—such as retail centers, civic buildings, multifamily housing, educational institutions, medical facilities, and major employment centers tend to generate transit trips at a relatively higher rate.

Peer Comparison

To put COTA's fixed-route service performance into perspective, it is useful to examine the performance of peer agencies on key metrics. These metrics include the urbanized area, service area population, population density, fixed route vehicles, and annual fixed route ridership.

“More than any other factor, density determines the effectiveness and efficiency of public transportation. Places with higher concentrations of people and/or jobs tend to have higher transit ridership.”

Peer Comparison (2021 Data)

Agency	UZA	Service Area Population	Population Density (Per Sq Mile)	Fixed Route Vehicles	Annual Fixed-Route Ridership
King County Department of Metro Transit (King County Metro)	Seattle, WA	2,287,050	1,072	1,405	42,536,203
Metro Transit	Minneapolis, MN	1,731,667	3,520	671	22,137,142
Milwaukee County Transit System (MCTS)	Milwaukee, WI	943,240	3,914	364	15,728,839
Central Florida Regional Transportation Authority (LYNX)	Orlando, FL	2,134,411	840	397	12,880,333
The Greater Cleveland Regional Transit Authority (RTA)	Cleveland, OH	1,412,140	3,083	231	11,184,684
Niagara Frontier Transportation Authority (NFTA)	Buffalo, NY	865,340	2,458	373	9,689,616
Southwest Ohio Regional Transit Authority (SORTA)	Cincinnati, OH	744,901	2,578	377	9,600,324
Central Ohio Transit Authority (COTA)	Columbus, OH	1,168,779	3,479	365	8,899,769
Charlotte Area Transit System (CATS)	Charlotte, NC	1,302,619	1,930	322	5,906,006
Jacksonville Transportation Authority (JTA)	Jacksonville, FL	1,237,843	906	238	5,057,031
Transit Authority of River City (TARC)	Louisville, KY	806,893	2,260	233	4,402,747
Indianapolis Public Transportation Corporation (IndyGo)	Indianapolis, IN	928,281	2,344	186	4,163,764
Metropolitan Transit Authority (WeGo)	Nashville, TN	694,144	1,377	277	4,150,277
Peer Average (Not Including COTA)		1,257,377	2190	423	12,286,414

Figure 8 — Peer Comparisons

The 12 peers listed above are large to mid-size transit agencies. This group was selected to compare transit agency size, regional location, and future buildout plans with high-capacity transit corridors. The chart above is organized based on annual fixed-route ridership.

Peer Comparison of Performance Metrics (2021 Data)

Category	Performance Measure	Peer Average	COTA	Relative Performance
Cost Effectiveness	Operating Expense per Passenger Trip	\$14.24	\$16.50	Underperforms Peer Average
Service Efficiency	Operating Expense per Revenue Hour	\$150.78	\$154.39	Underperforms Peer Average
Service Effectiveness	Passenger Trips per Revenue Hour	11.04	9.36	Underperforms Peer Average
Passenger Revenue Effectiveness	Fare Revenue/Operating Expenses (Farebox Recovery Ratio)	9%	7%	Underperforms Peer Average
	Fare Revenue per Passenger Trip	\$1.13	\$1.14	Outperforms Peer Average

Figure 9 – Peer Comparisons to Performance Metrics

Looking at the chart above COTA underperforms its peers in its performance metrics, except in one category, the revenue hours per capita and farebox revenue per passenger trip.

The maps in the following section show the relative densities of five high-transit-propensity population subgroups by Census block groups in the COTA service area to help determine where the need for transit service is greatest.

10. Source: 2020 US Census Bureau Decennial Census

Transit Potential

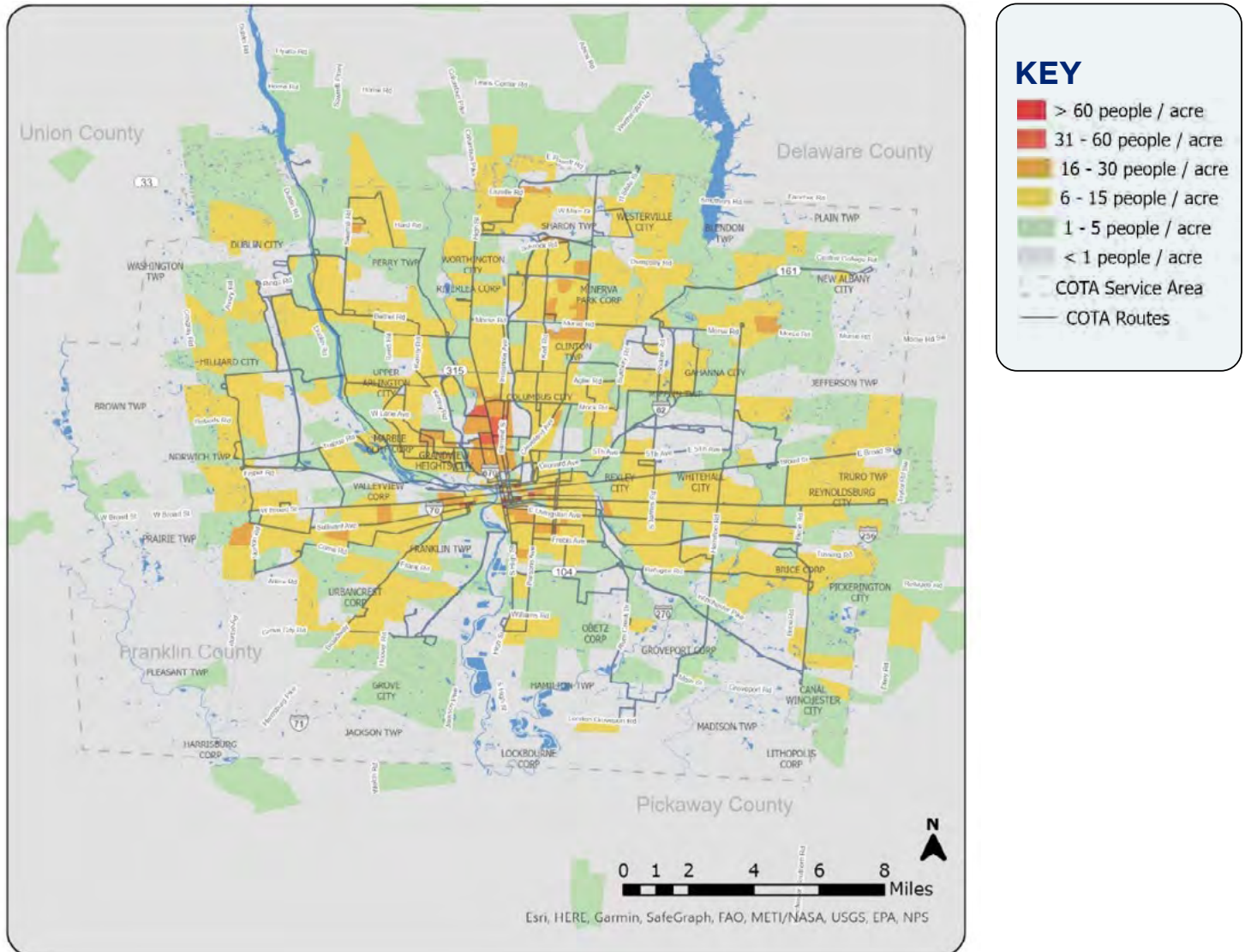


Figure 10 — 2020 Population Density

Population Density

Public transit is most efficient when it connects population and employment centers where people can easily walk to and from bus stops. Transit's reach is generally limited to within one-quarter mile to one-half mile of the transit line, or a 10-minute walk. The size of the transit travel market is directly related to population density. Typically, a density greater than five people per acre is needed to support base-level (hourly) fixed-route transit service. Figure 1 shows the population density of the service area¹¹.

The COTA service area consists of a mix of areas with transit-supportive population density, including in the vicinity of Ohio State University, neighborhoods along the Cleveland Avenue corridor and pockets of downtown Columbus.

11. Source: Mid-Ohio Regional Planning Commission MTP 2020-2050 Land Use Forecasts (TAZ).

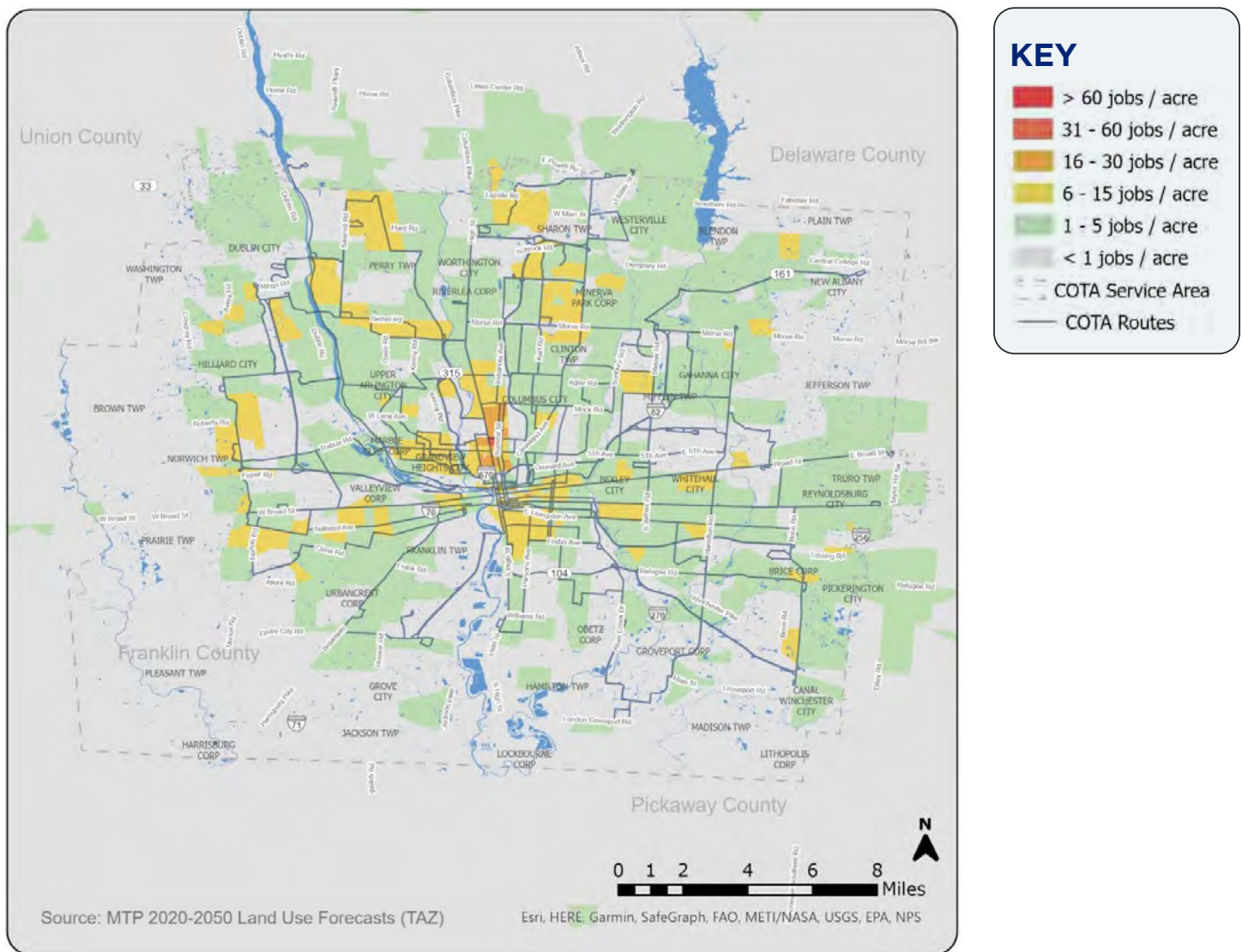


Figure 11 – 2020 Employment Density

Employment Density

Given that traveling to and from work accounts for the largest single segment of transit trips in most markets, the location and number of jobs in a region are also strong indicators of transit demand. Transit service that operates in areas of high employment density also provides key connections to job opportunities. Like population density, an employment density greater than five jobs per acre can typically support base-level fixed-route service. This density corresponds with the yellow, orange, and red areas in Figure 2.¹²

The Ohio State University Campus and downtown Columbus have the highest employment density in the region. The entire North High Street corridor spanning north to south through Columbus also contains a number of strong retail hubs, including the Shorth North Arts District.

¹² Source: 2020 US Census Bureau Decennial Census

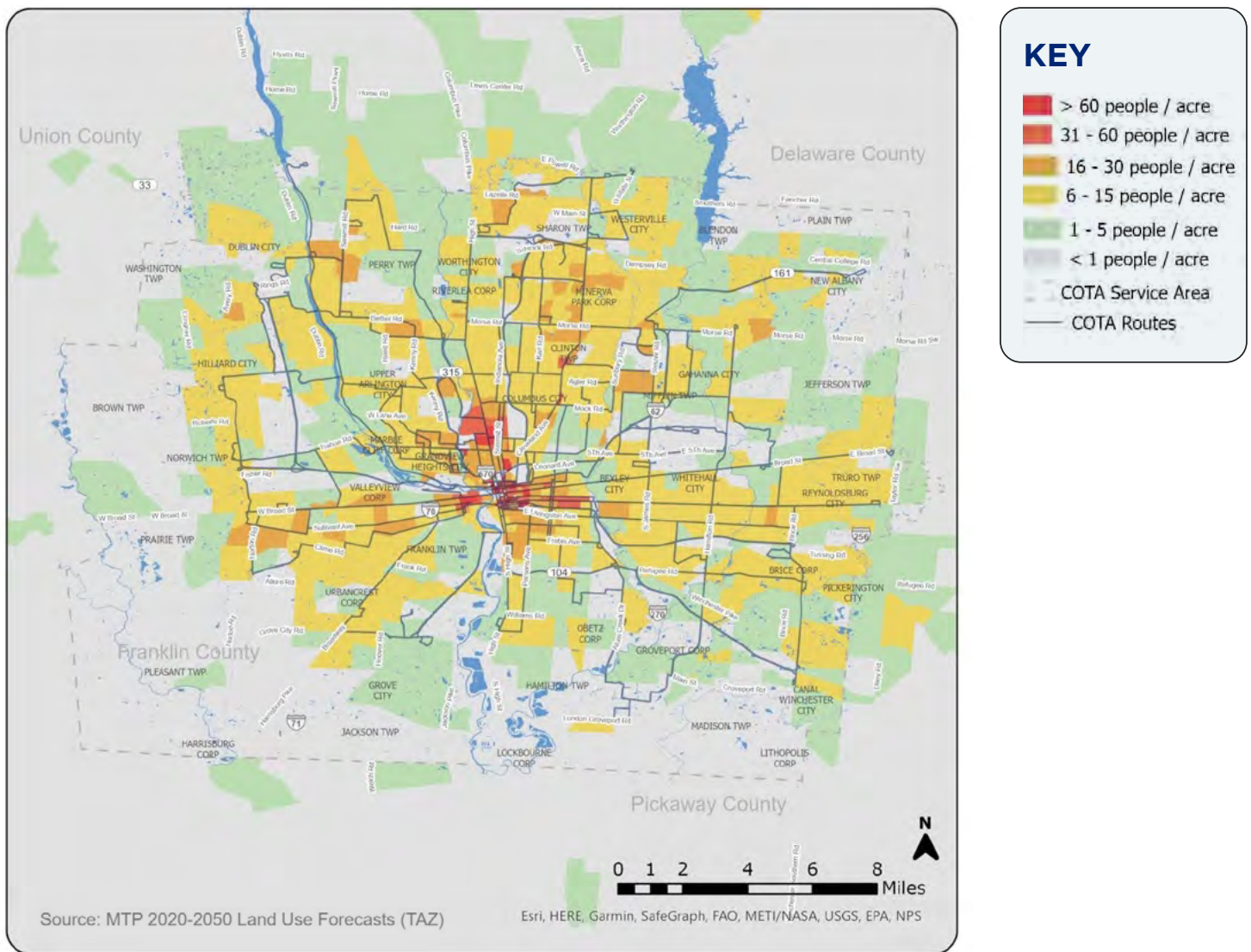


Figure 12 – 2050 Population Density

Projected Growth

MORPC provides projections for population and employment in Franklin County by traffic analysis zone. Figure 3 and Figure 4 show projected population and employment growth, respectively, from 2020 to 2050¹³. Downtown Columbus is expected to see significant population growth and additional growth is also expected to be seen in the highest concentrations in the southeast and southwest of downtown neighborhoods.

Additional growth will occur near New Albany, as the Intel Corporation announced in early 2022 that they will be investing more than \$20 billion in the construction of two new leading edge chip factories in Licking County to boost production to meet the demand. This growth has yet to be projected by MORPC, but careful planning between COTA, MORPC, Ohio Department of Transportation (ODOT), City of New Albany, and Licking County must be made to ensure equitable access to this new job center¹⁴.

13. Source: Mid-Ohio Regional Planning Commission MTP 2020-2050 Land Use Forecasts (TAZ).

14. Source: <https://www.intel.com/content/www/us/en/corporate-responsibility/intel-in-ohio.html>

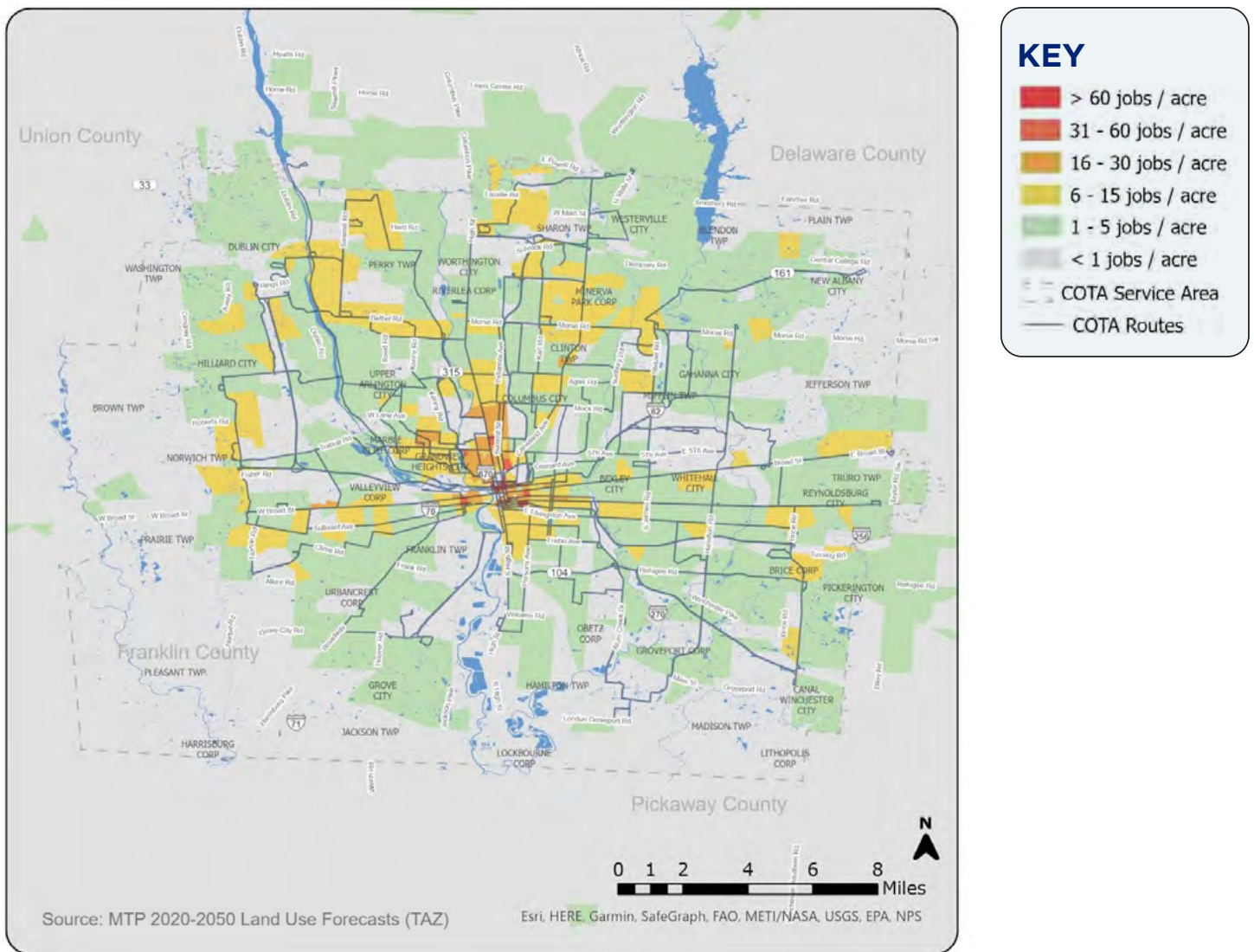


Figure 13 – 2050 Employment Density

Projected Growth (cont.)

Downtown Columbus is expected to see the largest growth in employment, which is great for existing COTA services. The areas just west of Columbus and east have the next highest expected growth rates in employment, along with the northern portions of the county where new industries are continuing to build along the service area boundary.

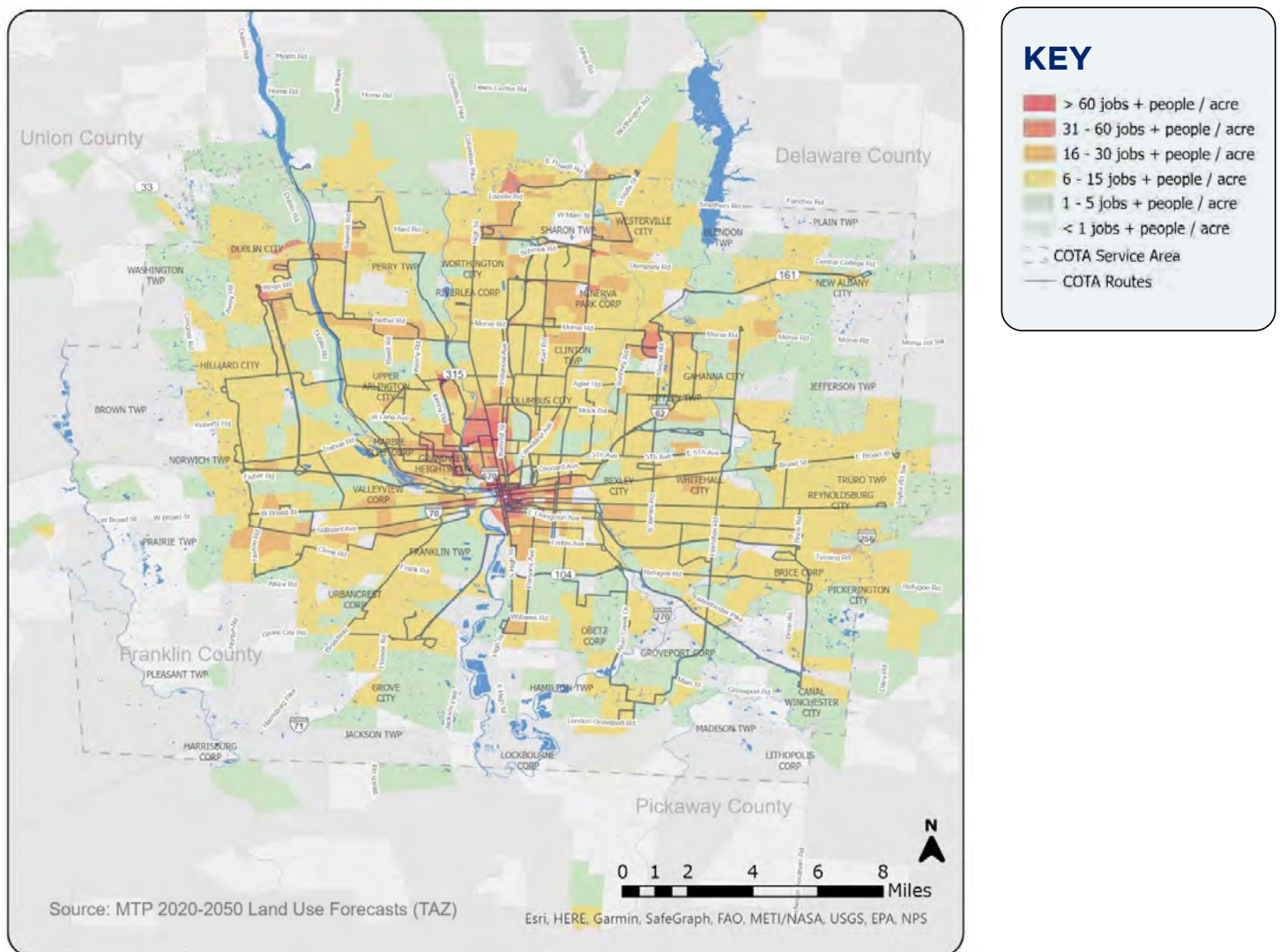


Figure 14 – 2020 Transit Potential

Overall Transit Potential

Transit Potential, depicted in Figure 5,¹⁵ combines the population and employment densities for each block group to indicate fixed-route service viability in the study area. When combining the two metrics, many places have the minimum density to support fixed-route transit service. The areas with the highest transit potential are concentrated along North High Street, primarily south of the Ohio State around downtown Columbus, and Easton.

15. Source: Mid-Ohio Regional Planning Commission MTP 2020-2050 Land Use Forecasts (TAZ).

Transit Need

Above all, public transportation is a mobility tool. Certain population subgroups have a relatively higher propensity to use transit as their primary means of local and regional transportation. These groups include:

- **Zero-Vehicle Households:** People without access to an automobile, whether it be by choice or due to financial or legal reasons, often have no other transportation options besides using transit.
- **Persons with Disabilities:** Many of the community members with disabilities cannot drive and/or have difficulty driving.
- **Low-Income Population:** Individuals with lower incomes typically utilize transit services, as transit is less expensive than owning and operating a car.
- **Youth Population:** This group, defined as persons under the age of 18, has in recent years shown a greater interest in transit, walking, and biking than in driving.
- **Senior Population:** Older adults, who as they age, often become less comfortable or less able to operate a vehicle.

The maps in this section show the relative densities of each of these five high-transit-propensity population subgroups by Census block groups in the COTA service area to help determine where the need for transit service is greatest.

With density ranges differing for each demographic analysis, the maps utilize a Jenks Natural Breaks classification method to assign each block group to one of five density categories. For each analysis, depending on the natural break category into which it falls, a score from 1 (lowest density) to 5 (highest density) is assigned to each block group. Following the analysis of each individual factor, the Transit Need Index map (Figure 11) shows the composite Transit Need score for each block group based on the sum of its scores in each preceding analysis. For example, if a block group falls in the highest density category for each of the five demographic analyses, it will end up with a Transit Need Index value of 25 (5+5+5+5+5). The lowest possible Transit Need Index score is 5 (1+1+1+1+1).

While the Transit Potential analysis highlights areas of the COTA service area with actual densities to support fixed-route service, Transit Need is a relative measure that estimates the need for transit compared to other block groups. There is not, however, a specific Transit Need Index score or value that represents a threshold for supporting fixed-route service. Instead, Transit Need should be considered alongside Transit Potential. If two areas have similar and sufficient Transit Potential, the area with higher Transit Need should be prioritized for service. Conversely, in some locations, while the density of transit-dependent population groups may be relatively high, if the total population and/or employment density are still quite low, the potential to generate substantial fixed-route transit ridership will also remain low.

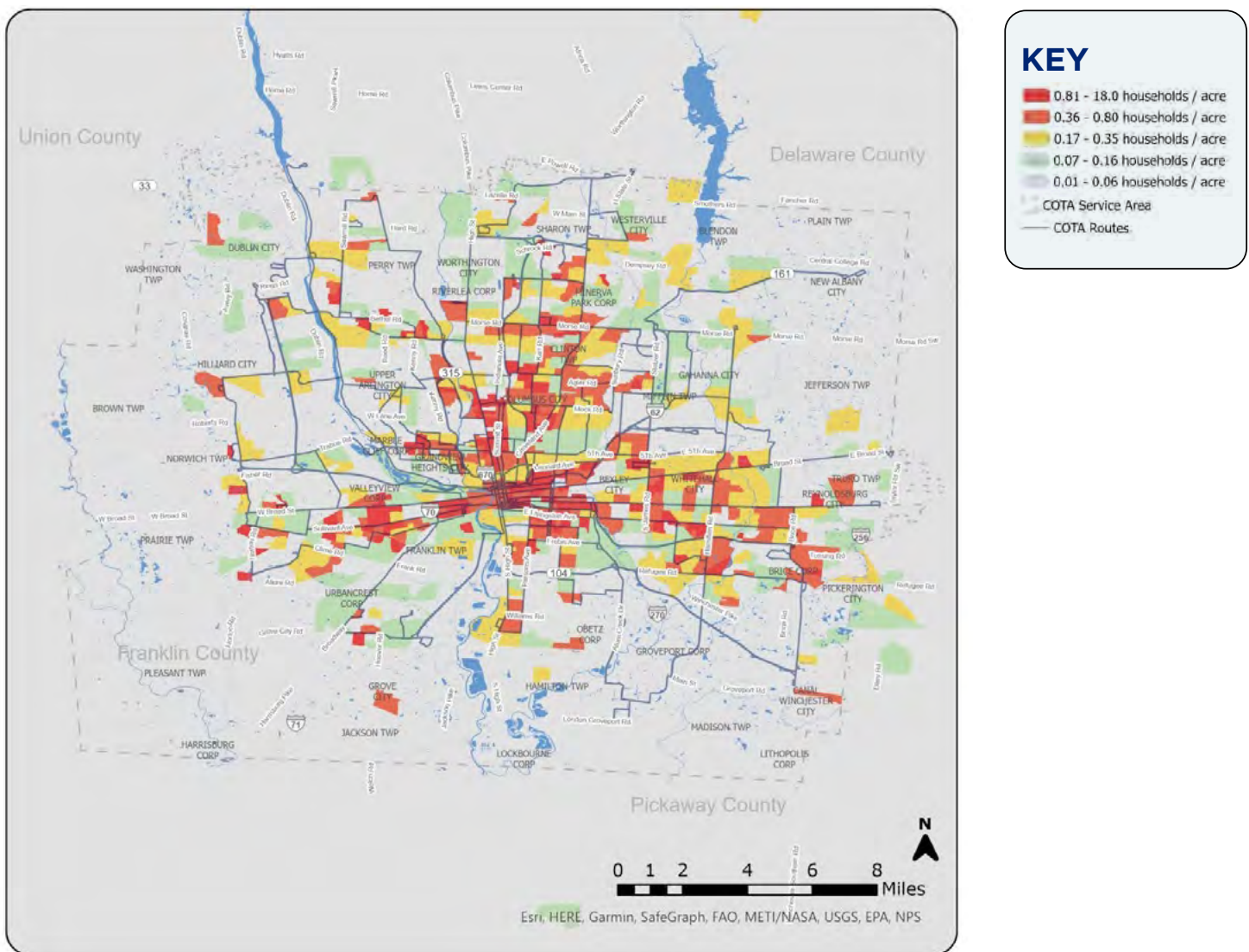


Figure 15 – Zero Vehicle Household Density

Zero-Vehicle Household Density

People without access to an automobile are generally more dependent on public transportation for their mobility needs. Figure 6 shows the relative density of households with no vehicles.¹⁶ Downtown Columbus, the Ohio State University area, the Far South neighborhood, and the Hilltop neighborhood have the highest concentration of households with no vehicles

16. Source: US Census Bureau, American Community Survey (ACS) 5-year estimates, 2016-2020

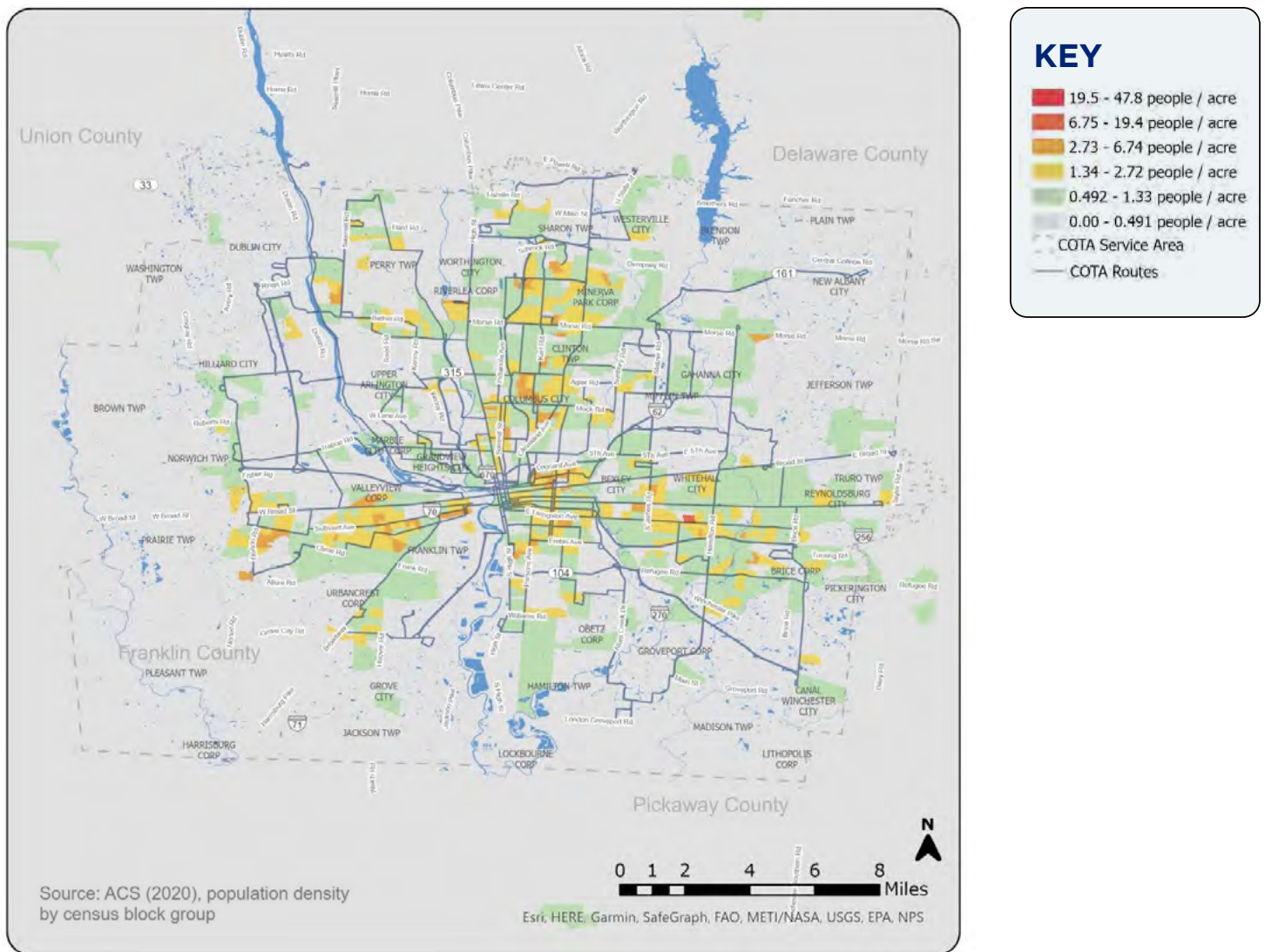


Figure 16 – Population with Disabilities Density

Population with Disabilities Density

Transit plays an important role in the social inclusion of persons with disability. Figure 7 shows the relative densities of the disabled population in the study area.¹⁷ The population with disabilities is fairly spread out throughout the study area, with some noteworthy concentrations north of Mt. Vernon Avenue, east of Columbus State Community College, in the neighborhood south of Nationwide Children’s Hospital and on the east side near the Eastmoor neighborhood off Livingston Avenue.

17. Source: <https://www.intel.com/content/www/us/en/corporate-responsibility/intel-in-ohio.html>

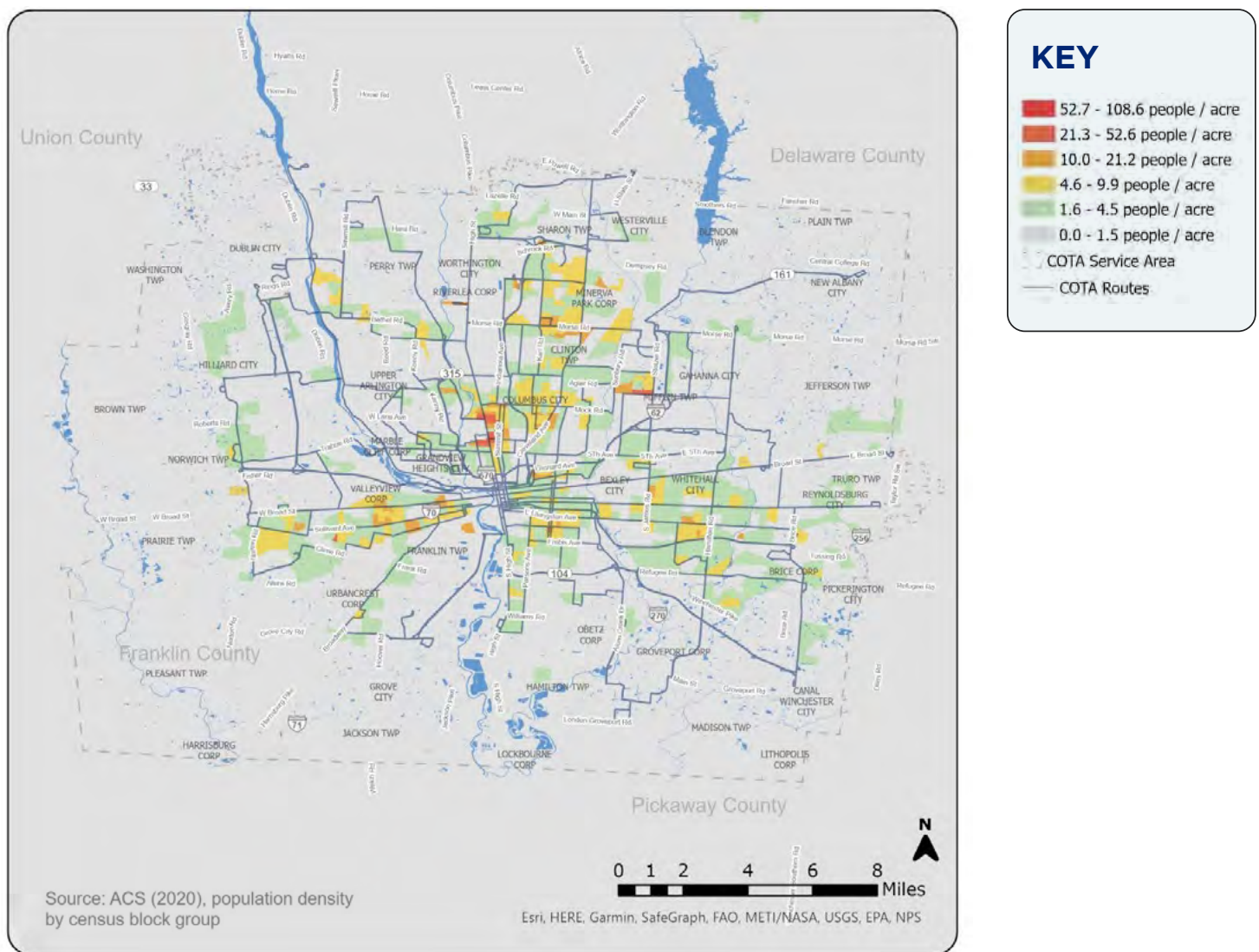


Figure 17 – Low-Income Population Density

Low-Income Population Density

Due to lower costs of transit compared to other mobility options, low-income users are more likely to rely on public transportation. Therefore, provision of transit service to such populations promotes equity. Figure 8 shows the spatial distribution of the density of low-income population.¹⁸ There is a concentration of low-income population density just east of Ohio State University, which may reflect students housing patterns. In addition, other pockets of low income can be found throughout the service area, along West Broad Street, and generally within the northeast and southeast neighborhoods of Columbus.

18. Source: US Census Bureau, American Community Survey (ACS) 5-year estimates, 2016-2020

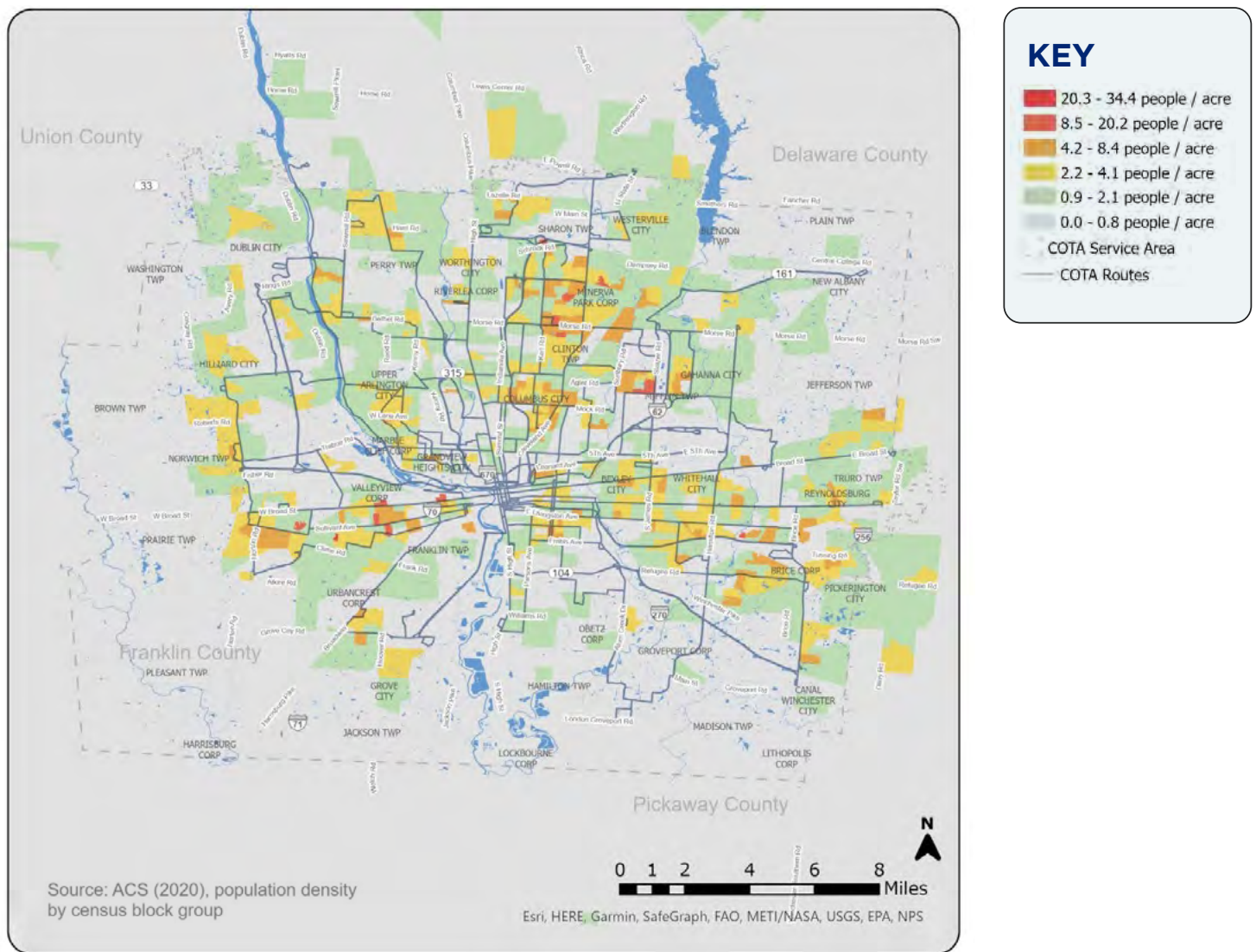


Figure 18 – Youth Population Density

Youth Population Density

As trends have shown youth and young adults putting off car ownership until later in life, this demographic group also has a high propensity for transit use. Figure 9 shows the youth population density in the service area, defined as persons age 15 through 24.¹⁹ Youth populations are distributed across the region with pockets of density to the north, east, and west.

19. Source: US Census Bureau, American Community Survey (ACS) 5-year estimates, 2016-2020

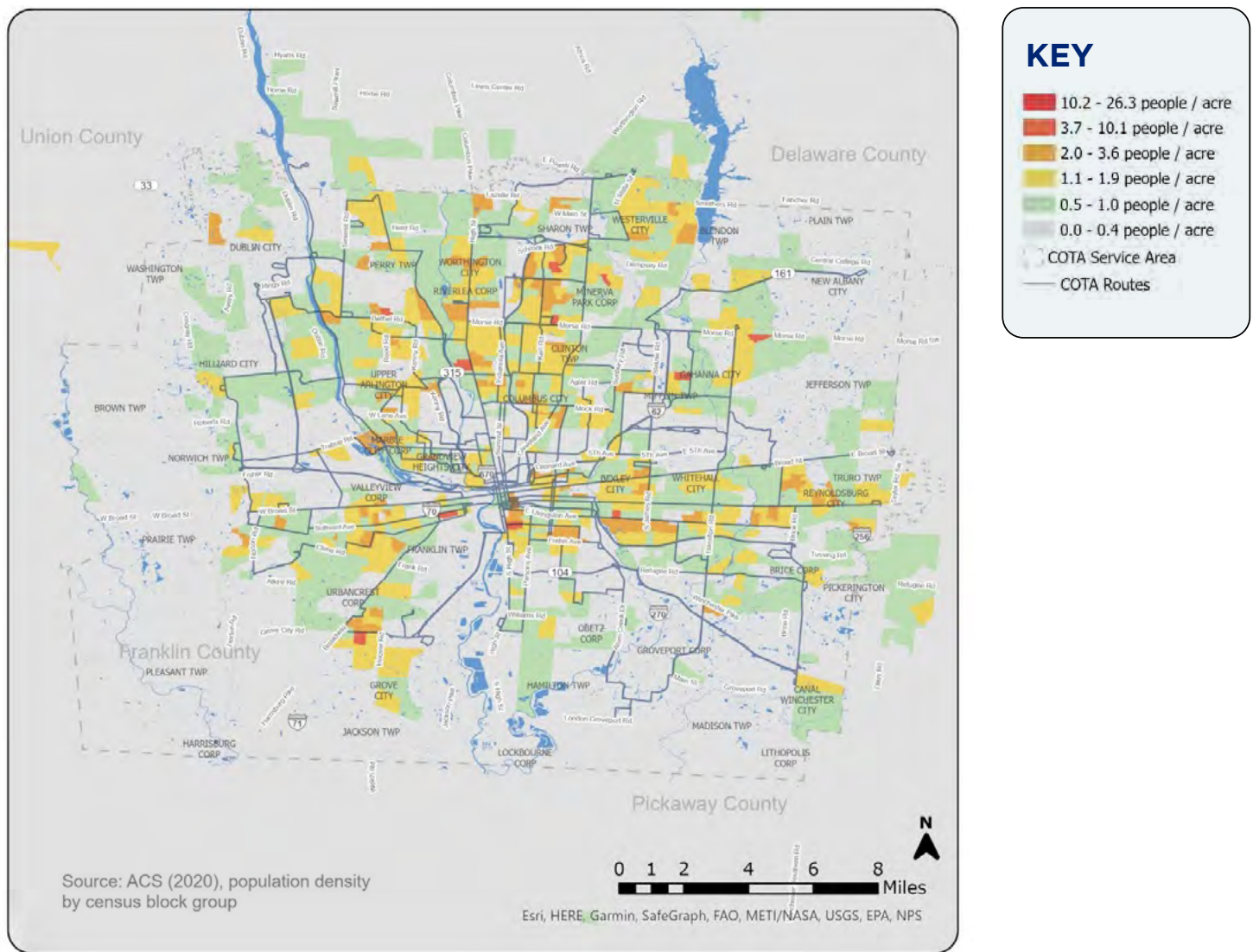


Figure 19 – Senior Population Density

Senior Population Density

In many communities, seniors, like youth, tend to have a higher propensity for transit use than the general population. Figure 10 shows the relative densities of seniors in the service area.²⁰ High concentrations of seniors can be found in Columbus neighborhoods such as Hilltop, German Village, Eastmoor, and the Northeast. Seniors are distributed across the region with density as well in Worthington, Gahanna, and Reynoldsburg.

20. Source: Mid-Ohio Regional Planning Commission MTP 2020-2050 Land Use Forecasts (TAZ).

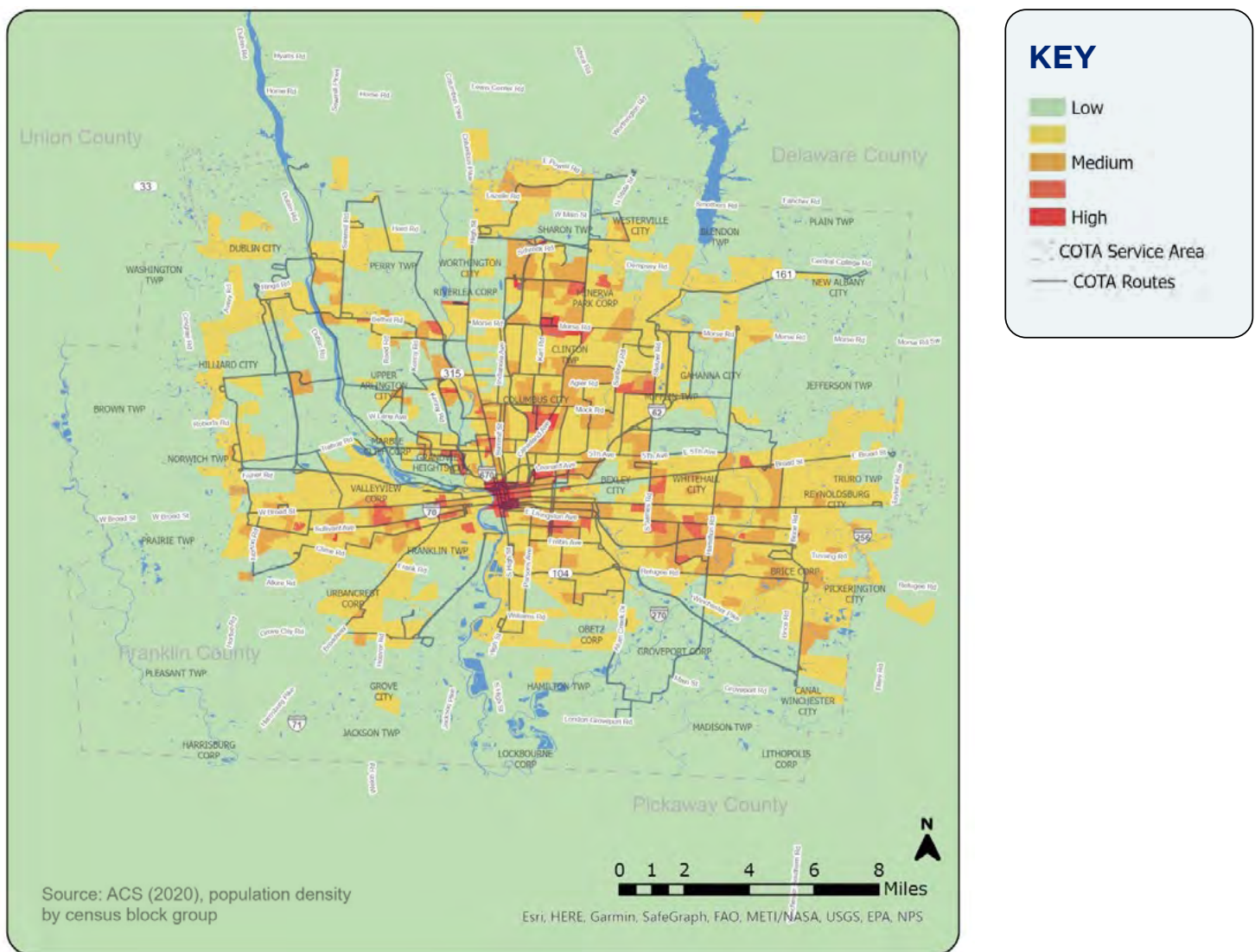


Figure 20 – Transit Need

Overall Transit Need

Figure 11 combines the five-preceding demographic-density maps into one composite Transit Need map. The Transit Need Index reveals that the populations most likely to need transit services are spread in and around downtown, Eastmoor, Hilltop, and the Northland neighborhood. These are areas where transit services have the potential to have the most ridership and provide services to those in need.

SPRING 2023 ENGAGEMENT



COTA recognizes the critical role that public transportation plays in connecting people to Central Ohio communities, economic centers, educational institutions, places of worship, and medical facilities. As COTA developed the SRTP, engagement with the public and stakeholders was a priority. The public engagement effort aimed to gather community input and feedback to inform the development and prioritization for COTA over the next five years. The project team engaged the public, community stakeholders, municipalities, internal COTA staff, COTA bus operators, and the COTA Board of Trustees. This summary outlines the key strategies, takeaways, and themes discovered through the engagement process.



In-Person and Virtual Public Meetings

Interactive sessions were hosted across the City to share the SRTP findings and preliminary recommendations.

Provided an opportunity for members of the public to share feedback and opinions.

Virtually, meetings were streamed online to Facebook and promoted through social media.



Internal and External Stakeholder Meetings

Targeted sessions with representatives from businesses, schools, non-profit organizations, and other external stakeholders were conducted to gather specialized input.

Hosted sessions for COTA staff to provide input on the future service direction of COTA

Outreach at McKinley and Fields Bus Facilities for Operator input.



Public Feedback Survey

Gathered public opinions on the SRTP, transit needs, priorities, and potential improvements.

This survey was distributed through various channels, including social media, email, and newsletters.



SRTP COTA Website

A dedicated webpage allowed the public to view and understand the SRTP process.

A comment feature allowed multiple ways to provide feedback.

Front Line Outreach

Operators have firsthand knowledge and experience of COTA's operational challenges and successes which makes their input invaluable. Operators interact directly with customers, making them aware of customer feedback and concerns. Operationally, they understand the complexity of each route and what it takes for service to run smoothly. For the SRTP process, targeted outreach was conducted in person and through an online survey. Through these methods, over 40 operators were engaged over the course of two days.



Operator feedback consisted of route specific improvements, adjustments to frequency, personal safety, and desire for increased internal communication. At a time when more violence towards transit operators is in the news, some COTA operators voiced concern about their personal safety and questioned COTA's commitment to keeping them safe. Operators expressed concern of reduced route frequency and the impact it has on the ability to serve the public. It was shared that retention for staff has been impacted with schedule changes. It was expressed that with schedule changes, senior staff are being asked to be more flexible creating some tension. Overall, Operators were appreciative of the opportunity to be heard and provide feedback.

Stakeholder Advisory

The Stakeholder Advisory Committee consisted of 16 individuals that represent various organizations throughout Central Ohio that rely on transit services. The purpose of this group was to express considerations, challenges, and successes with the current system and provide suggestions for the future. These organizations stressed the importance of frequency and safety for passengers, combined with working with the community to provide transit from communities in need to job access.

One critical takeaway from this meeting was to meet constituents where they are. As a refugee or New American, trusting public agencies is challenging for many given the circumstances for which they came to America. COTA should consider reaching out to specific populations and creating allies to grow its transit ridership to communities where transit is needed.

Internal Stakeholder Meetings

As a two part series, the SRTP project team met with internal stakeholders to discuss the current successes, challenges, and present future recommendations. In the Spring, the project team met with internal COTA stakeholders which included representation from planning, scheduling, community relations, and leadership to discuss the recommendations of the SRTP.

The group discussed the benefits of expanding COTA//Plus zones, how the SRTP relates to existing transit, and route recommendations in each quadrant of the service area. It was highlighted that the SRTP does not suggest cutting coverage, but instead the recommendations focus on allocating hours to areas that need more frequent service or areas of growth.

Municipality Outreach

During Fall 2023, COTA met with over 54 municipal stakeholders to discuss future development plans and ways COTA can be integral to the success. Details of each municipality can be found in the Existing Condition chapter of this report.

Municipality outreach however did not end with existing conditions. During the Service Analysis, details that municipalities provided, along with comments and suggestions were integrated to form the basis of Short Range Transit Plan recommendations. In addition, the team also re-engaged with communities to review the outcomes and verify that they have been heard.

Public Engagement



Recognizing the importance of public input and feedback in shaping a user-centric transit system, there was multiple forms of public outreach. This included a public survey, an interactive online website, and

a dozen public meetings, both in-person and virtual. Furthermore, COTA utilized social media channels to disseminate information about the SRTP public events, fostering transparency and public awareness. This comprehensive engagement strategy to reach people in all parts of the service area reflects COTA's dedication to hearing from the public.

Engagement by the Numbers

The engagement efforts reached a variety of people through different key strategies.

- **54** Municipality stakeholders
- **16** External Stakeholders
- **45** members of the public in 10 public meetings
- **57** survey responses
- **41** internal stakeholders
- Website hits: **245**
- Analyzed **20,000** public comments from the past three years.

Process of Feedback Integration

Incorporating public feedback into the Short Range Transit Plan was a critical step in ensuring that the plan reflects the needs and priorities of communities. To achieve this, the project team developed a process to analyze feedback and sort comments into four quadrants, representing Central Ohio. This collection of comments was then aligned with specific routes as applicable. Through a two-day workshop and route-by-route analysis, comments and concerns were assessed along with the technical expertise of COTA Service Planners.

Feedback was analyzed from various engagement channels, including the online survey, public meetings, stakeholder meetings, and social media. By identifying recurring themes, concerns, and suggestions, the project teams gained a comprehensive understanding of the community's expectations and aspirations for the transit system. This analysis helped identify service gaps, potential improvements, and areas where resources should be allocated.

From the online survey participants were asked to identify agency priorities. Access and customer experience were the top two categories, followed by equity and other responses.

Agency Priorities

Access: COTA will facilitate increased access to jobs, education, and civic life.

Collaboration: COTA will collaborate with stakeholders to foster creative solutions to mobility challenges.

Customer experience: COTA will provide dependable, clean, fast, and seamless transportation that creates a positive experience for customers.

Economic prosperity: COTA will move the economy forward and improve the quality of life of residents by enabling economically sustainable regional land use and reinforcing investment in strategic employment and population centers.

Environmental sustainability: COTA will reduce greenhouse gas emissions in the region by providing clean transportation

and shifting travelers away from single occupancy vehicles.

Equity: COTA will continue to provide equitable transit services that benefit disadvantaged individuals and communities.

Financial stability: COTA will be a responsible steward of public funds by providing exceptional services cost-effectively.

Fleet and facilities state of good repair: COTA will enhance, preserve and maintain its infrastructure, fleet, and assets.

Technological innovation: COTA will lead in its integration of innovative technologies and evolving mobility options to enhance the transportation experience for customers, COTA employees, businesses and visitors.

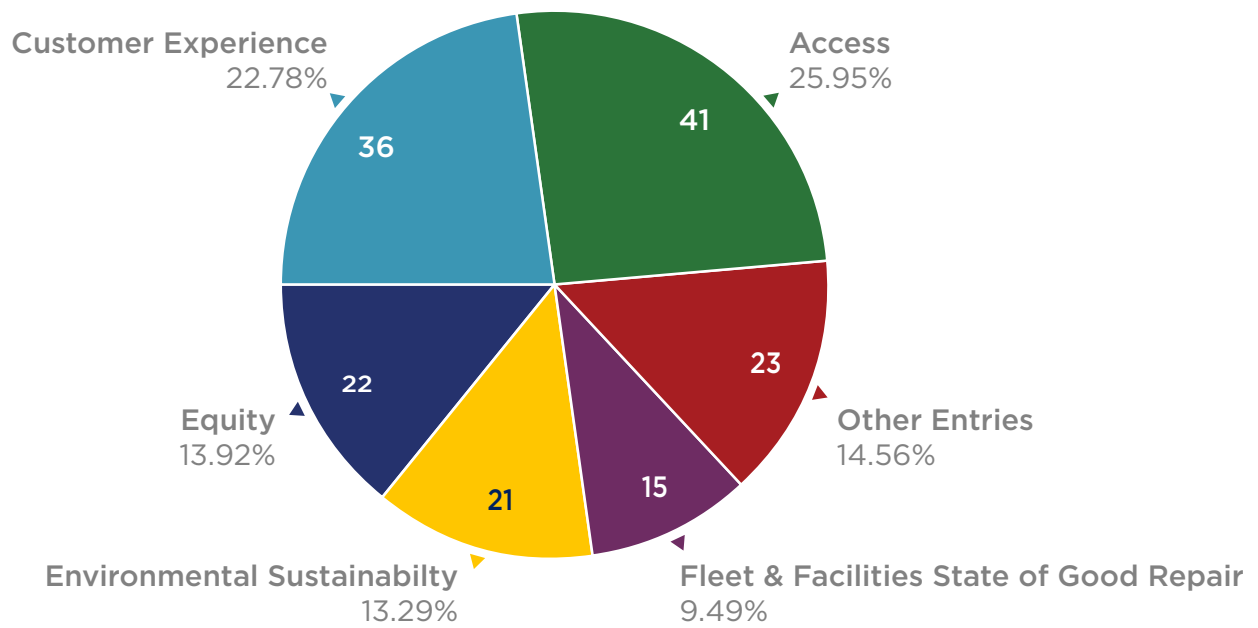


Figure 21 — COTA Priorities from the SRTP Online Survey




Regional Needs


The Short Range Transit Plan provides COTA with an opportunity to better connect with residents and stakeholders to understand the diverse transit needs that are occurring in the region. Through the community engagement

process, the project team met with several stakeholder, members of the community, and the review of on-going regional collaboration and projects, to create the chart below that shows a summary of the transit needs of the region.

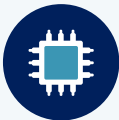
Regional Transit Needs




Add additional frequency on the high frequent network to better serve Central Ohio




Invest in Bus Rapid Transit, to create a fast, convenient, and safe transit option throughout the urban core to reach regional needs




Provide flexible transit solutions with technology platforms to provide quality and convenient transit service




Create a more connected pedestrian experience for transit riders to access transit stations and their destinations




Improve fixed route service to reach outward growth and job opportunities




Create educational programs to support and retain the recent influx of immigrants and New Americans




Better utilize transit centers through Transit Oriented Development to create a place to attract and retain customers



Transit should offer time savings for the commuter



Invest in alternative fuel vehicles and infrastructure



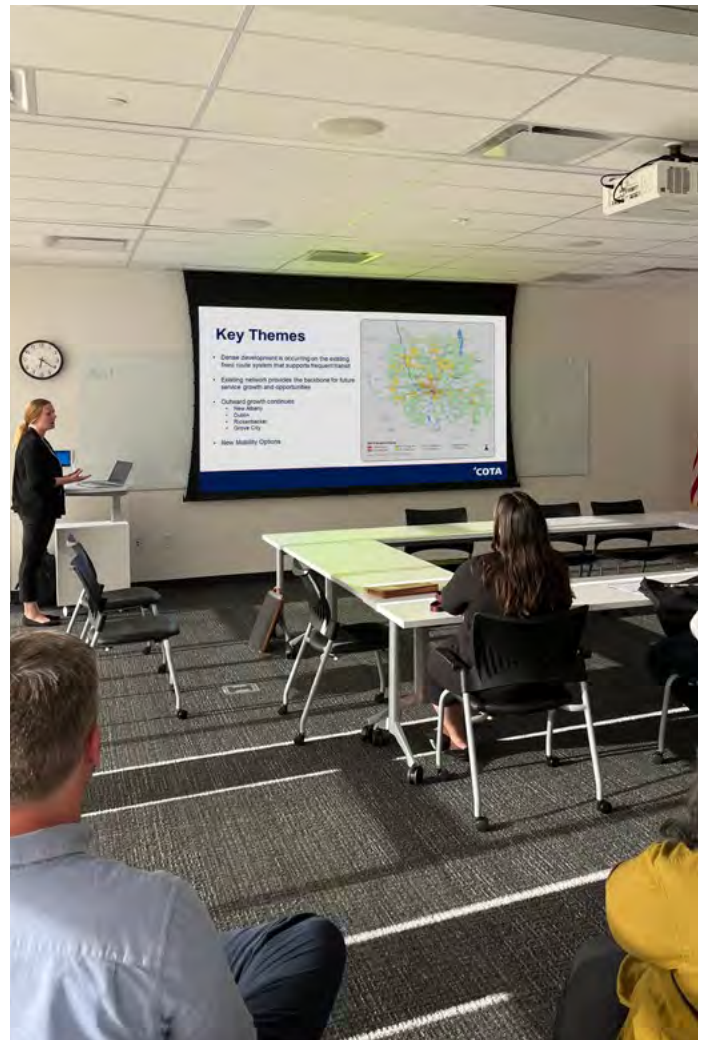
Continue to invest in regional partners to create a holistic transit system

Outcomes

The outcomes of the engagement analysis for the Short Range Transit Plan (S RTP) provide valuable insights into the priorities and concerns of the customers. Key outcomes of the analysis include:

- **Service Priorities:** It was identified that service reliability and frequency as primary concerns for the community. These findings suggest a need for increasing the number of operators to optimize frequencies along current routes.
- **Improve Bus Stop Areas:** The community emphasized improving bus stop areas to enhance the overall transit experience. Bus stop shelters were noted as essential for protecting against weather. Improved connectivity between bus stops and accessible sidewalks was highlighted as a priority.
- **Education on the COTA System:** Increase educational opportunities, especially for transit reliant populations like seniors, on how to access and navigate the COTA system, including using COTA// Plus.
- **Partnership Opportunities:** As the Central Ohio region continues to grow, the question of how COTA will align with development efforts was frequently asked. Large companies like Intel in New Albany, pose to create new jobs and growth in the area. COTA continues to be in conversation with key partners as the region grows.

The outcomes of the engagement process, ranging from improving service reliability to enhancing accessibility, have provided invaluable insights that will inform the development of future strategies as the S RTP is implemented. These insights will ultimately contribute to a more responsive transit system, supporting the region's growth and enhancing the quality of life for all residents.



POTENTIAL SERVICE IMPROVEMENTS

Key Themes

Throughout the service analysis and public outreach, key themes emerged as preliminary recommendations for the Short Range Transit Plan. The existing fixed route system that is in place today is supportive of the dense development that is occurring within the City of Columbus on the **high frequent network**. This indicates that the existing network provides the backbone for future service growth and opportunities, and with an increase in frequency, will continue to deliver transit services to areas where growth, development, and opportunity occur.

Another key theme that derived was the continuation of **outward growth**. As much as development is occurring within the fixed route network, new development zones are

occurring just outside the COTA service boundary, creating opportunities for new partnerships, expansions, and mobility options to form new connections to new places.

New mobility options, such as COTA//Plus, was the forefront of many discussions that were had with municipalities. Community circulation and connection to each other to expand the reach of fixed route services is key to the success of many developments that bring job, medical, and educational facilities to the region.

The SRTP has aligned and prioritized COTA initiatives based on service analysis and public outreach as part of the planning process. These initiatives are in align with resources that are projected to be available over the next five years.



**High Frequent
Network Growth**



**Expanded Outward
Growth**



**Desire for New
Mobility Options**

Key themes for COTA's future



Service Analysis

COTA provides mobility solutions to Franklin County and charter communities, including the City of Dublin, City of Reynoldsburg and City of Westerville whose borders expand beyond Franklin County. This service area of 336 square miles impact the overall health of the region, providing reliable transit services to places of employment, educational institutions, and medical facilities. The demographics below represent Central Ohioans that currently live within a ¼ mile of an existing fixed route service.

The Central Ohio region is one of the fastest growing metropolitans in the United States,

with projection of more than 3 million residents by 2050. Franklin County is expected to absorb half the regional growth. However, the six surrounding counties will experience greater growth relative to their current populations, which shows connections to these counties are more important than ever.

The current route network needs to respond to this growth by adapting its transit network to meet the demand through innovative transit solutions and a robust transit network that connects more people to jobs. County and transit connections to regional transit providers, such as Delaware County Transit, Licking County Transit, and GREAT Bus is more important than ever.

	2023	Projected 2024	Projected 2025	Projected 2026	Projected 2027
Fixed Route Service Hours	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

Figure 22 — Projected Service Hours and Passengers

COTA lost 48% of its annual weekday ridership since 2019. In concert with the loss of ridership, frequency had been reduced due to the nation-wide operator shortage and uncertainty to the labor market and commuter trends. In November 2022, COTA was down over 100 operators, causing reduction of frequency and coverage to the service area. As Central Ohio continues to grow, COTA's image of providing frequent and reliable transit services must be a priority.

Fixed Route Bus Network

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 and the economic state of the Country. As mobility needs change, COTA and our community partners will actively investigate service levels and explore new funding mechanisms to provide adequate service.

The projection shows fixed-route service hours remaining flat during the five-year period. This includes funding for service enhancements such as transit 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.

Despite having consistent fixed hours budgeted for 2027, COTA should still monitor existing service to determine if the investment is still adequate. As part of the SRTP, COTA created a route profile for each fixed route to determine:

- Operating Characteristics, including span and frequency
- Annual Statistics, such as revenue hours, revenue miles, and ridership
- On-Time Performance
- Ridership by Trip and by Stop
- Daily Statistics, including average daily boardings, passenger by hour, per mile, and per trip.

These statistics helped determine the fixed route strengths, weaknesses, and opportunities. Other considerations included a robust engagement from analyzing over 20,000 customer comments, feedback from municipalities, and external and internal stakeholders. The goals were to find system network improvements that would:

- Better serve existing riders
- Attract new riders
- Improve the overall system efficiency
- Consider new and emerging technologies

Other factors included reviewing surrounding land-uses, locating major trip generators, such as medical facilities, retail centers, or job hubs, along with determining appropriate areas for the end of line for operator and vehicle relief.

The table on the following pages shows a detailed summary of recommendations for potential changes regarding the fixed-route network. The map highlights of where additional service is recommended in order to connect to further developments, along with areas where fixed route is removed or streamlined in order to provide maximum operational efficiency. *These recommendations will only be implemented as resources allow.*

Route Change Recommendations

Route 1

The proposed Route 1 would follow the same alignment as the current route, with one small change recommended on the southern end of downtown.

Route 2

The proposed Route 2 would follow the same alignment as the current route from the Westview Turnaround in Clintonville to E. Main Street and Lancaster Avenue in Reynoldsburg. At Lancaster Avenue, the route would turn south to serve Walmart and other retail destinations near I-70, creating a connection opportunity with Licking County Transit.

Route 3

The proposed Route 3 would operate between Kingsdale Shopping Center on Tremont Road and Parkway Centre near I-71 in Grove City, via downtown Columbus. Key changes from the current alignment include the following:

- Shift service from Northwest Boulevard to Lane Avenue and North Star Road to provide more retail connections.
- Shift service from Bobcat Avenue and Goodale Boulevard to W. 3rd and Neil Avenue due to low ridership on current alignment.
- Shift service from Harrisonburg Pike and Columbus Street to Southwest Boulevard and Hoover Road to improve access to Kroger and multi-family housing.

Route 4

The proposed Route 4 would operate between Thimbleberry Road near Obetz, and Dublin Granville Road near Worthington, following nearly the same alignment as the current route. However, from Dublin Granville Road, the route would extend north and east to the Westerville Park-and-Ride via Busch Boulevard, Schrock Road, and Cleveland Avenue. This extension would provide new service to Anheuser-Bush, Mount Carmel St. Ann's Hospital, and several multi-family housing communities.

Route 5

The proposed Route 5 would follow the same alignment as the Renner Road variant of the current route. The lower ridership Broad Street variant would be eliminated to allow for greater service frequency to Walmart and Meijer.

Route 6

The proposed Route 6 would operate between downtown Columbus and Obetz Road following nearly the same alignment as the southern branch of the current Route 8. Splitting the northern and southern branches of Route 8 into two separate routes will give COTA the flexibility to set the most appropriate service frequency for each route. The proposed Route 6 would operate as a bi-directional loop serving both the Parsons Avenue and High Street corridors. Service on South 4th Street is shifted to High Street to simplify and streamline the route.

Route 7

The proposed Route 7 would combine segments of the current routes 6 and 7 to create a cross-town route offering improved access to Columbus State Community College, Columbus VA Medical Center, and John Glenn Columbus International Airport. East of downtown, the proposed route would follow an alignment similar to the current Route 7 but with the following key changes:

- At 5th and Cassidy Avenue, service to the airport would shift from 5th Avenue and Hamilton Road to Cassidy Avenue, Maryland Avenue, Gould Road, Allegheny Avenue, Stelzer Road and International Gateway.
- Service on the Easton branch would be eliminated (but picked up by proposed Route 24), to allow for greater service frequency to the Airport and VA Medical Center.

West of downtown, the proposed route would follow an alignment similar to the current Route 6 but with the following key changes:

- At Georgesville Road and Industrial Mile Road, service to Lincoln Village would shift from Georgesville Road and Broad Street to Westport Road, Sullivant Avenue, Westwoods Boulevard, and Broad Street. This alignment would serve more multi-family housing and help streamline Route 21.

Route 8

The proposed Route 8 would follow the same alignment as the current Route 8 between downtown Columbus and Dublin Granville Road. However, from Dublin Granville Road, the route would extend north and east to the Westerville Park-and-Ride via Busch Boulevard, Huntley Road, Worthington Woods Boulevard, and Main Street. This extension would provide new service to Anheuser-Bush, the Worthington Social Security Administration office, Kroger, and the Worthington Public Library.

Route 9

The proposed Route 9 would operate between Walmart on Georgesville Road and Walmart on Morse Road, via downtown Columbus. Key changes from the current alignment include the following:

- Eliminate service west of I-270 due to low ridership, and replace this coverage with COTA//Plus service.
- Shift service from Briggs Road, Hague Avenue, and Mound Street to Eakin Road and Whitethorne Avenue due to greater ridership potential.
- Shift service from Brentnell Avenue, between Leonard Avenue and Holt Avenue, to Sunbury Road to serve Ohio Dominican University.
- Shift service from Sunbury Road, north of Agler Road, to Cassady Avenue, Agler Road, Stelzer Road, due to greater ridership potential.
- Shift service from Stelzer Road, north of Easton Way, to Morse Crossing, to provide access to Target.

Route 10

The proposed Route 10 would follow nearly the same alignment as the current route, with just one change recommended for each end of the route. On the eastern end, the route would deviate from Broad Street to serve Meijer Drive, Overmont Ridge Road, and Cedar Cliff Road. This deviation would provide better access to Meijer, Target, and multi-family housing north of Broad Street. On the western end, the route would extend further west to Kroger on Galloway Road to create a stronger end-of-line anchor.

Route 11

The proposed Route 11 would operate between the Franklin County government complex off Alum Creek Drive, and the Westerview Turnaround on High Street, bypassing downtown Columbus. This streamlined alignment would provide more direct north/south crosstown service while still providing connections to frequent downtown service.

Route 12

The proposed Route 12 would follow nearly the same alignment as the current route.

Route 21

The proposed Route 21 would follow the same alignment as the current Route 21 between Walmart on Bethel Road, and Hillard Rome Road at Glenchester Drive. From that intersection, the route would continue to Lincoln Village via Glenchester Drive, Galloway Road, and Broad Street. Service

along Sullivant Avenue and Georgesville Road would be eliminated due to low ridership, but partially picked up by Route 7 and COTA Plus service.

Route 22

Route 22 is proposed to be split into the following two new routes:

- Route 22 North would operate as a bi-directional loop connecting OSU with downtown Columbus, Columbus State Community College, and Ohio State East Hospital. The route would follow the current Route 22 alignment for much of its routing, but add service along Goodale Boulevard, Grandview Avenue, Dublin Road, Spring Street / Long Street, Taylor Avenue, and Hawthorne Avenue to complete the loop.
- Route 22 South would follow an alignment similar to the current Route 22, southeast of downtown, with the following proposed changes: from London Groveport Road and Alum Creek Drive, the route would extend east on

London Groveport Road to Collings Drive to better serve employment opportunities including the Amazon facilities on Collings Drive. From Livingston Avenue, the route would be restructured to serve downtown Columbus via Nationwide Children's Hospital to improve access to the hospital and provide a direct connection between downtown and the Rickenbacker Airport area.

Route 23

The proposed Route 23 would follow nearly the same alignment as the current route, with one small change recommended in Easton. Service would shift from Morse Crossing, south of Easton Way, to Stelzer Road and Easton Way, to better serve Easton Town Center and multi-family housing along Easton Way.

Route 24

The proposed Route 24 would follow the same alignment as the current Route 24 between London Groveport Road, near Rickenbacker Airport, and Hamilton Road at Poth Road. From that intersection, service would shift from Hamilton Road to Poth Road, Yearling Road, E. 5th Avenue, Cassidy Avenue, Agler Road, Stelzer Road, and Morse Crossing. The proposed alignment would help facilitate the simplification of Route 7. Dropped coverage on Hamilton Road would be largely picked up by proposed Route 25 and COTA//Plus service.

Route 25

The proposed Route 25 would follow nearly the same alignment as the current Route 25 between Winchester Boulevard / Waterloo Street and Granville Street in Gahanna. Key changes from the current alignment include the following:

- A restructured turn-around loop at the southern end of the route, using Waterloo Street, a private road between the Kroger parking lot and McDonalds (if possible), Winchester Boulevard, and Waterloo Street. This alignment

would significantly improve access to retail destinations including Kroger and Walmart.

- Restructured service north of Granville Street to serve Hamilton Road and Albany Commons.

Route 31

The proposed Route 31 would follow the same alignment as the current route between North Star Road, west of OSU and Brentnell Avenue at Mock Road. However, the proposed route has several changes beyond this common segment. West of downtown the proposed changes include the following:

- Shift service from King Avenue and Grandview Avenue to Chambers Road, Northwest Boulevard, and 5th Avenue, to provide better access to Kroger.
- Shift the end-of the line from Rail Street and Goodale Boulevard to Short Street and Liberty Street in German Village. This realignment would link Grandview Heights to Franklinton, South Franklinton, and the Harmon Road Corridor, as well as German Village.

East of downtown the proposed changes include the following:

- Shift service from Sunbury Avenue due to low ridership, and instead serve Brentnell Avenue, Perdue Avenue, Agler Road, McCutcheon Road, and Stelzer Road.

Route 32

Route 32 is proposed to be split into the following two new routes:

- Route 32 West would operate between Ohio State Outpatient Care Dublin and OSU via Kingsdale Shopping Center, the Lane Avenue retail district, and Lennox Town Center. The proposed route would overlap with the current Route 32 alignment on Cemetery Road and Fishinger Road, but would also serve many new corridors, including Avery Road, Zollinger Road, and Kinnear Road.
- Route 32 East would more closely follow the current Route 32 alignment from Kingsdale Shopping Center to Easton Transit Center, with the primary difference being a shift in service from Morse Crossing, south of Easton Way, to Stelzer Road and Easton Way, to better serve Easton Town Center and multi-family housing along Easton Way.

Route 33

The proposed Route 33 would operate along the Olde Sawmill variant of Route 33 only. The lower ridership MetroCenter Branch would be eliminated to provide greater frequency to Walmart on Summer Dr. This coverage would partially be picked up by proposed COTA Plus service.

Route 34

The proposed Route 34 would follow the same alignment as the current Route 34 between Easton Transit Center and the

Westview Turnaround, but would include the following two extensions:

- From Easton Transit Center, the proposed route would extend east to serve Meijer on Chestnut Hill Drive via Morse Road. This extension provides a connection to proposed Route 25.
- From the Westview Turnaround, the route would extend west to serve Olentangy Plaza, via High Street, Henderson Road, and Olentangy River Road.

Route 35

The proposed Route 35 would restore service and include key changes from the previous alignment:

- From the previous western terminus at Busch Boulevard, the route would extend west to Ohio State Outpatient Care Dublin via Dublin Granville Road, Dale Drive, Emerald Parkway, Perimeter Drive and Avery Muirfield Drive.
- From the Northland Transit Center, the route would travel further north on Forest Hills Boulevard to serve a large concentration of multi-family housing, before returning to Dublin Granville Road via Ponderosa Drive.

Route 101 (CMAX)

No changes are recommended to this alignment.

Route 102

No changes are recommended to this alignment.

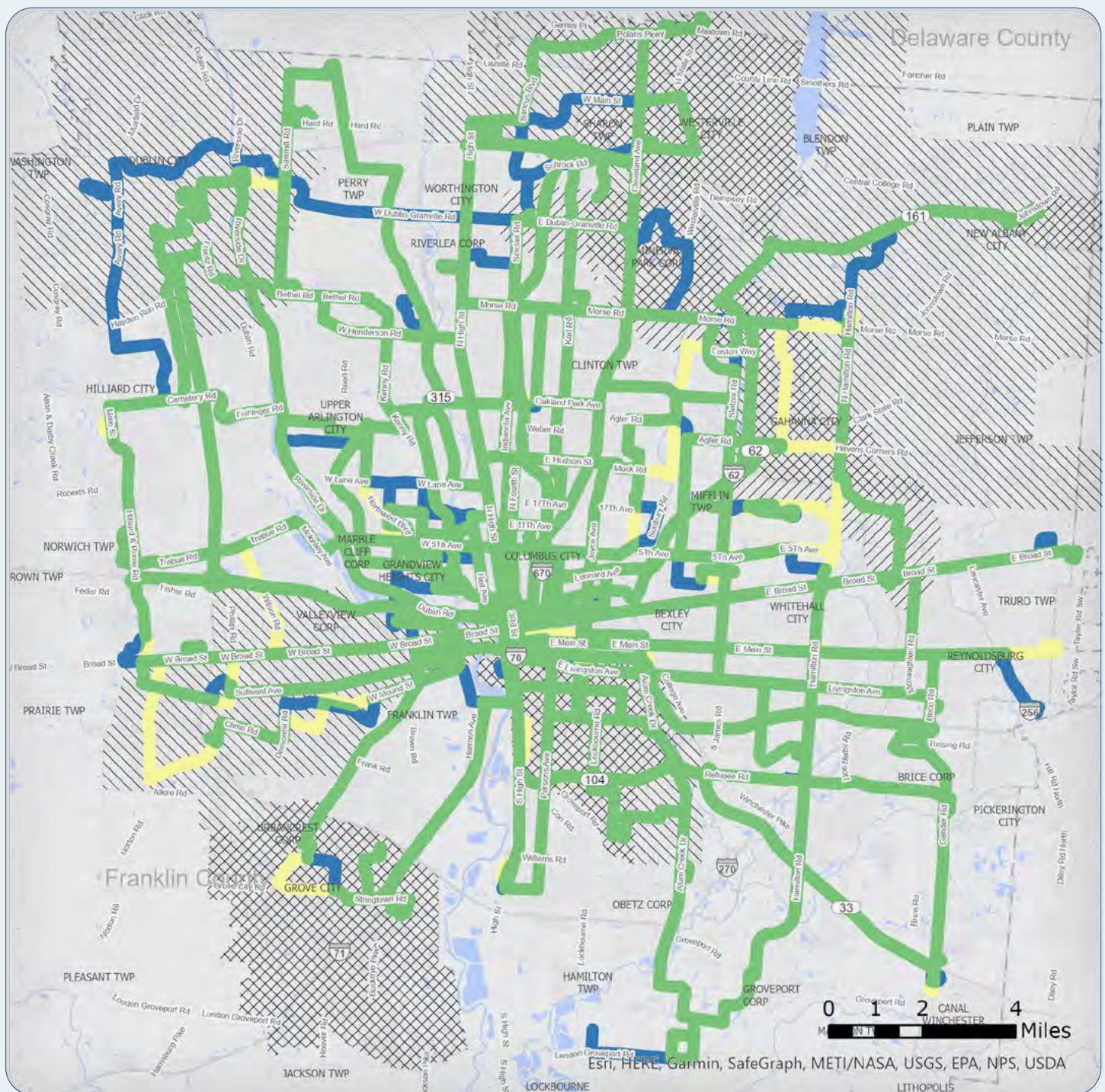


Figure 23 – Proposed Service Changes

Existing and Proposed Service

Fixed Route Service	On-Demand Service
Unchanged COTA Service	//// COTA Plus Active Zones
Existing COTA Service	\\\\\\ COTA Plus Recommended Zones
Proposed COTA Service	xxxx COTA Plus Zone Overlap

COTA//Plus Zones

COTA//Plus provides on-demand service to customers living within a specific zone. This select service offers customers rides from point A to point B. This rideshare type service allows first last mile connections between existing fixed route services, and also provides transit services in areas that might not be feasible for a fixed route bus.

In order to create equitable transit options, the goals of COTA//Plus are:

- Extend and connect to a fixed route transit line to create a first/last mile solution
- Solve accessibility challenges, such as broken sidewalk connections or hard to reach land uses that show a demand for transit.
- Serve communities with multiple attractions, such as education, medical, and retail to create a circulator type connection.

Existing COTA//Plus Zones

Grove City COTA//Plus

The Grove City COTA//Plus is an active zone that has been in service since 2019. This service provides mobility solutions within the designated zones that include education, medical facilities, and job access, such as Mt. Carmel Medical Center, Grove City Town Center, South-Western Career Academy, Evans Center, and the SouthPark Industrial Center.

The demand for this service has been consistent, seeing an influx of students and riders at specific peak periods. The partnership with Grove City has been a success for COTA and can be a model for other municipalities

and zones to help off-set the operational costs. As part of the SRTP, no changes besides span of service is recommended.

Northeast COTA//Plus

The Northeast zone is an existing COTA//Plus zone that was created as an on-demand bus zone due to the reduction of service during the COVID-19 pandemic. This zone operates differently than traditional COTA//Plus, using traditional the bus fleet and operating along a designated path with bus stops. This service provides on-demand transit access for customers who are experiencing reduced service or lost fixed-route service in parts of Northeast Columbus, Gahanna, and New Albany.

The SRTP recommends changing this zone's model to operate as a traditional Microtransit zone, using smaller vehicles in order to access door-to-door locations. It is also recommended that this zone extend off a specific path and serve all of Gahanna and New Albany to its service boundary, and the Easton Transit Center. This zone would be a connector between existing fixed route transit at the Easton Transit Center to access jobs further east through county connection and opportunities.

South Side COTA//Plus

On the South Side, COTA//Plus provides mobility solutions within the designated zone that includes German Village, the Brewery District, Nationwide Children's Hospital, Reeb Avenue Center, and the Marion Franklin Community Recreation Zone. This zone supports an area that has historically been underrepresented with a large population of low and moderate income residents. This COTA//Plus zone also supports fixed route transit routes, including Line 1, 4, 5, 8, 11, and 22.

Over the last several years, this zone has continued to increase demand and ridership, showing this transit option as an asset to the community. As part as the SRTP and analysis, it is recommended that this zone expand further east to access additional multi-family homes that are currently not served by transit. This will increase the benefit to the overall neighborhood and provide more opportunities and services to the community.

Westerville COTA//Plus

In Westerville, COTA//Plus currently provides mobility solutions that include Otterbein University, the Uptown district, and Polaris, for retail and job centers. This zone is limited in its destinations based upon its current structure, and does not include all of Westerville.

The SRTP recommends that this zone continue to grow to include all of Westerville School District, in order to better connect students and families with mobility solutions within their community. The Westerville area is experiencing consistent workforce and housing growth that would benefit from an on-demand mobility service. The City of Westerville has accessibility challenges to connect to the fixed route system, with the I-71, I-270, Sharon Woods, and Hoover Reservoir creating a barrier for transit and pedestrian access.

New COTA//Plus Zones:

Dublin COTA//Plus

The Dublin COTA//Plus zone serves the City of Dublin, Ohio. An additional zone in the Northeast part of Central Ohio expands the fixed route service to allow for additional connections to be made. The City of Dublin continues to be a fast-growing area, with a

new 272,000 square foot medical facility for Ohio State Outpatient Care.

The City of Dublin currently has a partnership with Share Mobility, to provide rides for Dublin's seniors, workforce, and people with disabilities. Through this program, Dublin has seen the demand continue to increase and a COTA//Plus system could become the next phase of this service to connect more people to places. In 2022, over 11,000 trips were completed, with over 25% of those serving the workforce. Dublin also has launched a micro-mobility pilot program, making electric scooters available for the first and last mile of trips. These amenities and partnerships can help COTA expand their coverage to increasing developments in the region.

West Side COTA//Plus

The West Side of Columbus has several mobility challenges to overcome. The West Side is divided by the I-70, I-270, and I-670, in addition to several industrial uses given the active railroad tracks and the banks of the Scioto River. These land uses and accessibility challenges may be an indicator that COTA//Plus service could compliment traditional fixed route service.

The West Side of Columbus is well served by two major arterial east-west transit lines along Broad Street and Sullivant Avenue. The addition of a COTA//Plus zone will increase north-south connections in this area that has been seen as an obstacle for transit-dependent people. During the Envision Hilltop 2020 plan, 61% of households have no or limited car access. In addition, Hilltop does not have complete sidewalk coverage, posing significant connection and safety issues throughout

the neighborhood.¹ Providing a door to door type service will increase transit access and allow more connectivity throughout this neighborhood.

This zone also has the possibility of connecting to the existing Grove City COTA//Plus zone, which would allow for new connections to be made to various jobs and distribution centers that are located further into this area.

COTA//Plus Zones

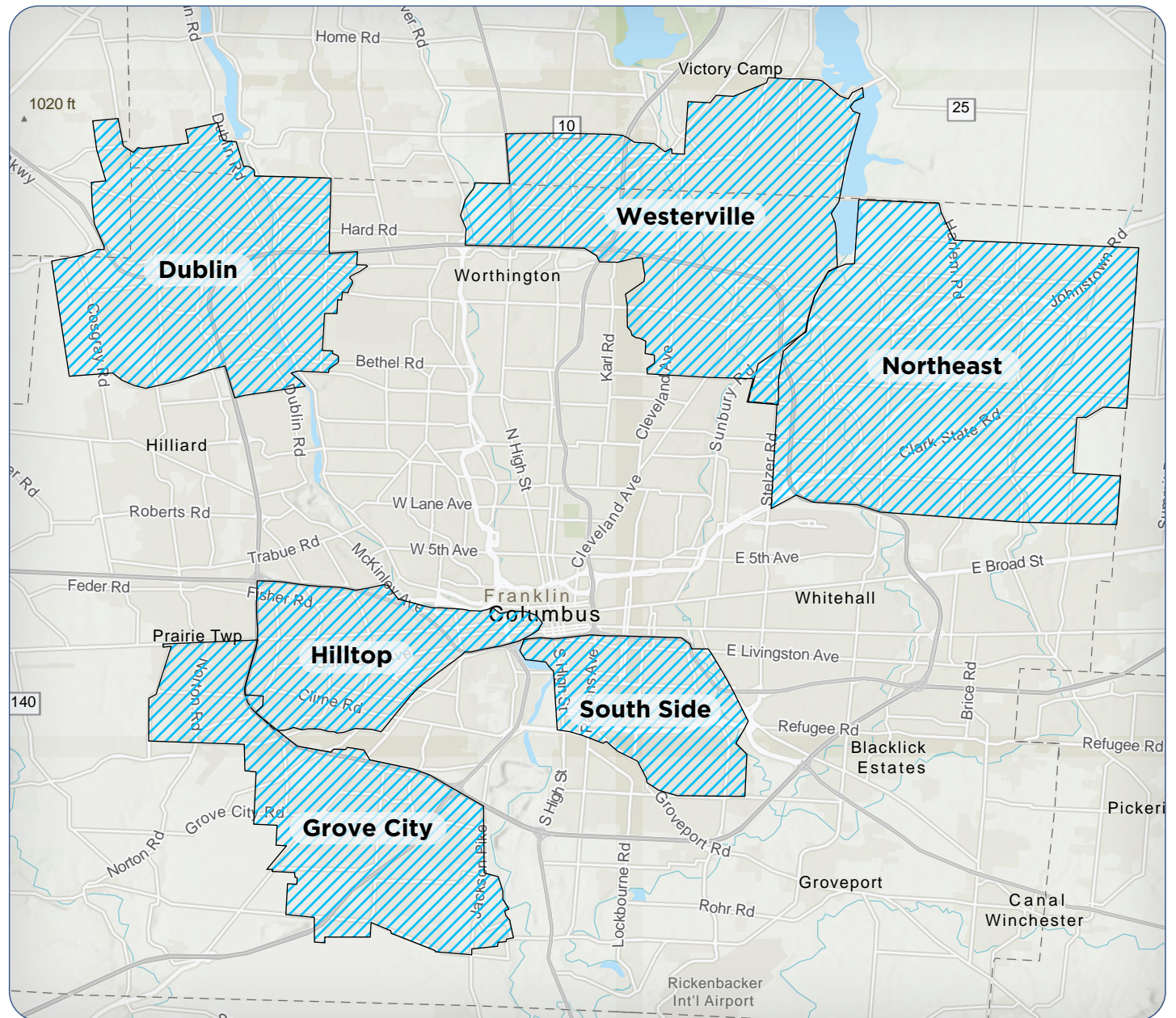


Figure 24 — Proposed COTA//Plus Zones

1. Envision 2020 Hilltop, https://www.envisionhilltop.com/_files/ugd/78ec43_2581b99323e04c19bccae3a6c76aa698.pdf

Rush Hour

Rush hour service provides a benefit to downtown transit commuters and municipalities that may not have frequent service to the urban core. The COVID-19 pandemic has changed the way downtown office workers approach work, with a variety of schedules and the ability to continue working remote. As a result, COTA has reduced frequency as limited operators has created a

chain affect to provide service to the regular fixed route system where the ridership and transit need may be greater.

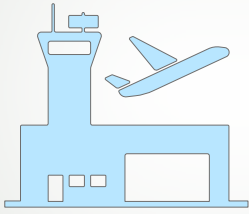
However, rush hour service does provide a benefit to those who depend on transit and provide relief to those who choose to take transit. COTA should continue to evaluate the rush hour demand service and increase the number of trips when resources are available to provide a viable option to commuters and enhance regional connectivity.



Municipality Benefits

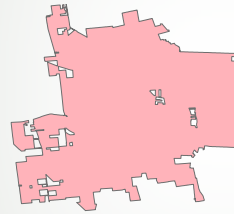
The changes in route structures create benefits and tradeoffs for key municipalities and transit notes. The following list shows the benefits based on each stakeholder and/or municipality.

Airport:



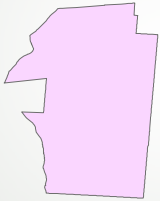
- Continued Airport Terminal access (Route 7)
- Continued service along Stelzer Road (Route 23)

Dublin:



- Marketing/Promotion of a transit center at Carriage Place
- Service to OSU Medical Facility (Route 32)
- COTA//Plus Zone Possibility

Bexley:



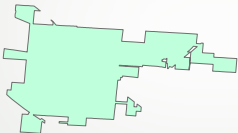
- Continued frequency (Route 1, 2, 10)

Gahanna:



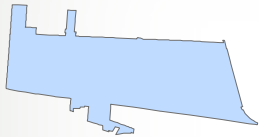
- Streamline service through Gahanna – along Hamilton to head into New Albany (via Line 25)
- Maintain access to route 2 and Mount Carmel East on Broad Street through Taylor Station Road

Canal Winchester:



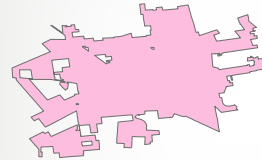
- Continued coverage on Gender Road (Route 25)

Grandview Heights:



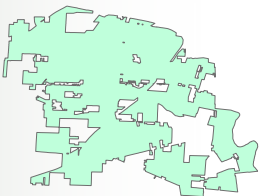
- A New Franklinton Connection (Route 31)
- OSU Connection (Route 31)
- Connection to the BMW area development (Route 31)
- Connection to Downtown and OSU via Route 22

Hilliard:



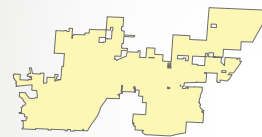
- Connection through Upper Arlington to Ohio State
- Potential access to Ohio State Medical Center in Dublin via Route 32
- Preservation of the Cemetery Park and Ride

Grove City:



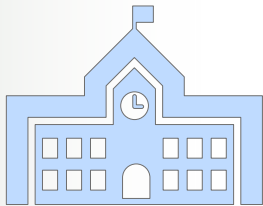
- Streamlined Service along Broadway Avenue (Route 3)
- Transit to serve – more multi-family residences (Route 3)
- Better access to Kroger on Hoover and Columbus Street (Route 3)
- Transit Access on Hoover Road. (Route 3)

New Albany:



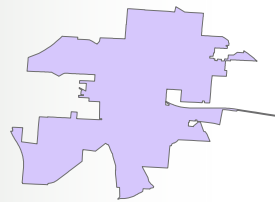
- Improved cross connections to Easton Town Center - with increased trips and frequency to consider SMART transit connection
- Connection to the Hamilton Quarter development area (Route 25)

Ohio State University:



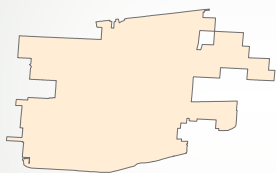
- New access to Innovation Hub and Lane Avenue (Route 32)
- Maintaining frequent service (Route 1, 2)
- Direct transit service through Grandview Heights from Franklinton (Route 31)
- Long term LinkUS infrastructure with service overlap (Route 32)

Rickenbacker/Groveport Area:



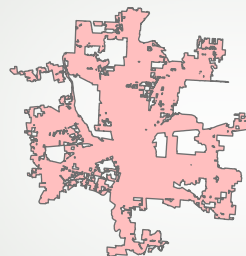
- One seat ride from Downtown to Rickenbacker (Route 4)
- Possible new connection from Easton to Rickenbacker (Route 24)
- Desire for a COTA// Plus connection between Grove City and Rickenbacker connection, something similar to a Dublin and New Albany Arc
- Develop County connections – Pickaway county will continue to develop.

Reynoldsburg:



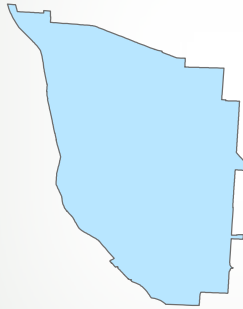
- Extension of a route to access retail development at I-70 and 256 (either through Route 1, 2, or 10) - leads to a possible connection with Licking County Transit

Southside Columbus:



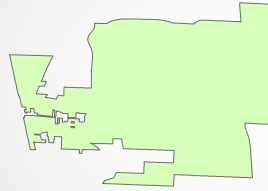
- Streamlined loop between High Street and Parsons Avenue to create a new Line 6 alignment.

Upper Arlington:



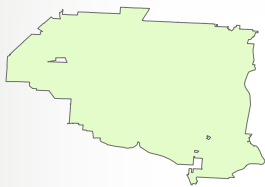
- Service on Lane Avenue from OSU Innovation District, Lennox, to Campus.
- Service on North Star and Zollinger Road
- Direct service from Kingsdale to Hilliard and Kingsdale to Riverside Hospital to Easton.

Worthington:

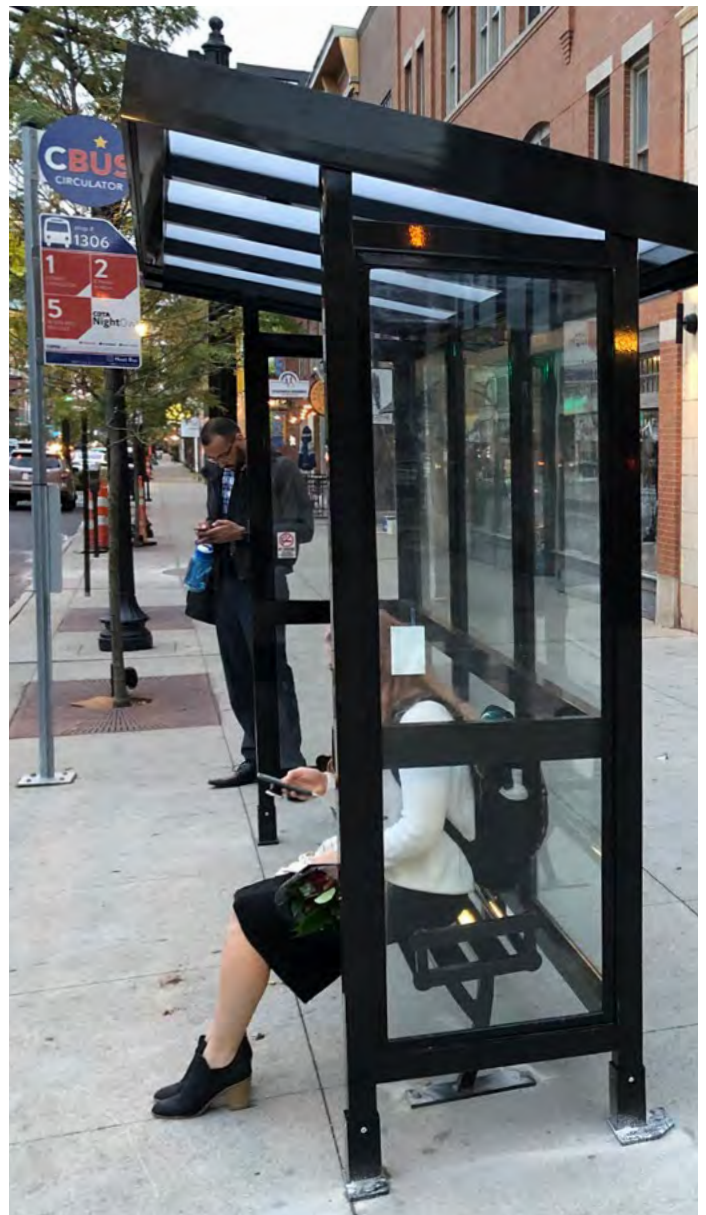


- Continued service along High Street
- Increased Route 8 frequency
- Possibility of a route along 161

Westerville:



- Connection to St. Ann's Hospital (Line 4)
- Increase use of the Westerville Park and Ride (Line 4) – a future site of an EV charging station
- Continued high frequency of the Line 2 and a further extension of Line 8.



Funding Analysis

The project team carefully analyzed the cost of fixed service hours along with the operating COTA//Plus service and how these recommendations would potentially impact the bottom line. The service analysis recommendations provide options for COTA to explore dependent upon the available resources and additional service change outreach that is required.

Funding is analyzed using several metrics that can be adjusted based on the scenario. The chart below shows a list of terms commonly used to determine the cost of transit services.

Average Round Trip Miles: The mileage to complete a single round-trip in revenue service for each proposed route was measured using a GIS roadway layer.

Estimated Average Speed: The estimated average speed of each proposed route takes into account both running time and dwell time at stops, and is based largely on the average speed of existing COTA routes for each service day type.

Run Time: Run time is calculated by dividing average round trip miles for a proposed route by its estimated average speed.

Minimum Recovery: Minimum recovery time is the time between trips that allows a driver to use the restroom or prepare for the next trip. To ensure resilient on-time performance, minimum recovery time is set at 10 percent of run time for each proposed route.

Minimum Cycle Time: The minimum cycle time for each proposed route is calculated by taking the sum of the run time and minimum recovery time. The result is the minimum time between same-direction departures for any given route.

Cycle Time: As minimum cycle times may be non-integers, a "clean" cycle time is calculated by rounding the minimum cycle time upward to a multiple of the route frequency. For example, if the minimum cycle time for a proposed route is 23.5 minutes, and the intended service frequency is 30 minutes, the cycle time would be rounded up to 30.

Recovery Time/Percent Recovery: Actual recovery time is the calculated difference between the cycle time and run time. Ideally, the actual recovery time represents between 10 and 19 percent of a proposed route's cycle time. A recovery time of less than ten percent of cycle time does not provide a sufficient buffer between trips to ensure consistent on-time performance. A recovery time of more than 19 percent results in an unproductive use of resources as vehicles are out of service for extended periods of time between trips.

Peak Frequency/Off-Peak Frequency: Frequency of service refers to the time between same-direction departures. Frequency often differs by service period, in response to fluctuating ridership demand. Industry best practice is to schedule transit service using clockface frequency, or frequency that is a product or multiple of 60.

This ensures service predictability as trips are scheduled to depart a given stop at even intervals and at the same time or times past every hour.

Peak Hours/Off-Peak Hours: Number of hours that service is available to passengers at the frequency designated for a given service period.

Peak Trips/Off-Peak Trips: Number of roundtrips in a given service period, calculated by dividing the hours of service for the service period by the frequency of service designated for the same period.

Peak Vehicles / Off-Peak Vehicles: Number of vehicles need to operate concurrently on a proposed route in order to maintain the designated service frequency for a given service period. If the vehicle count is not a whole number, then various actions can be considered including adjusting the route length or alignment to reduce travel time, or interlining the proposed route with another route. Interlining is the practice of operating a single bus or group of buses on multiple routes. Interlining can be used to optimize cycle times, recovery times, or vehicle needs.

Daily Trips: Number of roundtrips per day, calculated by adding together peak trips and off-peak trips.

Daily Hours of Service: Number of hours that service is available to passengers per day, calculated by adding together peak hours and off-peak hours.

Daily Revenue Hours: Total number of daily service hours delivered by all vehicle operating on a proposed route. This value is calculated by first multiplying peak vehicle by peak hours of service and off-peak vehicles by off-peak hours of service; and then summing together the two resulting products.

Estimated Cost per Revenue Hour: Fully allocated cost of operating one transit vehicle for one hour, provided by COTA staff.

Estimated Daily Cost: Daily operating cost for a proposed route, calculated by multiplying the estimated cost per revenue hour by the daily revenue hours for the proposed route.

Annual Service Days: Approximate number of annual occurrences of a particular service day type (weekday, Saturday, and Sunday) based on COTA service calendar. The exact number of service days for each service day type will change from year to year.

Estimated Annual Cost: Annual cost of operating a proposed route by service day type. This value is calculated by multiplying the estimated daily cost for operating a proposed route for one day on a particular service day type by the annual number of days of that service day type.

Estimated Annual Revenue Hours: Annual number of revenue hours resulting from operating a proposed route by service day type. This value is calculated by multiplying the estimated daily revenue hours resulting from the operation of a proposed route for one day on a particular service day type by the annual number of days of that service day type.

INITIATIVES

The SRTP has aligned and prioritized COTA initiatives based on analysis and outreach as part of the planning process. These initiative are in alignment with resources that are projected to be available over the next five years.

Fleet

COTA upgrades its bus fleet each year with annual bus purchases to improve its reliability and rolling stock. In order for COTA to achieve its Green House Gas (GHG) and pollution goals, a transition to a zero-emission fleet

vehicles and facility operations is required. According to the COTA 2022 Sustainability Report, the bus fleet produces 71.1% of COTA's GHG emissions. This is the greatest opportunity and primary focus for COTA. COTA intends to phase out diesel by 2027 and replace with more sustainable solutions, such as compressed natural gas, battery electric, and exploring hydrogen capabilities. By 2029, COTA has set the goal of over 50% of its fleet converted to Battery Electric Buses (BEB).



Fleet Initiatives

- Follow the Sustainability Goals set in the Sustainability Report to transition bus fleet to more sustainable measures
- Create a workforce that is able to maintain and deliver on these sustainable measures
- Promote these positive changes to Central Ohio to highlight innovative technology and development

COTA//Plus

COTA//Plus is a Microtransit first-last mile solution that provides customers in specific zones door to door service to access jobs, healthcare, and more. COTA has complemented the existing fixed-route and paratransit services by continuing to invest in COTA//Plus On-Demand Microtransit services since 2019. COTA will continue to invest in this services, while also looking at ways to improve coverage of the network by creating additional zones in the next 5 years.

COTA//Plus is more costly than the traditional fixed-route bus service. As a funding model, COTA utilizes a MORPC grant and a sponsorship from the local community partner, such as the municipality and/or 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.

As part of the analysis and outreach, the following recommendations increase coverage of existing zones, while also creating new zones in order to better serve Central Ohio.

COTA//Plus Initiatives

- Create and explore new partnerships with municipalities to increase zone coverage
- Expand South Side COTA//Plus Zone to reach additional locations that are hard to reach
- Expand the Westerville COTA//Plus zone to reach more residents within the community and to capitalize on the growth that is occurring in the Northeast
- Re-evaluate the Northeast On-Demand structure and grow the zone to include the City of New Albany.
- Create a West Side COTA//Plus Zone to connect Hilltop neighborhood with job and neighborhood access. This would also connect with the Grove City Zone.
- Create a Dublin COTA//Plus zone to connect and access the growth that is occurring in the Northwest side of Central Ohio. This zone would connect education, entertainment, medical, and jobs.

COTA Mainstream/Paratransit Services

COTA's Mobility Services department operates COTA Mainstream, a complimentary paratransit service. Mainstream is shared-ride, providing origin-to-destination mobility for people whose functional limitations prevent them from riding COTA's fixed-route buses. Trips within $\frac{3}{4}$ 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 $\frac{3}{4}$ mile zone, are considered "non-ADA" trips. This service is in accordance with Title VI And ADA guidelines.

Due to the rising cost and increased demand for Mainstream service, COTA continues to explore methods of cost reduction while meeting the transportation needs of the community. One 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.

Mainstream Initiatives

- Continue focusing on process improvements to continue to provide reliable transit services as the demand increases

Mobility Hubs

Mobility Hubs provide a focal point in a community that integrate different modes of transportation. These hubs provide adequate transit shelters and layover zones for passenger transfers, alternative transportation modes, such as car and bike share, along with retail, free WI-FI, and open space to create a sense of place within a community. These hubs create an activity center that can accommodate potential future growth, expansion, and changes as innovative technologies evolve.

COTA will construct the Rickenbacker Mobility Center starting in the Fall 2023. This total project cost of \$6.75 million will connect COTA, fixed route with first mile/last mile solutions for greater access, while also including grocery, childcare, health care, and job training services. This center will also be able to accommodate regional transfers to Pickaway and Fairfield county transit services. The Rickenbacker area continues to grow with warehouse and distribution centers, creating a robust employment center South of Central Ohio.



Rickenbacker Mobility Center

Mobility hubs will play an integral part in COTA's infrastructure future as LinkUS becomes a reality and fleet transitions occur. Mobility hubs will become the center for transit users and will allow COTA operations to be a reliable and convenient service. These mobility hubs will be placed in strategic locations throughout Central Ohio in order to connect with regional partners, such as:

- Licking County Transit
- Delaware County Transit
- SMART New Albany
- GREAT Bus System for the City of Obetz

Mobility Hub Initiatives

- Create and explore new partnerships to advance transit center success
- Explore TOD locations to maximize success of LinkUS and regional connections

Facility Improvements

COTA currently owns 25 Park and Ride lots, four transit centers, the Administrative Office and Customer Experience Center, the McKinley Avenue Bus Storage Maintenance and Customer Service Call Center, the Fields Avenue Bus Storage and Maintenance Facility, and Fields Avenue Mobility Services. These facilities are the face of COTA in these neighborhoods. Maintaining state of good repair is essential for the usefulness to the COTA operations.

Facility Improvement Initiatives

- Create and explore new partnerships with municipalities to advance transit center success

Rider Engagement

COTA continues to engage with riders through several means, including the customer care line, consistent and engaged public meetings to update the community on service changes, and various social media channels. Focusing on enhancing the overall customer experience and access to services are COTA's strategies to build on its customer base.

Rider Engagement Initiatives

- Enhance communications about service changes
- Focus on targeted outreach to New American communities
- Improve processes that connect with the GTFS feed during road closures and reroutes
- Strengthen regional partnerships to understand the transit market, improve transit connections, and stops.
- Integrate LinkUS with existing transit users to increase awareness to create a community asset

LinkUS

LinkUS is the region's growth and mobility initiative that will provide a world-class mobility and transportation system that links residents to opportunities. COTA plays a key role in this collaborative effort, along with its partners, MORPC, Franklin County, City of Columbus, and additional business and municipal partners.

Over the next five years, COTA will be working closely with these partners and the Federal Transit Administration (FTA) to create a bus rapid transit (BRT) system along three key corridors: West Broad, East Main, and the Northwest Corridor. This BRT system will boast all-electric, articulated vehicles with platform-level boarding, modern stations, dedicated transit lanes with traffic signal priority and easy off-vehicle fare payment.

As part of this investment, there will also be increased frequencies and service hours on the fixed-route lines, and more on-demand zones, shelters, and technology for improved convenience and communication. COTA and the City of Columbus will go to the voters November 2024 to secure funding for this endeavor. Much of the LinkUS success is dependent on this ballot measure.

LinkUS Initiatives

- Continue partnership with City of Columbus, MORPC, and others for continued success
- Continue working closely with FTA to secure Capital Investment Grants
- Prepare for the Ballot Initiative for November 2024



Sustainability Measures

COTA is committed to sustainable practices. Since 2013, COTA has been transitioning its bus fleet from hybrid and ultra-low sulfur diesel full to more sustainable options. As technology and funding has become available, COTA is now committed to zero emission technology, transitioning its fleet to battery electric buses, and exploring hydrogen technology.

COTA plays a key role to be a mobility solutions provider that is functional, reliable, and sustainable option for customers. Sustainability transition includes more than just the bus fleet. Finding sustainable solutions in designing and constructing facilities, educating transit users and the public about the importance of mode shift, along with reducing COTA's overall carbon footprint will continue to be a priority.

Sustainability Initiatives

- Continue and increase engagement with regional initiatives to identify collaborators in reducing emissions
- Invest in economic and technological advances that improve sustainable operations

Community Partnerships

COTA has partnered with several community resource groups to be a part of the community in other ways than just transit. Through a COTA Employee Resource Group, COTA has been an integral part of connecting with the community through food distribution at neighborhood transit centers.

Community Partnership Initiatives

- Create partnerships and committees to serve refugee and New American Communities
- Continue utilizing Employee Resource Groups to continue connecting with the community through volunteer and social outreach events.
- Job Fairs with clear marketing of requirements and opportunities within COTA



COTA Food Drive

Regional Transit Initiatives

Fixed Route Fleet Initiatives

- Follow the Sustainability Goals set in the Sustainability Report to transition bus fleet to more sustainable measures
- Create a workforce that is able to maintain and deliver on these sustainable measures
- Promote these positive changes to Central Ohio to highlight innovative technology and development

COTA//Plus Initiatives

- Create and explore new partnerships with municipalities to increase zone coverage
- Expand South Side COTA//Plus Zone to reach additional locations that are hard to reach
- Expand the Westerville COTA//Plus zone to reach more residents within the community and to capitalize on the growth that is occurring in the Northeast
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- Create a Dublin COTA//Plus zone to connect and access the growth that is occurring in the Northwest side of Central Ohio. This zone would connect education, entertainment, medical, and jobs

Mainstream Initiatives

- Continue focusing on process improvements to continue to provide reliable transit services as the demand increases

Mobility Hub Initiatives

- Create and explore new partnerships to advance transit center success
- Explore TOD locations to maximize success of LinkUS and regional connections

Facility Improvement Initiatives

- Create and explore new partnerships with municipalities to advance transit center success

Rider Engagement Initiatives

- Enhance communications about service changes
- Focus on targeted outreach to New American communities
- Improve processes that connect with the GTFS feed during road closures and reroutes
- Strengthen regional partnerships to understand the transit market, improve transit connections, and stops.
- Integrate LinkUS with existing transit users to increase awareness to create a community asset

LinkUS Initiatives

- Continue partnership with City of Columbus, MORPC, and others for continued success
- Continue working closely with FTA to secure Capital Investment Grants
- Prepare for the Ballot Initiative for November 2024

Sustainability Initiatives

- Continue and increase engagement with regional initiatives to identify collaborators in reducing emissions
- Invest in economic and technological advances that improve sustainable operations

Community Partnership Initiatives

- Create partnerships and committees to serve refugee and New American Communities
- Continue utilizing Employee Resource Groups to continue connecting with the community through volunteer and social outreach events.
- Job Fairs with clear marketing of requirements and opportunities within COTA

FINANCIAL PLAN



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 Figure 26 are COTA's annual service levels, operating and capital expenses, and expected 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 is 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".

The following is a summary of operating and capital expenses in the five-year plan:

- Continued level of Fixed route and Paratransit Service
- Fixed-Route and Paratransit Vehicles Replacements
- COTA Plus Expansion
- Facility and Equipment Replacement and Upgrades
- Land Acquisitions
- COTA Facility Renovations and Improvements
- Rickenbacker Mobility Center
- Transit Center and Shelter Improvements
- Electric Charing Infrastructure
- Hydrogen Infrastructure and Technology

Financial Summary

COTA's major source of local funding and sales and use tax receipts levied in all of Franklin County and small portions of adjacent Union, Delaware, Licking, and Fairfield counties. Voters within the service area approved a permanent 0.25% sales tax; with an added ten-year renewable 0.25% sales tax renewed in 2106. This allows for continued service enhancements through at least 2026. The LinkUS Regional Initiative is planned to go to the Ballot in November 2024 which will levy a full 1% of sales tax to be used for transit and transit supportive infrastructure purposes.

Figure 26 presents 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 affects 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 significant 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.

Operating Plan

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

Five Year Operating Budget	2023	Projected 2024 Annual Budget	Projected 2025 Annual Budget	Projected 2026 Annual Budget	Projected 2027 Annual Budget
Fixed Route Service Hours	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
Revenues					
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
Total Revenues	\$ 189,536,500	\$ 190,747,160	\$ 196,469,575	\$ 202,363,662	\$ 208,434,572
Expenses					
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
Total Expenses	\$ 193,537,004	\$ 190,537,004	\$ 196,253,114	\$ 202,140,708	\$ 208,204,929

Figure 26 — Financial Summary

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 added 10-year 0.25% 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. Figure 27 below shows a breakdown of COTA operating funds for each year from 2017 to 2021.

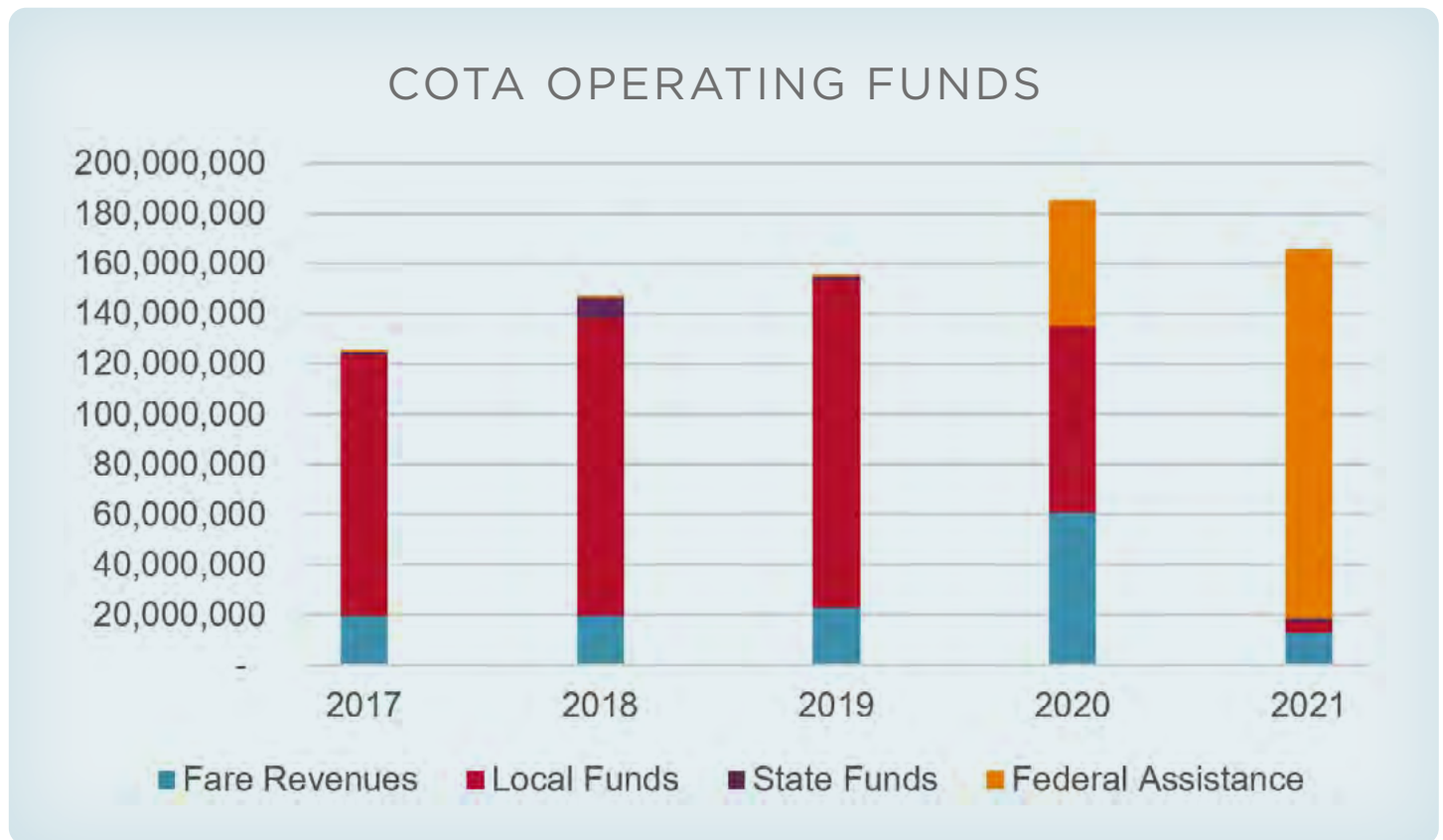


Figure 27 – COTA Operating Funds

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 (CMAQ) funds. See Figure 28 below for capital program.

Summary of Revenues and Expenditures	2023	2024	2025	2026	2027
Capital Improvement Fund					
Capital Revenues					
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
Total Revenues	\$ 69,369,492	\$ 53,135,551	\$ 85,445,056	\$ 66,820,623	\$ 51,721,108
Capital Expenditures					
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
Grant Revenue	\$ 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
Total Expenditures	\$ 87,663,602	\$ 65,084,993	\$ 88,188,358	\$ 85,672,154	\$ 69,149,285
Surplus/Shortfall	\$ (18,294,110)	\$ (11,949,442)	\$ (2,743,302)	\$ (18,851,531)	\$ (17,428,177)
Beginning Fund Balance	\$ 107,049,172	\$ 88,755,062	\$ 76,805,620	\$ 74,062,318	\$ 55,210,787
Ending Fund Balance	\$ 88,755,062	\$ 76,805,620	\$ 74,062,318	\$ 55,210,787	\$ 37,782,610

Figure 28 — Summary of Revenues and Expenditures, Capital Improvement Fund

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. The total five-year investment in vehicles and equipment is over \$170.45 million.
 - Purchase of 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.
 - Purchase of ten (10) COTA Plus vehicles each year, five (5) of which have ADA accessibility.
 - Replacing 20 vehicles each year of cutaway vehicles and full-sized vans to operate Mainstream
 - Purchase 10 non-revenue vehicles to assist in the operations of COTA's services.
 - Replacement the Scrubber to clean the McKinley facility

Alternative Fuels Initiatives

- Improve grid capacity for depot bus charging at COTA facilities and on-route charging facilities.
- Update facilities to provide necessary infrastructure to facilitate hydrogen generation and fueling.

Facilities Improvements

- COTA has the responsibility to ensure safe operations of its facilities in order to provide the best transit service to the public, including:
 - 1125 East Main Street Building Repairs
 - Modernization of COTA's administration offices as 33 North High Street: Funding is requested in 2023 and 2024 for modernization of COTA's administration offices
 - 1333 Fields Avenue Improvements, including vehicle maintenance bus lifts, safety scaffolding, and fall protection rails for battery electric and CNG coach maintenance
 - Construction of a storage facility at 1325 Essex Pole Barns for transit shelter storage and assembly.

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. This includes renovations to maintain state of good repairs and standardization of signage to incorporate current COTA marketing to improve customer experience.

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. These projects include engaging with municipalities, private mobility companies, and the community to coordinate efforts to enhance transit.

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 and include solar lighting at all new shelter installations.

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 will bring consoles up to current standards, upgrade switches and bright signs, upgrade the automated counting of passengers (APC) on vehicles to provide a more accurate ridership count, fund real-time arrival signage at select bus stops, upgrade the on-board WI-FI system, and the cameras and recording systems for safety.



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. This will include strategic land purchases related to corridor projects, future operating facilities, or right-of-way assembly, various mobility innovation projects to demonstrate improved mobility, funding for the Westside Mobility Center along Broad Street, and other unplanned opportunities that may arise on existing COTA properties.

IMPLEMENTATION PLAN

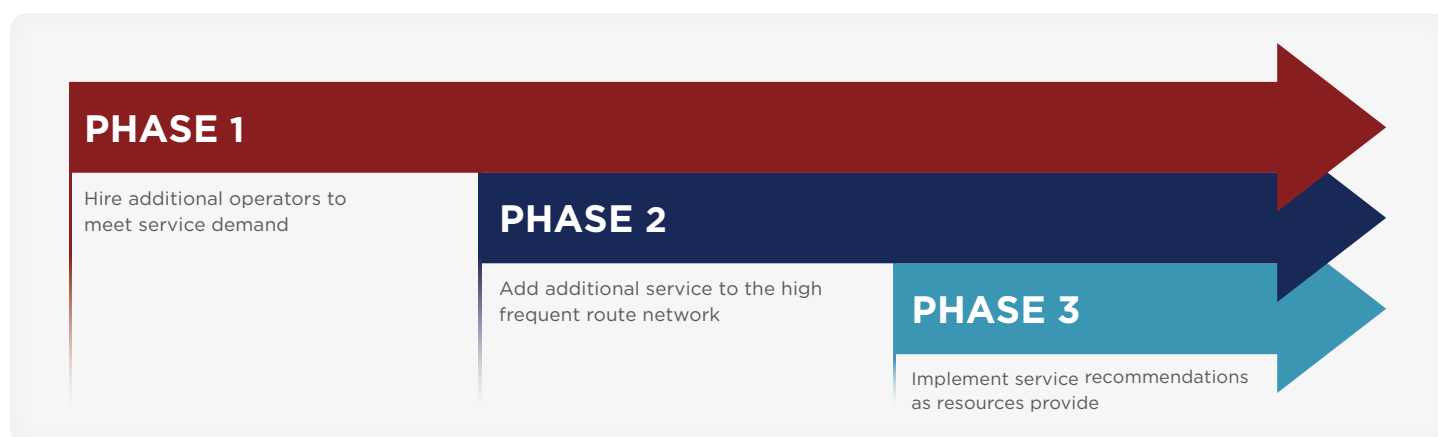


Figure 29 — Implementation Phased Approach

As part of the operations recommendations for the next five years, there is a phased approach to guide COTA for optimal success.

The **first phase** of implementation is hiring additional operators to meet the existing service demand. In the last 2 years, COTA has cut service due to insufficient operators to meet the service demand. Retaining, hiring, and expanding the operator pool will relieve operator stress and also restore service to lines that have experienced reduced frequencies due to this crisis.

The **second phase** is to use additional operators and resources to add additional service to the existing frequent network. This network includes Line 1, 2, 5, 7, 8, 10, 23, 34 which is the backbone of the 2017 redesign that recognized that these routes were optimal to serve the network and ridership with 15 minute or less frequencies. This was shown to be a success based on historical ridership, with

the highest ridership year being in 2019. COTA needs to increase frequency on the existing route network in order to redeem its ridership and grow its system to reach the impending growth of the region.

The **third phase** is to implement service recommendations as listed in the service plan recommendations in this report as resources are available. The fixed-route recommendations provide transit access to more people and jobs. The Short Range Transit plan modifies the existing service to continue to deliver transit services where needed.

The route network needs to be reviewed every SRTP in order to keep transit consistent with the growth that Central Ohio is experiencing. The Short Range Transit plan provides a link between the existing service today and the future vision of LinkUS, where a more robust mobility and growth plan will connect Central Ohio with its growing region.

CONCLUSION



Central Ohio is growing unlike anywhere else in the State. COTA needs to position their operations in a way to capture that growth within their service area. COTA will plan for increased frequency, promote mobility options, continue investment in the LinkUS initiative, and improve community partnerships.

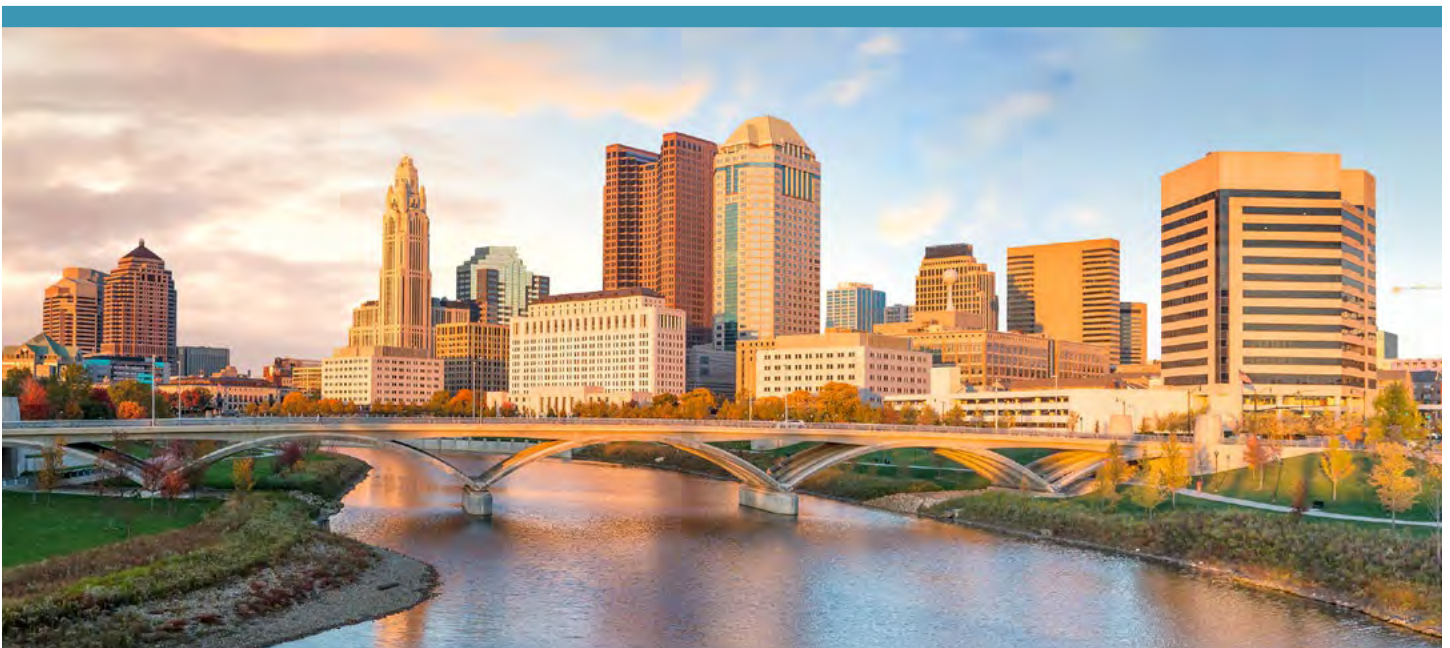
Where is COTA Now

COTA has slowly restored transit service from the COVID-19 impact. However, labor market conditions have made it difficult for COTA to retain and hire operators, causing service reductions. The transit network was redesigned in 2017 and is the backbone of transit in Columbus. The corridors that COTA serves continues to revitalize and increase density that supports a frequent network. COTA provides transit services to areas of greatest need and potential within its service

boundary. However, there continues to be opportunities to expand and grow to reach additional people and jobs in regional areas.

Where COTA is going

As Central Ohio prepares for growth, COTA is partnering and collaborating with MORPC, City of Columbus, Franklin County, and others to bring the LinkUS mobility initiative to fruition in the next decade. LinkUS will provide mobility and funding to transport Central Ohioans throughout the region to access jobs, education, and healthcare. The recommendations in the Short Range Transit Plan provide a guide for COTA to use to reach even more people and jobs than they do today. These recommendations in the Short Range Transit Plan stretch transit to more opportunities and focus on density, streamlined services, and transit rich destinations.





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CENTRAL OHIO TRANSIT AUTHORITY
2025- 2029 Capital Improvements Program

	2025 Approved Budget	2026 Projected Budget	2027 Projected Budget	2028 Projected Budget	2029 Projected Budget
Capital Revenue:					
Operating Revenues					
Sales Tax Levy Receipts	56,150,998	95,115,263	85,992,644	76,641,960	67,057,509
Federal State and Local Assistance	46,382,743	26,668,715	26,668,715	26,668,715	26,668,715
Grant Revenue	81,730,853	155,816,154	109,273,092	89,500,000	31,365,400
Debt Issuance Proceeds	75,000,000	0	150,000,000	0	0
Total Capital Revenue	\$ 259,264,595	\$ 277,600,131	\$ 371,934,451	\$ 192,810,675	\$ 125,091,624
Vehicles & Equipment	32,080,601	30,524,776	63,352,690	33,506,991	54,733,329
Facilities	16,427,616	19,652,000	22,270,000	13,750,000	9,575,000
Technology	3,429,200	6,641,900	3,400,000	5,050,000	2,965,000
Development	162,398,000	210,371,000	210,676,000	213,625,000	123,162,000
Administration	1,025,000	615,000	365,000	365,000	1,365,000
Debt Service	4,003,574	7,450,008	11,200,008	18,092,877	18,092,877
Other/Misc.	1,520,000	1,520,000	1,520,000	1,520,000	1,520,000
Total Capital Revenue	\$ 220,883,991	\$ 276,774,684	\$ 312,783,698	\$ 285,909,868	\$ 211,413,206
Net Position Increase (Decrease)	\$ 38,380,603	\$ 825,447	\$ 59,150,753	\$ (93,099,192)	\$ (86,321,581)
Beginning Fund Balance	\$ 90,105,383	\$ 128,485,986	\$ 129,311,434	\$ 188,462,187	\$ 95,362,995
Ending Fund Balance	\$ 128,485,986	\$ 129,311,434	\$ 188,462,187	\$ 95,362,995	\$ 9,041,413

CENTRAL OHIO TRANSIT AUTHORITY
2025 Budget & Operating Plan

	2025 Approved Budget	2026 Projected Budget	2027 Projected Budget	2028 Projected Budget	2029 Projected Budget
Operating Revenues:					
Operating Revenues	15,043,000	15,795,150	16,584,908	17,414,153	18,284,861
Sales Tax Levy Receipts	204,820,000	217,786,150	231,320,204	242,820,704	254,321,204
State and Local Assistance	2,550,000	2,601,000	2,653,020	2,732,611	2,814,589
Grant Revenue	8,000,000	6,640,000	6,839,200	7,044,376	7,255,707
Non-Operating Revenues	7,410,000	7,558,200	7,709,364	7,863,551	8,020,822
Total Operating Revenues:	\$ 237,823,000	\$ 250,380,500	\$ 265,106,696	\$ 277,875,395	\$ 290,697,184
Operating Expenses:					
Labor	102,173,272	110,874,253	118,015,447	122,736,065	127,645,508
Fringe Benefits	45,977,729	49,893,414	53,106,951	55,762,299	58,550,414
Services	42,600,000	38,299,724	39,491,182	41,465,741	43,539,028
Materials & Supplies	13,276,000	13,866,741	14,466,896	15,190,241	15,949,753
Fuel	6,419,000	7,396,803	8,223,217	8,839,959	9,502,956
Utilities	4,143,000	4,454,736	4,455,445	4,678,217	5,029,084
Purchased Transportation	19,046,000	21,046,000	23,046,000	24,198,300	25,408,215
Other/Misc.	4,188,000	4,177,800	4,199,350	4,325,331	4,455,091
Total Operating Expenses:	\$ 237,823,000	\$ 250,009,470	\$ 265,004,489	\$ 277,196,153	\$ 290,080,047
Net Position Increase (Decrease)	\$ (0)	\$ 371,030	\$ 102,207	\$ 679,243	\$ 617,136



Strategic Plan

Strategic Plan

Delaware County
Transit's "North Star"
2024-2028

DRAFT
February 15, 2024



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Introduction

The Delaware County Transit (DCT) Strategic Plan is the culmination of a collaborative planning process that sets a path for the agency's growth over the next five years. The Mid-Ohio Regional Planning Commission (MORPC) expects the region to grow to over 3 million by 2050, with a continual increase in the number of residents and employers who call Delaware County home. As the community grows, its transit needs continue to evolve.

The Strategic Plan includes the following sections:

- **Existing Conditions:** This section creates the baseline of determining gaps and opportunities.
 - Transit Market Assessment: An evaluation of transit potential and transit need.
 - Financial Assessment: An overview of existing financial conditions.
 - Facility Evaluation: An assessment of DCT's existing facility and site.
- **Engagement:** This section highlights the robust collaboration that occurred to educate the community and obtain feedback throughout the plan.
 - Process and Goals: A description of activities to partner with the community.
 - Steering Committee: The group that provided advisory input on needs and solutions.
 - Public Engagement: Highlighting variety of in-person and online public involvement.
- **Evaluation and Recommendations:** This section explains the analysis that informed the recommendations.
 - Service Expansion Analysis: Combines findings from service analysis, market analysis, and engagement to examine opportunities.
 - Maintenance Facility Analysis: Describes the need for a larger facility to store, maintain, and dispatch the larger fleet of the future.
 - Service Expansion Funding Analysis: Examines additional funding to be identified.
 - Recommendations: Identifies Service, Capital Improvements, Policy, and Funding.
 - Implementation Plan and Timeline: Highlights the next five years of phased launch of



The Strategic Transit Plan highlights the path forward through a logical and cohesive method. At the same time, the plan sets the stage for DCT to be flexible and nimble in a time of technological change and rapid growth. As partnership opportunities arise, the Strategic Plan highlights that DCT will be ready to collaborate on innovative approaches to regional issues.

Ultimately, the planning process established that Delaware County is one of the healthiest, wealthiest, educated, and fastest growing counties in Ohio. As such, Delaware County Transit should plan for investing in a transit system that helps allow all residents to share in Delaware County's opportunities.

Existing Conditions

Service, Transit Market,
Funding, Fares, and
Facility Assessment

State of Delaware County Transit

The following section looks at DCT holistically through service and financial data. The State of DCT creates the backbone of determining gaps and opportunities.

Service Types

In 2020, during the midst of the COVID-19 pandemic, DCT changed its operating model and removed fixed route services. Fixed route service follows a predetermined and unchanged route based on a set schedule with designated stops. This transit mechanism works well in large urban cores where there is one central hub. However, Delaware County’s development and car-centric land use showed the need for a different type of transit service to better serve residents. DCT offers two types of transit services, Demand Response and FLEX services. Each service provides customers with a unique experience to cater towards their needs. **Table 1** shows the key differences between the two transit services.

Table 1 DCT Service Types

	FLEX for Delaware City	Demand Response
Service Type	On-demand	On-demand
Service Area	For trips within Delaware City	Countywide service
Service Hours	Monday-Friday: 6AM - 6PM	Monday-Friday: 6AM - 6PM
Fare	Standard: \$2.00 Discounted: \$1.00 for <18 or 65+ or Disabled	0 to 10 miles: \$8.00 10 to 20 miles: \$17.00 More than 20 miles: \$29.00 Out of county medical facilities: \$3.80 (per mile)
Ride Booking	Same day or up to two weeks	Schedule at least noon of the business day prior to trip or up to two weeks in advance

Demand Response is a countywide service that offers customers a door-to-door service. These trips can originate anywhere in the County and provide solutions to customers who need to travel outside of Delaware City. This service also pro-

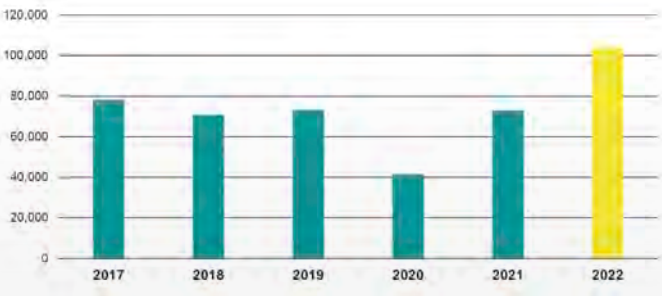
vides those with disabilities or limitations extra care by having an operator assist them to the door of their destination. Most Demand Response trips provide transit to medical appointments, however, users can be taken to any destination. Customers are charged based on a mileage fee and can be taken outside of Delaware County for an additional fee to access other medical institutions.

FLEX service offers an on-demand microtransit experience for customers wanting to travel within Delaware City limits. This service offers customers curb-to-curb services to their destination. In September 2023, DCT invested more into its FLEX service by partnering with Via to modernize its transit offerings by using technology to provide more efficient, flexible, and cost-effective transportation to customers. Customers are now able to schedule a FLEX trip using an App based system, in addition to calling Dispatch and booking a trip. This option allows users a more seamless way to schedule and pay for transit.

Transit Ridership

Transit ridership has grown exceptionally since changing the service structure and removing fixed route services. In 2022, DCT completed 104,000 trips, the largest ridership year since its inception. Since 2020 and the COVID-19 pandemic, DCT has seen an almost 150% increase in ridership, with 85% of these trips beginning and ending within Delaware City.

Figure 1 DCT Annual Ridership



Nationally, DCT is outperforming its peers in retaining and gaining ridership compared to pre-pandemic. DCT is also not experiencing similar service operation hardships, such as an operator shortage, as the other nearby public transit agencies have reported. Several reasons could attribute to these differences, including:

- Continued growth in the community as Delaware County continues to grow in population and job opportunities.
- Change in less traditional transit services and more demand response.
- Reputation of safe, clean, and dependable transit services.
- Continued loyal, friendly, and helpful staff throughout the years.

Delaware County residents use transit services for a multitude of purposes. Each transit service provides a unique experience to the customer, with preferences of transit options for specific trip purposes. **Table 2** shows that transit is used for adult day care services, education, employment, governmental agency access, medical appointments, various services, shopping, and social engagements. These purposes provide essential access to individuals who need accessible, affordable, and convenient transportation options. Based on the total trips between Demand Response and FLEX, FLEX services account for 75% of DCT ridership.

Table 2 Trip Purpose

Trip Purpose	Demand Response	FLEX
Adult daycare	1791	71
Education	145	6053
Employment	3186	22943
Government Agency	19	215
Medical	14013	8720
Service	1038	8283
Shopping	1166	23329
Social	3180	9073
Total	24538	78687

Source: DCT, 2022 (Annual)

Demand Response services provide more trips to medical appointments as it aids the customer to the door, rather than the curb like FLEX service. The cost for Demand Response is also more than the FLEX fixed rate. FLEX, as its more flexible in terms of booking, provides the most trips for shopping and those accessing employment centers within the City of Delaware.



Performance Measures

DCT creates performance metrics to measure the quality of service they provide to their customers. These metrics provide a target and goal for each category and allow DCT to adjust operations and administrative policies to achieve these set goals. A goal is defined as the ideal level of performance for each metric. This is the performance level that DCT administration, operators, and maintenance employees strive for to provide optimal service for Delaware County. The target range is the level of performance that is acceptable for operations. DCT annual performance reviews are linked to performance measures.

Performance measures are determined annually by the Board of Trustees to keep DCT operations on track to provide reliable, safe, and effective transportation solutions. These are reviewed on an annual basis to keep DCT accountable.

The following table shows how the 2023 Performance Metrics aligned with the operations that DCT performed in the first half of 2023. DCT either met or exceeded six of the eight metrics.

Metric	
Customer Satisfaction	Customer satisfaction is measured in the number of compliments and complaints. The target is to receive 2 or more compliments, with a goal of 2.1 monthly. For complaints, the target is to receive less than 1 and a goal of 0.5.
On-time Performance	On-time performance is measured for both FLEX and Demand Response using the same target and goals. The target is 90% on-time performance, with a goal of 95%.
Response Time /Pick Up	Response Time is only measured for FLEX services, with a target of being under 20-minute pickups and a goal of 15 minutes.
Ride Time	Ride Time is captured for FLEX services. The target ride time is 15 minutes, with a goal of 12 minutes. The faster the trip leads to more productivity for the transit system.
Denials	DCT prides itself on providing every customer a trip. DCT has 0% denials for the first 5 months of 2023 which hits their goal of 0%.
Passengers per Hour	The more passengers per hour makes the transit trip more economically feasible. DCT has two different goals based on FLEX and demand response services. Each service at a minimum has hit its target but only two months for demand response to achieve its goal of more than 1.9 passengers per hour. Providing more rides at the same time reduces costs and serves more passengers.
Accidents	Accidents are measured for those that are "At Fault". DCT has a combined target of 1.8 and a goal of 0.5 for FLEX and On Demand services.
Vehicle Reliability	Vehicle Reliability tracks the number of road calls for maintenance requests for safe vehicle operations. The combined target is 4.5 and a goal of 4 for both FLEX and On Demand services.

Service Performance

Ridership on the DCT Transit System has been growing steadily. Service performance relates to annual ridership, annual revenue hours, and annual revenue miles and can measure and evaluate the performance and financial aspects of transit services.

Revenue miles refers to the total number of miles that revenue-generating transit vehicles travel while in service. These miles include all miles driven by buses that are available to passengers. This metric assesses the extent of service coverage and the utilization of transit resources within the system.

Revenue hours represent the total number of hours that revenue-generating transit vehicles are operating, providing service to passengers. This includes time spent on routes, making stops, and being available for passenger use. This metric evaluates the efficiency of operations and ensures that service levels meet the demands of the community.

Tracking these metrics allows transit agencies to make data-driven decisions to optimize service, allocate resources efficiently, and improve the overall quality of public transit for riders. DCT annual 2022 statistics for demand response and FLEX service are shown in **Table 3**.

Table 3 Annual Statistics for Demand Response and FLEX Services

	Annual* Ridership	Annual Revenue Hours	Annual Revenue Miles
Demand Response	25,471	12,940	260,185
FLEX	78,693	20,453	294,742

*Annual statistics are based on data from 2022.

To continue evaluating the productivity of transit services, **Table 4** shows the average daily ridership, passengers per hour, average wait time, average trip duration, and average trip length between the two services. With the combination of higher ridership of three more passengers per hour with a shorter trip duration by an average of 9.4 minutes, the FLEX service provides greater productivity compared to the County-wide Demand Response service.

Table 4 Productivity of Demand Response and FLEX Service*

	Avg. Daily Ridership	Passengers Per Hour	Avg. Wait Time (min.)	Avg. Trip Duration (min.)	Avg. Trip Length (miles)
Demand Response	76.1	2.8	3.3**	21.7	10.3
FLEX	370.1	5.8	11.2	12.3	2.6

* All figures in Table 4 represent averages from July, August, and September of 2022.

**Represents the average difference between scheduled pickup time and actual pickup time.

Demand Response Ridership

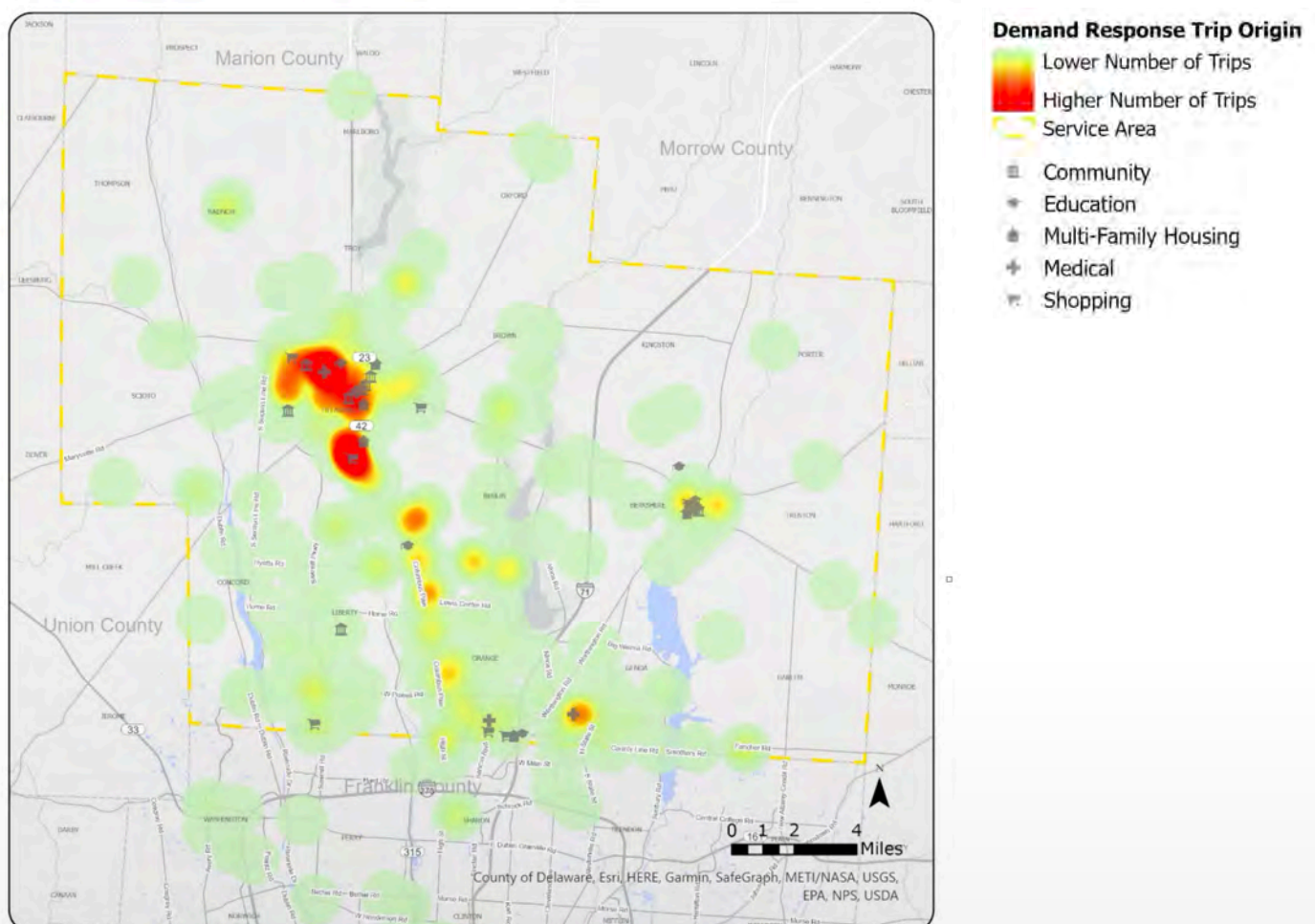
Many riders use both FLEX and Demand Response services. Some riders prefer Demand Response service even for trips that begin and end in Delaware City because the service offers more door-to-door assistance compared to the curb-to-curb service model of FLEX. The data shows that 37.5 percent of Demand Response trips both begin and end in Delaware City.

Figure 2 shows a ridership heatmap of all Demand Response trip origins for the months of July, August, and September 2022. Only trip origins are shown because nearly all trip destinations are also trip origins for return trips.

The highest concentrations of Demand Response trip origins are in the vicinity of OhioHealth Grady Memorial Hospital, with a second large concentration in the south of the city near Walmart, Kroger, and other retail destinations at Delaware Community Plaza. There are other significant concentrations of Demand Response ridership activity including:

- Ohio Wesleyan University
- US-23 corridor between Delaware City and the Polaris area
- Downtown Sunbury
- OhioHealth Westerville
- Powell Crossing Shopping Center in Powell

Figure 2 Trip Origins - Demand Response



Demand Response ridership peaks during the late morning, with an average of 9.1 passenger trips per hour in the 10:00 a.m. hour of operation. **Figure 3** shows average ridership by hour on demand response, along with the minimum and maximum DCT has seen. Understanding where peak ridership is during service hours helps DCT allocate resources to meet that demand. Similarly, the peak vehicle count for Demand Response service occurs in the late morning and early afternoon hours as shown in **Figure 4**, with five peak vehicles to accommodate the peak ridership times.

Figure 3 Average Ridership by Hour - Demand Response

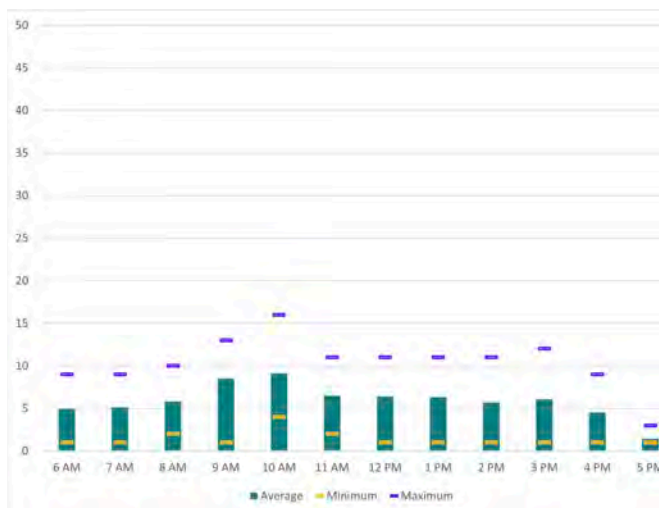
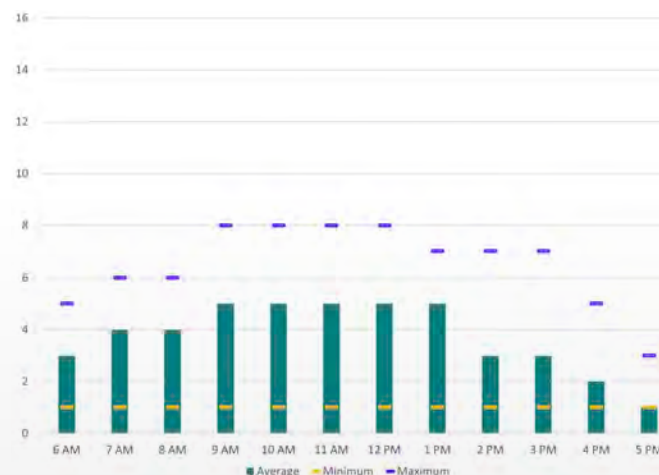
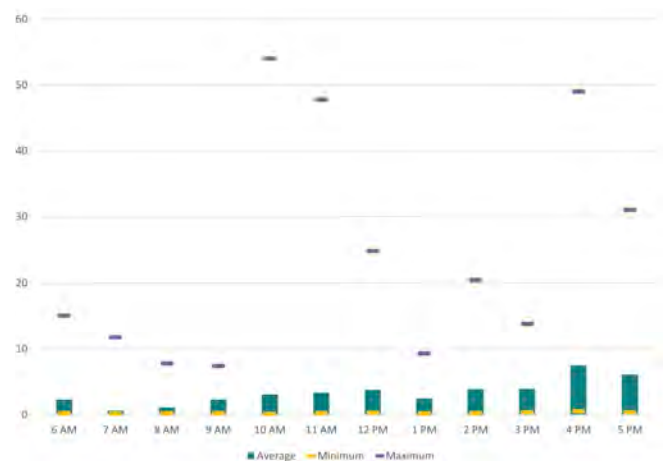


Figure 4 Average Vehicle Count by Hour - Demand Response



Demand Response trips must be booked at least a day in advance. **Figure 5** shows the average difference between scheduled pick-up times and actual pick-up times for Demand Response service. This difference is less than 10 minutes. These pick-ups exceed DCT target and goals for service performance metrics and show an excellence to their customer service and on-time performance.

Figure 5 Average Difference in Scheduled vs. Actual Pickup Time by Hour - Demand Response

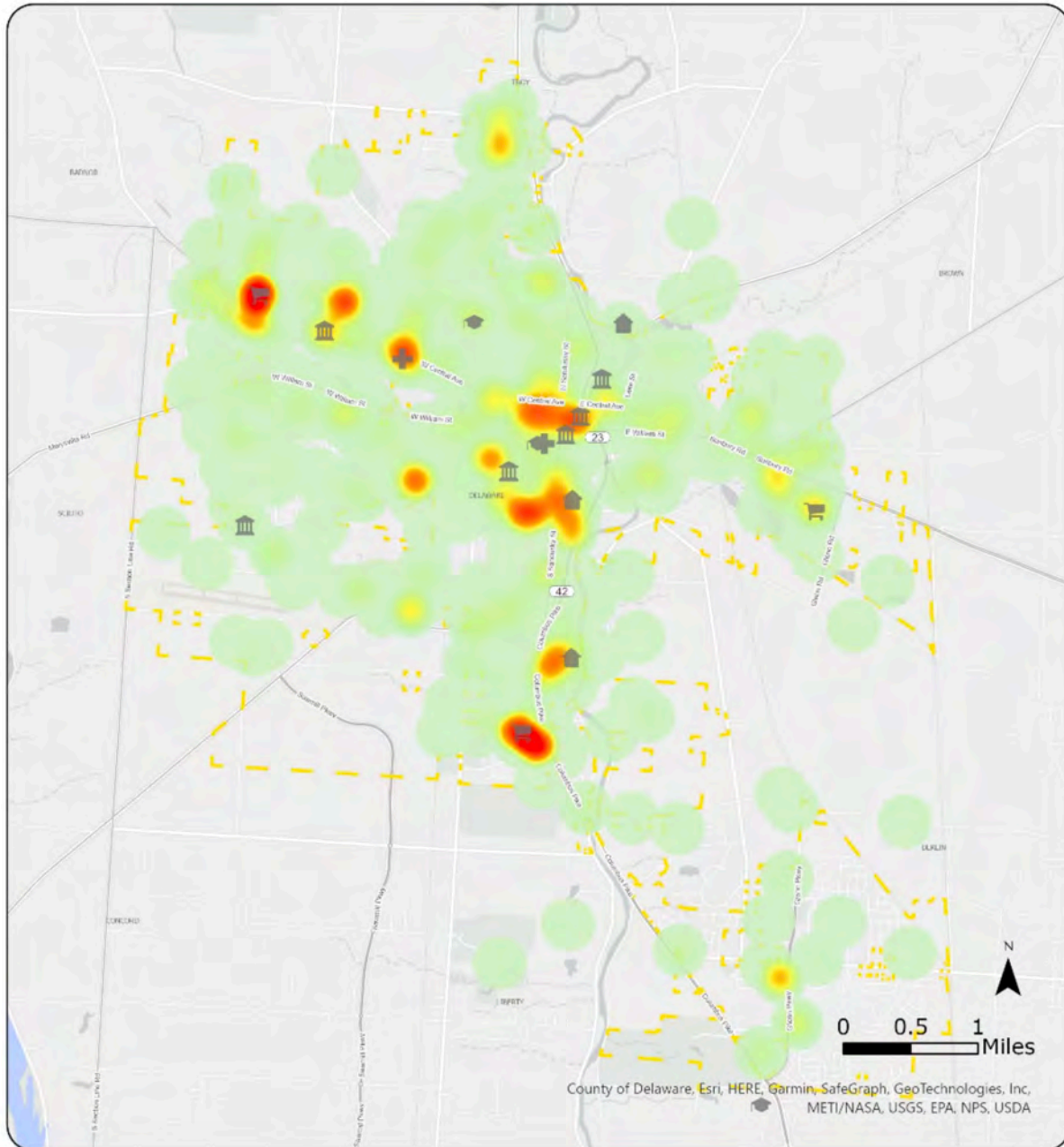


FLEX Service Ridership Details

FLEX Service offers riders a curb-to-curb transit service from their origin and to their destination within Delaware City. Similar to Demand Response, FLEX service has heavy concentrations of ridership activity in the vicinity of OhioHealth Grady Memorial Hospital and at Delaware Community Plaza for shopping. In addition, FLEX sees strong ridership at the following locations as shown on **Figure 6**:

- Kroger on W. Central Avenue
- Muirwood Village
- Downtown Delaware City
- Londontown Apartments
- Homestead Mobile Home Park
- Goodwill / Habitat for Humanity ReStore
- Glennwood Commons.

Figure 6 Trip Origins – FLEX Service in Delaware City



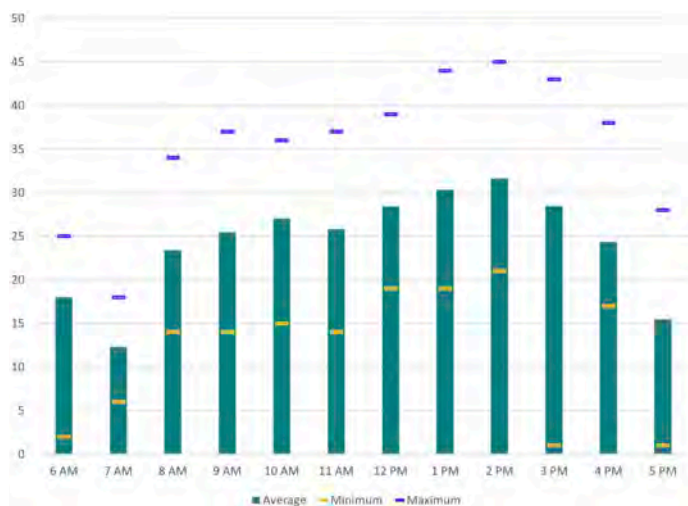
FLEX Trip Origin

- Lower Number of Trips
- Higher Number of Trips
- Service Area

- Community
- Education
- Multi-Family Housing
- Medical
- Shopping

FLEX Service accounts for 75% of the annual ridership. The FLEX ridership exceeds twenty-five passengers per hour from 9:00 a.m. until 3:00 p.m., half of the amount of time the service is in operation for the day. The highest ridership demand is around 2:00 p.m., with an average of thirty-two passengers per hour, as shown in **Figure 7**. At the start of the revenue service, ridership starts with an average of eighteen passengers per hour at 6 a.m., suggesting that an earlier demand for service is likely to benefit those who utilize FLEX services. Overall, ridership remains consistent throughout the day for this service type. With the introduction of Via, this ridership could increase with new demand and an easier way to schedule through a smartphone device.

Figure 7 Average Monthly Ridership by Hour - FLEX Service



The peak vehicle count for FLEX service occurs between 12:00 p.m. and 2:00 p.m., with ten vehicles in service concurrently, as shown in **Figure 8**. However, as ridership demand is highest at 2:00 p.m, the average vehicle count begins to drop, while the average wait time for service begins to rise and peaks at 3:00 p.m. with an average of 13.2 minutes between trip booking and pick-up. This could be due to a variety of factors, such as shift changes and operator availability. However,

this wait time is still well below DCT's maximum wait time target of 30 minutes. Wait times are an important factor to consider for FLEX Service as it needs to be efficient in order for the rider to consider using the on-demand service. DCT has a maximum wait time target of 30 minutes, and all trips average wait times are way below this target goal as seen in **Figure 9**.

Figure 8 Average Vehicle Count by Hour - FLEX Services



Figure 9 Average Wait Time by Hour - FLEX Service



Transit Market Assessment

Density determines the effectiveness and efficiency of public transportation. Places with higher concentrations of people and/or jobs tend to have higher transit ridership. At the same time, most transit agencies have a mandate to provide comprehensive service in the communities they serve and to provide mobility for residents with no other means of transportation. The purpose of this Market Analysis is to both assess how well the current DCT service aligns with demand and to identify potential opportunities for service expansion.

The Transit Market Assessment consists of two key components: Transit Potential and Transit Need. Transit Potential is an analysis of the overall population and employment density of Delaware County, while Transit Need focuses on specific socio-economic characteristics such as income, automobile availability, age, and disability status that are indicative of a higher propensity to use transit. As transit use is influenced by land use and the built environment, the Market Assessment also highlights the locations of key activity centers such as multifamily housing, major retail, medical facilities, educational institutions, and civic and community centers, that tend to be strong transit ridership generators.

Transit Potential

Transit service is generally the most effective and efficient in areas with high concentrations of residents and/or jobs. The transit potential of an area can be assessed by examining the combined population and employment density of the area. The Transit Potential analysis described below is based on data provided by the Mid-Ohio Regional Planning Commission (MORPC) and is aggregated at the Traffic Analysis Zone (TAZ) level. The data is the most recent provided by MORPC,

however, does not include larger scale developments that have recently been announced, such as the \$20 Billion Intel Plant being built in Licking County and expected to spur additional economic growth around the eastern area of Delaware County.

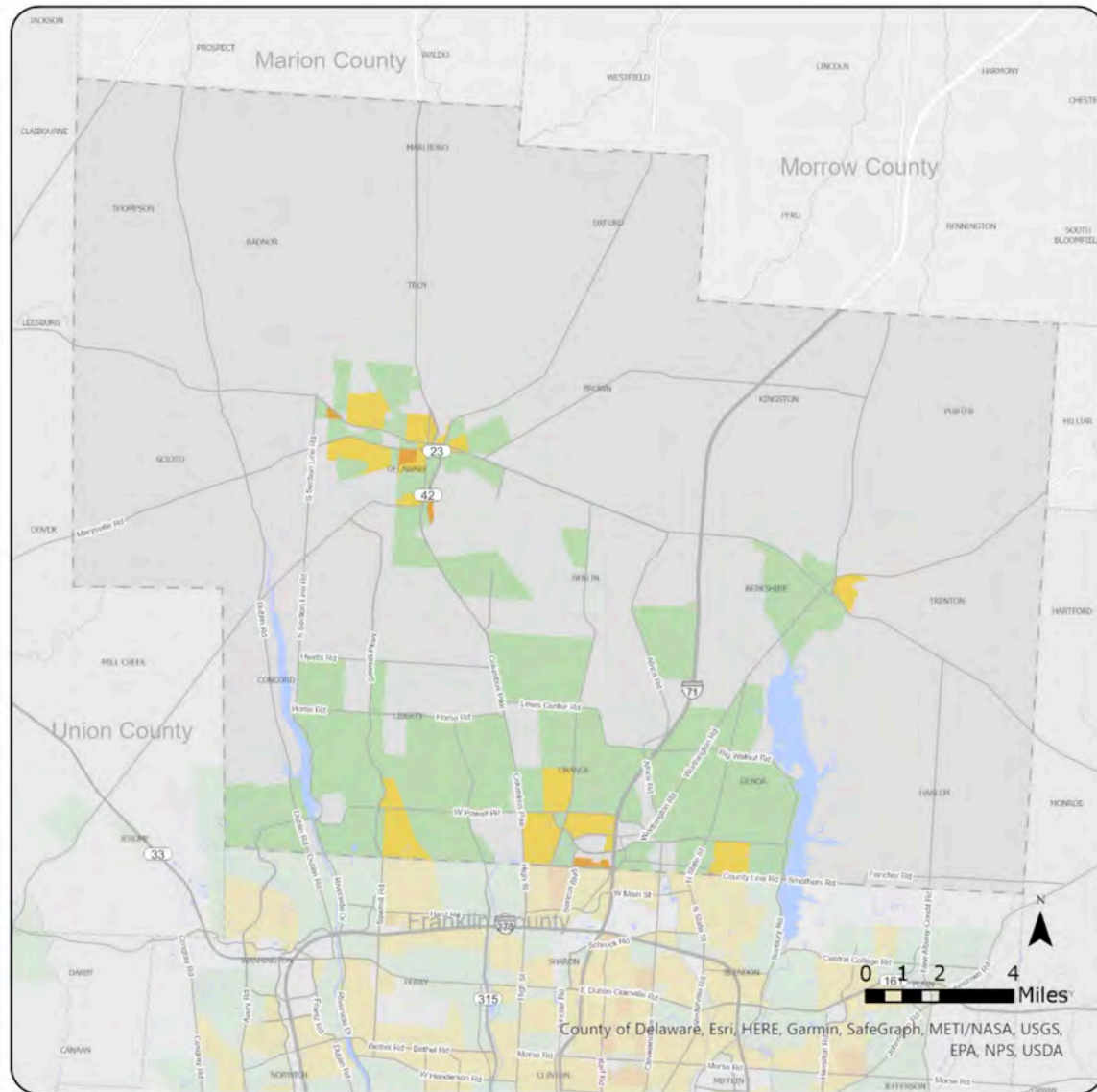
Population Density

Population density is a measure of the number of people living per acre of land. This is a demographic statistic used to understand the concentration of a population within a particular region. High population density implies a greater concentration of people in an area, while low population density indicates a sparser distribution of population.

Figure 10 shows the number of people per acre in 2020 by TAZ across Delaware County. MORPC updates this data every four years. Pockets of higher population density of more than five people per acre can be seen in Delaware City, Sunbury, and across the southern tier of the County, near the border with Franklin County. The highest population densities (16 – 30 people per acre) can be found in the Polaris area and along Stafford Road, West William Street, and West Central Avenue in Delaware City.



Figure 10 2020 Population Density by TAZ

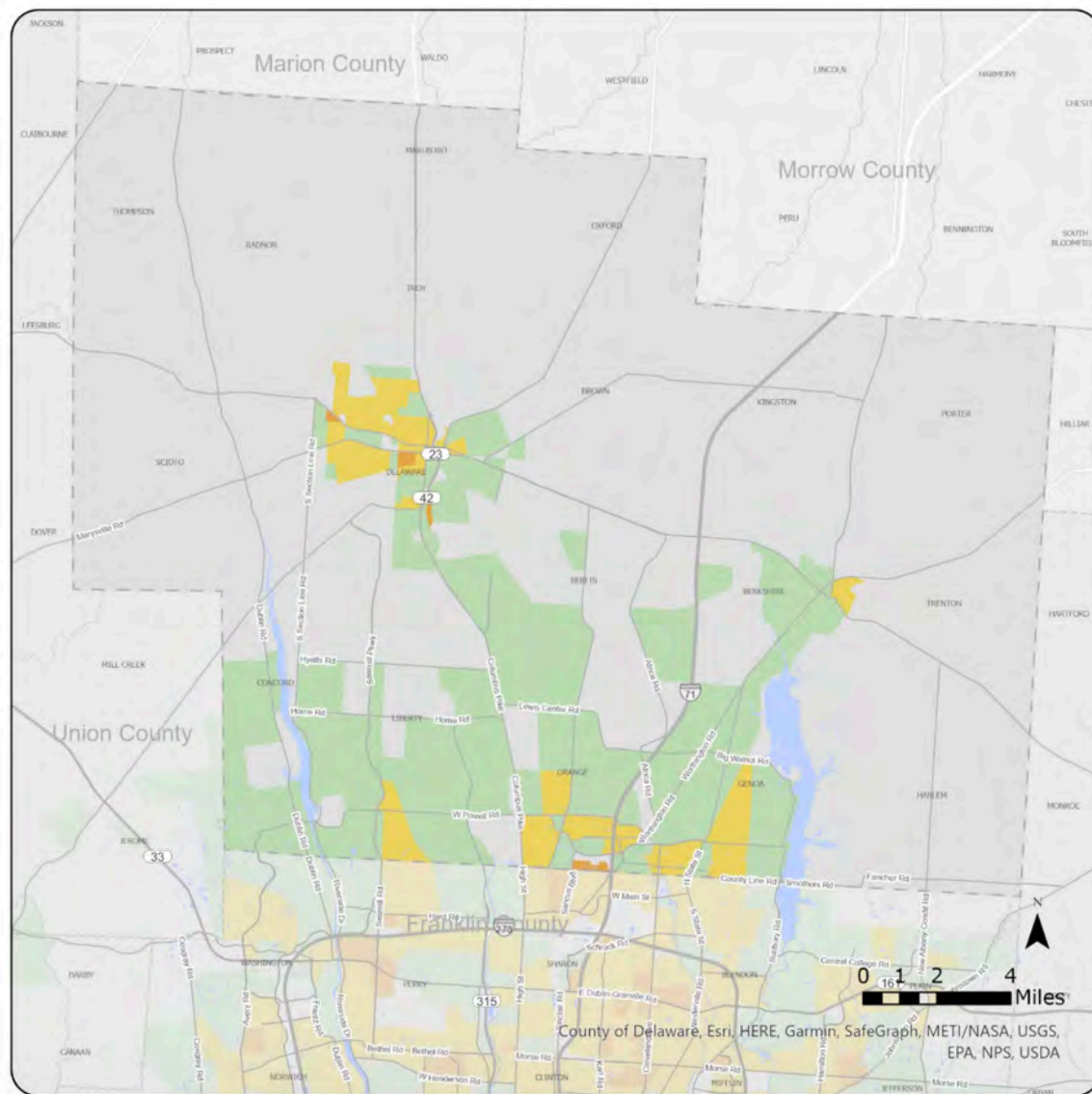


2020 Population Density

-  >60 people / acre
 31 - 60 people / acre
 16 - 30 people / acre
 6 - 15 people / acre
 1-5 people / acre
 < 1 people / acre
 Delaware County Study Area

It is important to consider population densities for future years to understand the growth pattern of the County. **Figure 11** shows the population density of Delaware County by TAZ for forecast year 2050, based on MORPC projections. By 2050, most of Delaware City and west of US-23 is projected to have population densities above five people per acre. Similar densities are also expected to emerge in the neighborhoods surrounding Westerville Central High School through the Sunbury region.

Figure 11 2050 Population Density by TAZ



2050 Population Density

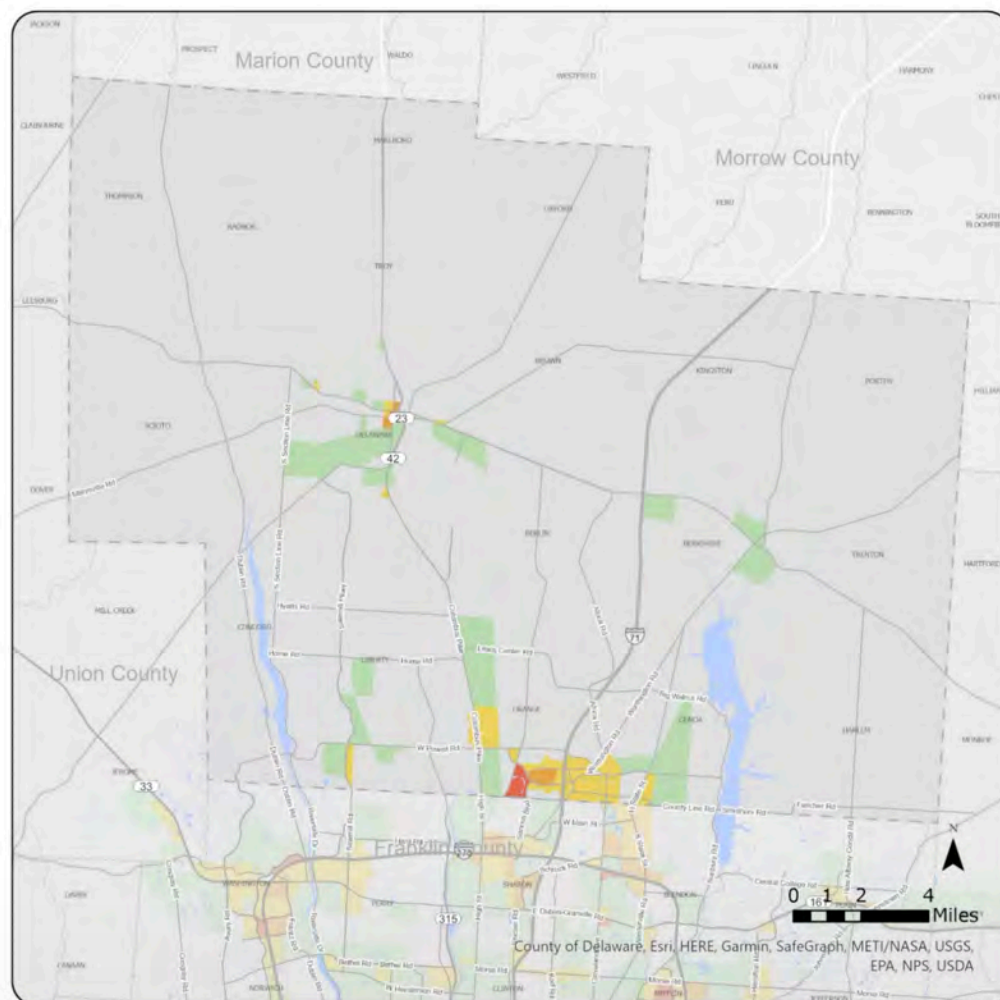
- > 60 people / acre
 31 - 60 people / acre
 16 - 30 people / acre
 6 - 15 people / acre
 1 - 5 people / acre
 < 1 people / acre
 Delaware County Study Area

Employment Density

Employment density is the concentration of employment opportunities within an acre. The higher the employment density suggests that the area has a significant number of job opportunities, while lower employment density indicates a scarcity of employment opportunities. This factor is important to understand commuting patterns, job access, and overall economic vitality of the Delaware region.

Figures 12 - 15 show 2020 employment density in Delaware County by TAZ. This data, which is also provided by MORPC, shows small clusters of higher employment density of more than five jobs per acre in Delaware City, and along the US-23 corridor. However, the highest employment densities in the county are found in the Polaris area, east and west of I-71.

Figure 12 2020 Employment Density by TAZ



2020 Employment Density



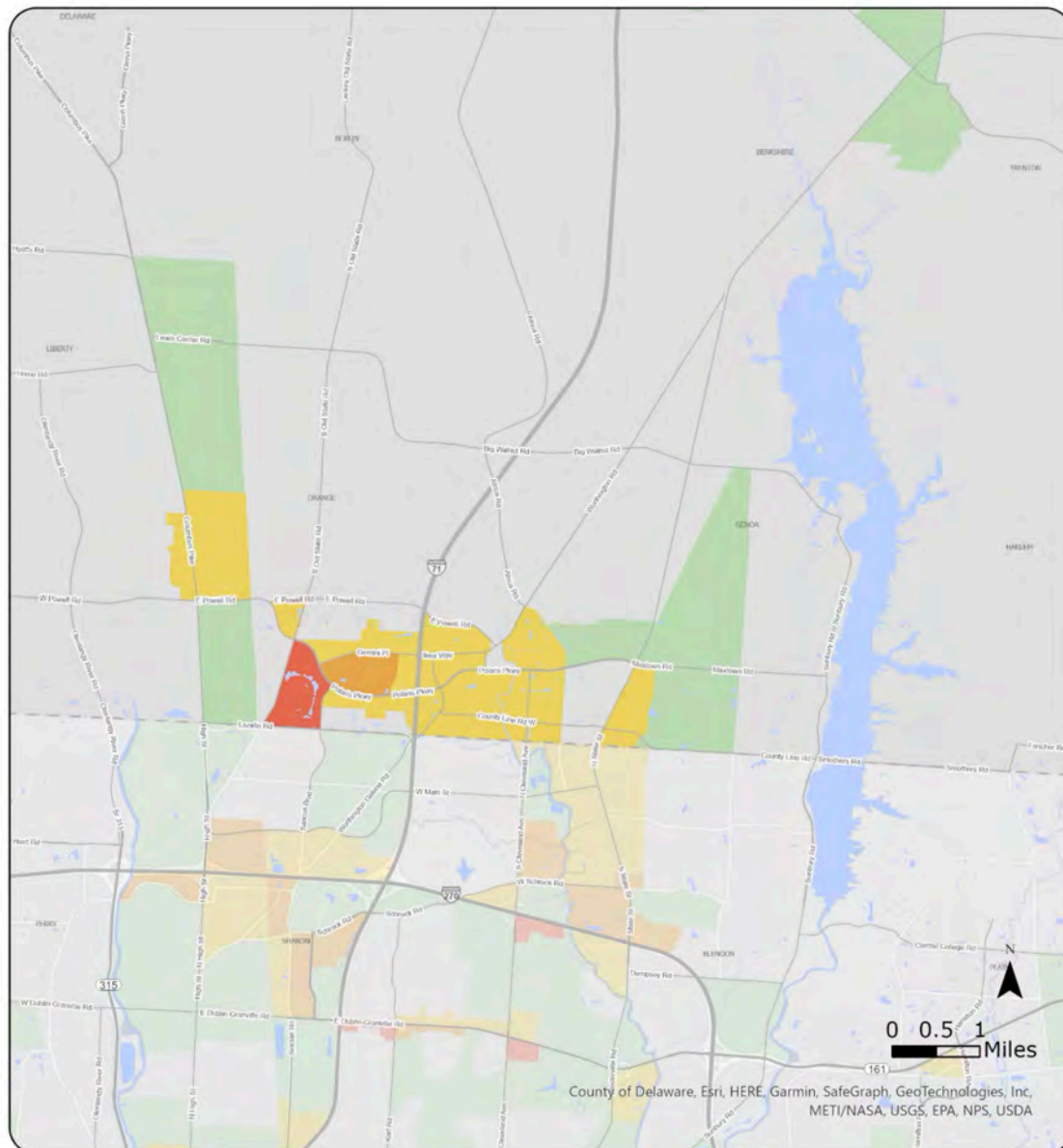
Figure 13 2020 Employment Density in Delaware City



2020 Employment Density

- > 60 jobs / acre
- 31 - 60 jobs / acre
- 16 - 30 jobs / acre
- 6 - 15 jobs / acre
- 1 - 5 jobs / acre
- < 1 job / acre
- Delaware County Study Area

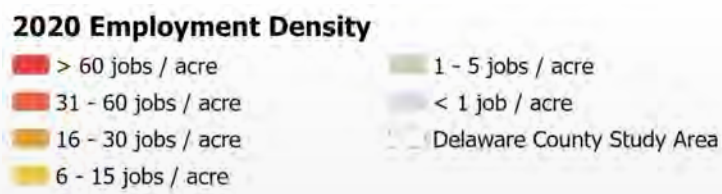
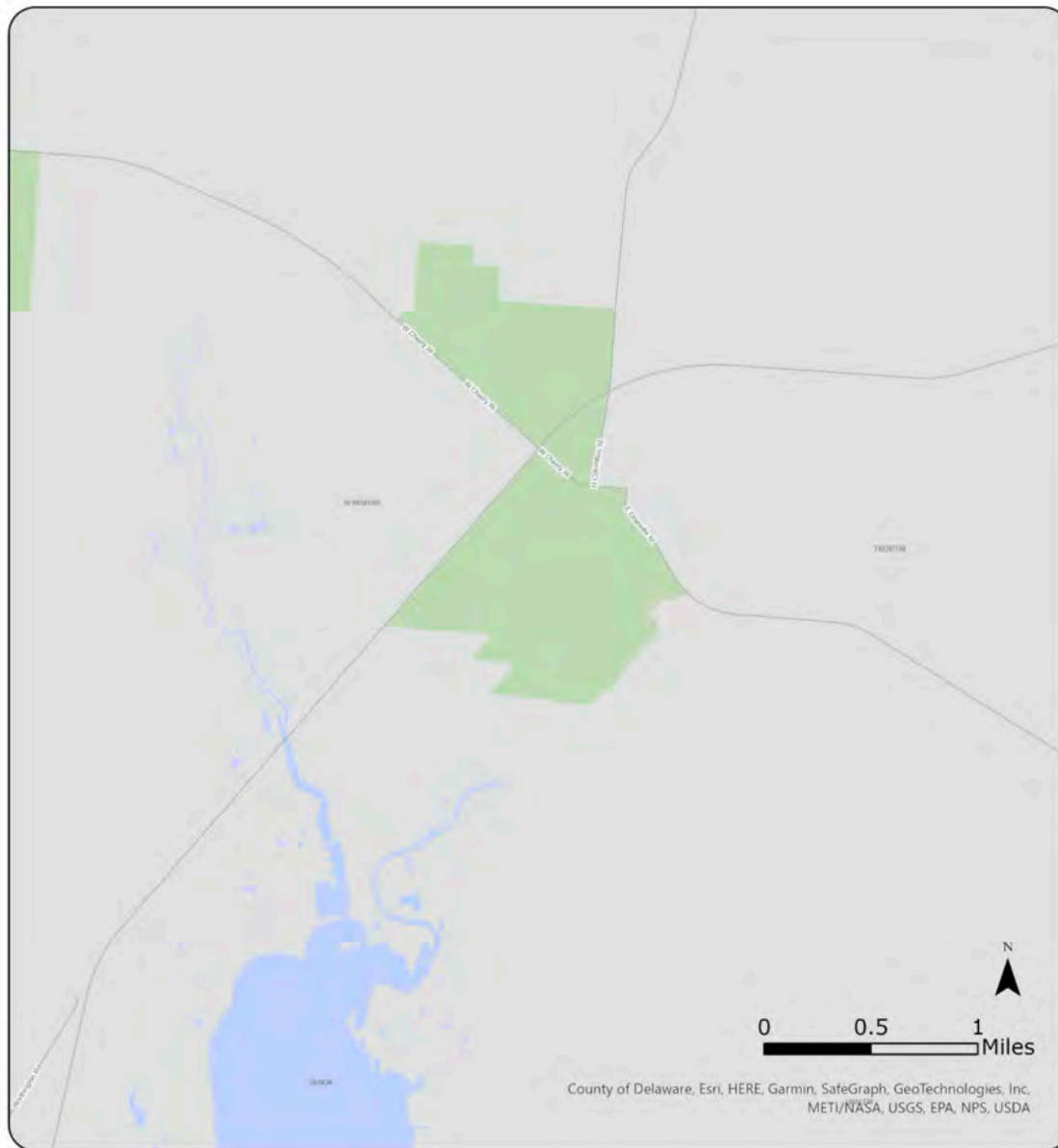
Figure 14 2020 Employment Density for Southern Delaware County



2020 Employment Density

- > 60 jobs / acre
- 31 - 60 jobs / acre
- 16 - 30 jobs / acre
- 6 - 15 jobs / acre
- 1 - 5 jobs / acre
- < 1 job / acre
- Delaware County Study Area

Figure 15 2020 Employment Density for Sunbury



MORPC's projected 2050 employment density, shown in **Figures 16 -19**, indicates that job growth will continue in and around Delaware City, as well as the Polaris area which will see higher concentrations of jobs in the same locations as they are found now. This type of growth is helpful for transit planning as investment in these areas will continue into the future.

Figure 16 2050 Employment Density by TAZ

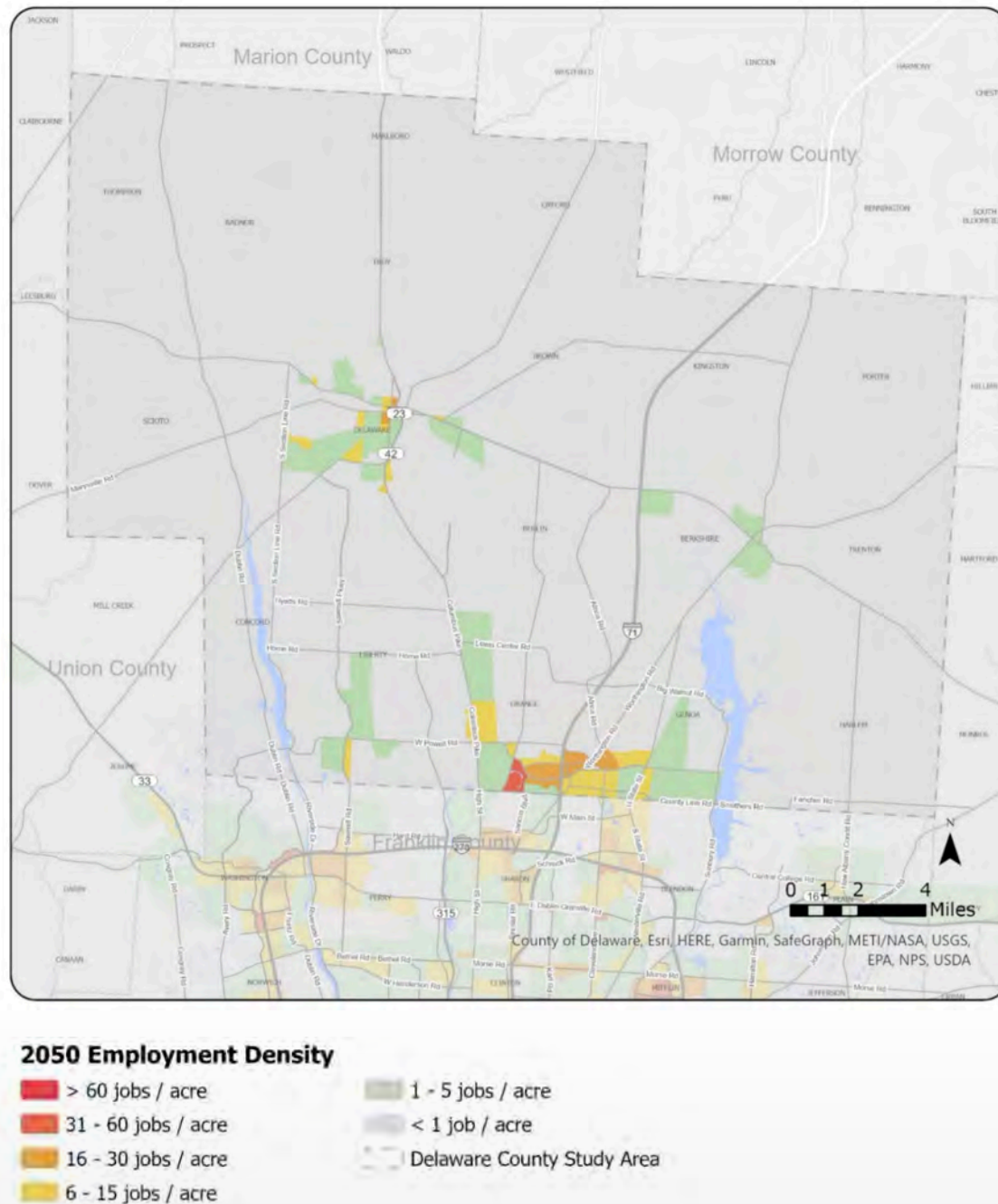


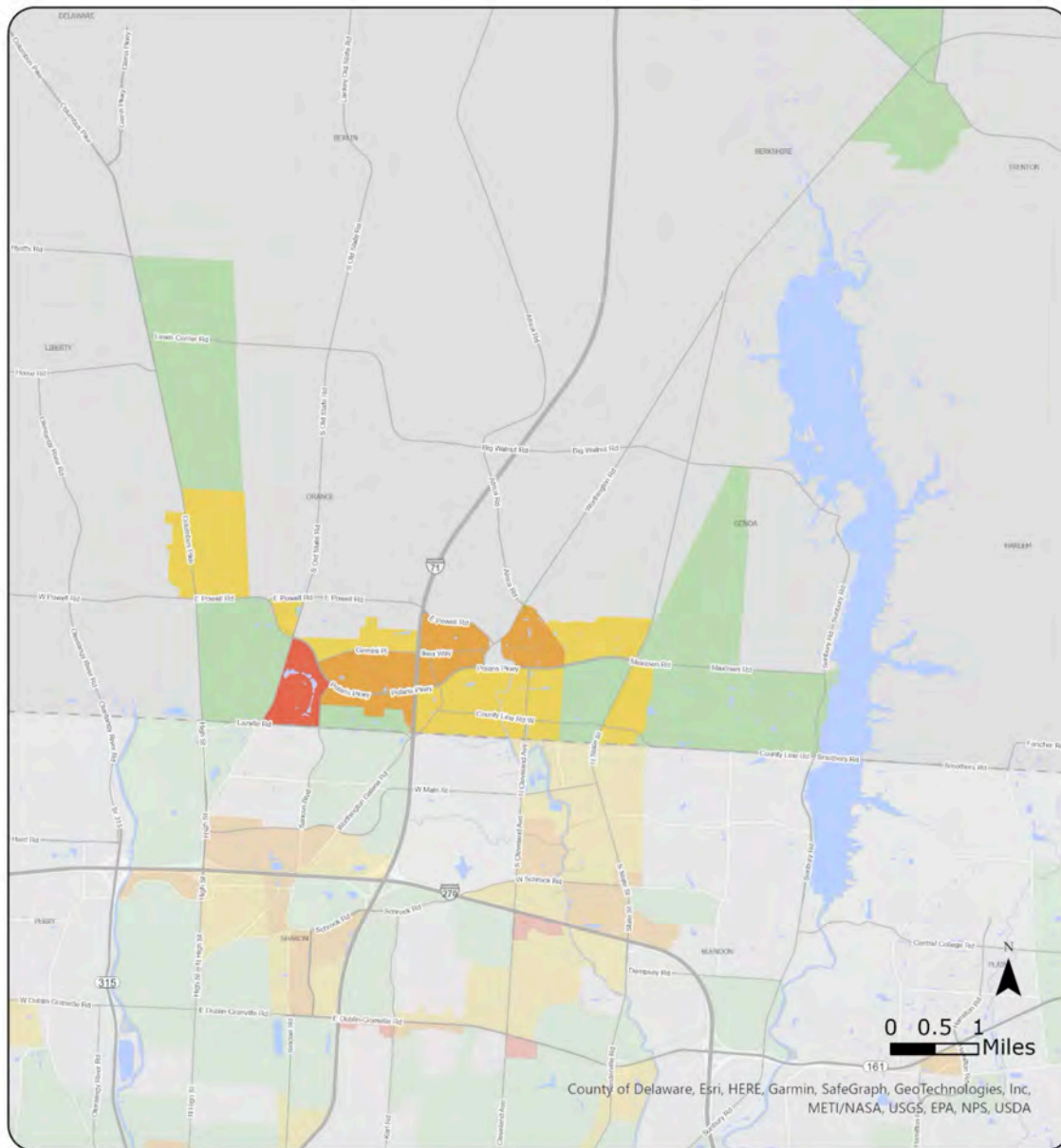
Figure 17 2050 Employment Density for Delaware City



2050 Employment Density

- > 60 jobs / acre
- 31 - 60 jobs / acre
- 16 - 30 jobs / acre
- 6 - 15 jobs / acre
- 1 - 5 jobs / acre
- < 1 job / acre
- Delaware County Study Area

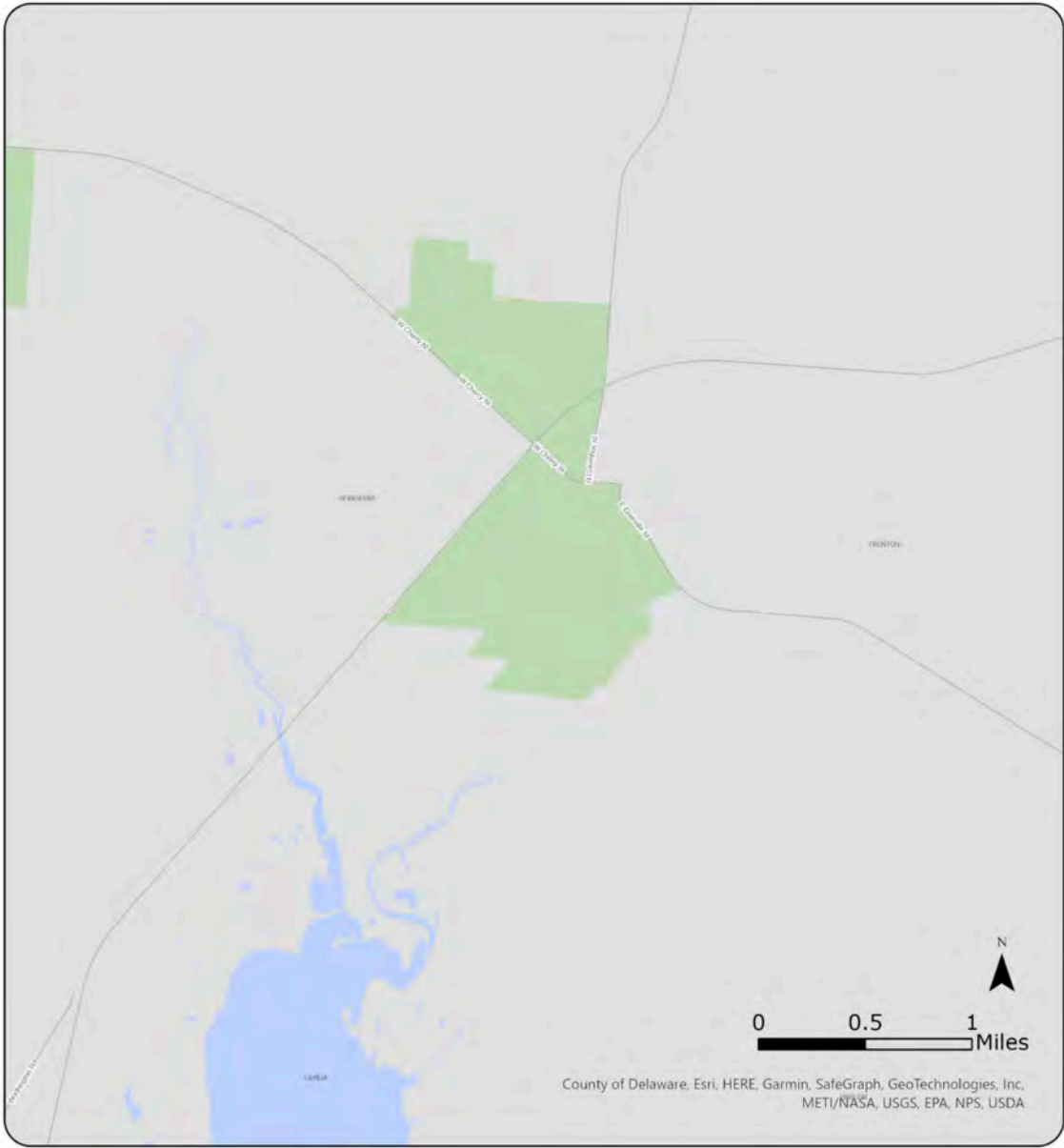
Figure 18 2050 Employment Density for Southern Delaware County



2050 Employment Density

- > 60 jobs / acre
- 31 - 60 jobs / acre
- 16 - 30 jobs / acre
- 6 - 15 jobs / acre
- 1 - 5 jobs / acre
- < 1 job / acre
- Delaware County Study Area

Figure 19 2050 Employment Density for Sunbury



Transit Potential

Transit Potential describes the combined population and employment densities. Areas with the largest transit potential are those that have higher concentrations of populations and jobs. These areas include Delaware City, City of Sunbury, and the southern tier of the County, including City of Powell, Polaris area, and City of Westerville. **Figure 20 through Figure 27** show transit potential from 2020 and 2050. Looking forward to 2050, Delaware will continue to have high transit populations in more parts of Sunbury, along the east and west of I-71, and along the Franklin/Delaware County border near Polaris.

Figure 20 2020 Transit Potential for Delaware County

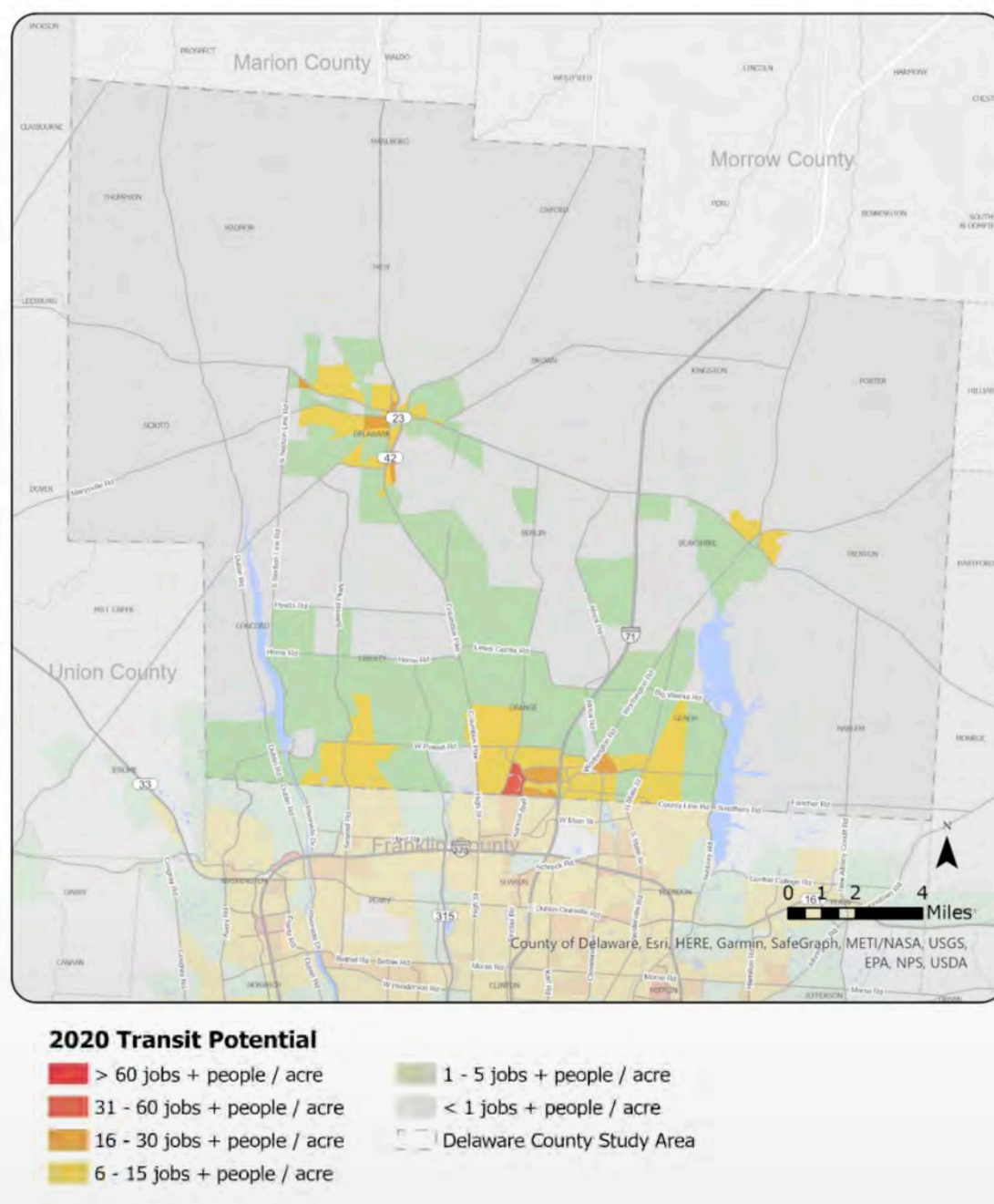


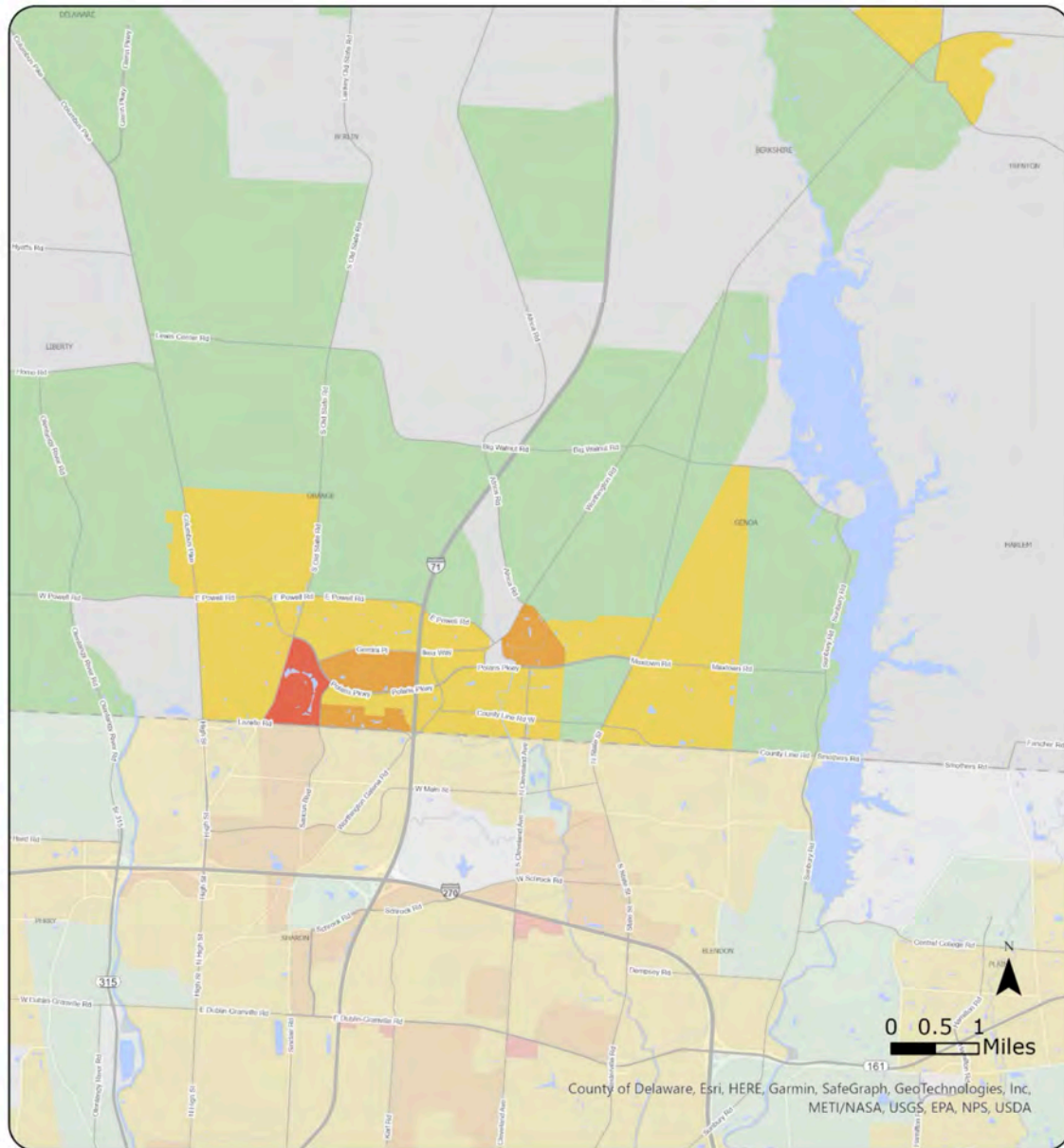
Figure 21 2020 Transit Potential for Delaware City



2020 Transit Potential

- > 60 jobs + people / acre
- 31 - 60 jobs + people / acre
- 16 - 30 jobs + people / acre
- 6 - 15 jobs + people / acre
- 1 - 5 jobs + people / acre
- < 1 jobs + people / acre
- Delaware County Study Area

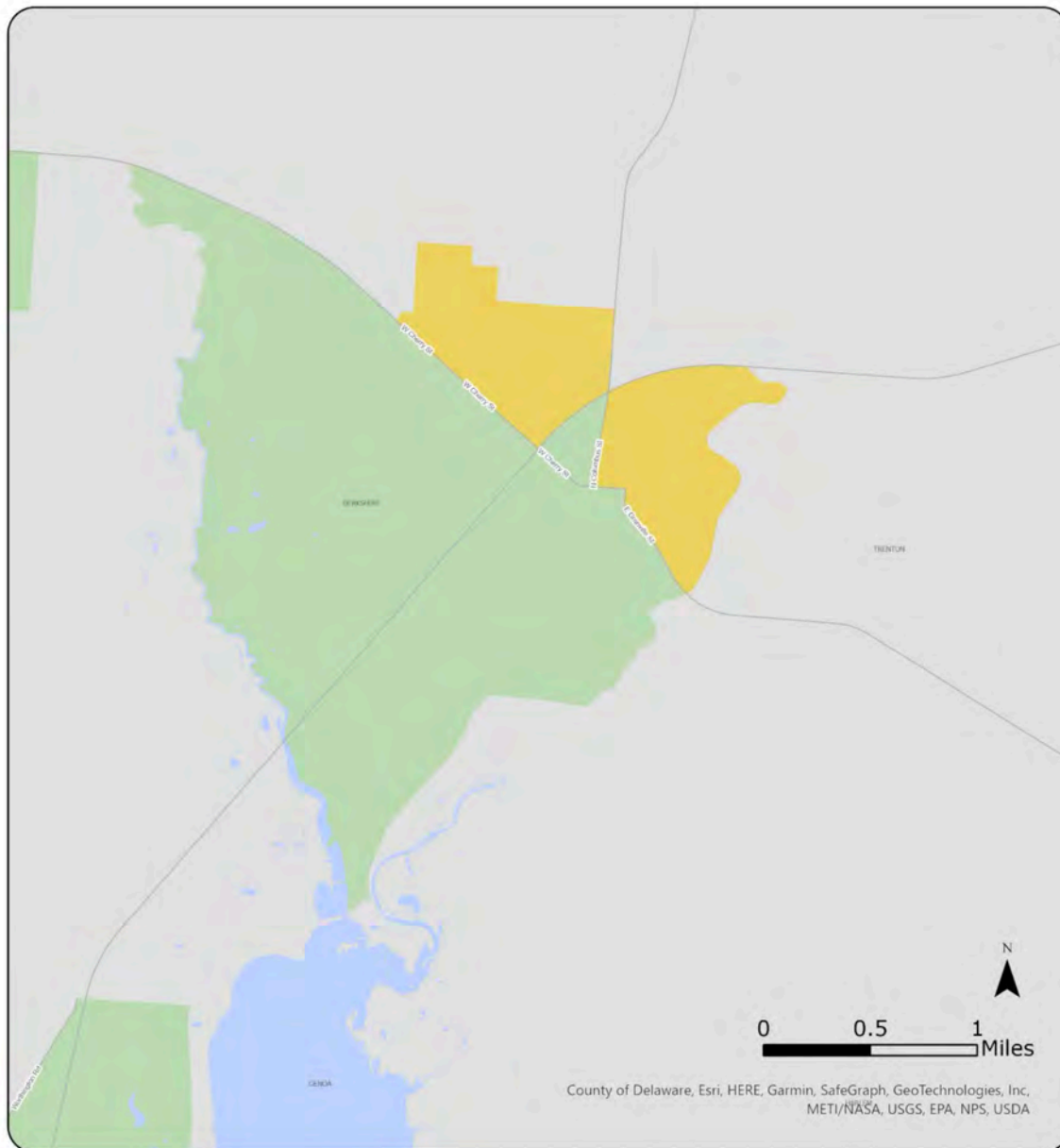
Figure 22 2020 Transit Potential for Southern Delaware County



2020 Transit Potential

- > 60 jobs + people / acre
- 31 - 60 jobs + people / acre
- 16 - 30 jobs + people / acre
- 6 - 15 jobs + people / acre
- 1 - 5 jobs + people / acre
- < 1 jobs + people / acre
- Delaware County Study Area

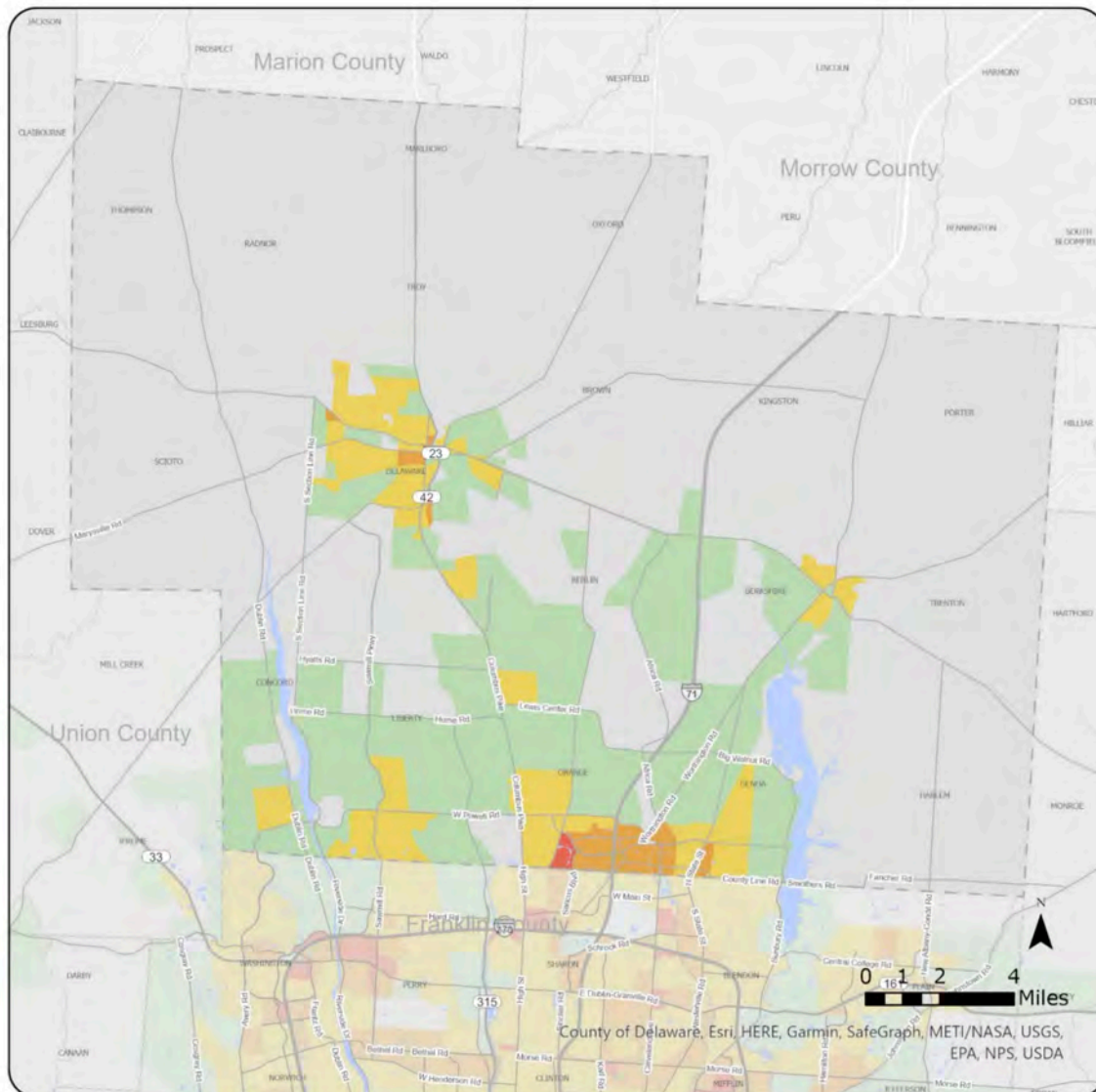
Figure 23 2020 Transit Potential for Sunbury



2020 Transit Potential

- > 60 jobs + people / acre
- 31 - 60 jobs + people / acre
- 16 - 30 jobs + people / acre
- 6 - 15 jobs + people / acre
- 1 - 5 jobs + people / acre
- < 1 jobs + people / acre
- Delaware County Study Area

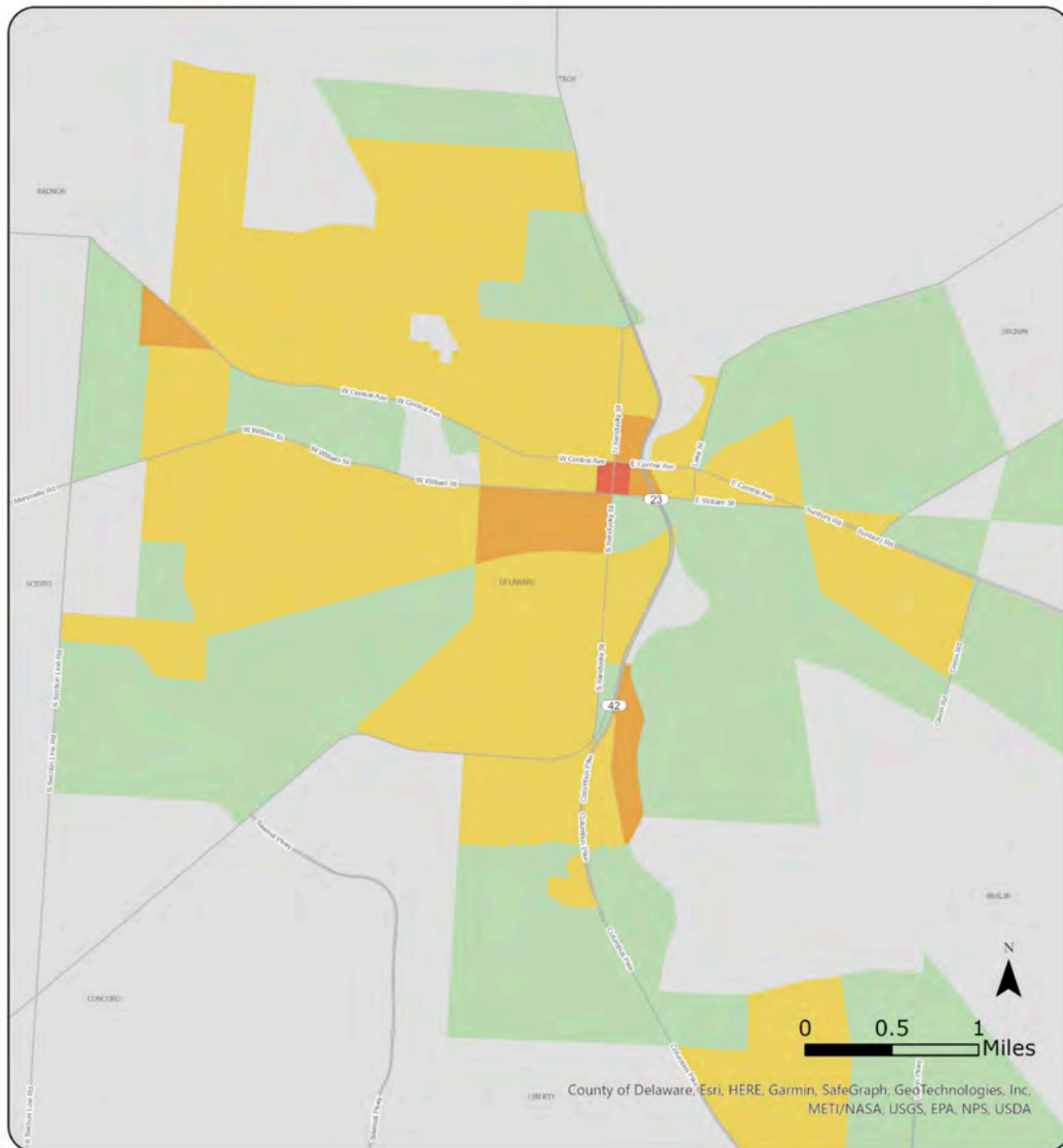
Figure 24 2050 Transit Potential for Delaware County



2050 Transit Potential

- > 60 jobs + people / acre
- 31 - 60 jobs + people / acre
- 16 - 30 jobs + people / acre
- 6 - 15 jobs + people / acre
- 1 - 5 jobs + people / acre
- < 1 jobs + people / acre
- Delaware County Study Area

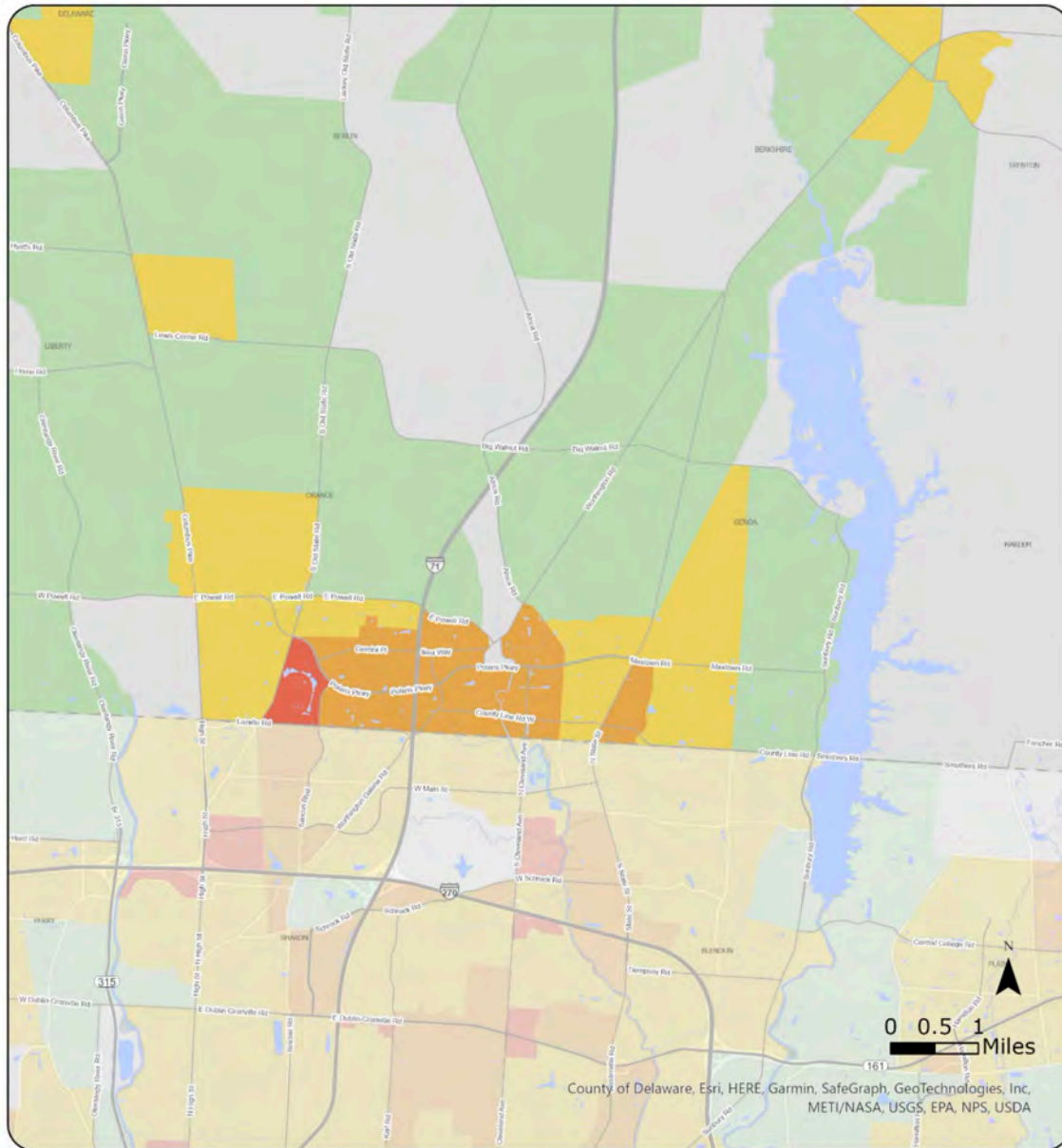
Figure 25 2050 Transit Potential for Delaware City



2050 Transit Potential

- | | |
|--|--|
| > 60 jobs + people / acre | 1 - 5 jobs + people / acre |
| 31 - 60 jobs + people / acre | < 1 jobs + people / acre |
| 16 - 30 jobs + people / acre | Delaware County Study Area |
| 6 - 15 jobs + people / acre | |

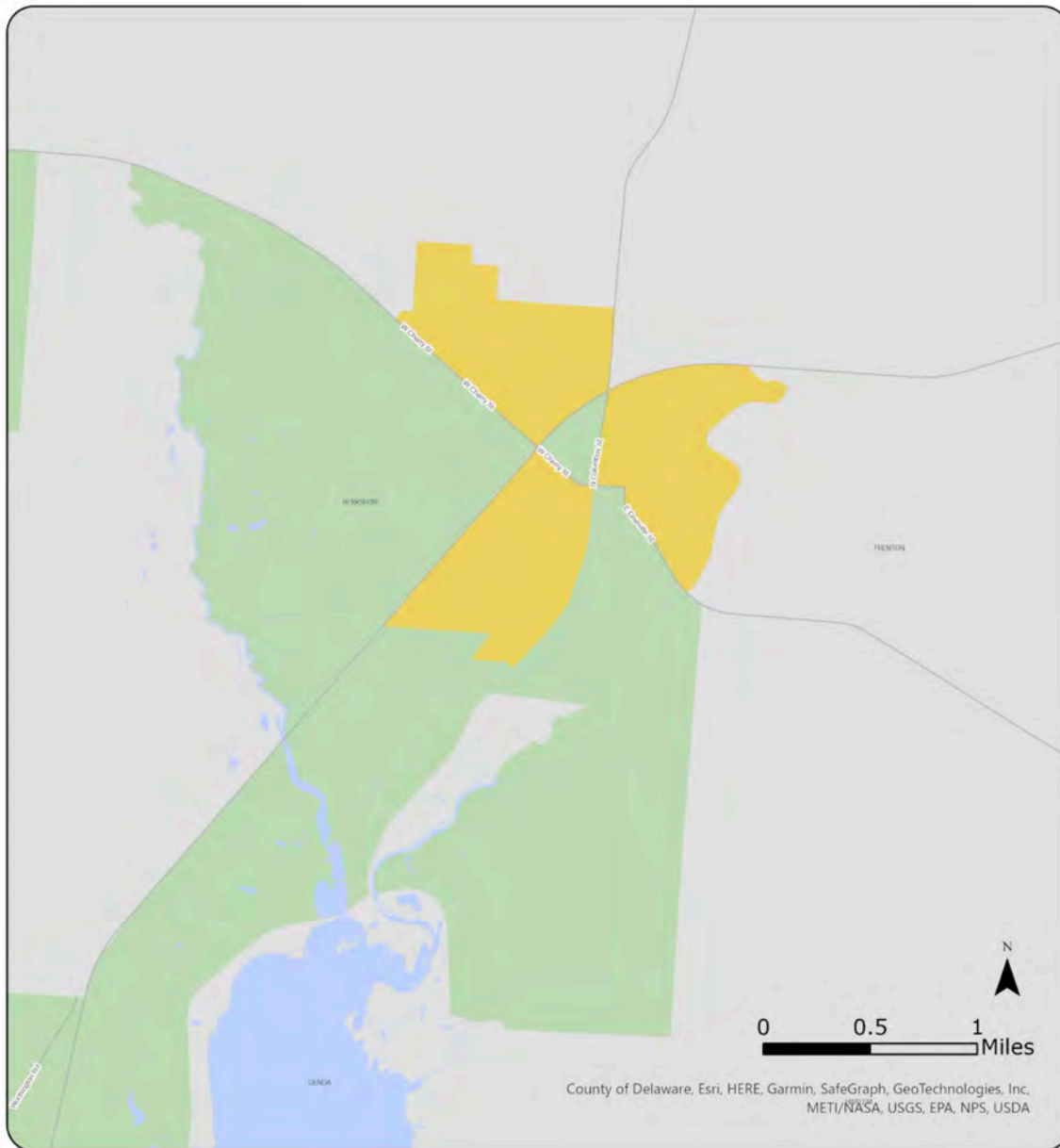
Figure 26 2050 Transit Potential for Southern Delaware County



2050 Transit Potential

- > 60 jobs + people / acre
- 31 - 60 jobs + people / acre
- 16 - 30 jobs + people / acre
- 6 - 15 jobs + people / acre
- 1 - 5 jobs + people / acre
- < 1 jobs + people / acre
- Delaware County Study Area

Figure 27 2050 Transit Potential for Sunbury



2050 Transit Potential

- > 60 jobs + people / acre
- 31 - 60 jobs + people / acre
- 16 - 30 jobs + people / acre
- 6 - 15 jobs + people / acre
- 1 - 5 jobs + people / acre
- < 1 jobs + people / acre
- Delaware County Study Area

Transit Need

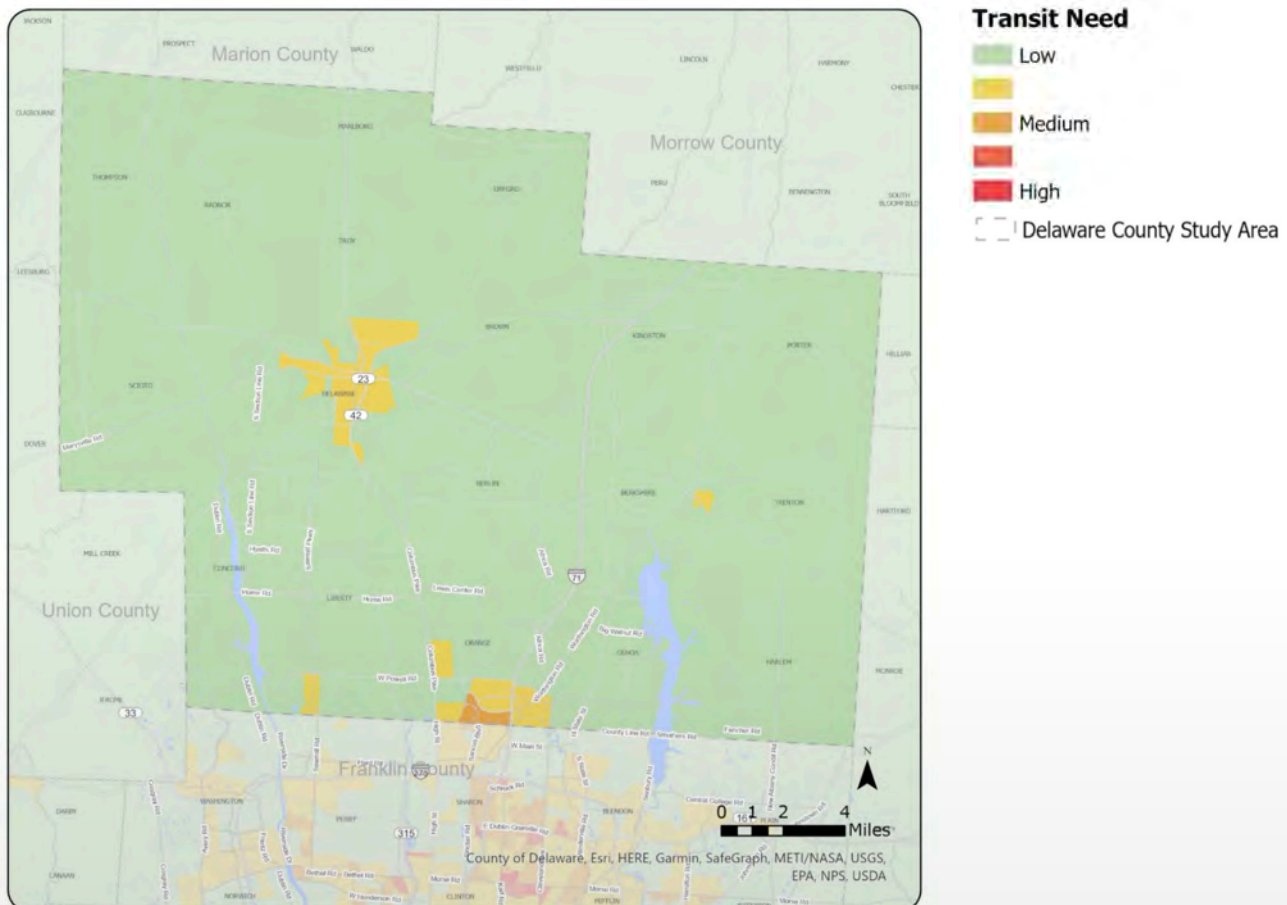
The likely demand for transit service can be assessed by examining key demographics of an area. Certain population subgroups have a relatively higher propensity, or likelihood to use transit as their primary means of transportation. These groups include:

- **Households without access to a vehicle.** Families that lack access to a vehicle either for financial or legal reasons often have few mobility options other than public transportation.
- **Persons with disabilities.** Individuals who are unable to or have difficulty operating a motor vehicle are especially likely to use public transportation services.
- **Low-income individuals.** Because using transit is often less expensive than owning a car, individuals in low-income households are more likely to rely on transit.

- **Young people.** Individuals aged 15 to 24 and younger may not have access to or the ability to operate a vehicle and tend to rely on transit and other alternatives for their mobility needs.
- **Older adults.** As individuals age, they may be less willing or able to operate a motor vehicle.

As DCT looks to grow in the future, it is important to continue to focus on the needs of the community. Using the most recent American Community Survey (ACS) 5-year data, these population subgroups by Census Block Group will determine the propensity of the highest likeliness of transit need. For each demographic analysis, each block group was assigned a density category based on the concentrations of the population subgroups being examined. **Figure 28** shows the composite of the Transit Need based on the sum of the scores for each demographic analysis.

Figure 28 Delaware County Transit Need



Transit Need exists in many of the same places as higher levels of Transit Potential. This overlap of transit potential and transit need is economical for the transit agency as it is able to serve both types of consumers. As a whole, the County has low transit need comparably to the rest of the State, but Delaware City, City of Sunbury, and the Polaris area in the south show a higher transit need than the rest of the County.

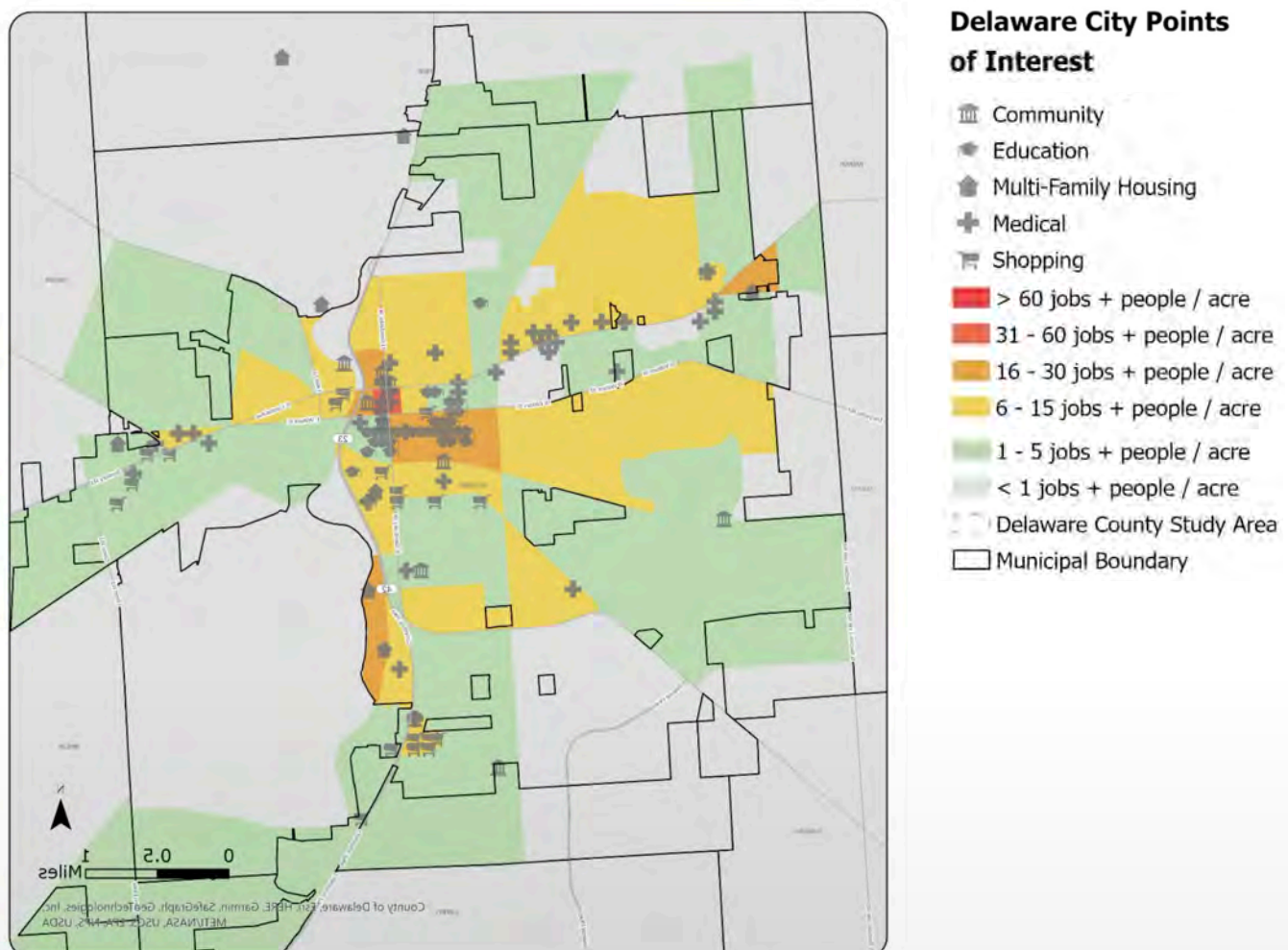
Land-Use and Activity Centers

In addition to density and demographics, transit use is also influenced by the built environment. In particular, there are certain land uses – such as

multi-family housing, major grocery and retail centers, medical facilities, educational institutions, and civic and community centers – that tend to generate transit trips at a higher rate than other land-uses. A robust mix of these activity centers is key to ensuring strong ridership demand for any transit service.

Based on the Transit Potential and Transit Need analysis, three key areas are Delaware City, Sunbury region, and the Southern portion of Delaware County including Polaris and the City of Powell. As Delaware County is continuing to grow, continuing to identify key activities in these areas will be important to determine where transit could be successful.

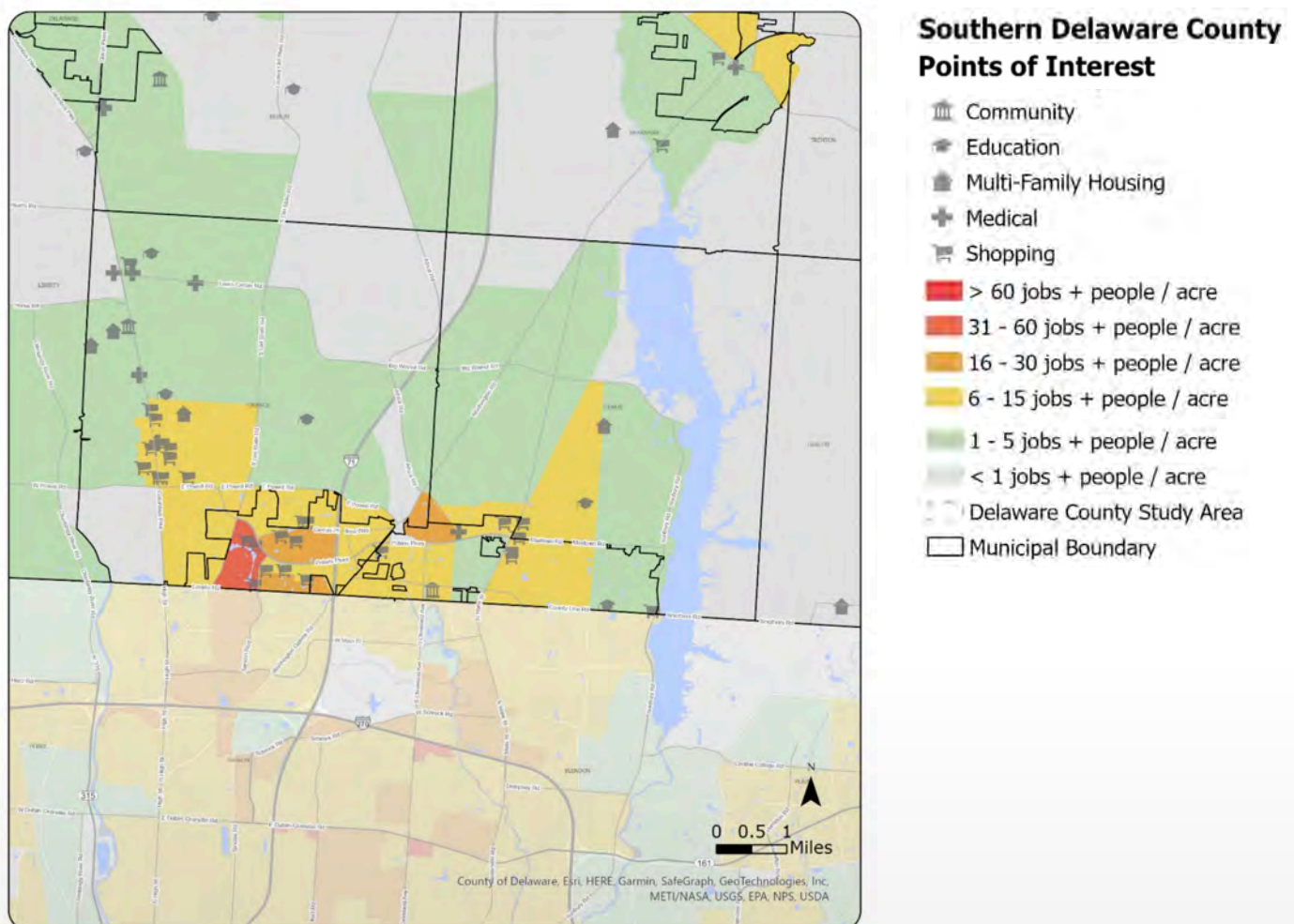
Figure 29 Delaware City Transit Potential and Points of Interest



Delaware City shown in **Figure 29** is an area in the County with growing Transit Potential. The city is currently served by DCT's FLEX service, in addition to the county-wide Demand Response service. Much of the density and Transit Potential in the center of the City is associated with Ohio Wesleyan University. Other key drivers of higher density and Transit Potential in Delaware City include Grady Memorial Hospital and nearby medical offices, Glenwood Commons along Sunbury Road, and Delaware Community Plaza, including Walmart and Kroger, along US-23.

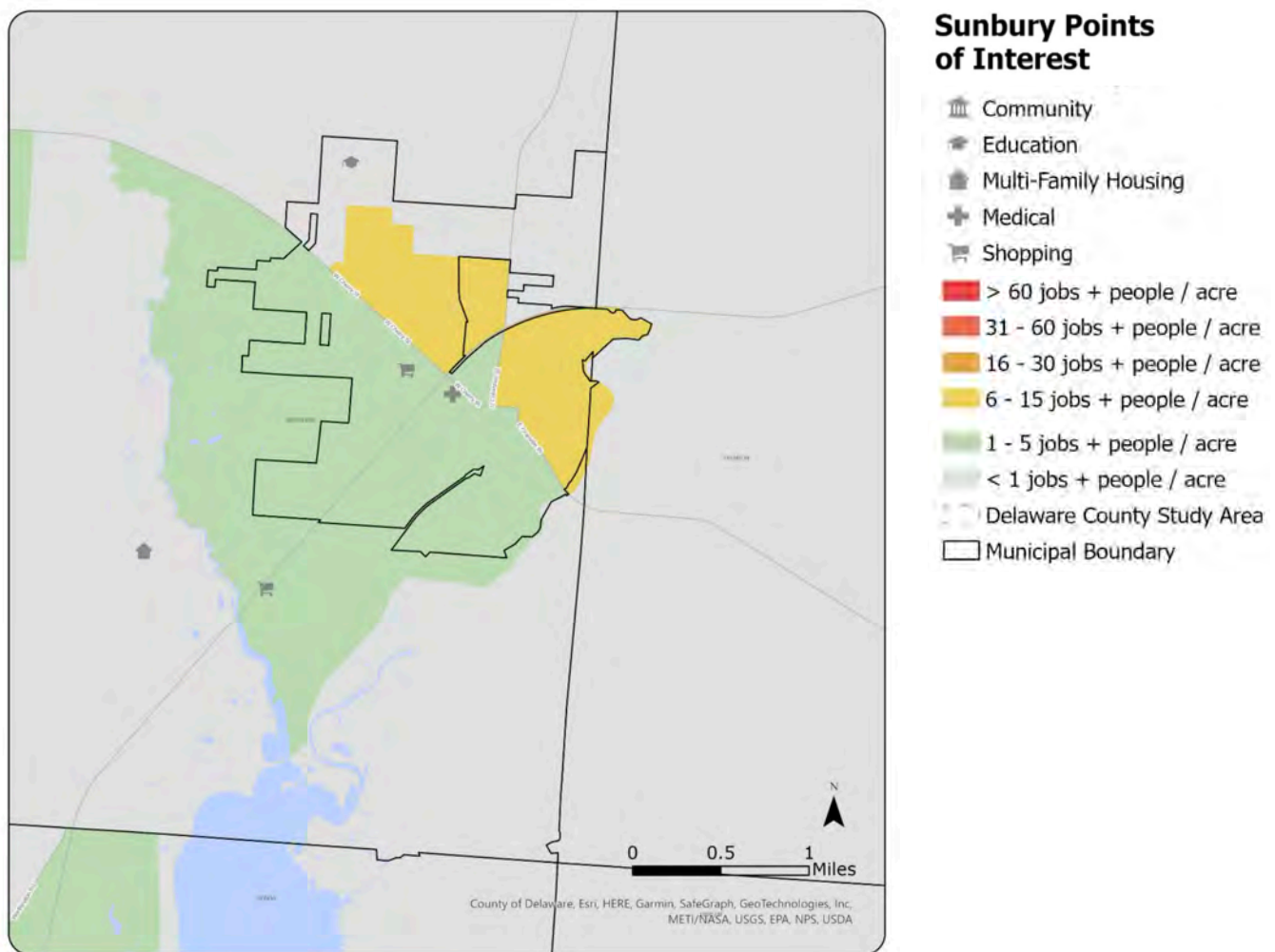
Southern Delaware County shown in **Figure 30** has some of the greatest Transit Potential in the County, due in large part to its proximity to Columbus. The settlement and development patterns present in this part of the County illustrate how the City of Columbus is expanding northward and will continue doing so into the future based upon job and population forecasts. US-23 to the west operates as a major corridor connecting the southern portion of the County north to Delaware City. Along this corridor are numerous grocery stores, retail shopping destinations, multi-family housing, and medical offices. The highest density of people and jobs is found in the Polaris area, which includes several large retail centers and the JP Morgan Chase corporate office, as well as COTA fixed-route bus connections.

Figure 30 Southern Delaware County Transit Potential and Points of Interest



Shown in **Figure 31**, Sunbury is a growing city in Delaware County and a key area to consider when planning future service for the region. The city provides a number of essential services including a high school, urgent care center, dental offices, and a Kroger grocery store. New residential development is occurring both inside and just outside the city boundaries. It also has a large retail outlet center, providing job opportunities.

Figure 31 Sunbury Transit Potential and Points of Interest



Financial Assessment

The following provides an overview of DCT's existing financial conditions and provides a high level financial comparison to six peer transit systems. The purpose of the existing conditions analysis is to provide an overview of the respective role contributions from federal, state, and local revenue streams play in addressing DCT's annual costs. The peer comparison provides an opportunity to benchmark DCT's financial performance compared to similar transit systems and provides an opportunity to evaluate alternative local funding approaches based on information reported to the National Transit Database (NTD).

Existing Financial Conditions

DCT has an operating budget of just under \$4 million, receiving roughly 85% of the budget from federal, state, and local grants. The other 15% of the budget comes from passenger fares. This budget supports over 100,000 trips, twenty-six revenue vehicles, one bus facility, and over fifty-four full-time employees. **Figure 32** summarizes DCT's total annual costs and revenues over fiscal year (FY) 2017 to 2022 period based on the FY 2019 Annual Financial Report and FY 2022 Annual Financial Report. As shown in the figure, total costs have remained relatively stable over the last five years, while annual revenues have generally increased. Additionally, with the exception of FY 2017, DCT's annual revenues have exceeded costs, which has resulted in DCT's non-restricted cash and cash equivalent balance growing over time and totaling approximately \$6.0 million as of December 31, 2022. This balance has grown due to the reduction in service levels during the COVID-19 pandemic and the increased level of federal funding that was provided during 2020 and 2021 to offset COVID-19 pandemic impacts.

Figure 32 DCT Annual Revenue Sources and Operating Expenses (2017-2022)



Revenue Sources

DCT's annual revenue primarily reflects a combination of federal, state, and local funds.

Federal Funds

The Federal Transit Administration (FTA) allocates annual federal formula funds to urbanized areas across the country based on a methodology that incorporates population levels, levels of service provided, and ridership variables. Reflecting Delaware County's population, DCT is classified as a large urban transit system and is an eligible direct recipient of FTA formula funds.

The annual level of federal formula funds provided to DCT is a portion of the total amount FTA allocates to the Columbus Urbanized Area (CUA). On an annual basis, and in partnership with the Mid-Ohio Regional Planning Commission (MORPC), the three transit systems within the CUA - Central Ohio Transit Authority (COTA), Licking County Transit Board (LCTB), and DCT - agree to allocate the full apportionment of Section 5307 Urbanized Area Formula Funds, Section 5340 Growing States and High Density States Formula Funds, and Section 5339 Bus and Bus Facilities Funds based on the same methodology FTA uses to allocate funds nationally.

As an example, **Table 5** summarizes the allocation of FY 2021 FTA formula funds among the three transit systems, with DCT receiving approximately 5 percent of the total funds. The eligible uses for these federal funds reflect the following:

- **Section 5307 and Section 5340:** expenses associated with transit capital project, operating assistance, and transportation-related planning.
- **Section 5339:** expenses related to replacing, rehabilitating, and purchasing buses and related equipment and to construct bus-related facilities.

Table 5 Urban FTA Formula Fund Allocations (FY 2021)

Transit Provider	Section 5307 & 5340	Section 5339	Total
CUA Total Funds	\$19,039,511	\$2,175,906	\$21,215,417
COTA	\$17,811,429	\$2,040,287	\$19,851,716
DCTB	\$973,240	\$106,392	\$1,079,632
LCTB	\$254,842	\$29,227	\$284,069

The CUA also receives **Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities** formula funds which are provided to and allocated by MORPC. DCT is one of the transit providers that is eligible to apply for annual funding through MORPC for capital projects and operating expenses that enhance mobility for older adults (65+) and persons with disabilities. The annual Section 5310 allocation to MORPC is less than \$2 million.

State Funds

DCT receives state funding through the State Urban Transit Program (UTP) and the Ohio Transit Partnership Program (OTP2).

- **UTP Funding:** DCT is one of the twenty-seven urban transit systems within the State that is eligible to receive UTP funding. Since the 2020-2021 biennium, the Ohio General Assembly has increased funding for this program from \$16.6 million to \$21.9 million in the 2024-2025 biennium. The UTP funds are split into two parts. For the 2024-25 biennium, the first \$18.9 million are allocated proportionally to transit systems based on approximately 13 percent of their annual FTA Section 5307 allocation. The remaining \$3 million are distributed in a Small Urban Bonus to transit systems in Small Urban UZAs (50,000-199,000 people) based on population and ridership. As a large urban transit system – DCT is not eligible for the Small Urban Bonus.
- **OTP2:** The Ohio Department of Transportation (ODOT) provides transit funding to rural and urban transit systems through a competitive application process. There are two categories of eligible projects under OTP2. Tier 1 projects maintain, sustain, or keep in a good sound state transit systems. Tier II projects are focused on regionalization, coordination, technology, service expansion, workforce initiatives, and healthcare initiatives. OTP2 is funded through a combination of State appropriated funds and FTA formula funds that are allocated directly to ODOT.

Table 6 summarizes the DCT projects that have been awarded OTP2 grants since 2020. In total DCT has received approximately \$4.4 million to cover costs associated with operations, rehabilitation/renovation to existing facilities, expanding the vehicle fleet size, replacing the existing fleet, and a planning study.

Table 6 OPT2 Funding for DCT Projects

OTP2 Application Cycle	Award Amounts
2020 Application Cycle	
Operating Assistance	\$500,000
Facility Rehabilitation / Renovation	\$193,138
Expansion Vehicle	\$150,000
2020 Total	\$843,138
2021 Application Cycle	
Operating Assistance, Expansion Vehicles (2)	\$848,711
2021 Total	\$848,711
2022 Application Cycle	
Mobility Development Plan	\$500,000
Expansion Vehicle (2)	\$229,643
Replacement Vehicle (1)	\$148,093
Facility HVAC	\$69,250
2022 Total	\$946,986
2023 Application Cycle	
Expansion Vehicle (2)	\$323,514
Replacement Vehicle (3)	\$485,271
2023 Total	\$808,785
2024 Application Cycle	
Replacement Vehicle (8)	\$953,352
2024 Total	\$953,352

Local Funds

The two primary local funding sources are passenger fares and sales tax revenue received from COTA as part of a regional revenue-sharing agreement which is described below.

Passenger Fare Revenue

As shown in **Table 7** and **Table 8**, DCT has a separate fare structure for the two current service options: County-wide Demand Response and FLEX curb-to-curb service within Delaware City. Fares for the County-wide Demand Response service are based on the age of the passenger and the distance traveled and include a per-mile surcharge for medical trips that travel outside of the county. Fares for the FLEX service are based on age.

Table 7 Delaware County Demand Response Rates (2023)

Traveler	Demand Response Rates
Regular	0-10 miles: \$8.00 10-20 miles: \$17.00 >20 miles: \$29.00
People over 55*	0-10 miles: \$2.00 10-20 miles: \$4.00 >20 miles: \$6.00
Out of County	\$3.80/mile (medical trips only)

*Up to 10 one-way trips each month within Delaware County

Table 8 FLEX for Delaware City Fare Structure (2023)

Traveler	FLEX Rate
0 to 4 years	Free
0 to 18 years	\$1.00
19 to 64 years	\$2.00
65 years and up	\$1.00
Disabled	\$1.00

Table 9 provides a comparison of DCT's annual total revenues, annual fare revenue, and annual total operating expenses over the last five years. Over this period annual fare revenue has ranged from \$0.33 million to \$0.76 million and has ac-

counted for between 9 percent and 14 percent of DCT's total annual revenues, while the farebox recovery ratio (fare revenue compared to operating expenses) ranged from 11 percent to 22 percent. Additionally, in 2022, annual passenger fare revenue levels exceeded levels generated prior to the pandemic.

Table 9 DCT Revenues (Including Fares) and Expenses

	2017	2018	2019	2020	2021	2022
Total Annual Revenues	\$2,808,412	\$4,051,109	\$4,872,684	\$3,778,632	\$4,234,032	\$5,629,713
Total Annual Fare Revenue	\$387,190	\$427,159	\$509,972	\$334,307	\$434,834	\$755,538
% of Total Revenue	14%	11%	10%	9%	10%	13%
Total Operating Expenses	\$2,964,413	\$2,745,614	\$3,163,147	\$2,928,565	\$2,162,265	\$3,444,241
Farebox Recovery Percentage	13%	16%	16%	11%	20%	22%

Source: DCT Annual Financial Reports, 2019 and 2022

Operating Expenses

A breakdown of DCT annual operating expenses for the 2017 to 2022 period is provided in **Table 10**. Over the last five years, annual expenses have increased from \$2.96 million to \$3.44 million. The primary expense categories are salaries and benefits which combined accounted for between 65 percent and 79 percent of total expenses. Materials and supplies was the second largest category accounting for between 7 percent and 13 percent of total expenses and contract services was the third largest category accounting for 3 percent to 10 percent of the total.

Table 10 DCT Annual Operating Expenses

Annual Expenses	2017	2018	2019	2020	2021	2022
Labor (salaries)	\$1,217,189	\$1,170,424	\$1,202,236	\$1,305,261	\$1,507,469	\$1,818,912
Fringe Benefits	\$1,130,502	\$873,691	\$1,144,267	\$924,786	-\$385,726	\$425,983
Contract Services	\$102,490	\$87,802	\$125,476	\$114,344	\$222,189	\$207,923
Materials and Supplies	\$209,234	\$248,487	\$226,448	\$127,864	\$272,982	\$410,961
Utilities	\$22,533	\$26,026	\$27,737	\$28,408	\$32,117	\$37,003
Casualty and Liability Insurance	\$80,017	\$92,566	\$121,514	\$90,393	\$92,833	\$114,856
Miscellaneous	\$14,243	\$18,272	\$19,562	\$16,037	\$16,766	\$17,882
Depreciation Expense	\$188,205	\$228,346	\$295,907	\$321,472	\$403,635	\$410,721
Total Expenses	\$2,964,413	\$2,745,614	\$3,163,147	\$2,928,565	\$2,162,265	\$3,444,241

Peer System Comparison

Six peer transit systems were selected for this comparison, including three from Ohio and three from other states. These agencies were selected for their similarity across over 20 variables related to demographics and transit service, using a methodology from the Urban Integrated National Transit Database (Urban INTD)¹. **Table 11** provides a summary comparison of the peer systems to DCT. Following this table are the peer comparison results for revenues and expenses based on information from the INTD.

Table 11 DCT Peer Agencies

Agency Name	Location	State	Urban Area Population	Population Growth Rate*	Percent Poverty**	Percent of total Service Provided That Is Demand Response (2021)
Delaware County Transit	Delaware	OH	1,554,047	26%	13%	100%
Butler County Regional Transit Authority (BCRTA)	Hamilton	OH	1,724,514	13%	13%	53%
Allen County Regional Transit Authority (ACRTA)	Lima	OH	71,731	-1%	20%	44%
Medina County Public Transit	Medina	OH	1,774,219	6%	13%	67%
City of Petersburg	Petersburg	VA	1,047,835	17%	12%	33%
Henry County	McDonough	GA	5,225,579	31%	12%	100%
Public Transit Services	Mineral Wells	TX	5,901,118	29%	12%	87%

*Percent change in population from 2010 to 2021.

** Percent of population living below the poverty threshold, as defined by the American Community Survey.

Revenue Comparison

The following provides a comparison of the types of revenues used among the Peer systems. The operating revenue comparison focuses on passenger fares and the non-operating revenue comparison looks at the role of federal and state funding programs and local contributions.

Fare Structure

As summarized in **Table 12**, demand-response fare structures vary among the peer systems according to distance, demographics, and other factors. As shown in the table, DCT has more fare categories, primarily based on distance thresholds and while the fares for the County-wide service are higher than the peers, the fares for the Delaware City FLEX service are slightly less than the peers.

¹ https://ftis.org/urban_iNTD.aspx

Table 12 Demand-Response Fare Structure Comparison

Agency Name	Regular Demand-Response Fare	Youth	Elderly	Paratransit (ADA)
Delaware County Transit	Delaware City-FLEX: \$2.00 each way. Countywide Demand Response: 0-10 miles: \$8.00; 10-20 miles: \$17.00; >20 miles: \$29.00; Out-of-County (medical only): \$3.80 per mile	Delaware City-FLEX: Under 4: Free; 5-18: \$1.00 each way Countywide Demand Response Regular Fare	Delaware City-FLEX: \$1.00 each way. Countywide Demand Response: 0-10 miles: \$2.00; 10-20 miles: \$4.00; >20 miles: \$6.00	Delaware City-FLEX: \$1.00 each way. Countywide Demand Response: \$2.00
Butler County Regional Transit Authority	\$5.00/trip	Under 12: Free	Regular rate	Free
Allen County Regional Transit Authority	Within Lima City Limits: \$7.00; Within Allen County: \$10 to \$13	Regular rate	Regular rate	Regular rate
Medina County Public Transit	One Way: \$4.00	Regular rate	One Way: \$2.00	One Way: \$2.00
City of Petersburg	N/A	N/A	N/A	One Way: \$0.75
Henry County	Per person per stop: \$4.00	Regular rate	Over 60: \$2.00 per person per stop	Regular rate
Public Transit Services	Within 5-mile radius: Starts at \$2.00/trip; outside of county varies	Regular rate	Over 60: 1/2 of regular price	Regular rate

Annual Fare Revenue and Performance Metrics Comparisons

The varied demand-response fare structures and levels of service provided creates a challenge to benchmark DCT's fare structure compared to the peers based on annual fare revenue levels. In an attempt to normalize the information among the peers, a series of performance metrics are provided in **Table 13** and **Table 14** for 2019 (pre-pandemic) and 2021 (post-pandemic). As shown in tables, DCT:

- Generates significantly more fare revenue than the peers and in 2021 generated the highest level of passenger trips and fare revenue.
- Has the highest average demand response fare per trip among the peers.
- Has annual fare revenue levels that are the largest share of total revenues and results in farebox recovery ratios that are among the highest among the peers.

Table 13 Average Demand-Response Annual Fare Revenue, Total Trips and Fare Per Trip Comparison – 2019 and 2021

Agency Name	Annual Fare Revenue (2019)	Total Demand-Response Trips (2019)	Average Demand-Response Fare per Trip (2019)	Annual Fare Revenue (2021)	Total Demand-Response Trips (2021)	Average Demand-Response Fare per Trip (2021)
Delaware County Transit	\$476,550	23,561	\$20.2	\$636,063	72,927	\$8.7
Butler County Regional Transit Authority (BCRTA)	\$263,203	30,821	\$8.6	\$228,170	46,454	\$4.9
Allen County Regional Transit Authority (ACRTA)	\$499,522	48,867	\$10.2	\$65,846	22,817	\$2.9
Medina County Public Transit	\$32,407	38,947	\$0.5	\$459,533	32,306	\$8.7
City of Petersburg	\$16,213	9,286	\$1.8	\$549	6,002	\$0.1
Henry County	\$66,485	70,650	\$0.9	\$48,842	26,607	\$1.8
Public Transit Services	\$74,103	65,972	\$0.6	\$47,922	44,211	\$1.1

Source: National Transit Database

Table 14 Fare Revenue as a Percent of Total Revenues and Farebox Recovery Comparison – 2019 and 2021

Agency Name	Fare Revenue as a Percentage of Total Revenue (2019)	Demand-Response Farebox Recovery (2019)	Fare Revenue as a Percentage of Total Revenue (2021)	Demand-Response Farebox Recovery (2021)
Delaware County Transit	17.0%	13.5%	21.5%	21.6%
Butler County Regional Transit Authority (BCRTA)	3.6%	14.6%	2.9%	9.6%
Allen County Regional Transit Authority (ACRTA)	11.9%	38.4%	1.6%	7.1%
Medina County Public Transit	1.4%	4.0%	20.7%	48.9%
City of Petersburg	0.4%	9.5%	0.0%	0.3%
Henry County	2.5%	3.2%	2.4%	2.4%
Public Transit Services	1.4%	4.1%	2.0%	2.9%

Source: National Transit Database

Non-Operating Revenue Sources

In addition to passenger fare revenue, DCT and the peer transit systems receive differing levels of federal funding and contributions from local sources. **Table 15** summarizes the funding sources as reported to the NTD in 2021 and **Table 16** summarizes the share of total funding provided by the federal and local sources.

Table 15 Federal, State, and Local Revenue Sources Reported to NTD (2021)

Agency	Federal Sources	Local Sources
Delaware County Transit	FTA 5307, FTA 5339, FTA 5310	Fares, general fund, sales tax from regional revenue agreement with COTA, advertising, checking interest, and sale and disposal of assets
Butler County Regional Transit Authority (BCRTA)	FTA 5307, FTA 5339, FTA 5310	Fares, Interest income, gain on sale of assets, maintenance services, BWC premium refunds
Allen County Regional Transit Authority (ACRTA)	FTA 5307	Fares, Dedicated sales tax, Scrap sales, advertising, and Concessions
Medina County Public Transit	FTA 5307	Fares, General Fund, Greater Cleveland Transit Authority MOU agreement (sales tax)
City of Petersburg	FTA 5307, FTA 5339	Fares, Hopewell contract and Riverside revenue
Henry County	FTA 5307, FTA 5310, FTA 5311	Fares
Public Transit Services	FTA 5307, FTA 5339, FTA 5311, Area Agency on Aging Title IIIb	Fares

Source: National Transit Database

Table 16 Share of Revenue from Local, State and Federal Sources Comparison (2021)

Agency Name	% of total revenue from Local sources	% of total revenue from State sources	% of total revenue from Federal sources
Delaware County Transit	7%	16%	77%
Butler County Regional Transit Authority (BCRTA)	46%	7%	47%
Allen County Regional Transit Authority (ACRTA)	14%	5%	82%
Medina County Public Transit	20%	9%	71%
City of Petersburg	27%	16%	56%
Henry County	6%	0%	94%
Public Transit Services	12%	7%	81%

For the purpose of this study, the primary takeaway is from the comparison of local sources. Among DCT and the peer systems, there is only one transit system that has a local dedicated transit revenue source - Allen County Regional Transit Authority (ACRTA). While both DCT and Medina County Public Transit (MCPT) both report sales tax as a local source, in both cases the revenue reflects a swap of their federal grant funds for local dedicated sales tax revenue from a neighboring transit system - COTA and the Greater Cleveland Regional Transit Authority, respectively. While these regional revenue agreements benefit DCT and MCPT by increasing the level of local dollars that can be used to match federal capital grant awards, the agreements do not provide a long term stable revenue source that will provide these transit systems the ability to enhance and increase their services.

With regards to the local dedicated sales tax for ACRTA, in 2017 the County faced a significant reduction in grant funding for transit services, leading ACRTA to forecast a budget deficit of over \$1 million. In response, the county proposed a sales tax increase to address the funding shortfall gap. The initial ballot called for a 0.25% increase in sales tax and was rejected by voters. When the County referred a sales tax measure in 2019, it included a 0.1% increase - the lowest allowable increase that could be presented to the voters. This adjusted proposal passed with over 70% of the vote. With this 0.1% increase, the County projected an annual supplemental revenue of approximately \$1.4 million from the sales tax, with a primary goal to use these funds as match for federal grants.

It is worth noting the contrast between the two ballot initiatives. While the initial 0.25% increase aimed to generate approximately \$3 million annually, it had broader ambitions, including enhancing transportation infrastructure with new sidewalks, improved ramps, and new bus shelters along transit routes. However, the more conservative 0.1% increase was clearly linked to the pressing need of matching federal funds, highlighting the importance of clarity and necessity in gaining voter approval.

Operating Expenses and Performance Metrics Expenditures

Finally, in terms of benchmarking the delivery of demand response services, **Table 17** and **Table 18** compare annual operating costs, service-efficiency (cost per revenue hour) and service-effectiveness (cost per trip) for DCT and the peer transit systems. As shown in the tables, in 2019 DCT was ranked fifth among the peer systems for service efficiency and service effectiveness. In 2021, DCT ranked seventh for service-efficiency and fifth for service-effectiveness.

Table 17 Annual Operating Expenses and Performance Metrics (2019)

Company Name	Annual Operating Costs	Cost per Revenue Hour	Cost per Trip
Delaware County Transit Board	\$1,271,147	\$89.00	\$53.95
Butler County Regional Transit Authority	\$1,824,094	\$101.65	\$59.18
Allen County Regional Transit Authority	\$1,300,407	\$107.49	\$26.61
Medina County Public Transit	\$812,898	\$40.78	\$22.70
City of Petersburg	\$170,836	\$67.90	\$18.40
Henry County	\$2,107,267	\$59.28	\$29.83
Public Transit Services	\$1,860,213	\$70.12	\$28.20

Source: National Transit Database

Table 18 Annual Operating Expenses and Performance Metrics (2021)

Company Name	Annual Operating Costs	Cost per Revenue Hour	Cost per Trip
Delaware County Transit Board	\$2,946,477	\$103.00	\$40.40
Butler County Regional Transit Authority	\$2,368,007	\$98.25	\$50.98
Allen County Regional Transit Authority	\$921,647	\$89.51	\$40.39
Medina County Public Transit	\$1,293,837	\$62.59	\$40.05
City of Petersburg	\$188,028	\$43.61	\$31.33
Henry County	\$2,013,519	\$57.70	\$75.68
Public Transit Services	\$1,670,258	\$90.25	\$37.78

Source: National Transit Database

Potential Supplemental Funding

Based on the discussions in the prior sections, DCT has historically been able to obtain funding from federal, state, and local sources to maintain and incrementally increase service levels over the last five years. However, the goal of this study is to develop a vision for service expansion to address the needs for the growing community. The existing funding sources do not have the capacity to implement the type of enhancements and expansions under consideration. While the focus of this study is not to define the specific supplemental dedicated funding source that should be targeted, it is important to identify the level of funding that will be needed and provide context for the source or sources that can be pursued to address the funding needs. Based on experiences in other communities that faced this same challenge, the following are examples from around the country of funding sources that have been approved by voters and dedicated to transit systems.

- **Property Tax:** Assign a portion of property taxes to fund transit activities through a dedicated levy.
- **Sales Tax:** Establish a dedicated sales taxes to transit with rates ranging from 0.1 percent to 1.0 percent.
- **Income Taxes:** Income taxes have the advantage of being a generally progressive tax structure. Some jurisdictions (including the Indianapolis region) have established income tax levies to fund activities such as the provision of transit service.
- **Fuel Taxes:** Increase existing rates or dedicating a portion of existing revenue stream to transit.
- **Vehicle Levy:** Dedicate a portions of the annual vehicle registration and associated fees to transit.
- **Utility Levy:** While less common, some jurisdictions apply a levy on utility bills to fund transit services.
- **Employee Levy:** The use of taxes paid directly by employers is a strategy employed by some jurisdictions, especially in cases where there is a desire to improve transit service to a particular employment center.
- **Land Value Capture:** Also called a transit benefit district tax, this is a property tax assessed in a specific area to help fund service improvements that increase land values.

Strategies to pay for future DCT improvements are discussed later in the Recommendations section of this report.

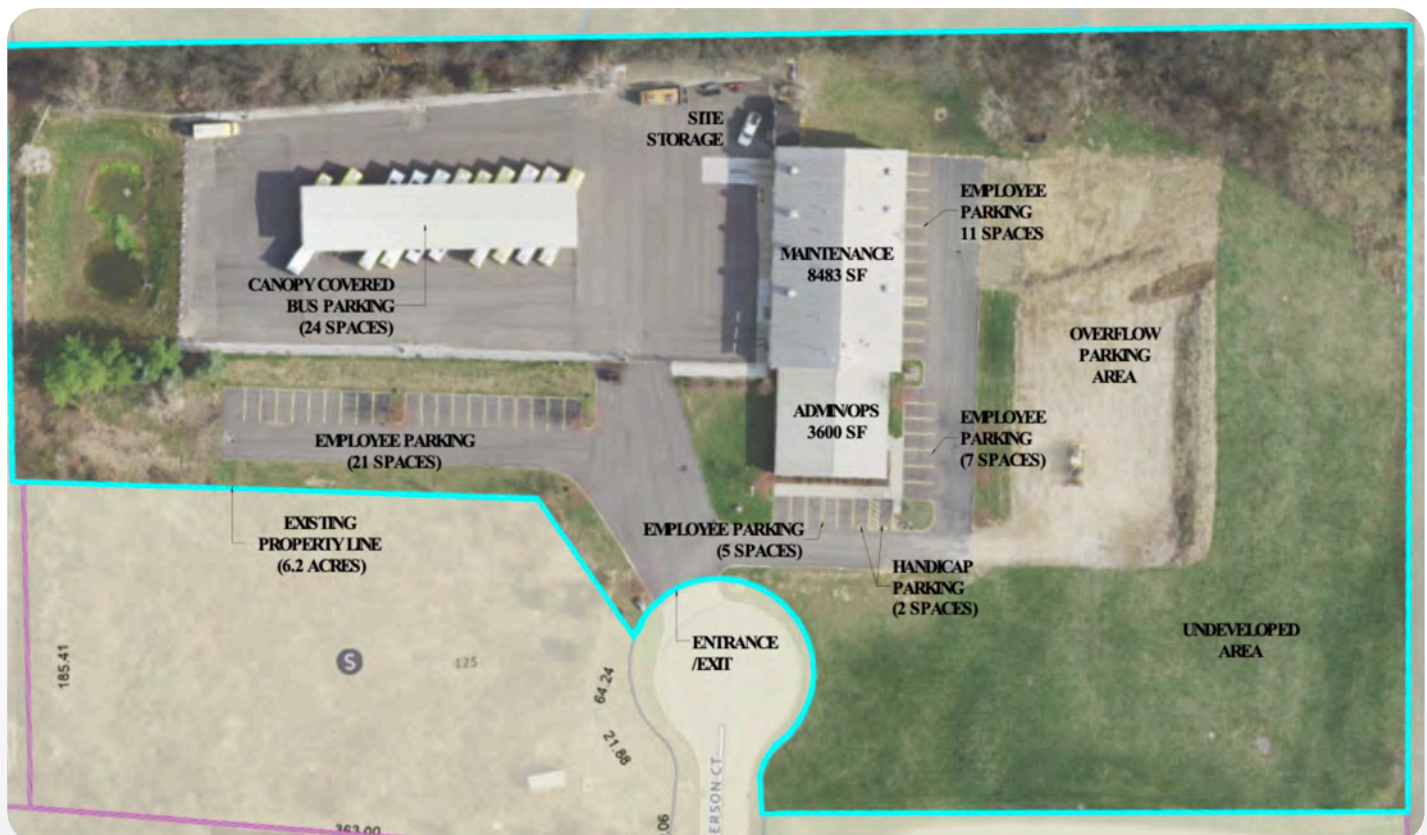
Facility Evaluation

The purpose of this evaluation is to assess the condition and space needs of the existing facility and site and determine if this facility will be sufficient for the consistent and predictive growth of Delaware County in the next decade. DCT offers on-demand transit services to all residents in Delaware County, which has a total area of 457 square miles.

DCT has one facility located at 119 Henderson Court, Delaware, Ohio 43015. The facility was renovated in 2019 and has an overall building condition of good. The total building footprint is 12,000 square feet on 6.2 acres with one access driveway. The parking areas have been well maintained and there are no issues related to site drainage. The current facility is an insulated metal panel construction with fire sprinklers. There is no emergency generator and there are gaps in site security such as security camera systems and lack of card/FOB access system. The facility is on local city, water, and sewer systems and DCT owns some of the adjacent undeveloped property.



Figure 33 DCT Existing Facility



Specific Site Evaluation

DCT administration has grown since the building had been renovated. There are several positions within the DCT organization that currently share offices. The following positions and facility spaces are examples of where space is constrained and could be evaluated for potential solutions.

Mobility Coordinators

There are currently four Mobility Coordinators on staff. The office space is too small to facilitate four workstations, resulting in one team member working from home. It is preferred to have all staff work in the office. In addition, these positions require phone conversations and visitors, which disturbs workflows and creates background noise for other employees. The position of these workstations in the facility is also not ideal, as it should be adjacent to Dispatch.

Dispatch

The Dispatch office has three team members who share the office. There is no dispatch window, which would be a benefit as there are frequent driver interactions that impact workflows. In addition, for security purposes, access should be minimized.

Finance Department

The Finance Manager and Director's workstation is currently located in the Employee Break and Locker room. This is not a suitable location for these positions, as it is necessary to be adjacent to dispatch. There would also be a benefit for a secure fare count room and storage space.

Operations Staff

The operations staff has two individuals working in the office at one time. When HR related conversations are necessary with other team members, conversations often need to be held outside of the office to maintain confidentiality. It is ideal that Operation Managers have individual offices. In addition, the current office door does not have privacy film, which reduces the office effectiveness for confidential conversations.

Employee Break / Locker Area

The employee break area is in conjunction with the existing driver locker rooms. This area has good seating options and amenities and has enough lockers available for all employees. However, due to space constraints, the Finance Director's workstation is located in this area, which is not a good location as it should be a place of rest for employees.

Conference Rooms

There is only one conference room and it is too small for staff meetings, resulting in overflow seating into the hallway. In addition, Board Meetings are also held in this room which also causes issues with adequate space for Board Members, presenters, staff, and members of the public.

Fleet Maintenance

The maintenance staff consists of one mechanic and one service technician who both share an office. The shop equipment is in adequate condition. There would be a benefit of adding an additional vehicle lift, and also an automatic wash bay in order to wash the undercarriage of the vehicles to reduce corrosion. The facility also has one shared entrance and exit, resulting in vehicles having to reverse.

The storage space within the facility is lacking. There is no dedicated space for small parts storage and the large parts storage on the mezzanine is difficult to access and cannot store equipment. The vehicle tires are currently being stored in a separate exterior shed. There is no efficient way to store used oil and the bulk fluid tanks are filled by a delivery truck backing into the facility. There is no on-site fueling available which takes away from service operations when the vehicle leaves for their shift.



Parking and Vehicle Storage

There are not enough parking spaces for the current staff count or any visitors that might be at the facility. Several employees park on the adjacent grass lot when additional visitors are expected.

There is an existing canopy in the bus parking lot. However, it is too narrow to cover the entire bus. There is also not enough under canopy parking spaces for the existing fleet. Due to the harsh climate of Delaware County, an indoor fleet parking garage would be preferred.



Future Facility Considerations

DCT operations have currently outgrown its facility. In order to prepare for the future growth both of Delaware County and the transit system, potential considerations could include a Facility Master Plan to clearly understand the how the existing site can be adapted and expanded to meet the needs of DCT.

Engagement

Customer, Stakeholder
and Public Engagement

DCT’s Strategic Plan Engagement Process

Introduction

A comprehensive and inclusive process was essential for developing the Delaware County Transit Strategic Plan. The engagement process provided key insights about the current transit needs in Delaware County and areas of improvement. Stakeholders and the public shared information that led the project team to a better understanding of how DCT can adapt and provide service in the future. Through the course of the study, the project team provided multiple avenues for community, stakeholder, and board member feedback about the future direction of DCT. This section provides a summary of key engagement findings and details how feedback was incorporated into the strategic plan.



The graphic above displays the phases of the engagement process, beginning in June 2023 and concluding in early 2024. To have meaningful engagement, the project team organized logistics and communicated with stakeholders and the public well in advance of meetings. Physical flyers were displayed in DCT vehicles, posts were made on social media, and a survey link was embedded on DCT’s webpage. Through the Fall of 2023, the Steering Committee and the public provided input on the strengths, weaknesses, opportunities, and threats to DCT. This feedback combined with transit need and transit opportunity locations created the foundation of key recommendations within the DCT Strategic Plan. In 2024, the DCT Board of Directors provided strategic guidance on the recommendations.

Communication and Engagement Goals

The project team embarked on DCT's Strategic Plan, with three main goals. These pillars encouraged transparency and accessibility throughout the entire engagement process.



Points of Engagement

Steering Committee

The Steering Committee was convened to provide advisory input on community needs, priorities, and solutions. In total, the Steering Committee met three times in person and engaged with the project team to discuss trends, transit gaps, and future-oriented solutions.

Meeting Dates

- August 1, 2023 - 2 pm to 4 pm
- October 24th, 2023 - 2 pm to 3:30 pm
- December 13th, 2023 - 2 pm to 3:30 pm

Public Meetings

Public Meetings were hosted in person, via Zoom, and were posted on Facebook. The three public meetings provided an opportunity for community members and DCT customers to express their hopes and concerns about the future of transit in Delaware County. There were a total of three public meetings with a mix of online and in-person engagement.

Meeting Dates

- August 15, 2023 - 5:30 pm to 7 pm
- August 23, 2023 - 12 pm to 1 pm (virtual)
- November 15, 2023 - 3:30 pm to 5 pm



DCT Board Meetings

Throughout the project, the project team presented monthly updates to the Delaware County Transit Board. This provided an opportunity for board members to engage and ask questions about key findings from the process. In January 2024, the project team hosted a two-hour workshop to discuss the final strategic plan recommendations.

Meeting Dates

- July 19, 2023 – 5:30 pm
- August 16, 2023 – 5:30 pm
- September 27, 2023 – 5:30 pm
- October 18, 2023 – 5:30 pm
- December 20, 2023 – 5:30 pm
- January 24, 2023 – 5:30 pm

Public Online Survey

The online survey was available via SurveyMonkey from August through November. The survey link was promoted on DCT's social media, bus flyers, public and stakeholder meetings and via Steering Committee members. Paper copies were available at all public meetings. The DCT Strategic Plan survey consisted of 11 questions asking respondents to share how often they ride DCT, and their thoughts on DCT's strengths, weaknesses, and priorities for the Strategic Plan.

Stakeholder Outreach

The Steering Committee and stakeholder outreach consisted of 22 organizations representing non-profits, government agencies, and social service agencies. Below is a list of participants by sector.

Government agencies/municipalities:

- City of Delaware
- City of Powell
- City of Sunbury
- Central Ohio Transit Authority
- Delaware County

- Delaware County District Libraries
- Delaware County Economic Development
- Delaware County Job and Family Services
- Delaware County Regional Planning Commission
- Liberty Township
- Ohio Department of Transportation
- Orange Township
- Ostrander
- Mid-Ohio Regional Planning Commission (MORPC),
- Ohio Means Jobs – Delaware County

Social service agencies:

- Delaware County Board of Developmental Disabilities
- Delaware-Morrow Mental Health & Recovery Services Board
- SourcePoint

Additional organizations:

- Delaware Area Chamber of Commerce
- Powell Chamber of Commerce
- Sunbury-Big Walnut Chamber of Commerce
- Olentangy Powell and Liberty Trails (OPAL)



Engagement Materials and Reach

To reach a broad audience multiple methods of engagement were utilized including Facebook Live streaming, an online public survey, physical flyers in DCT vehicles, and outreach to local news stations. In total, there were approximately 14,825 impressions via social media and advertising. Throughout the creation of the strategic plan, the engagement process was activated to engage with the community in a manner that was extensive, transparent, and accessible. For all communications, technical information was translated into content that could be quickly understood and with minimal context.

14,825
impressions
via social
media and
advertising.

175
people
engaged
through
public
meetings
and Steering
Committee
meetings.

TAKE THE SURVEY!
Help us co-create our county's future public transit service.


Strategic Plan

Take this short online survey to share how Delaware County Transit can meet the community's mobility needs now and in the future.



ONLINE SURVEY
tinyurl.com/DelawareTransitSurvey
SURVEY CLOSSES
SEPTEMBER 22, 2023



Online survey cards handed out at public meetings and to the Steering Committee.

Deep Dive with Delaware County Transit
Wednesday, November 15 3:30-5 p.m.


Strategic Plan

Join us and a panel of experts as we dive into our county's future growth and transit trends.

How and where will Delaware County grow? Where are the jobs? Where are the community destinations? What is transit's role in making those important connections?

We'll go deep to learn more.


In-person
Wednesday, Nov. 15
3:30-5 p.m.

Location
Delaware Community Center YMCA
National Guard Building
1121 S Houk Road
Delaware, OH 43015

Light refreshments provided
DCT will provide free transit service to and from the panel discussion
Call 740-363-3355 before noon on Tuesday, Nov. 14 to schedule your trip

 Register: tinyurl.com/DeepDiveDCT

Take our survey!
delcotransit.com/strategic-plan




Public Meeting Flyer, "Deep Dive with Delaware County Transit".


Delaware County Transit @DCTDelCounty · Aug 22, 2023

Did you miss our Dine & Dash session last week? There's still time to register for tomorrow's virtual lunch time session to talk about how Delaware County Transit can meet the community's mobility needs.


Dine & Dish with Delaware County Transit
Strategic Plan


IN-PERSON
Tuesday, August 15
5:30-7 pm
Light dinner provided
DCT will extend its transit service to provide free transportation to/from the event
Delaware Community Center YMCA
National Guard Building
1121 S Houk Road
Delaware, OH 43015
Register: tinyurl.com/DelawareTransitRSVP

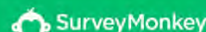


VIRTUAL
Wednesday, August 23
12-1 pm
You brown bag it
Register: tinyurl.com/DelawareTransit

Together, we'll dish about how Delaware County Transit can meet the community's mobility needs now and in the future.

Public Meeting invitation on DCT's X Page (formerly Twitter).


Delaware County Transit
August 23, 2023 · 6

Want to help co-create our county's future public transit service? All you need to do is take this short online survey!

SURVEYMONKEY.COM
Delaware County Transit Strategic Plan Survey
Take this survey powered by surveymonkey.com. Create your own surveys for free.

Facebook post promoting the public survey.



What We Heard: Strengths, Weaknesses, and Opportunities Analysis

From public input and the steering committee, key strengths, weaknesses, and opportunities were identified.

Strengths

- **Provides Accessible Transit Options:** DCT offers transit services that are reliable and affordable for Delaware County.
- **Customer-Oriented Staff:** DCT's staff and leadership are knowledgeable and supportive of all customers.
- **Positive Public Perception:** DCT is known for reliability, clean buses, friendly staff, and programs that meet the community's needs.

Weaknesses/Needs/Gaps

- **Hours of Service:** DCT's service hours are limited and do not meet non-standard shift hours.
- **Limited Public Awareness:** While DCT is recognized for being reliable, there are still people in the county who are unaware of DCT and how the services function.

Opportunities

- **Potential Service Expansion:** DCT's FLEX service was highlighted as a key asset and there was a desire to expand the service to other villages and townships in the county.
- **Longer Service Hours:** It was discussed that DCT currently ends service at 6 pm, however extended service hours could serve more people, specifically second and third-shift workers.
- **Weekend Service:** DCT has the opportunity to extend service hours on the weekend.



Public Survey

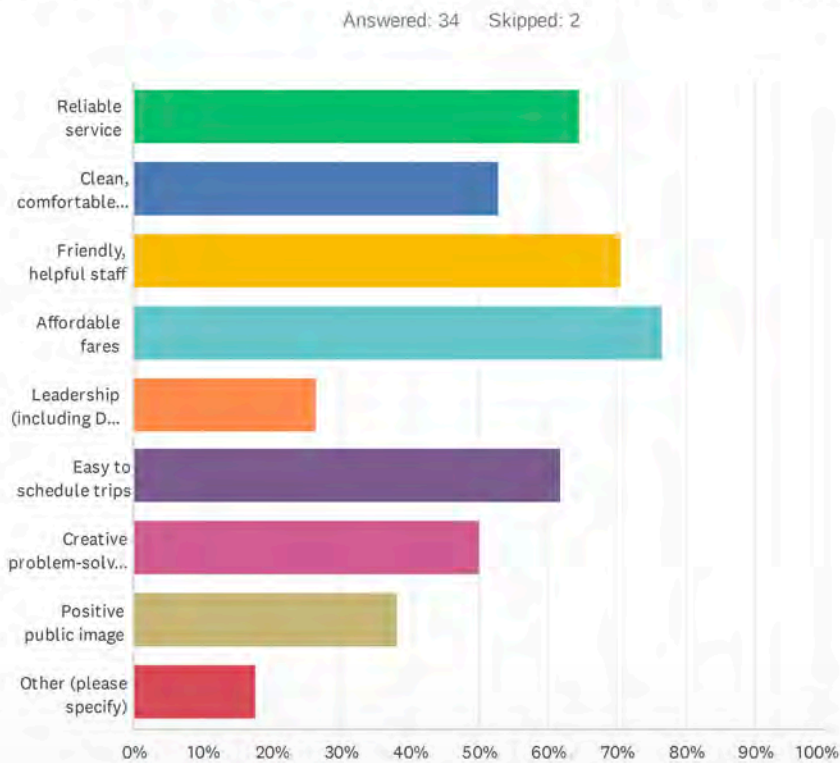
The public survey was open from August to November- a total of 46 people responded to the survey. Over 50% of respondents were weekly or daily riders, followed by 33% who never rode DCT. 13% of respondents were monthly or infrequent riders. Over 50% of respondents rode FLEX service and 36% rode demand response.

DCT strengths include: **Reliable service, helpful staff and easy scheduling**

What do you like about DCT?

Many respondents noted affordable fares, reliable service, helpful staff and easy scheduling as top strengths, with clean buses, creative problem solving for Delaware County’s needs and a positive public image as secondary strengths.

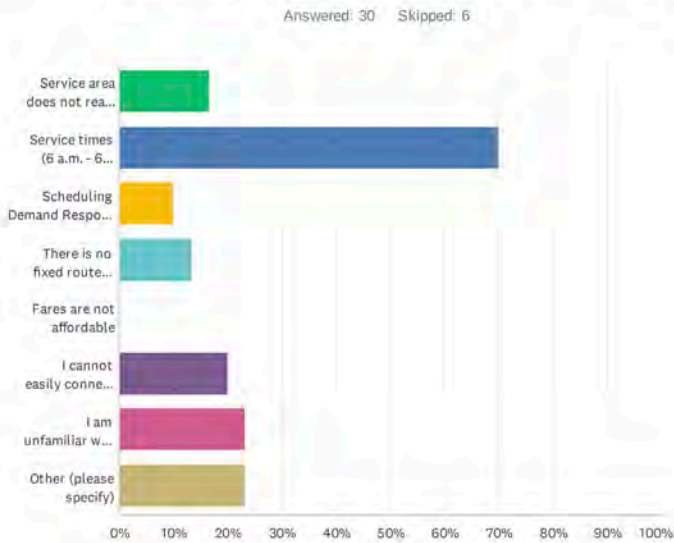
Q3 What do you like about DCT? (Check all that apply)



What do you think DCT’s weaknesses are in meeting Delaware County’s mobility needs?

When asked about DCT’s weaknesses, 70% of respondents identified service times as a weakness. Lack of connections to other transit services, like COTA, and an unfamiliarity with DCT’s services was also identified as a weakness.

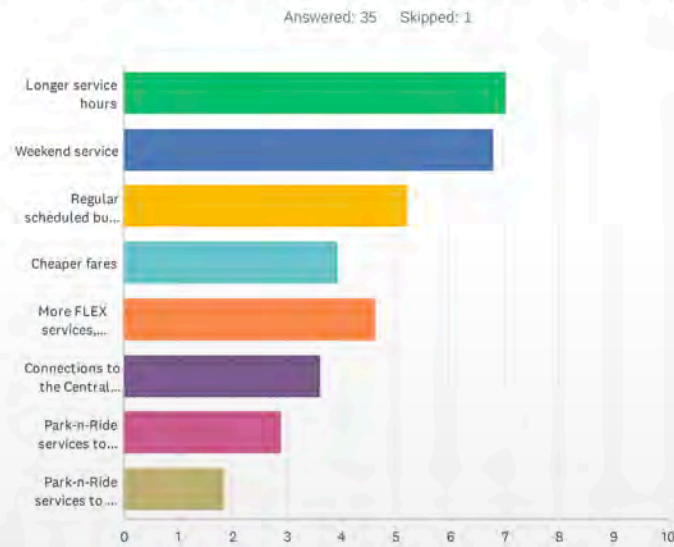
Q4 What do you think DCT's weaknesses are in meeting Delaware County's mobility needs? (Check all that apply)



Please rank DCT’s future priorities for their strategic plan.

When asked about DCT’s future priorities longer service hours and weekend service were the top two priorities.

Q5 Please rank DCT's future priorities for their strategic plan (1 being most important, 8 being least important)



Steering Committee Meetings Objectives and Outcomes

The Steering Committee, a dedicated group of community leaders and officials, played an instrumental role in DCT’s strategic planning process. The committee’s members, drawn from diverse backgrounds and areas of expertise, contributed valuable insights that enriched the strategic plan. In total, there were three Steering Committee meetings. Below is a summary of each meeting and key outcomes.

Steering Committee Meeting #1

On August 1, 2023 the Steering Committee met at the Delaware County Library Orange Branch. There were 24 Steering Committee members in attendance.

Key objectives:

- Formation of a Steering Committee (SC) to provide advisory input on community mobility needs, priorities and solutions to inform the final Strategic Plan
- An initial SC meeting to introduce the Strategic Plan and DCT’s existing conditions; conduct a strengths, weaknesses, opportunities and threats (SWOT) analysis for DCT; and determine stakeholder priorities for the Strategic Plan
- Ask SC members to promote public engagement opportunities (public meeting, online survey) with their constituencies

Key outcomes:

From the meeting, top priorities were identified.

- Facility and maintenance locations
- Inter-county connections and county-to-county connections
- Long-term sustainable funding
- FLEX service in villages and townships
- Collaboration across county services



Steering Committee Meeting #2

On October 24, 2023 the Steering Committee met at the Delaware County Library Liberty Branch. There were 16 Steering Committee members in attendance.

Key objectives:

- Present preliminary findings regarding transit demand, service performance, facility analysis and peer revenue assessment
- Seek initial feedback from the group regarding the transit potential map, expanded service and future partnerships
- Present an overview of Delaware County’s growth trends from the Delaware County Regional Planning Commission to contextualize preliminary findings
- Ask SC members to promote public engagement opportunities (public meeting, online survey) with their constituencies

Key outcomes:

- Steering Committee members agreed with the identified areas of growth in Delaware, Sunbury, and Powell/ Polaris.
- Service expansion and possible funding opportunities were discussed.



Steering Committee Meeting #3

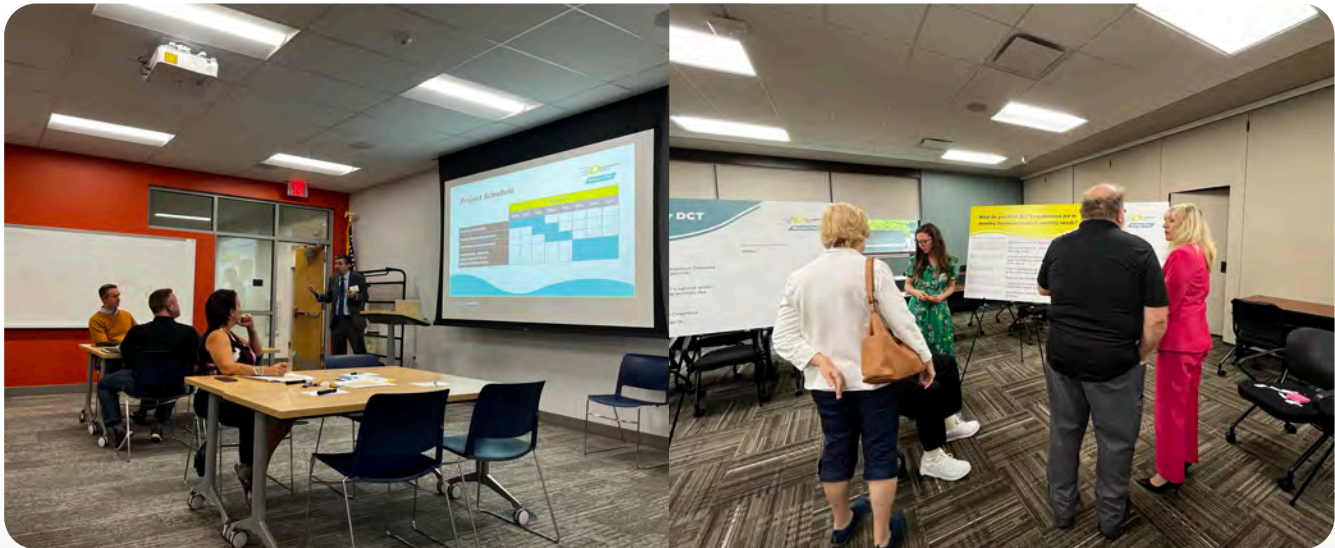
On December 13, 2023 the Steering Committee met at the Delaware County Commissioners’ Hearing room. There were 17 Steering Committee members in attendance.

Key objectives:

- Recap the Strategic Plan process, including purpose and goals, community engagement and existing conditions
- Present final recommendations, including proposed timeline and budget considerations for each recommendation before submittal to the DCT Board in 2024
- Discuss funding recommendations, including local funding options

Key outcomes:

- Positive reaction to proposed service enhancements.
- Understanding of need for expansion of DCT facility.
- Funding considerations and pros and cons of a sales tax.



Public Meetings

The project team facilitated a series of public meetings to provide an opportunity for community members and customers to influence the direction of DCT. The insights from the public meetings were invaluable and provided the team with real-time feedback on priorities in the community. Below is a summary of each of the public meetings.

Public Meeting #1: Dine and Dish with Delaware County Transit

On August 15, 2023 a public meeting was hosted at the Delaware Community Center YMCA. There were 13 people in attendance.

Key objectives:

- Inform Delaware County residents, transit riders, and other stakeholders about the Delaware County Transit (DCT) Strategic Plan.
- Provide an overview of existing conditions and outline upcoming work as part of the Strategic Plan.
- Seek feedback on DCT’s strengths, weaknesses, and future priorities through facilitated engagement activities.

Key outcomes:

- Participants supported extended weekday service and new weekend service.
- Praised great customer service from drivers and DCT staff members.

Public Meeting #2: Dine and Dish with Delaware County Transit (Virtual)

On August 23, 2023 a public meeting was hosted virtually on Zoom. There were 20 people in attendance.

Key objectives:

- Inform Delaware County residents, transit riders, and other stakeholders about the Delaware County Transit (DCT) Strategic Plan.
- Provide an overview of existing conditions and outline upcoming work as part of the Strategic Plan.
- Seek feedback on DCT’s strengths, weaknesses, and future priorities through facilitated engagement activities.

Key outcomes:

- Affordable fares and DCT’s staff and leadership were highlighted as a key strength.
- Longer service hours, weekend service and connections to COTA services were identified as priorities.

Public Meeting #3: Deep Dive with Delaware County Transit (In Person with Recording Posted Online)

On November 15, 2023 a public meeting was hosted at the Delaware Community Center YMCA. There were 12 people in attendance. 64 people viewed the video on Facebook.

Key objectives:

- Share insights about Delaware County and future growth trends from local industry leaders.
- Understand how growth will impact DCT's future and strategic vision.

Key outcomes:

- Participants left with a better understanding of Delaware County and how DCT will need to change to serve the growing county.

As a way to engage the public with experts, the project team organized a panel discussion with local industry leaders. At this panel discussion, panelists spoke about the growth in Delaware County, economic development, human service transportation, and implications for the future of DCT. This forum allowed the public to ask questions and gain a deeper knowledge of current transportation challenges that exist as the county continues to grow. The panel consisted of a panel discussion with:

- Andy Volenik, Delaware County Transit
- Josh Sikich, HDR
- Bob Anderson, Delaware County Job and Family Services
- Monica Connors, Delaware County Economic Development
- Scot Sanders, Delaware County Regional Planning Commission

How was Feedback Incorporated?

Public engagement was the backbone of the development of the Strategic Plan. This plan aims to be the North Star for DCT, aligning its service with the hopes and desires the public wants to see from its public transit agency. As part of public engagement, the Strategic plan looked to understand the strengths, weaknesses, and opportunities from a customer perspective. It was also important to pair these hopes and desires with how Delaware County is shaping and evolving. Hosting a panel discussion with the movers and shakers of Delaware County, getting industry expertise in County Planning, JFS Transit, and Economic Development drives where and how transit should evolve with these changes. Feedback from the Steering Committee was taken into consideration while developing the recommendations. The Steering Committee allowed the Project team to share the existing conditions of the system, and determine the feasibility of solutions with the committee. This process kept the project aligned with the goals and objectives of DCT.

The public was interested in discussing future zones, connections to jobs, and having more service hours available to their existing services. This helped shape the recommendations by understanding what the customers want and need from their transit agency.

The Steering Committee wanted a transit system that they could be partners with and have an understanding and data on what DCT does for their constituents and community. The steering committee was a sounding board for the project team as a robust discussion led to the refinement of recommendations based on feasibility.

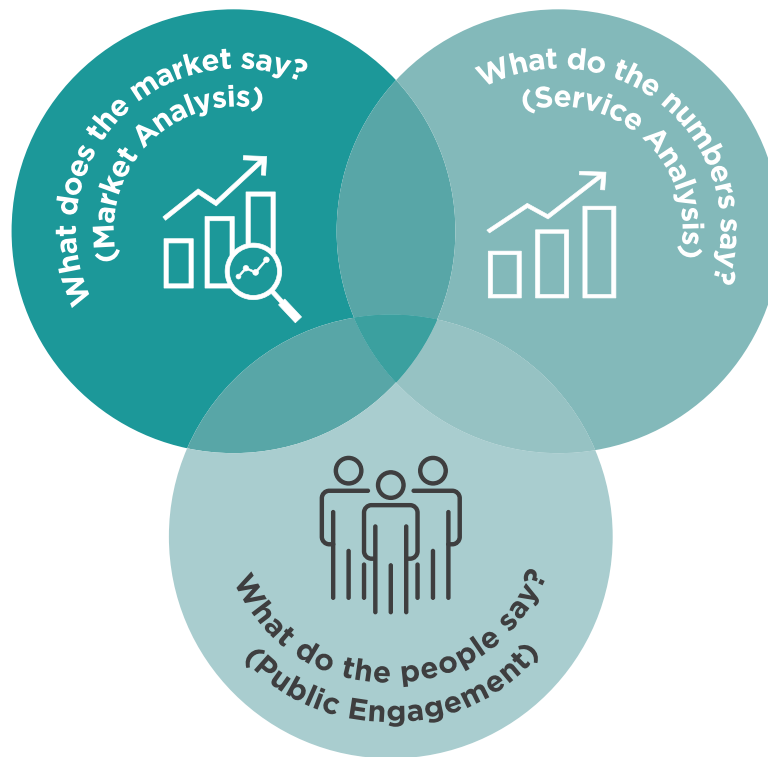
Ultimately, the Steering Committee and engagement process established that Delaware County is one of the healthiest, wealthiest, educated, and fastest growing counties in Ohio. As such, Delaware County Transit should plan for investing in a transit system that helps allow all residents to share in Delaware County's opportunities.

Evaluation and Recommendations

Service Expansion Analysis,
Maintenance Facility Analysis,
Service Expansion Funding Analysis,
Recommendation, Implementation

Service Expansion Analysis

The Strategic Plan process is a three-pronged approach, combining the findings from service analysis, market analysis, and engagement to examine opportunities to improve and expand on-demand service in the County.

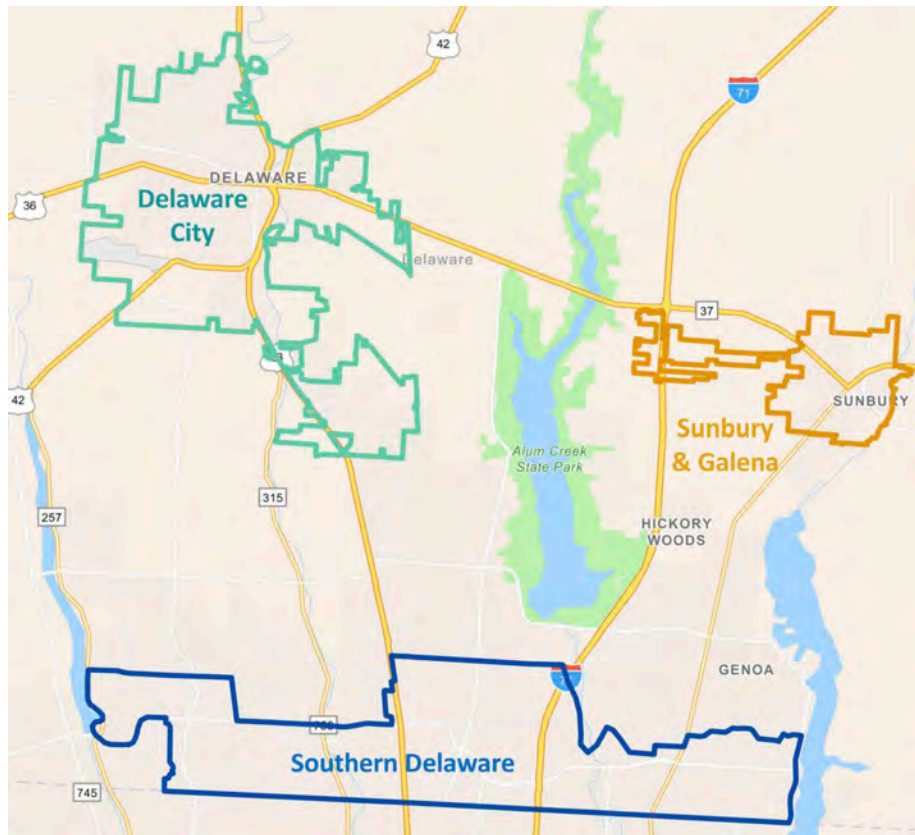


DCT FLEX Service has proven to be a popular and productive mobility option for Delaware City residents. As of January 2024, the Delaware City FLEX services set a new single-day record providing over 626 trips just within the City of Delaware. Through a market analysis, three areas of Delaware County were identified as having the highest Transit Potential and/or Transit Need in the study area. Based on this assessment three locations were determined to be prospective candidates for expanded or new FLEX service.

- Delaware City
- City of Sunbury
- Delaware South, including parts of Powell, Polaris, and Westerville

The specific boundaries for each candidate zone were guided by the locations of key activity centers that are likely to generate FLEX ridership. **Figure 34** shows the three zones that were analyzed for potential future service to estimate the ridership, vehicle needs, and average transit wait time.

Figure 34 *Proposed Microtransit Zones in Delaware County*



Projected Ridership and Vehicle Needs Methodology

To assess the costs and benefits of extending FLEX zones, ridership was estimated using Fall 2022 weekday and weekend trip data from Replica. Replica is a data management tool that transforms available datasets into a holistic picture of mobility, land use, people, and economic activity using available data. Replica is a modeling tool to determine demand and potential ridership within an area with high accuracy. Data was then validated by comparing the projected and actual ridership by hour for the Delaware City FLEX zone (see **Figure 34**). Existing FLEX service is only available on weekdays from 6:00 am to 6:00 pm, however ridership was estimated for 24 hours for each zone to assess the impact that expanded service hours could have on ridership trends.

Projected vehicle needs correspond with ridership demands that are estimated using the Replica projected ridership levels. Based on the performance measures set by the DCT Board of Trustees, vehicle estimates ensures that customers' wait times do not exceed 30 minutes for FLEX, with a goal of 15 minutes. For estimating purposes for the Strategic Plan, the target and goal was adjusted to 20 minutes, to ensure the service expansion costs are realistically captured based on current service measures.

Wait time is a key measure of service quality for app based Microtransit services like FLEX. Wait time refers to the time between a trip request via the user app or call-in number, and a pick-up at the rider's point of origin. Wait time is a function of several factors including ridership demand, zone size, and vehicles available for service. To ensure that wait times remain below 30 minutes throughout the service day, DCT adjusts the number of FLEX vehicles in service throughout the day.

Delaware City FLEX Zone

Delaware City operates a FLEX service Monday through Friday from 6 a.m. to 6 p.m. The weekday ridership projections from Replica for Delaware City do not exactly match the actual ridership of DCT for any one hour, but the total projected ridership between 6:00 am and 6:00 pm is within nine percent of actual ridership (with projected ridership exceeding actual). In **Figure 35**, the chart shows potential ridership earlier and later in the day, beyond the current service hours from 6 a.m. to 6 p.m..

The projected weekday ridership for Delaware City FLEX is higher than the actual reported 2022 ridership during morning and afternoon peak periods and lower than actual ridership in the mid-day period. It should be noted, that since 2022, DCT has seen a consistent ridership growth with this service.

Figure 35 Current and Projected Weekday Ridership by Hour - Delaware City FLEX

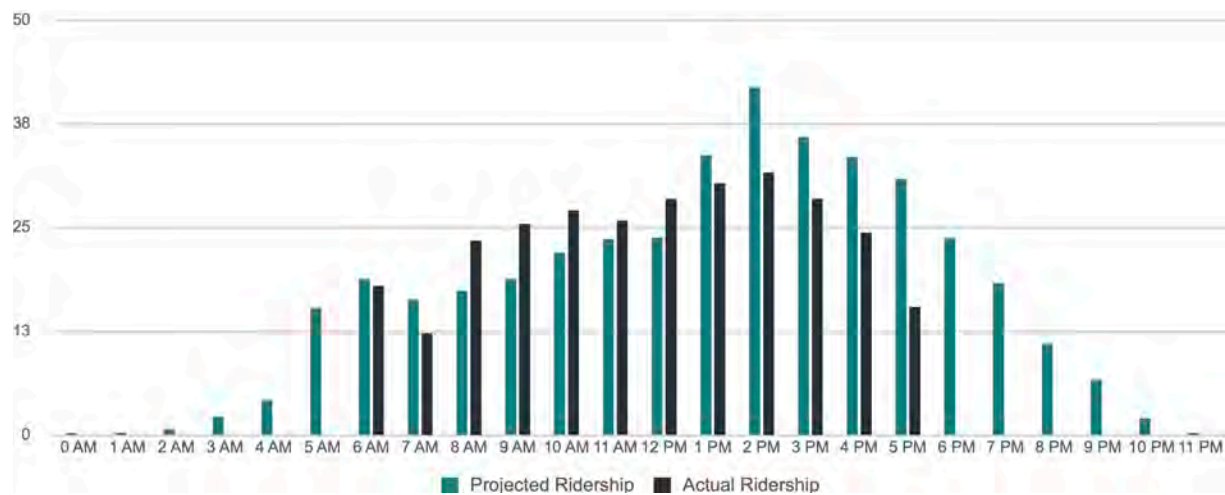
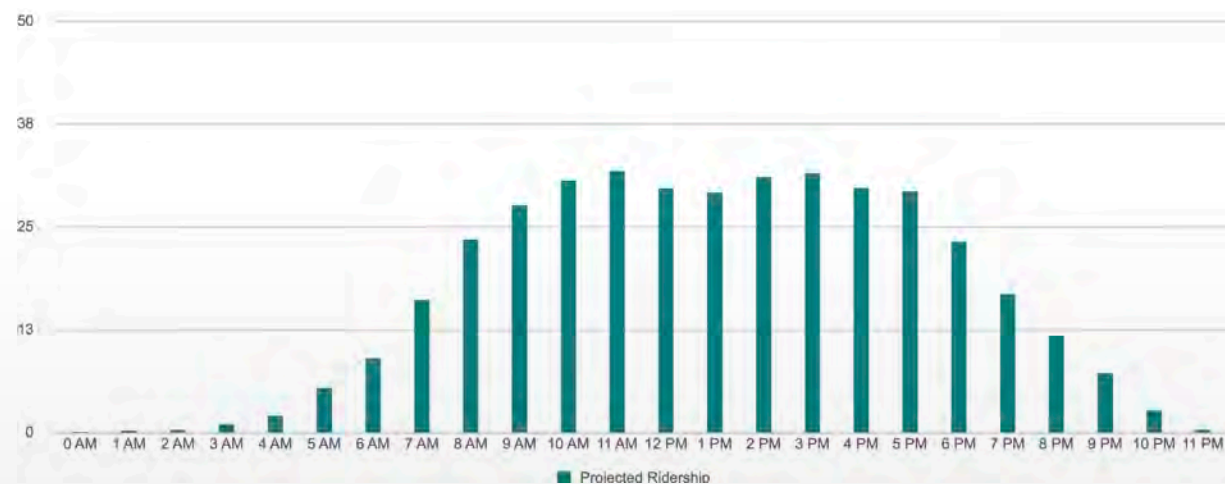


Figure 36 shows the projected weekend ridership for Delaware City FLEX. The demand for weekend service is relatively similar to weekday service, showing that expanded service may benefit the community.

Figure 36 Projected Weekend Ridership - Delaware City



Projected Wait Times and Vehicle Needs

Figure 37 shows the average number of FLEX vehicles currently in service each hour in Delaware City, and the estimated number of vehicles needed to accommodate projected weekday ridership demand. The current average number of vehicles in service is higher than the projected vehicle needs. Delaware City FLEX could operate with less vehicles and still meet its target performance metrics for its current service. As demand for FLEX continues to grow, the vehicle fleet will also need to grow.

Figure 37 Current and Projected Average Weekday Vehicle Needs by Hour – Delaware City FLEX

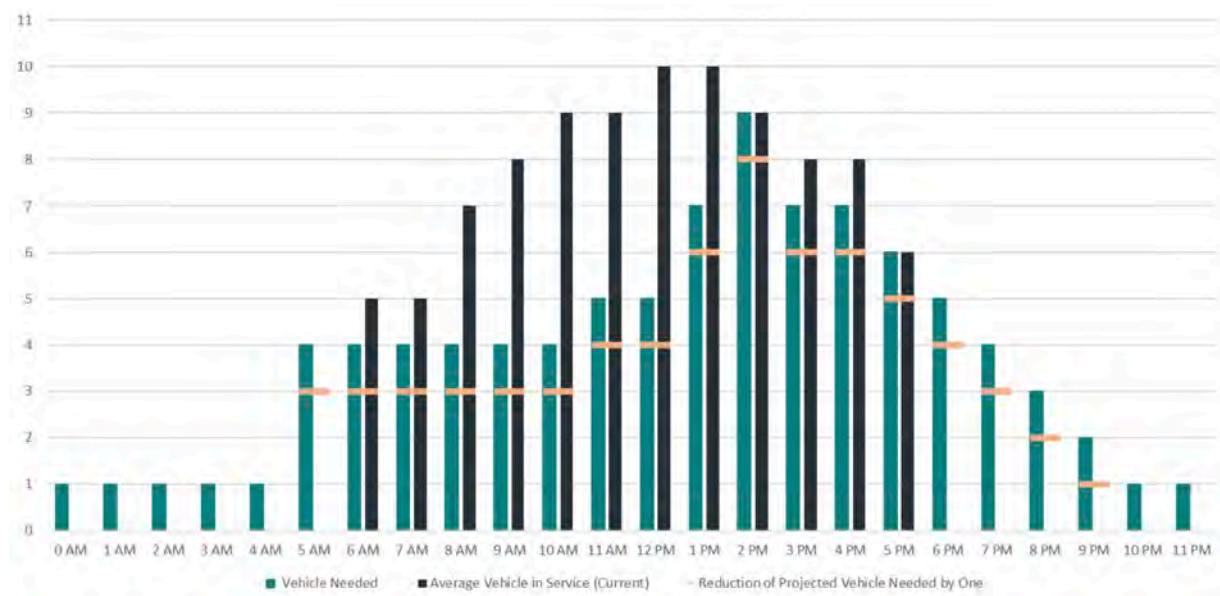
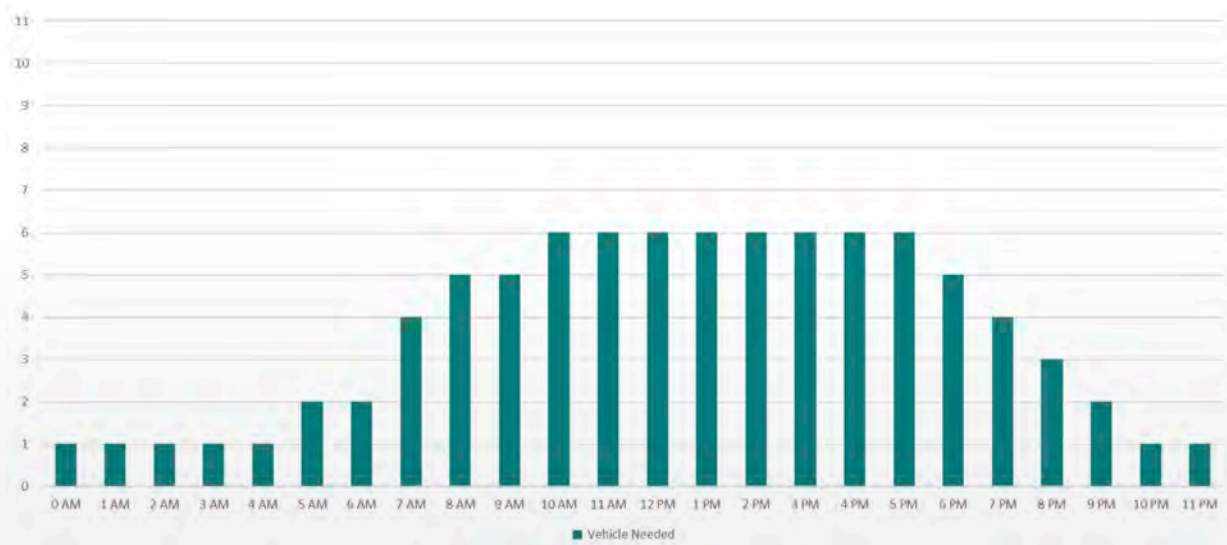


Figure 38 shows the estimated number of vehicles needed to provide weekend FLEX service in Delaware City within the 30-minute wait time target. Vehicle needs is correlated with service performance metrics of a wait time goal and target of 20 minutes. As this is a new service, there are only projections. These estimates are based on the projected ridership for the Delaware City zone on weekends.

Figure 38 Projected Weekend Vehicle Needs – Delaware City FLEX

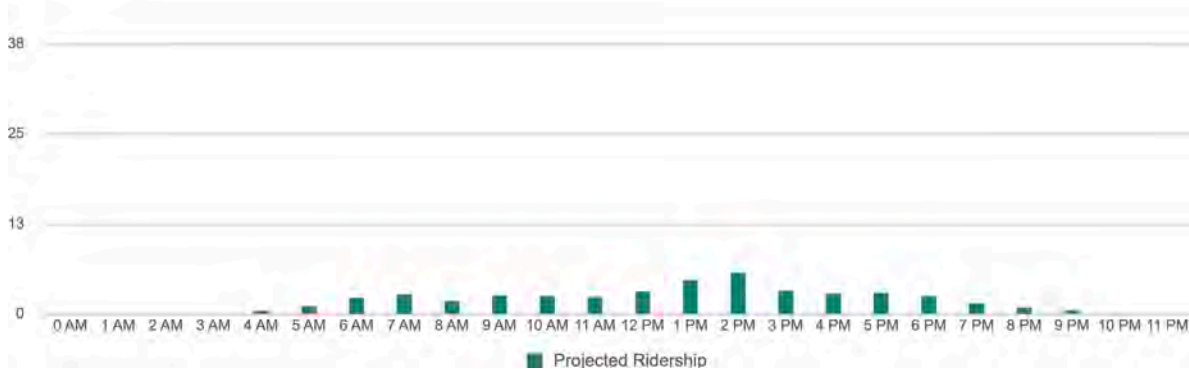


Sunbury FLEX Zone

The City of Sunbury has increased its population by over 36% in the last 10 years, with a population of over 6,500 residents.² This town abuts the I-71 corridor, attracting Columbus commuters as residents and tourists with their Tanger Outlet Mall. Sunbury is also an epicenter of future growth due to its proximity to Licking County, where new businesses have been located since the announcement of Intel in 2022.

Sunbury could be a good expansion of Delaware FLEX services, as it could aid in the congestion and human service needs of its residents. Using the same methodology as with Delaware City, the projected weekday ridership can be found in **Figure 39**.

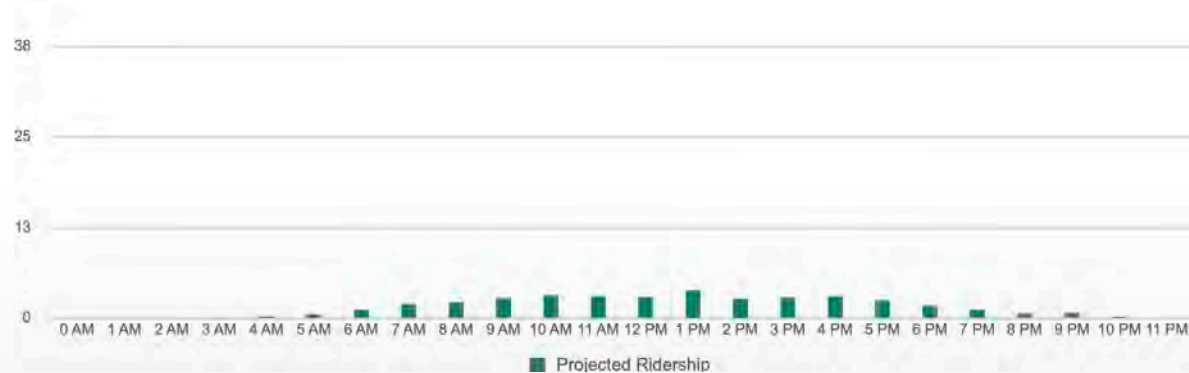
Figure 39 Projected Weekday Ridership – Sunbury



Despite the lower ridership projections than Delaware City, Sunbury’s and Galena’s growth may drive increased demand after the launch of the service. Currently, the only transit service available is the County-wide Demand Response, which charges riders based on mileage, as opposed to the FLEX fare of \$2.00 per trip. This service gives DCT an ability to reach a new market of transit users.

Weekend ridership of Sunbury is lower than its weekday ridership levels, which could be attributed to more social and household trips, as opposed to work, medical, or educational needs.

Figure 40 Projected Weekend Ridership – Sunbury

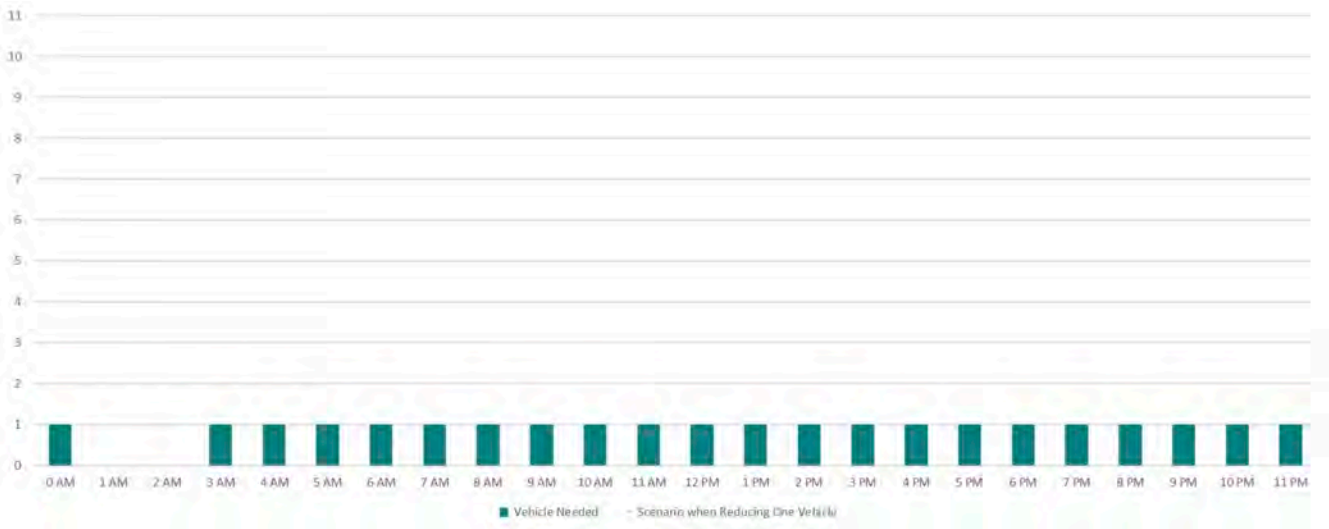


² 2012, 2022 ACS 5-Year Estimates, Table DP05

Projected Wait Times and Vehicle Needs

Since the ridership projection for weekdays is low, the wait time and vehicle needs for Sunbury make this expansion financially and operationally feasible for DCT. The projected weekday vehicle needs is one vehicle. However, for Microtransit to be successful, a minimum of three vehicles should be deployed to a zone to keep the wait times within the performance metrics set by the Board. This is a standard Microtransit procedure to accommodate the demand responsiveness. Weekend ridership would project the same number of vehicles to initially deploy the services.

Figure 41 *Projected Weekday and Weekend Vehicle Needs – Sunbury and Galena*



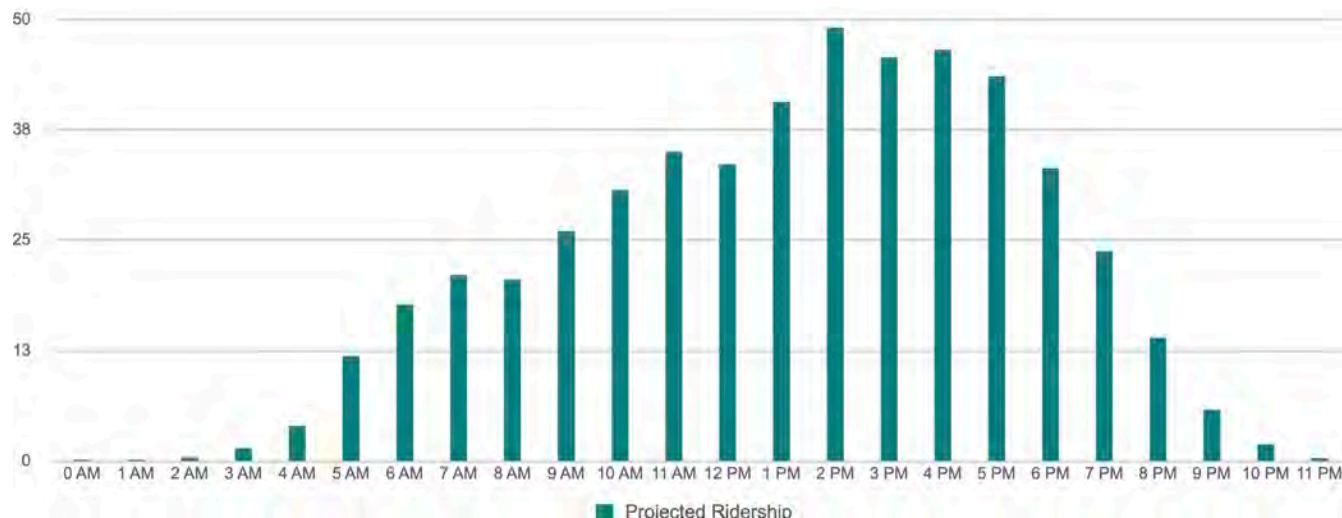
Weekend ridership would project the same number of vehicles to initially deploy the services to meet the projected ridership demand.

Southern Delaware FLEX Zone

The Southern Delaware zone consists of the Polaris commercial area, parts of the City of Westerville, and the City of Powell. This area abuts Franklin County and continues to grow with more businesses, commercial areas, and residential complexes. Through engagement, it was heavily heard that residents would like to take transit in and around the southern region of Delaware, as congestion and parking continue to be an issue.

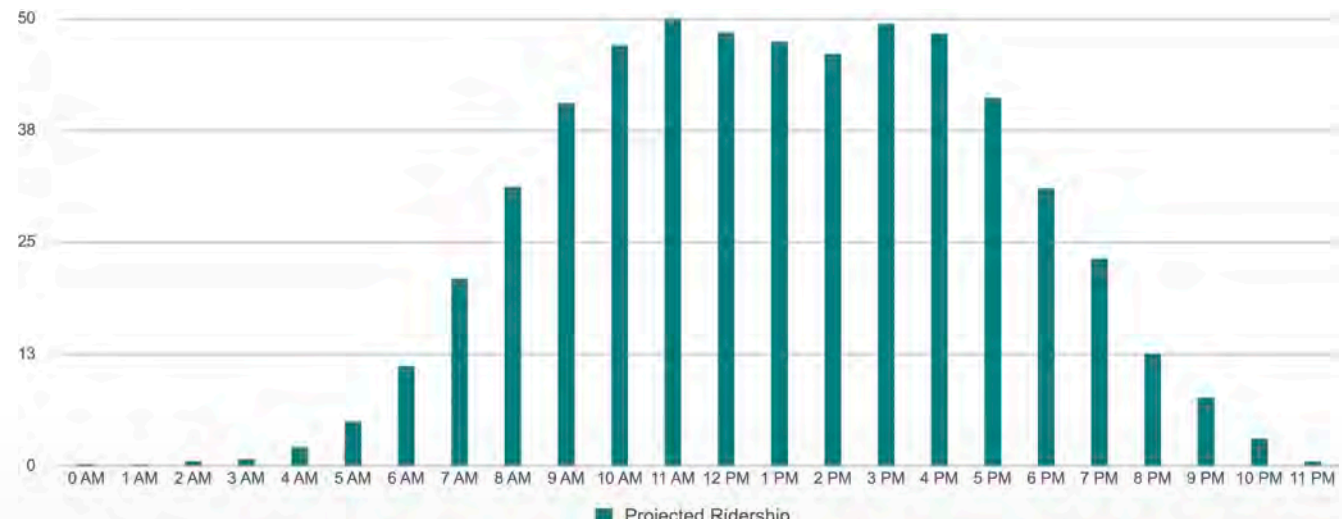
Using Replica, the projected weekday ridership is greater than 45 passengers per hour in the afternoon. The demand for transit in this area is greater than Delaware City FLEX.

Figure 42: Projected Weekday Ridership – Southern Delaware County



Weekend trips within the Southern Delaware portion are projected to be even higher than weekdays, which can be attributed to the shopping, dining, and entertainment that is located in the area.

Figure 43: Projected Weekend Ridership – Southern Delaware County



Projected Wait Times and Vehicle Needs

To accommodate the ridership demand and the service performance metrics of average wait time, an estimate of an additional 11 vehicles would be needed to serve weekday and weekend ridership.

Figure 44 Projected Weekday Vehicle Needs – Southern Delaware County

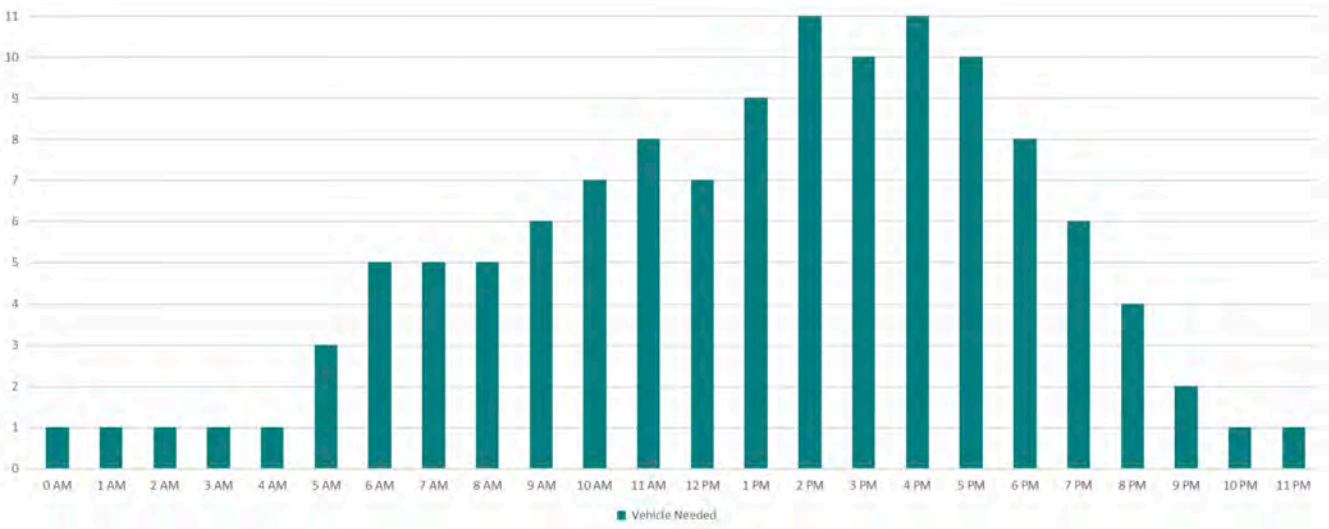
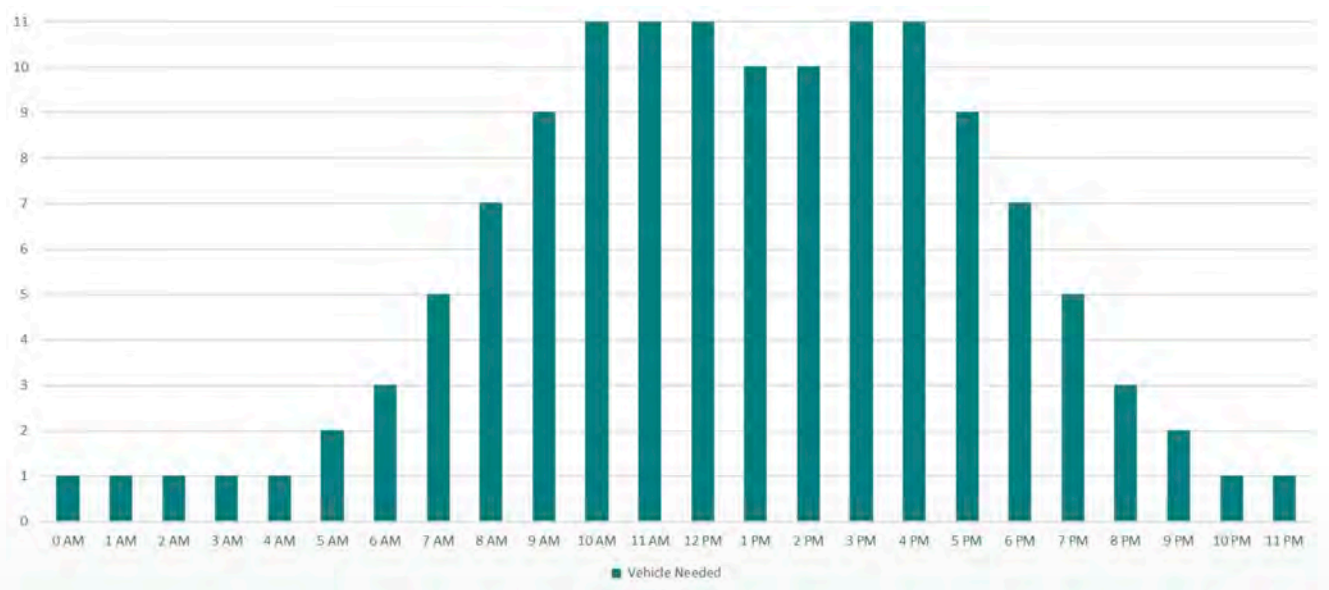


Figure 45 Projected Weekend Vehicle Needs – Southern Delaware County

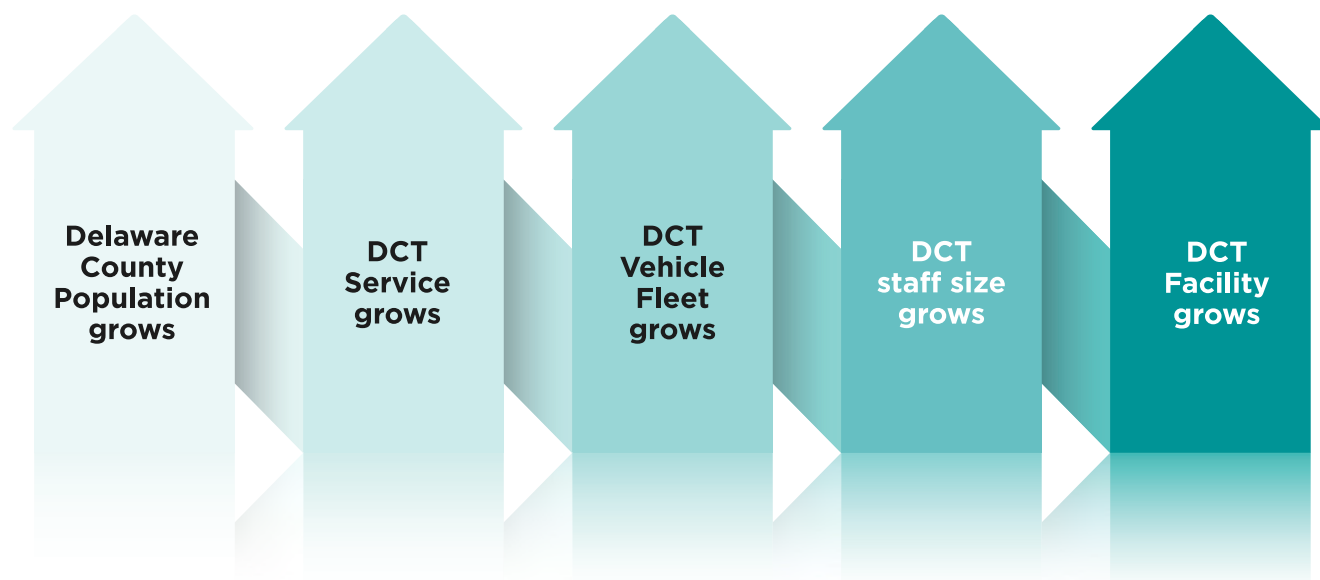


The service expansion analysis highlights that expanding current DCT FLEX service – for more times of day on more days of the week across more geographic areas – would create value for the community.

Maintenance Facility Analysis

DCT operates one facility for administrative and maintenance staff. This facility was renovated in 2019 and is located in Delaware City. The location of the facility is optimal to serve future zones of FLEX service. DCT owns over 6 acres of adjacent, flat land and can expand its facility footprint to best meet the future needs of DCT.

As Delaware County grows, DCT's service should grow as well to serve new residents and businesses. In the previous section, the analysis highlighted that additional vehicles will be needed to serve additional trip demand in the future. This section describes the need for a larger facility to store, maintain, and dispatch the larger fleet of the future.



There are several considerations when designing a larger facility for DCT. Each consideration adds to the overall cost of the facility. It is estimated that a new facility to accommodate additional transit vehicles, larger maintenance shop, larger administrative building, and an on-site fueling will cost roughly \$29 million. This cost can fluctuate due to a variety of reasons.

Additional Administrative Space

Currently, DCT does not have enough office and administrative space for its current staff. As staff continues to grow as service expands throughout the County, additional offices and meeting spaces will be required. In addition, increased parking for staff and the general public will need to be accommodated. Currently, for a member of the public to access the facility via Transit, the bus needs to reverse out of the existing driveway, creating safety concerns.

Covered Parking for Transit Vehicles

As service increases, additional transit vehicles will be procured to meet the new demand. Having an expanded overhang or garage will protect vehicles from the elements, reduce maintenance, and possibly extend their useful life. In addition, it saves operator time by eliminating the need of preparing the vehicle if there is snow or icy conditions.

On-site Fueling

DCT currently fuels its fleet off-site at a public gas station. As more vehicles are procured, more fuel will be purchased to continue operations. There are three major benefits to having a dedicated fueling station on site at the maintenance facility.



Time

Having transit vehicles fueled on-site saves time and resources for operators and maintenance staff by being able to fuel before or after a shift while already at the facility. This means less downtime on the road, which corresponds to lower operating costs and improved productivity.



Consistent Fuel Prices

DCT can purchase fuel through a negotiated price point in bulk, which can mitigate financial loss during periods where gas prices may fluctuate for everyday consumers. Fuel can also be more accurately budgeted for.



Fuel management and control

Managing and controlling fuel is easier with on-site fueling. This makes it easier to spot discrepancies in fuel spend/consumption and decreases risks associated with shortages and price hikes.

As part of this analysis, two concepts were created of what the existing facility and property could be to accommodate future growth and expansion of DCT services. These two concepts will need to be further evaluated and refined to meet the specific needs of the agency.

The first concept includes additional administrative space and parking, keeping the maintenance facility attached to the administrative space. This concept includes on-site fueling on the far east end of the site, allowing the flow of transit vehicles to be separated from general traffic and parking. This also allows appropriate drop off of customers who may need to access the administrative offices.

The second concept is similar, which provides additional administrative and parking spaces and on-site fueling, but further separates the administrative and maintenance services. This concept also allows for an enclosed transit vehicle parking for protection from the elements.

Figure 46 Concept 1 (for illustrative purpose only)

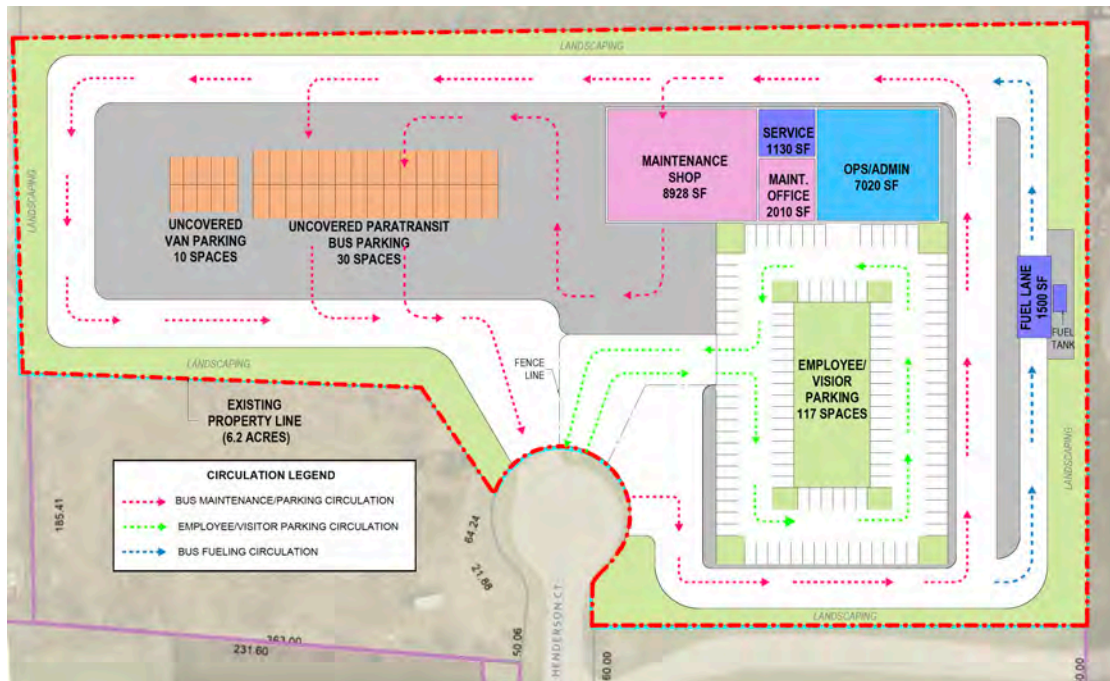
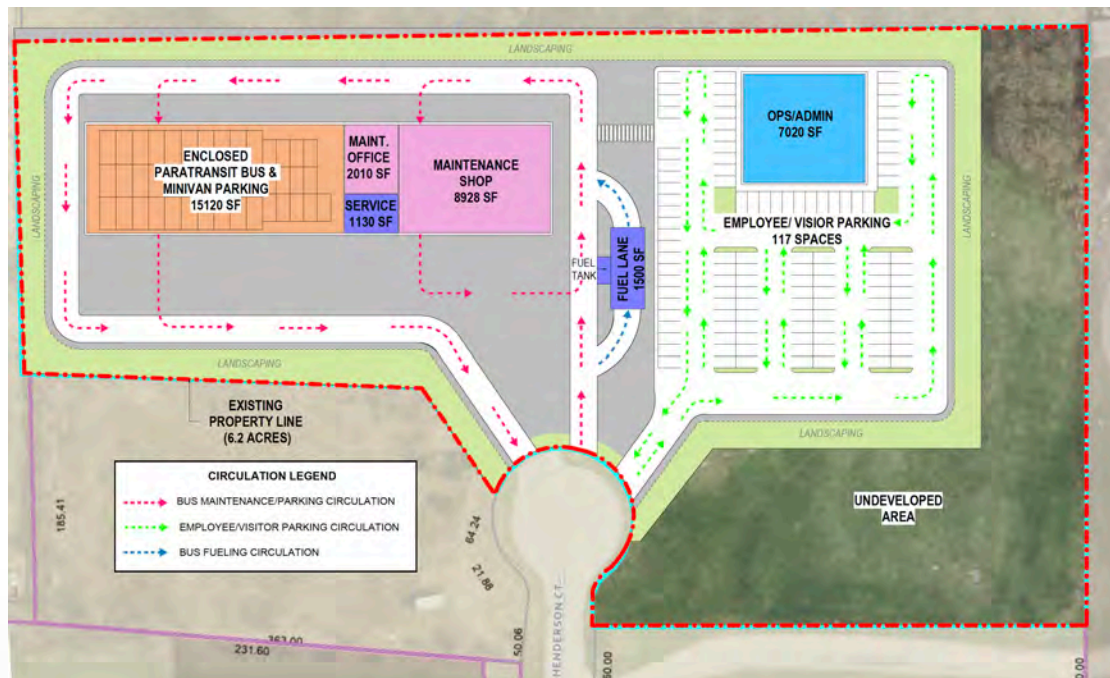


Figure 47 Concept 2 (for illustrative purpose only)



Each concept is for illustrative purposes only. They highlight that there are several potential facility layouts depending on a more detailed assessment of considerations and needs. A facility master planning process will be a useful tool for identifying the specifics of future facility design.

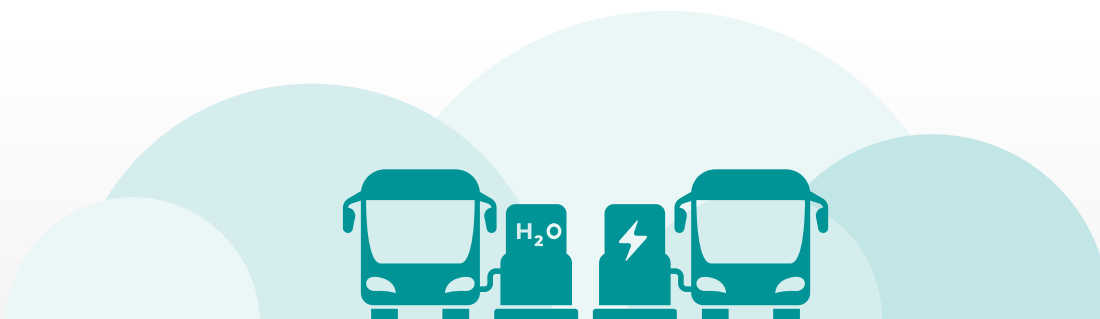
Fuel Considerations As Technology Evolves

DCT currently fuels with gasoline at local gas stations. The transit industry is witnessing a significant shift towards sustainable vehicle technologies to reduce greenhouse gas emissions. Zero Emission Buses (ZEBs) have the potential to lower operations and maintenance costs for fleets and have zero tailpipe emissions. In addition, zero emission mobility has the support of leaders, communities, and policymakers, which is reinforced by nationwide commitments to electrification and the availability of grants and incentives to reduce the costs of implementation.

In North America, Battery Electric Buses (BEBs) are leading the way in this transformation, producing zero tailpipe emissions. BEBs are gaining prominence for several reasons, including a growing market presence, a lower cost than other ZEB technology, and compatibility with the existing electric grid. The charging infrastructure for BEBs can be located at bus depots or along established bus routes using overhead or inductive (wireless) chargers. Charge times depend on technology, and have a limited operational range when compared to the conventional buses. However, as battery technology advances, more transit agencies are electrifying their fleets while maintaining service levels. Today's battery electric cutaways can provide 140 to 200 miles of range before needing to recharge; however, these numbers do not account for operations of the vehicles' HVAC systems, which can significantly reduce usable driving ranges.

Another ZEB technology that continues to grow in popularity is Hydrogen Fuel Cell Electric Buses (FCEBS). Transit agencies can either procure hydrogen through on-site generation or third-party delivery, with liquid hydrogen being the common choice as it offers advantages in infrastructure, space, and cost. FCEBs can refuel in as little as 10-15 minutes, making them attractive, zero-emission options for transit agencies with longer service deliveries.

As technology continues to evolve, DCT should evaluate its fuel needs as part of the facility master plan to determine if another fuel source would be more appropriate for the needs of Delaware County. Each fuel type, whether it is gasoline, battery electric, or hydrogen comes with a cost and need for appropriate storage and space to safely refuel and service transit vehicles.



Service Expansion Funding Analysis

As DCT considers expanding the FLEX on-demand services, additional funding will need to be identified. Implementation of these recommended expansions would require supplemental funding to cover:

- Increase in annual operating and maintenance (O&M) costs
- and capital costs
 - To procure the additional vehicles needed to provide the expanded service levels and
 - To construct a new maintenance facility to provide the capacity to store and maintain the existing fleet and the future, larger fleet.

Table 19 summarizes the annual O&M cost and capital cost estimates for the recommended expansions.

Table 19 *Estimated O&M and Capital Costs: Service Expansion, Vehicle, and Maintenance Facility (2023\$)*

	No Change	Delaware FLEX Expansion	Sunbury Extension	Southern Delaware Expansion	TOTAL
Total Annual O&M Expenses	\$4,567,243	\$399,904	\$705,786	\$2,468,910	\$8,141,843
Additional Vehicles			\$357,507	\$1,131,859	\$1,668,366
Maintenance Facility					\$29,600,000

The following sections provide an overview of four potential approaches that could be targeted to provide the supplemental funding needed to implement the recommended service expansions and associated capital costs. The approaches reflect a combination of existing locally controlled sources, a potential new local revenue source, and the pursuit of federal discretionary (competitive) grant programs. These approaches include:

1. Utilizing existing reserves
2. Updating the allocation of Section 5307 funding
3. Considering a local sales tax
4. Applying for federal grant opportunities.

The four options are not mutually exclusive and can complement one another to create a balanced funding approach for future DCT needs.

DCT's Existing Reserve Balance

DCT currently has approximately \$5 million invested in the State of Ohio's State Treasury Asset Reserve of Ohio (STAR Ohio) Program. STAR Ohio is an investment pool that allows government subdivisions—from municipalities to school districts—to invest in high-grade, short-term securities, while offering safety, penalty-free liquidity, and comparatively higher yields. At this time there are no DCT Board policies in place that define how and when these funds can be used. The following provides an overview of potential policies that could be implemented regarding the future use of the STAR OHIO invested funds for operating and capital needs.

Operating Reserve

The Operating Reserve fund would provide sufficient financial resources to ensure timely payment of DCT’s operating expenses as authorized and defined by the Board. Potential uses for the Operating Reserve fund would be spikes in fuel costs; opportunities to advance urgent, high-priority service needs or demands; cover an unforeseen reduction or delay in a state or federal revenue source; and augment and/or balance the annual operating budget.

Across the country, transit agencies typically maintain a three-month operating reserve which is equivalent to 25 percent of the annual operating budget. Based on DCT’s FY 2023 Operating Budget of \$4.0 million, a three-month operating reserve would be approximately \$1 million. Additionally, if the recommended service expansions shown in Table 19 were implemented, the three-month operating reserve would need to be increased by \$0.9 million.

Capital Reserve

The Capital Reserve would be established and maintained as a fund to support future capital costs associated with vehicle replacements, acquiring new vehicles, and building the new maintenance facility. The objective would be to build up a reserve of funds before capital expenditures are incurred in or after the start of a fiscal year. These funds would be used to pay for the capital expenditures in full or as the required local match for state and federal grant awards.

From the experiences of other transit agencies, the size of the capital reserve fund is based on the near-term (Five-Year) capital improvement plan that typically includes a projection of cost associated with vehicle purchases and other capital infrastructure needs. In addition to establishing the fund to address the typical 20 percent local match requirement for grants,

agencies also use this reserve to establish a contingency fund for upcoming major capital investments that would be used to cover unexpected cost increases during construction on the order of 10 to 20 percent of the cost estimate. Based on the capital costs shown in Table 20, building up funds to cover a potential 20 percent local match for grants to acquire the 14 buses would be approximately \$0.33 million, and providing the local match for the new maintenance facility would be approximately \$6.0 million. Further, establishing a 10 percent contingency fund for the maintenance facility would be approximately \$2.9 million.

Potential Fully Funded Reserve

As shown in **Table 20**, in total, the suggested Operating and Capital Reserve targets described above would exceed DCT’s current reserve balance of approximately \$5 million. These targets could provide a framework to integrate the establishment of the Operating and Capital Reserves as part of the annual budgeting process and near-term, multi-year financial planning process with a goal of fully funding the reserve

Table 20 Estimated Fully Funded Reserve

Operating Costs	Total Costs	Reserve	Total Operating Reserve
Operating & Maintenance	8,141,843	25%	2,035,461

Capital Costs	Total Costs	Match	Total Local Match
Vehicles	1,668,366	20%	333,673
Facility	29,600,000	20%	5,920,000
Facility Contingency Fund	29,600,000	10%	2,960,000
TOTAL			\$11,249,134
STAR Ohio Investment Amount			\$5,000,000
Difference/Potential Target			(\$6,249,134)

Allocation of Annual Federal Formula Funds

As described in the Existing Conditions section, the Columbus Urbanized Area (CUA) receives a share of FTA's total annual Section 5307 Urbanized Area Formula Funds, Section 5340 Growing States and High-Density States Formula Funds, and Section 5339 Bus and Bus Facilities Funds annually, based on an allocation methodology that incorporates population levels, levels of service provided, and ridership variables to distribute these funds to urbanized areas across the country. On an annual basis, and in partnership with MORPC, the three transit systems within the CUA - COTA, LCTB, and DCT - agree to allocate the full apportionment of Section 5307 Urbanized Area Formula Funds, Section 5340 Growing States and High-Density States Formula Funds, and Section 5339 Bus and Bus Facilities Funds based on the same methodology FTA uses to allocate funds nationally. As shown in **Table 21**, based on FTA's allocation methodology for the CUA's FY 2021 FTA formula fund allocation from the FTA, DCT would receive approximately 5 percent of the total funds (\$1.1 million).

Table 21 FTA Formula Fund Allocations Methodology Results (FY 2021)

Transit Provider	Section 5307 & 5340	Section 5339	Total
CUA Total Funds	\$19,039,511	\$2,175,906	\$21,215,417
COTA	\$17,811,429	\$2,040,287	\$19,851,716
DCTB	\$973,240	\$106,392	\$1,079,632
DCTB	\$254,842	\$29,227	\$284,069

However, in addition to using FTA's allocation methodology, there is a second local step that determines the final distribution of funds among the three transit agencies. Each year the three transit agencies and MORPC meet to review the allocation results and then agree on what each

agency needs in terms of federal formula funds for the next fiscal year. Based on the results of this meeting, the agencies agree to a revised federal formula funds allocation, which for FY 2021 is summarized in **Table 22** and reflects DCT's share of federal formula funds decreased from \$1.1 million to \$0.28 million. In reviewing **Tables 21** and **Table 22**, federal formula funds are transferred from both DCT and LCTB to COTA. The final element of the second local step in the allocation methodology is that COTA transfers a portion of its local dedicated transit sales tax to the other two transit agencies to off-set the transfer of federal formula funds.

Table 22 Allocation of Federal Funds based on Meeting (FY 2021)

Transit Provider	Section 5307 & 5340	Section 5339	Total
CUA Total Funds	\$19,039,511	\$2,175,906	\$21,215,417
COTA	\$18,632,500	\$2,175,906	\$20,808,406
DCTB	\$276,774	\$106,392	\$276,774
DCTB	\$130,237	\$29,227	\$130,237

The current two-step allocation approach has been in place since 2013. With the completion of this study, it may be the right time to revisit the current approach given DCT's planning efforts to expand service levels and move forward with a major capital investment project as well as to address the growth in employment and population within Delaware County over the last 10 years, to determine if there is a more equitable approach to allocate annual federal funds.

Potential New Local Source - Transit Sales Tax

Within the State of Ohio, counties are eligible for two separate sales taxes - a county sales tax and a transit sales tax on top of the 5.75 percent state sales tax. The county sales tax rate can

range up to 1.50 percent, while the transit sales tax rate can range up to 1.00 percent. As shown in **Table 23**, there are currently ten counties in the State that implement a transit sales tax to provide a supplemental, locally-controlled dedicated revenue source to support service and capital needs. Transit sales tax rates vary from a low of 0.10 percent in Allen County to a high of 1.0 percent in Cuyahoga County.

Table 23 Ohio Transit Sale Tax Rates

County	County Tax Rate	Transit Tax Rate	State Tax Rate	Total Sales Tax Rate
Cuyahoga	1.25%	1.00%		8.00%
Hamilton	1.25%	0.80%		7.80%
Franklin	1.25%	0.50%		7.50%
Lake	1.00%	0.50%		7.25%
Lucas	1.50%	0.50%	5.75%	7.75%
Summit	0.50%	0.50%		6.75%
Mahoning	1.25%	0.25%		7.25%
Portage	1.00%	0.25%		7.00%
Stark	0.50%	0.25%		6.50%
Allen	1.00%	0.10%		6.85%

To provide context for the potential level of revenue that a dedicated transit sales tax could generate locally, Delaware County's annual sales tax revenue collected over the FY 2013 to FY 2022 period was reviewed and estimates based on the incremental revenue level that would have been generated based on transit sales tax rates of 0.1 percent, 0.25 percent, and 0.5 percent.

As shown in **Table 24**, the level of sales tax revenue collected within Delaware County (1.25 percent rate) has nearly doubled since 2013, increasing from \$43.8 million to \$87.4 million. The compound average annual growth rate over this period was approximately 8 percent and represents a strong and stable revenue source for the County.

Table 24 Delaware County Historical Annual Sales Tax Revenue Collected: 2013-2022 (\$, in millions)

FY	County Revenue: 1.25% Rate	Year-over-Year Change
2013	\$43.8	
2014	\$47.3	8.1%
2015	\$50.9	7.6%
2016	\$52.8	3.8%
2017	\$57.6	9.1%
2018	\$62.3	8.2%
2019	\$66.6	6.9%
2020	\$67.5	1.4%
2021	\$79.8	18.2%
2022	\$87.4	9.4%

Table 25 provides a very conceptual comparison of the level of transit sales revenue that could have been generated over the 2013 to 2022 period if there was a transit sales tax within Delaware County. As shown in the Table, over the 10 years annual revenues from a 0.10 percent rate would have increased from \$3.5 million to \$7.0 million; a 0.25 percent rate would have increased from \$8.8 million to \$17.50 million; and a 0.50 percent rate would have increased from \$17.5 million to \$34.9 million. The amount of revenue would help offset the costs needed for transit service expansion within Delaware County.

Table 25 Conceptual Annual DCT Transit Sales Tax Levels: 2013-2022 (\$, in millions)

FY	.10% Increment	.25% Increment	.50% Increment
2013	\$3.3	\$8.3	\$16.6
2014	\$3.5	\$8.8	\$17.5
2015	\$3.8	\$9.5	\$18.9
2016	\$4.1	\$10.2	\$20.4
2017	\$4.2	\$10.6	\$21.1
2018	\$4.6	\$11.5	\$23.0
2019	\$5.0	\$12.5	\$24.9
2020	\$5.3	\$13.3	\$26.6
2021	\$5.4	\$13.5	\$27.0
2022	\$6.4	\$16.0	\$31.9

Impact of COTA's Existing Transit Sales Tax Collected in Delaware County

The City of Columbus extends into Delaware County, which allows COTA's existing 0.5% transit sales tax to be collected within the Polaris Town Center area. This area includes a number of major retail establishments, impacting the amount of sales tax that is generated. As summarized in **Table 26**, over the 2019 to 2022 period the 0.5% COTA sales tax annually generated between \$9.4 million and \$12.2 million within Delaware County. Despite being within Delaware County, these establishments support COTA, and not DCT operations.

Table 26 COTA 0.5% Sales Tax Revenue Collections within Delaware County

	Annual Total @ 0.5%
2019	\$9.4
2020	\$9.1
2021	\$10.7
2022	\$12.2

Source: <https://tax.ohio.gov/government/resources/distributions-sales-tax>

There cannot be two different transit sales tax in one area. To provide preliminary understanding of the potential impact on COTA's sales tax collection within the Polaris Town Center area would have on a future DCT transit sales tax, a range of adjusted annual estimates were calculated based on a 2021 article from the Delaware County auditor³ and estimate of the share of potential sales tax base for the Polaris Town Center Area relative to the total for Delaware County. In the 2021 article, the County auditor indicated that as an estimate, the Polaris Fashion Place Mall accounts for approximately 18 percent of Delaware County's total sales tax revenue. Additionally, comparing the estimated sales tax base generated from Delaware County's 1.25 percent sales tax reported in the FY 2022 Single Audit to the estimated sales tax base for COTA transit sales tax within Delaware County indicates that

approximately 33 percent of the County's total sales tax base is within COTA sales tax boundary. The 18 percent and 33 percent levels were applied to the values previously shown in **Table 27** to generate adjusted conceptual annual DCT annual sales tax revenue. Table 27 summarizes the adjusted conceptual annual DCT annual sales tax revenue that would have been captured between 2013 and 2022.

Table 27 Conceptual Annual DCT Transit Sales Tax Levels Adjusted for Removing the Polaris Town Center Area: 2013-2022 (\$, in millions)

Year	0.10% Range	0.25% Range	0.50% Range
2013	\$2.2 - \$2.9	\$5.6 - \$7.2	\$11.2 - \$14.4
2014	\$2.4 - \$3.1	\$6.1 - \$7.8	\$12.1 - \$15.5
2015	\$2.6 - \$3.3	\$6.5 - \$8.3	\$13.0 - \$16.7
2016	\$2.7 - \$3.5	\$6.8 - \$8.7	\$13.5 - \$17.3
2017	\$2.9 - \$3.8	\$7.4 - \$9.4	\$14.7 - \$18.9
2018	\$3.2 - \$4.1	\$8.0 - \$10.2	\$15.9 - \$20.4
2019	\$3.4 - \$4.4	\$8.5 - \$10.9	\$17.1 - \$21.8
2020	\$3.5 - \$4.4	\$8.6 - \$11.1	\$17.3 - \$22.2
2021	\$4.1 - \$5.2	\$10.2 - \$13.1	\$20.4 - \$26.2
2022	\$4.5 - \$5.7	\$11.2 - \$14.3	\$22.4 - \$28.7
2023	\$4.8 - \$6.2	\$12.1 - \$15.5	\$24.2 - \$30.9
2024	\$5.2 - \$6.7	\$13.0 - \$16.7	\$26.1 - \$33.4

Potential DCT Transit Sales Tax Rate Compared to Proposed Service and Capital Enhancements

Given the scale of the recommended service level and capital expansions, the level of transit sales tax revenue that could be generated by a 0.10 percent sales tax could be the starting point for future discussions among DCT, the County, and other public and private stakeholders to determine if there is a desire to go to the voters at some point in the future to request the enactment of a DCT transit sales tax.

³ <https://www.dispatch.com/story/news/local/2021/04/11/delaware-county-polaris-fashion-place-shooting-safety/7092866002/>

Further, if the County's sales tax revenue were to continue annual increases of approximately 8 percent based on the historical compound average annual growth rate, and accounting for removal of sales tax collected within the Columbus city limits within Delaware County, a 0.10 percent sales tax rate would generate between \$6 million and \$10 million annually over the next five years to support implementation of the recommended service level and capital expansion. Assuming a 4 percent annual growth rate, the 0.10 percent sales tax rate would generate between \$5 million and \$8.0 million annually.

Federal Discretionary Grant Opportunities

In addition to the annual federal formula funds that are allocated to the CUA and ultimately to DCT, the FTA has two discretionary grant programs that could be targeted to provide supplemental federal funding for the capital costs associated with the additional vehicles that would be needed and the new maintenance facility.

Buses and Bus Facilities Program

This program provides funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no-emission vehicles or facilities.

Funding Potential: Over the last two years, the FTA has awarded grants ranging from less than \$1 million to \$54 million to support transit agencies' efforts to purchase buses and improve, expand, or build maintenance facilities. Examples of grants awarded within the State of Ohio include:

- Western Reserve Transit Authority: \$4.3 million to reconstruct and expand its maintenance and administrative facility.
- Greater Dayton Regional Transit Authority: \$4.4 million to rehabilitate its maintenance and administrative facility with a new heating/cooling system and roof.

- METRO Regional Transit Authority: \$37.8 million to modernize the Hilton Bus Garage for battery-electric buses.

This grant opportunity could assist DCT in constructing its maintenance and administration facility to prepare for additional vehicles needed to meet the future service demands of Delaware.

Low or No Emission Buses

This program provides funding to purchase or lease zero-emission and low-emission transit buses as well as the acquisition, construction, and leasing of required supporting facilities.

Funding Potential: Over the last two years, the FTA has awarded grants ranging from less than \$1 million to \$116 million to support transit agencies' efforts to transition to low or no-emission fleets. Examples of grants awarded within the State of Ohio include:

- Southwest Ohio Regional Transit Authority: \$9.8 million to buy hybrid electric buses to replace older diesel buses.
- Ohio Department of Transportation (ODOT) on behalf of 10 subrecipients: \$29.3 million to support 10 transit agencies serving both rural and urban communities, to buy dozens of low or no-emission buses that will replace older vehicles, expand fleets to support essential services, train workers in good-quality careers, and begin the decarbonization transition for several of Ohio's major transit systems.
- Stark Area Regional Transit Authority: \$2 million to acquire compressed natural gas buses.
- Portage Area Regional Transportation Authority: \$3 million to replace diesel-powered vehicles that have exceeded their useful life with compressed natural gas vehicles.
- COTA: \$26.7 million to replace diesel buses that have exceeded their useful life and replace them with battery electric buses and chargers.

Typical Application Cycle: January to March

This is another grant opportunity that DCT could apply to help support the capital costs associated with increased service operations. In addition, this would create positive environmental impacts and provide cutting-edge technology and sustainability to the region.

In addition, there are a variety of other grant programs through the United States Department of Transportation (USDOT) and FTA which DCT could partner with the County or local jurisdictions to pursue other federal grants for infrastructure investments that would provide benefits beyond DCT's infrastructure needs but could benefit the entire region. These include:

USDOT:

- Rebuilding America Infrastructure with Sustainability and Equity (RAISE)
- Reconnecting Communities and Neighborhoods (RNC)
- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)
- Safe Streets and Roads for All (SS4A)
- Strengthening Mobility & Revolutionizing Transportation (SMART)
- Active Transportation Infrastructure Investment Program (ATIIP)

FTA:

- Advanced Driver Assistance Systems (ADAS)
- Areas of Persistent Poverty (AoPP)
- Innovative Coordinated Access and Mobility Grants (ICAM)

Recommendations

The recommendations for DCT over the next five years are tangible service, capital, policy, and funding elements that will improve Delaware County with convenient, reliable, and cost-effective transportation services that residents deserve. These recommendations come from robust engagement, analysis of existing conditions, and the feasibility of expanding services and associated funding elements.

Service

Transit service is the backbone of DCT. The strategic plan analyzed both County-wide and FLEX on-demand services and recognized the importance and popularity FLEX has on its constituents.

Delaware City FLEX Service

Delaware City FLEX Service has been successful since its inception in 2021. Expansion of service hours is the next logical growth for this transit service. From both service and market analysis, and extensive engagement with the public and steering committee members, it is recommended to increase weekday and weekend service. The additional 5 hours during the weekday have the potential to provide more workforce trips in the morning, and allow customers to run errands, commute to and from work, or attend events in the evening that they would otherwise not be able to. Adding service on Saturday allows residents mobility when they otherwise could not. It provides more opportunities and can create an economic boost for the area by providing this essential weekend service.

This service is recommended to begin in the Fall of 2024, with Monday through Friday services from 5 a.m. to 9 p.m. and Saturday from 6 a.m. to 6 p.m.

Sunbury/Galena FLEX Service

The Village of Sunbury continues to grow in commercial, residential, and industrial development. Transportation needs are at the forefront of new developments. Although the Sunbury FLEX model does not initially show heavy passenger demand, it is a manageable demand of service for current DCT operations and facilities as they continue to grow their service model and prepare for future expansion. With the assistance of partnerships and community organizations, DCT can market its services and capabilities to grow transit in this area to be an asset to residents.

This service is recommended to begin in the Fall of 2024, with Monday through Friday services from 6 a.m. to 6 p.m.

Delaware South FLEX Service

The southern portion of Delaware County, including the Cities of Powell, Columbus, and Westerville over the last decades has seen a tremendous amount of growth, in retail, commercial businesses, and residential. Some of this area is currently served by the Central Ohio Transit Authority (COTA), as the Polaris region and the City of Westerville are charter members. However, COTA connects this area with Downtown Columbus, and not areas within Delaware County.

This area has the potential to grow DCT ridership to new heights but requires coordination between the DCT and COTA Board Members in terms of funding and service overlaps. To best serve the projected demand, DCT would need to acquire 11 additional vehicles. The DCT facility is currently at capacity, which would require a new facility for the additional vehicles purchased for FLEX services.

This service is recommended to begin in 2027, with Monday through Friday services from 6 a.m. to 6 p.m..

On-Demand Service

The On-Demand service serves the entire Delaware County area through a mileage-based fare system in which trips must be scheduled at least a day in advance. This service is also door-to-door, giving individuals extra assistance from their origin to their destination. This service, as it currently operates, is a safety net for residents and sufficiently serves those who use it. The service meets the requirements set forth by the Federal Transit Administration (FTA). DCT has several partnerships that also subsidize this service to their constituents making it more affordable to the customer. This service is recommended to continue serving the needs of Delaware County through door-to-door service throughout the County with no changes to its operations or fare structure.

It is recommended to implement an app-based reservation system as an additional option to calling or booking trips online. New technology launched for FLEX service in 2023 can be expanded to county-wide on-demand service to provide convenience and scheduling efficiencies.

Capital Improvements

To fully build out the service recommendations, several capital improvements must be made for DCT to successfully serve its population.

Vehicles

To properly serve the Sunbury region, DCT needs to purchase an additional three (3) vehicles to meet its service demand and performance metrics. These vehicles will be in addition to the vehicles currently being used for the Delaware City FLEX zone.

To properly serve the Delaware South FLEX zone, DCT must purchase an additional eleven (11) vehicles to meet its service demand and performance

metrics. These vehicles will be in addition to the vehicles needed for Sunbury and Delaware City.

Facility

An expansion of service will increase capital and operating costs for DCT. Included in this expansion would be a larger facility that meets the current and future demand for DCT. Currently, the facility that operates the system is too small for administrative and maintenance staff. With increased operations, additional vehicles, and more personnel, DCT needs to look to expand its facility to meet its demand.

A facility master plan is recommended to consider current and future service needs. As DCT continues to provide more robust service to its constituents, additional operations, maintenance, and administration space is needed to be cost-effective, efficient, and provide safe working conditions. The facility master plan will also facilitate a process to design facility improvements that balance current fuel needs with the rapidly evolving field of zero emissions technologies.

Policy

The Strategic Plan also looked into organizational policies and procedures to improve best practices for the transit agency.

Rainy Day Funds

At the onset of the COVID-19 pandemic, the Board of Trustees implemented a rainy day fund for the organization to prepare for unknowns. Now, over four years since its inception, the Rainy Day Fund has accumulated over \$5 million due to growth and interest in the State of Ohio's State Treasury Asset Reserve of Ohio (STAR Ohio). However, this allotment of money has no policies or procedures on how to best appropriate its interest or gains.

The primary objectives of the reserve policy would be:

- Enable DCT to sustain operations and capital projects through delays in the receipt of committed funds and to accept reimbursable contract and grant awards without impacting operations;
- Promote public confidence in the long-term sustainability of DCT by preventing potential annual cash flow crises;
- Establish an internal line of credit to manage cash flow and maintain financial flexibility.

Creating a plan of action is recommended so the DCT Board and management have a clear policy pertaining to how these funds will appropriately be allocated in the future for service operations, capital needs, and emergencies while keeping transparent communication between the Board of Trustees, Administration, its County partners and stakeholders, and the general public.

Funding

DCT operating expenses have continued to increase annually. DCT's only source of stable funding is through fares. DCT has a farebox recovery of over 21% in 2021, which refers to the ratio of fare revenue collected from passengers to the total operating expenses of DCT. The national average of smaller agencies is 15%. DCT needs another stable source of additional revenue to continue to implement the services it currently provides and to expand to meet the demand and needs of Delaware County.

Regional Partnerships

Currently, DCT receives roughly 5% of the Columbus Urbanized Area apportionment formula funding. The Columbus Urbanized Area includes COTA, DCT, and Licking County Transit (LCT). The allocation between the three organizations is based on population density and service operations. However, currently, the formula is based on the 2010 Census, and it is recommended that DCT

work with COTA, LCT, and Mid-Ohio Regional Planning Commission to use post-COVID service operations data and updated census information to accurately fund its urbanized population.

Competitive Grant Opportunities

DCT should continue to apply for State and Local grant opportunities to continue investing in new transit options for Delaware County. Federal opportunities, such as Bus and Bus Facilities and Low-No Emissions competitive grants, assist transit agencies throughout the country by paying up to 80% for improvements to their operations facilities and expand their vehicle fleet to meet their service demands.





Sales Tax Initiative

DCT should consider and further evaluate a sales tax initiative to properly fund the future growth of DCT operations. As Delaware County continues to grow in residential, commercial, and industry, the transit system must be funded to serve these growing needs. Within the State of Ohio, counties are eligible for two separate sales taxes – a county sales tax and a transit sales tax on top of the 5.75 percent state sales tax. Other, smaller transit agencies, such as Allen County Regional Transit Authority (ACRTA) in Lima, Ohio recently passed a 0.10 percent transit sales tax to fund transit. DCT should continue the momentum of growth of its service area and provide the state-of-the-art transit that Delaware County residents deserve.

Implementation

The recommendations will launch DCT into the next realm of transit services and increase the mobility options that Delaware County residents deserve. To get to this level of implementation it will take the dedication and hard work of the administration and Board of Trustees.

Recommendation Matrix

			
SERVICE	CAPITAL	POLICY	FUNDING
<p>Extend Delaware City Service Hours into early morning and evening on weekdays, along with adding Saturday service</p> <p>Add Sunbury/Galena Service on weekdays</p> <p>Add Delaware South Service on weekdays</p> <p>Expand Via technology to county-wide on-demand services</p>	<p>Procure additional vehicles to meet FLEX demand</p> <p>Design and construct a new maintenance and administration facility</p>	<p>Develop an action plan and policy for the existing reserve balance for future capital and operational needs</p>	<p>Collaborate with Regional Transit providers and partners to determine appropriate methodology for the Columbus Urbanized Area (CUA) funds</p> <p>Apply for competitive grant opportunities</p> <p>Conduct a Feasibility study to create a sustainable local funding source</p>

Timeline





























These recommendations will span over the next five years to phase in improvements over time. Each recommendation builds upon one another, requiring that the recommendations be made to properly implement the change.

The service recommendation is gradual throughout the five years to implement successfully and promote and market each service. In addition, this allows the administration to adjust their hiring schedules and any policy changes that may need to occur to expand hours and add additional service on weekends and evenings.

Capital recommendations are needed as the service continues to grow. Additional vehicles are needed, along with a proper maintenance facility to maintain these new vehicles. Staff and administration will continue to grow as service grows.

Policy and funding is the backbone of all these recommendations. Continued commitment from the Administration and the Board of Trustees is needed to make these recommendations come to life and be successful in their implementation.

Recommendations Timeline

Service	2024	2025	2026	2027	2028
Extended Delaware City FLEX Hours into the early morning and evening on weekdays, along with adding Saturday service					
Add Sunbury/Galena service on weekdays					
Add Delaware South Service on weekdays					
Partnerships for Innovative Opportunities with surrounding counties for workforce solutions					
Expand Via technology to county-wide on-demand services					
Capital	2024	2025	2026	2027	2028
Procure additional vehicles to meet FLEX expansion demands					
Design and construct a new maintenance and administration facility					
Policy	2024	2025	2026	2027	2028
Develop an action plan and policy for existing reserves for future capital and operational needs					
Funding	2024	2025	2026	2027	2028
Collaborate with regional transit providers and partners to determine appropriate methodology for the Columbus Urbanized Area (CUA) funds					
Apply for competitive grant opportunities					
Conduct a feasibility study to create a sustainable local funding source					

Conclusion

DCT has an exciting future ahead. The population growth and increased ridership show the demand for public transit in Delaware County. To appropriately grow, DCT needs to find the balance between growth and what its current resources allow.

FLEX transit services have been shown to have greater productivity than the County-wide On-Demand services. Increasing FLEX Zones to areas of potential transit need could help reduce the demand of On-Demand transit services, which would benefit service costs and also provide a more efficient and streamlined trip for customers. Areas of opportunity within Delaware County are the City of Powell, the Polaris area, the City of Sunbury, and the Village of Galena. County-wide On-Demand services should continue to provide transit service throughout the rest of the County and provide transit services to the most vulnerable populations.

DCT needs reliable, consistent sources of funding to continue to provide quality services. DCT relies heavily on state and federal dollars, restricting its ability to plan for future transit demands. Continued outreach and promotion of DCT will keep transit at the forefront of county needs and allow DCT to be a community asset for Delaware County.

Appendix C

Policy for Revising the Transportation Improvement Program (TIP)

Policy for Revising the Transportation Improvement Program (TIP)

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:

- 23 CFR 450, May 27, 2016
- 49 CFR 613, 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 Revisions Guidelines* (September 2021).

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 D

Documentation of MORPC Transportation Policy Committee Certification of the MORPC Metropolitan Transportation Planning Process



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

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www.morpc.org

Memorandum

TO: Transportation Policy Committee
Transportation Advisory Committee
Community Advisory Committee

FROM: Nick Gill, Transportation Study Director

DATE: April 22, 2024

SUBJECT: Resolution T-7-24: **“Certification of the MORPC Metropolitan Transportation Planning Process”**

In urbanized areas, which have a population of 50,000 or more, federal planning law (49 U.S.C. 5303) calls upon local officials to cooperate with states and public transportation providers in undertaking a continuing, comprehensive, and cooperative (3C) multimodal transportation planning process. This metropolitan transportation planning process is carried out through MORPC as a federally designated metropolitan planning organization (MPO).

Every four years, the Secretary of the U.S. Department of Transportation (DOT) must certify that each MPO serving a transportation management area (TMA), a designation by DOT of an urbanized area with a population over 200,000 as defined by the Bureau of the Census, is carrying out the metropolitan planning process in adherence with federal statutes and regulations. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) last conducted this review, on the Secretary’s behalf, at MORPC in 2022 and will conduct another recertification review of MORPC in September 2026.

However, federal regulations also specify that the state and MPO must annually self-certify to the FHWA and the FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements.

Resolution T-7-24 self-certifies MORPC’s metropolitan transportation planning process and affirms that MORPC, as an MPO, is meeting all requirements in its transportation planning work.

Attachment: Resolution T-7-24

William Murdock, AICP
Executive Director

Chris Amorose Groomes
Chair

Michelle Crandall
Vice Chair

Ben Kessler
Secretary

RESOLUTION T-7-24

“Certification of the MORPC Metropolitan Transportation Planning Process”

WHEREAS, the Transportation Policy Committee of the Mid-Ohio Regional Planning Commission is designated as the metropolitan planning organization (MPO) for the Columbus Urbanized Area; and

WHEREAS, 23 CFR 450.334 requires that the state and MPO certify, at least every four years, that the transportation planning process is being carried out in accordance with all applicable requirements, including:

- 1) 23 U.S.C. 134 and 49 U.S.C. 5303 (Metropolitan Transportation Planning requirements);
- 2) Sections 174 and 176(c) and (d) of the Clean Air Act, as Amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- 5) Section 11101(e) of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects;
- 6) 23 CFR part 230, regarding the implementation of the equal employment opportunity program on federal and federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
- 8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
- 9) Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and

WHEREAS, this “self-certification” is separate from the MPO certification done by the Federal Highway Administration and Federal Transit Administration, which was last conducted at MORPC in 2022 and will be conducted again in 2026; and

WHEREAS, as a prerequisite to the receipt of federal financial assistance (per 49 CFR Subtitle A, Section 21.7), MORPC is required to provide the Title VI Assurances included in Attachment A; and

WHEREAS, the Community Advisory Committee at its meeting on April 29, 2024 and the Transportation Advisory Committee at its meeting on May 1, 2024 recommended approval of this resolution by 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 certifies that the urban transportation planning process is carried out in conformance with all the applicable federal requirements to the degree that is appropriate for the size and complexity of the area.

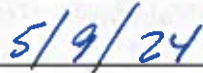
Section 2. That it provides the Title VI Assurances in Attachment A, Parts 1 and 2.

Section 3. That this 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.



Chris Amorose Groomes, Chair

MID-OHIO REGIONAL PLANNING COMMISSION



Date

Prepared by: Transportation Staff

Attachments:

- A. Part 1 – Standard DOT Title VI Assurances
- Part 2 – Contractor Contractual Requirements

PART 1
STANDARD DOT TITLE VI ASSURANCES

The Mid-Ohio Regional Planning Commission (MORPC) hereby agrees that as a condition to receiving Federal financial assistance from the Department of Transportation (DOT), it will comply with Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.) and all requirements imposed by 49 CFR Part 21 - Nondiscrimination in Federally Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the "Regulations") to the end that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which MORPC receives Federal financial assistance and will immediately take any measures necessary to effectuate this agreement. Without limiting the above general assurance, MORPC agrees that:

1. Each "program" and "facility" (as defined in Sections 21.23(e) and 21.23 (b)) will be conducted or operated in compliance with all requirements of the Regulations.
2. It will insert the clauses of Part 2 of this assurance in every contract subject to the Act and the Regulations.
3. This assurance obligates MORPC for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of personal property or real property or interest therein or structures or improvements thereon, in which case the assurance obligates MORPC or any transferee for the longer of the following periods:
 - (a) the period during which the property is used for a purpose for which Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits, or
 - (b) the period during which MORPC retains ownership or possession of the property.
4. It will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom they delegate specific authority to give reasonable guarantee that it, other sponsors, sub-grantees, contractors, subcontractors, transferees, successors in interest, and other participants or Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations, and this assurance.
5. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining Federal financial assistance for this Project and is binding on MORPC, its contractor, subcontractors, transferees, successors in interest and other participants in the Project. The person whose signature appears on this resolution is authorized to sign this assurance on behalf of MORPC.

PART 2 CONTRACTOR CONTRACTUAL REQUIREMENTS

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations.** The contractor shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter "DOT"), Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the "Regulations"), which are herein incorporated by reference and made a part of this contract.
2. **Nondiscrimination.** The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, national origin, gender or sex (including pregnancy, gender identification or expression, and sexual orientation), age (including federally protected 40 years or older), disability or other handicap, low-income status, limited English proficiency, religion, genetic information, gender identification, creed, military status (past, present, or future), medical conditions, or marital/familial status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by Section 49 CFR 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B to part 21 of the Regulations.
3. **Solicitations for Subcontracts, including Procurements of Materials and Equipment.** In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, national origin, gender or sex (including pregnancy, gender identification or expression, and sexual orientation), age (including federally protected 40 years or older), disability or other handicap, low-income status, limited English proficiency, religion, genetic information, gender identification, creed, military status (past, present, or future), medical conditions, or marital/familial status.
4. **Information and Reports.** The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Mid-Ohio Regional Planning Commission (MORPC), the Ohio Department of Transportation (ODOT), or U.S. DOT to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to MORPC, ODOT or U.S. DOT, as appropriate, and shall set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance.** In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, MORPC shall impose such contract sanctions as it, ODOT or the U.S. DOT may determine to be appropriate, including, but not limited to:
 - a. Withholding of payments to the contractor under the contract until the contractor complies, and/or
 - b. Cancellation, termination, or suspension of the contract, in whole or in part.
6. **Incorporation of Provisions.** The contractor and subcontractor(s) shall include the provisions of paragraphs 1 through 5 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The contractor and subcontractor(s) shall take such action with respect to any subcontract or procurement as MORPC, ODOT or U.S. DOT may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event a contractor or subcontractor(s) becomes involved in, or is threatened

Attachment A

Resolution T-7-24

with, litigation with a subcontractor or supplier as a result of such direction, the contractor or subcontractor(s) may request MORPC or ODOT to enter into such litigation to protect the interests of MORPC or ODOT and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

Appendix E

Documentation of MORPC Transportation Policy Committee Adoption of the SFY 2026-2029 TIP

To be included in final document



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

111 Liberty St., Suite 100
Columbus, Ohio 43215
www.morpc.org

Memorandum

TO: Mid-Ohio Regional Planning Commission
Officers and Board Members
Transportation Policy Committee
Transportation Advisory Committee
Community Advisory Committee

FROM: Maria Shaper, Transportation Director

DATE: April 21, 2025

SUBJECT: Proposed Resolution T-6-25: **“Adoption of the SFY 2026-2029 Transportation Improvement Program (TIP)”**

As was presented during previous meetings, the TIP is a four-year program of projects and strategies that state and local governments have selected from MORPC’s long-range transportation plan as priorities for Central Ohio’s transportation system. It contains a listing of all regionally significant projects and projects that will require the authorization of funds by FHWA or FTA. For each project, the list describes the scope of the project and the amount and type of funds committed to each phase of the project by state fiscal year (SFY). The TIP may be updated through formal amendments or administrative modifications.

MORPC’s TIP is a component of the Statewide TIP (STIP). MORPC adopts an updated TIP every two years. Coordination with the MPO member governments and transit agencies began in January with an announcement of the beginning of the update process. In March, MORPC announced the availability of the final draft TIP and held an open house for the TIP on April 2nd. The Transportation Policy Committee was regularly updated about the process through monthly reports and a presentation of the draft TIP.


From March 11th to April 11th, MORPC conducted a public involvement process for the Final Draft SFY 2024-2027 TIP, which included the open house on April 2nd. Staff received several comments during the open house which were answered. Comments were also received via email and an online interactive web map. Comments on specific projects were passed along to specific project sponsors. None of the comments significantly changed the final draft TIP.

William Murdock, AICP
Executive Director

Chris Amorose Groomes
Chair

Michelle Crandall
Vice Chair

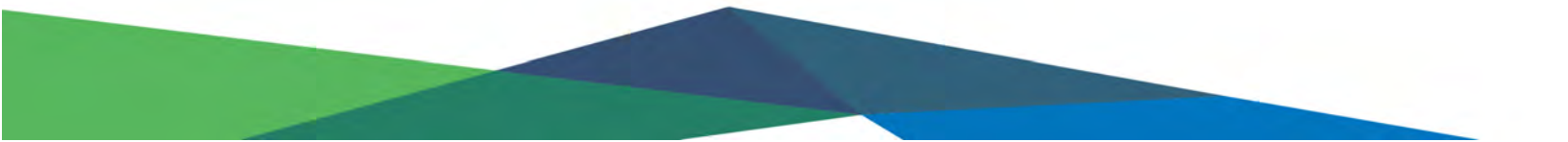
Ben Kessler
Secretary



The final SFY 2026-2029 TIP is due to ODOT on May 1st and will be available at www.morpc.org/tip. In order to remain coordinated with the statewide process and MORPC's meeting schedules, the Transportation Policy Committee is being asked to adopt the TIP after the final TIP is required to be submitted to ODOT. In the event that the Transportation Policy Committee modifies the TIP or fails to adopt it, this will be coordinated with ODOT. ODOT is aware of this situation.

Attachments:

- Proposed Resolution T-6-25



RESOLUTION T-6-25

“Adoption of the SFY 2026-2029 Transportation Improvement Program (TIP) and Amending and Reaffirmation of the 2024-2050 Metropolitan Transportation Plan”

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 caused the 2024-2050 Metropolitan Transportation Plan dated May 2024 to be prepared; 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 2026 through 2029 dated May 1, 2025, and available at www.morpc.org/tip; and

WHEREAS, all projects in the TIP are included in the 2024-2050 Metropolitan Transportation Plan (MTP) although there are projects in the TIP that are advancing ahead of the time frame shown in the MTP; and

WHEREAS, pursuant to 23 USC 134 and 42 USC 7506, the 2020-2050 Metropolitan Transportation Plan has been reanalyzed 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 TIP Appendix 1 : *Air Quality Conformity Determination* dated May 1, 2025, and the SFY 2026-2029 TIP projects are consistent with this conformity determination; 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 area newspapers, 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 April 28, 2025 and the Transportation Advisory Committee at its meeting on April 30, 2025 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 State Fiscal Years 2026 through 2029 dated May 1, 2025, as provided on the MORPC website at 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 amends the 2024-2050 Metropolitan Transportation Plan to adjust the time frame of certain projects already included the MTP to match the schedule shown in the TIP and it affirms the consistency between the State Fiscal Years 2026 through 2029 TIP and the 2024-2050 Metropolitan Transportation Plan and the determination of conformity between the TIP and the State Implementation Plan (SIP) as documented in TIP Appendix 1.
- Section 3. That it authorizes the Transportation Director to approve administrative modifications to the TIP as provided in Appendix C of the document.
- Section 4. That staff is authorized to make such changes to the TIP document as are needed to satisfy clarifying comments from the Ohio and U.S. Departments of Transportation, but which do not change the intent of the document.
- Section 5. 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.

Chris Amorose Groomes, Chair
MID-OHIO REGIONAL PLANNING COMMISSION

Date

Prepared by: Programming Department Staff